

SKYDIVE

THE MAG



February 2011
skydivethemag.com
The British Parachute Association Magazine

Come skydive in Central Spain -

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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.

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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.

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* 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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It was great to see so many of you at the BPA AGM in Coventry – I felt like I didn't stop chatting for 48 hours (sorry if I didn't!) Despite that, I could still have done with twice as long to hear from everybody. The suggestions box on our Mag exhibition stand helped, although most of the feedback was overwhelmingly positive so makes it hard to find ways to improve – I suppose that's a good thing!

I'm delighted to bring you educational articles from first-time Mag contributors Simon Cathrine, Ben Seguss and Airkix Euphoria this issue. Alongside other recent new contributors such as Frazer Smith, Cat Adam, Andy Hughes, Gav McLeod and Jackie Smith to name just a few, it's great to see new people getting involved. I hope they inspire some of you to contribute too, whether it's with an event write-up, an article or some photos.

2011 is already shaping up to be a busy year for British skydiving, with an ever-growing events calendar, high hopes for our teams and new record attempts already in the pipeline. Whatever jumping you've got planned, here's to a happy and safe year of skydiving.

Liz Ashley

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*Fancy contributing to the Mag?
The dates you need to know for 2011*

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April	7 April	22 February
June	9 June	26 April
August	4 August	21 June
October	6 October	23 August
December	1 December	25 October

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

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

SUPPORTED BY



Cover photo Women's vertical world record 41-way sunset dive, by Norman Kent



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Women's vertical world record



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*8-way over a snowy Langar landscape,
by Gary Wainwright*

Smart

Aerodyne Research RESERVE



Open



Fly



Land



Smile!

Photos: Stacey Carl



ES BETTER GEAR BETTER VALUE BETTER SKYDIVES B

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



25 years of Christmas Boogies



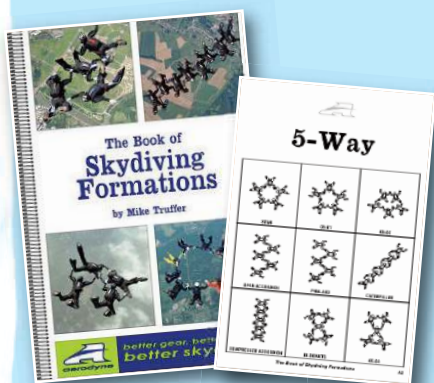
Bruno Brokken

The Empuriabrava Christmas Boogie, an old favourite among Brits, celebrated its 25th anniversary in 2010. Empuria set up in 1985 at a time when Christmas boogies were popular in the States but had not really hit Europe yet. Fast forward a quarter of a century and it's still going strong, with Brits Milko, Billy Payn and Regan Tetlow heading up the FS organising team each year. Check out the *Skydive Mag* website to see our gallery of pictures from the various Christmas boogies, or send us your own via the Get Involved section.

Skydiving goes mobile

The *Book of Skydiving Formations* is now available as an ebook for the Apple iPad. The ebook edition is essentially a duplicate of the printed book, which comprises of more than 1,000 skydiving formations in sizes from 2-way through to 20-way and ranging from easy to more advanced in difficulty. There's also a whole chapter filled with top tips.

You can download the ebook right now from the iTunes website. The ebook edition is optimised for the iPad, although it displays on other compatible devices. Illustrations are sharp and crisp, and navigating the book is simple. Why not see for yourself and download the first few pages for free?



Bodyflight win bursary

The new *Team Bodyflight* line-up has been awarded a bursary from the Mars Refuel fund.

The funding amounts to a handy £500.

"We've already spent the money in the tunnel of course," said new team member Victoria Bradley. "But it has allowed us to do additional tunnel training that we wouldn't have otherwise done. We'd like to head to the World Cup in August. Rebecca and I have only done AA before so it's a huge step up for us!"

The bursary was easy to apply for – team member Victoria simply wrote a summary of what the team's aims and objectives were. The fund was open to any skydiving team and will reopen in 2011. Watch this space for updates.

marsrefuel.com



Get in the know...

Did you realise this *Mag* is available online at skydivethemag.com, where you can also find digital copies of back issues and *Starter Mag*?

Skydiver bursaries

Application forms for the 2011 Royal Aero Club Trust's range of bursaries for young people are still available. The Trust's scheme consists of bursaries ranging from £500 to £1,000 designed for young people wishing to advance from one level of air sport to the next. Successful winners in the past have funded their FS1 and FF1. Of the 20 bursaries awarded last year, seven went to skydivers.

Any UK citizen aged between 16-21 years can apply. Closing date is 31 March 2011.

royalaeroclubtrust.org/bursaries

500-way update

As reported in December's *Skydive Mag*, P3 are organising a big-way formation world record attempt, to be held in Dubai in early 2013. Warm-up events and qualifiers have now been announced and are on the website. However, World Team, who organised previous events, including the current 400-way record, have also stepped up to the challenge. Their website was going live as we went to press, and they are targeting a new record 500-way before the end of 2012. They are also announcing a series of qualifying events, and there is some overlap in the organising teams between P3 and World Team events.

dubai500.com theworldteam.com

Gerry O'Hara

With great sadness, we report the death of Major (retd) G. O'Hara MBE late of the Parachute Regiment. 'Gerry' was a remarkable special forces soldier, serving with distinction in many of the world's hot spots. He became the Team Leader of the Red Devils and, later, the Commandant of the Joint Service Parachute Centre, Netheravon. Gerry died on 30 January after a short illness. Our deepest sympathies go to his family.

Everest skydive

Everest Skydive is offering the opportunity to win a tandem skydive package, or an upgrade to a solo dive, for one person over Mount Everest during October 2011. The closing date for applications via the website is 28 February 2011.

adventuretravellive.com

Your feedback

The *Skydive Mag* exhibition stand at this year's AGM received some great feedback from members. Anyone who put a comment in our suggestions box was entered into a prize draw for a year's subscription to one of Archant's magazines. The five lucky winners were: Mike Johnson, Ruth Morrison, Amelia Walters, Marie Varney and Lucy Mancey. If you didn't get the chance to give feedback, then why not get in contact via our website?

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Javelin Odyssey X

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*Sun Path Products Inc. is pleased to kick off the 10th anniversary of the **Javelin Odyssey** by giving a free custom rig to winning logo designer Pierre Kotze. Pierre's logo is available at no charge on all Javelin Odysseys purchased in 2011. Contact your Sun Path dealer to order your new rig today!*



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Martin Shuttleworth >>

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



Officers 2011

At the 2011 AGM it was announced that the BPA is celebrating its 50th anniversary this year, having been founded in 1961. Immediately following the AGM, the following officers were elected at the inaugural BPA Council meeting 2011.

Chairman of Council
 Martin Soulsby

Vice Chairman of Council & Development Chairman
 Craig Poxon

Treasurer
 Debbie Carter

STC Chairman
 John Hitchen

Competitions Chairman
 Steve Saunders

Communications Chairman
 Adrian Bond

Royal Aero Club Delegate
 John Smyth MVO

Royal Aero Club Alternate Delegate
 Jim Crocker

New Vice President

John Smyth MVO, immediate-past Chairman of Council, was elected as a Vice President and Life Member by the new Council.



Martin Soulsby

Craig Poxon

Adrian Bond

Steve Saunders



Paul Applegate

Kieran Brady

Alex Busby

Richard Head



Ian Marshall

Paul Moore

John Page

Weed Stoodley

Committees 2011

Voting members of the following BPA Committees for 2011 are:

Communications Paul Applegate, Adrian Bond (Chair), Kieran Brady, Alex Busby and Craig Poxon.

Development Paul Applegate, Adrian Bond, Kieran Brady, Alex Busby, Craig Poxon (Chair) and John Page.

Competitions Richard Head, Ian Marshall, Paul Moore, Steve Saunders (Chair) and Weed Stoodley.

News in brief

Renewal time

Your BPA membership renewal form for the year from 1 April 2011 to 31 March 2012 is enclosed in this Mag. To keep jumping after 1 April, please return your completed renewal form before then to the BPA Office with your subscription payment of £117.60 - a reduction of £2.50 on last year! The new subscription rate comprises a BPA element of £57.82 (an inflation-linked increase of three per cent on last year) and an insurance element of £59.78 (a decrease of seven per cent), resulting in a decrease of two per cent in the overall subscription.

The cost of joint membership is £216.60. As joint members share one copy of the Mag, both will now share the same postal address on the BPA membership database. Each joint member will, of course, continue to be able to have their own unique email address.

The renewal form may also be obtained from your centre or downloaded from the BPA website. We are still working towards an online renewal facility via the BPA website, but it isn't quite ready yet.

Electronic communications

The AGM passed a special resolution to allow electronic communication with members of formal BPA Ltd documents, for example notices of general meetings such as the AGM, the annual report and accounts, and voting information for Council elections. A new paragraph has been added to Article 70 of the BPA's Memorandum and Articles of Association - the BPA's governing instrument - to allow this. Members who prefer to continue to receive such information in hard copy may, of course, opt to do so. Further information will be issued in due course.

New ratings

Advanced Packer

Christine Downer (T)
 Peter Connor (T)
 Simon Nath (T)

CSI

Bill Miller
 Seiriol Hughes
 Mike Riley
 Rebecca Bull
 Dylan Bartle
 Dean Aven
 Tim Hanlon
 Glen Staley
 Martin Heywood-Wakeman

TBI

Will Thomas
 Mark McConnell
 Stuart Thornton
 Daniel Morgan

CSBI

Neil Wilcox
 Bobby Fox
 Tony Lock
 Zoe Farrell
 Oliver Clark

AFFBI

Peter Brookes

Advanced Instructor

Brucie Johnson
 Stuart Storey



Review of 2010



AGM 2011



Well, the 2011 AGM carried on the tradition set last year in Blackpool of a different venue each year... and seemed to prove popular. Back in the 'centre' of the British Isles (well, as close as you're going to get) the Hilton in Coventry was the rather plush venue this year.

The exhibition space weaved around the bar area, which meant guests could browse the various stands with a beer in their hand - always a bonus. The exhibition area had a great atmosphere... you couldn't walk the 10 feet to the bar without passing at least 10 people you wanted to chat to on the way.



The AGM itself included the Chairman's Review of 2010 (see insert), complemented by Mikey Carpenter's brilliant video edit of all the highlights from last year. After voting to slightly REDUCE the cost of 2011-12 BPA membership, it was time to celebrate a host of achievements, from new ratings to awards for outstanding achievement and contribution and, of course, all the 2010 UKSL and Grand Prix winners. The awards were presented smoothly; almost all turned out in their own team t-shirts. All in all, a great ceremony to get everyone fired up for the rest of the day (those that weren't still hungover from the night before).

Council

After John Smyth had concluded the morning's AGM by announcing his step down from Council, the first Council meeting of 2011 began. With John Horne having also stepped down, the BPA needed both a new Chairman and Vice Chairman, and Martin Soulsby and Craig Poxon were duly elected. John Smyth was honoured to be elected as a BPA Vice President, and both pleased and surprised to be awarded Life Membership of the BPA for his dedicated service. Full details of all the roles and responsibilities decided are on page 9.

Seminars

The afternoon's seminars kicked off in force, with the most popular by far being Brian Vacher's talk on canopy collisions. This knowledge could literally save your life. Other seminars included Rick Boardman's open forum on equipment lifing and inspection, Stu Storey's talk about getting a swoop pond at your DZ, a seminar on CF by team PH36 and one on team dynamics by Jon Trevor. There were also all the usual meetings, of judges, pilots, POPS and BCPA, as well as viewings of skydiving films *Pink Skies!* and *Battle of Arnhem: Tour of Duty*.



Video streaming

Craig Poxon, Development Chairman, arranged live streams of various meetings and seminars throughout the day, posting links and updates to Facebook and UKSkydiver. These are now available to download and watch at your leisure, so whether you couldn't make it to Coventry or just missed a seminar due to a clash with another one, check out the links from bpa.org.uk. It's pleasing to see that more people have already downloaded the canopy collisions seminar than were actually there watching on the day!

Film Festival

The BPA Film Festival kicked off the evening's entertainment in the main room. Only in its second year, the positive response last year meant it was moved to the evening rather than tagged onto the morning ceremony. It drew almost a full crowd and proved a great start to the night. Martin Soulsby's sparkly jacket put in another appearance and this year a 'highly technical' clapometer was used to judge the crowd's response to the five films. As ever, humour won the day with *The Holy Grail* by Gerard Casale and Anthea Harrison winning both the overall prize and the GoPro humour prize. Since last year, Martin Soulsby had managed to get sponsors on board, which meant better prizes. The judges have said they want to see an even higher standard next year, so get planning your film now! Again, if you missed the films then click the YouTube links on the BPA website.

Entertainment

The BPA broke with tradition this year and, rather than the usual sit-down evening meal, went for a buffet option. A hypnotist and singer provided further entertainment after the Film Festival drew to a close, however many had headed to the bar to continue their lager diet or brave the buffet food. The evening went quickly, catching up with friends and meeting new people. Some kept up the tradition of black tie dress, while others stayed in casual clothes. Everyone, however, bonded over the question - when will hotels actually stock enough of the alcohol they have on offer for us?! The early hours came quicker than expected and everyone headed to their rooms... those that hadn't lost their key cards!

Thanks must go to Martin, Helen and the BPA Office staff, plus new 2011 Comms Chairman, Adrian Bond, and everyone else who helped put together another great AGM. Bring on 2012 where we head back up north to the Reebok Stadium, Bolton.

Never been to the AGM before? Here's a first timer's perspective...

"Being new to the world and life of skydiving, I was unsure of what to expect from the BPA AGM, and even a little bit nervous. When I arrived at the Hilton on the Friday evening there was already a hive of activity, mainly focused in the bar! I've only jumped at my local DZ so there were a few familiar faces, but it didn't take long for me to get comfortable - everyone was so welcoming and would happily take their time to talk to you and introduce you to others."



"I enjoyed the seminars that took place on the Saturday. They were particularly helpful and informative whether you were old or new to the sport. In the main lobby area, stalls were set up with various prizes to be won, and everyone was more than happy to stop and give you their input."

"As a newcomer to the world of skydiving, I was quickly accepted as though people had known me for years. It was a brilliant experience - I'd definitely recommend next year's AGM to all new skydivers as a great insight, and welcome, into the sport."

New skydiver of the year, Dan Harmer

A message from Martin Soulsby – your new BPA Chairman

I was first elected to BPA Council in 2008 and, for the last two years, I've chaired the Communications Committee. It's been an exciting time due to the growth in social networking and emails, which have revolutionised BPA communications. I also started the BPA Film Festival, now in its second year, and enjoy presenting the finals at the AGM Day in the, now traditional, jacket.

I've been an active jumper since joining the BPA in 1982. I'm a current FS 8-way National Champion and have won the title on eight previous occasions. I've also represented the UK at three World Meets and two World Cups, and was honoured to be Head of the British Delegation at the 2008 World Meet.

Our Association has developed a lot over recent years, and I don't see the pace of change slackening. I am looking forward to continuing to work with the membership, staff and Council as we face current and future challenges and seize the opportunities for our wonderful sport.



2010 UKSL FS 4-way

Overall medallists

Rookie Class



Gold medallists, High Altitude Heroes. Cara Finn, Roy Little, Karen Foster, Jamie Pockett, Joel Gluth and Dorian Harwood

A Class



Gold medallists, Gr4vity. Jonathan Ashe, Giedre Domzaite, Jasvir Singh, Aidan Onn and Dave Curtin



Silver medallists, Raykipo. Katy Saxby, Liz Moor, Mike Roberts, Andres Von Walter and Sarah Neale



Silver medallists, Eclipse. Jenny Buckle, Jonny Flowers, Martin Cressey, Ben Lawford and Simon Chittick.



Bronze medallists, RAFSPA Typhoon. Craig Harrop, Marcus Fountain, Jim Coupe, Ryan Baxter, Danny Ball and Greg Henry



Bronze medallists, Tetris. Sam Lee, Greg Lucas, Marc Fletcher, Tim Gaines and Phil Tzourou

AA Class



Gold medallists, Unagi. Pete Mather, Glen Lowerson, Jon Dundee, Ane Brentford and Simon Brentford

AAA Class



Gold medallists, TLD4. Georgie Roles, Kate Burn, Jeremy Price, Renata Heranova and Andy Cliff



Silver medallists, Slot Machines. Richard Rust, Rachel Limna, Jeff Limna, Ely Kirby, Vince Lam and Russell Smith



Silver medallists, SonicNutz. Darren Atter, Dave Honeybone, Simon Cathrine, Helen Arnold and Rob Frost



Bronze medallists, Sirius. Darren Rose, Ruth Morrison, Ewan Cowie, Andrew Forsyth and Chris Southworth



Bronze medallists, Kaizen. Jo Hawley, Rai Ahmed, Francois Cathelain, Liz Cass and Dave Curtin

The Jim Crocker Trophy for Outstanding Contribution to the Sport



The award was given to Brian Laithwaite in memoriam. His wife Caro accepted the trophy and said a few words on his behalf.

The Taz Causer Trophy for Skydiver of the Year 2010



Alan Thompson, world silver medallist with Team Bodyflight, was this year's recipient. See page 45 where Alan features as this issue's Person in the Sport.

The Mike Forge Trophy for New Skydiver of the Year 2010



Dan Harmer, who (two months after his first jump) bagged seventh place in Novice Accuracy at the Army Championships, was this year's award winner.

The Instructor of the Year Trophy 2010



The NCSO and Technical Officer chose Tim Hanlon for this award



FAI & BPA Judges who qualified in 2010: Paul Moore, Liz Warner, Frank Mallabone, Ruth Cooper, Jane Potter, Jo Bell, David McMinn, Ruth Ferris and Dougie Peacock.

2010 Grand Prix Overall medallists



Junior overall accuracy landings champion, Dave Butterworth, and senior overall accuracy landings champion, Glenn Stephenson.



Between them, PH36 were the overall intermediate champs of the 4-way rotations, as well as splitting to form two 2-way sequential teams, which won the overall senior and intermediate events.



PH36 also won the Martin Gardiner Memorial Shield.

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www.aerograd.ru photo by Dmitry Yakovlev

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velocity

Women's vertical world record

In two and a half short years the size of the women's vertical record has more than doubled. Fiona Horne, Melissa Nelson and our Brit, Cat Adam, bring us all the details from the awesome women's vertical world record 41-way



A darkened room is packed with 54 women (and a few guys). Voices are hushed and all eyes focused on the large dominating television screen at the front. Out the cavernous exit door of the Skyvan, bodies peel left and right and then slowly and quite surely the formation builds - it is beautiful - silhouetted against the glowing red sun in the Arizona winter sky.

Suddenly one skydiver comes in fast and knocks the formation hard, buffeting the base and first stingers. There is a collective intake of

breath and then from somewhere in the centre of the room a small voice squeaks "sorry!" and the room erupts with laughter.

Amy Chmelecki, organiser, national and world record holder and bastion of all things skydiving, smiles and addresses the room: "In skydiving, we are going to make mistakes. And mistakes can make us stronger. If someone knocks the formation don't give up. Stay focused. Keep flying." And on the screen the formation rebuilds to a solid 39-way...





Organiser, Melissa Nelson

In 2002 I started a venture with Amy Chmelecki to organise a group of freeflying women from around the world. From the end of 2002 and the whole season of 2003, Amy and I organised camps throughout the year around the USA to prepare women for the feat - we knew there weren't very many freeflying women back then. In November 2003 at Skydive Arizona, we surpassed many expectations by completing a sweet 16-way! What an epic way to begin the women's vertical world record.

In 2005 we set out on the same mission. This time at Skydive Chicago we set an 18-way world record; in 2008, back at Arizona, we completed a 20-way world record. At this point, although we worked hard every year and trained women around the world for the event, it was a bittersweet success as we weren't building

the record by much - we often lost participants due to family priorities.

However in 2010 it was bigger, better and, well, sexier! This time we had five organisers, instead of just Amy and me, who worked all season around the world promoting the event. We added Sara Curtis, Kimberly Winslow and Melanie Curtis. Not only that, but the tunnel helped greatly in getting women up to the right calibre to fly a world record, slot-specific event. I also think social media helped spread the word and keep ladies motivated, inspiring everyone to reach their goals.

For 2010, we held a two-day preliminary warm-up camp prior to the record and began with the official attempts on Thanksgiving Day. We used two Twin Otters and one Skyvan, going up to 16,000 feet with oxygen - many of the girls hadn't done three-plane loads or used O₂ before.

Our Brit, Cat Adam

On the first day of the event - I was awake at 5am from jet lag and excitement - we were all called to assemble in the hangar. There was more than 50 women sitting on the floor from every corner of the world. Most were from America but there were a few from France, Norway, Sweden, Germany, Japan, Finland, Australia, Italy, Israel and, of course, several girls over to represent the UK. The energy for the event could be felt in the air by everyone; we knew we were about to smash the current record of 20 with so many awesome women gathered together in one place, but by how many would remain to be seen.

The organising of the event was smooth and effortless. On a dropzone where a nine-plane formation of 200 skydivers was easily achievable, what we were doing must have been small scale but, nonetheless, it was exciting. For the first day of warm-up jumps, the group of girls was simply split into two



We knew we were about to smash the current record of 20... but by how many would remain to be seen



groups - a 22-way and 23-way. After a short briefing, we were on a 15 minute call for our first two-plane formation jump. Both formations were then split over the two planes, so we did one pass with two exit groups. I was really excited to do my first big exit from a Skyvan.

From the first jump, the skill level was high and we were easily getting 20-ways so we progressed to a 37-way for the second day of warm-up jumps. On the second day we were already achieving a 35-way head-down formation. During the larger formation loads, a group of ten or so dedicated ladies were taking part in smaller formations on the same pass as the larger formation and doing two-plane formation jumps. Everyone was continually assessed on their performance and could be swapped in or out of the larger formation depending on that day's performance. The ladies in the smaller formation did some amazing work and were a super support team to the bigger group,

working hard to be ready at any time to step into the larger formation. During the whole event there was a feeling of everyone being welcomed instantly as a friend and no one being left out. On the first night of warm-up jumps one of the girls even opened her house to everyone for a team dinner of pasta!

Record attempt day one

Now we were jumping from 16,000 feet AGL and started using oxygen for the first time. We set out for a 39-way. The free candy at Manifest came in handy to stop your mouth from drying out at altitude. The base changed to six people as opposed to the four on the warm-up jumps. It now became a mental game of keeping your cool, continually getting to your slot and flying it at all times. Amy said it best when she advised: "Don't get stressed about it, it's just skydiving, we just fall good." After five jumps we already had a 38-way with just one person short of the submitted formation.



Norman Kent



Norman Kent

Record attempt day two

A few more of the best female freeflyers arrived for the record and a new 40-way formation was submitted to the judges. Once again we were tantalisingly close to having a completed formation and, after four jumps, a call had to be made as to how to continue - to cut some people and get a record or to continue and try to get the submitted 40-way. It was Eliana Rodriguez (former Arizona Airspeed member) who made the suggestion that instead of going smaller we should go even bigger and attempt a 41-way. From her experience on big-way flat formations, adding that one extra person always got the record. So, on the fifth jump of the day with the sun sinking over the Picacho Mountains and a final motivational sunset team talk from the organisers, we boarded the planes for the last load of the day. From an extra height of 18,000 feet AGL we left the plane for the sunset formation. The 41st lady was drawn up from the smaller formation group for the last jump of the day, what skill

and composure she had in joining the formation record for one jump and getting a record, not least as her goggles came off on exit and she still found her slot. There were a few wobbles but the formation felt good, yet it was impossible to tell if it was complete.

As soon as we landed on the ground it was clear even from the alternate landing area we had got the 41-way from the shouting, clanging cow-bells and the girly squeals. Watching the video was amazing as it was so clear we had the record, there was no question. The extra height meant it was held for so long that even people on the ground could tell we had it. From a 20-way two years before where it was a fight to the last second, to a 41-way, the level and skill in female skydiving had soared. We had managed to more than double the last record and, with a day left, had also managed to break the state-of-Arizona female formation record of 21 women set in 1978... an added bonus!

Cat Adam

An organiser's dream

It was sunset. The sun highlighted the mountains and the air chilled. People were on the ground cheering us on. The energy was high. It was on.

Slowly, but surely everything was built. (I get goosebumps as I write this!) You could see the smiles in the base - it was sweet! We screamed all the way down under canopy... No one doubted our success and our camera flyers were offering high-fives in celebration after we landed.

Big thanks to Jason Peters, Greg Gasson and Norman Kent for capturing the amazing WWR 41-way. And thanks to Rook Nelson for spinning an amazing set for our celebration. And of course, another huge thanks to our sponsors, Skydive Arizona, Vigil, Firebird and Performance Designs for their support.

Melissa Nelson



“ We screamed all the way down under canopy... No one doubted our success

Anna Howerski by Greg Gasson



British females on the record:

Anna Howerski
Catriona Adam

Organisers:

Amy Chmelecki, Sara Curtis,
Melissa Nelson, Kimberly
Winslow, Melanie Curtis

B team co-ordinator:
Steve Curtis

Record cameramen:
Jason Peters, Greg Gasson,
Norman Kent

B team cameraman:
Simon 'Bones' Palacio

Sponsors:
Skydive Arizona, Vigil,
Firebird, Performance Designs



Cat Adam by Norman Kent

The Airbus experience

Tim Cooke reflects on the jump
of a lifetime - from an A400M



As a skydiver I have always been interested in flying and aeronautics, so working for Airbus was a natural step for me.

One day, my manager asked me: "How would you like to be sent to Seville for three years?" Of course it was a yes, and I knew I was definitely going to be at Skydive Spain's dropzone a fair bit.

Working on the latest Airbus aircraft - the A400M - I dreamed, but never honestly thought, that I would manage to be one of the first people to jump from it.

For the last 10 years, Airbus has been developing the newest military airlifter - the A400M - in a bid to overtake the Hercules. Able to carry 116 paratroopers with its four 11,000shp engines, it certainly has all the right things going for it. There are currently



Working on the latest Airbus aircraft - the A400M - I dreamed, but never honestly thought, that I would manage to be one of the first people to jump from it



““ We climbed to 10,000ft, depressurised the hold and opened the tailgate ramp. This was our first look out the back and it was truly awesome

All photos by Airbus



Exit shot, by Tim Cooke

only three of these aircraft flying. It is still heavily within its flight-test phase before it becomes fully certified, so even getting on a flight was going to be difficult, let alone managing to jump out the back of it.

My journey started with an email to the CEO of Airbus, Tom Enders, offering to help organise jumps from the A400M into Skydive Spain's dropzone in Seville. Thirty minutes later he personally responded saying that a jump was being planned and that I was now on the list - get in!

Fast forward four months to 13 November and I'm walking out on the tarmac to the aircraft and strapping myself into a standard airline seat wedged in among all the flight-test computers at the back end of the cargo hold, with nine other lucky Airbus employees who had managed to get on board.

After one of the smoothest take-offs I have ever experienced, we climbed to 10,000ft, depressurised the hold and opened the tailgate ramp. This was our first look out the back and it was truly awesome. The pilot did a dummy run to get the spot correct and after some minor corrections we then went around and climbed to 12,000ft for the live drop.

Standing on the ramp in single file, we all got ready with massive grins on our faces.

Run-in was going to be 130 knots, so we were all expecting a fair bit of blast from the relative wind.

As we came in over the top of the DZ, the loadmaster gave us the green light and out we went. The exit was so smooth, and then the relative wind hit and it felt like I was being pulled away from the plane. Then, suddenly, I felt myself slowing back down again to a standard freefall speed.

Jumping from a tailgate is always something that skydivers look forward to, as they are fairly rare. Being able to say I have jumped from one of the largest tailgate planes, and to be one of the first 10 or so jumpers to do so, all while the plane is still in flight-test, is something that I will always treasure.

A big thank you to all involved in the preparation for the jump: Tom Enders (CEO Airbus), Philippe Gossard, Dany Marjanski, Hannah Swallow and all at Skydive Spain for allowing us to jump into their DZ.

Tim Cooke

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Getting out the door

PART ONE OF FOUR TRAINING FEATURES BY TEAM SONICNUTZ

Without doubt the best skydives we do start from a good exit. A good exit is something that needs good preparation, but this is often overlooked. Although this article is predominantly aimed at 4-way, the principles can be applied to any type of skydive with two or more people: 8-way, 16-way, 100-way, linked, unlinked, freefly and even AFF.

Unlike freefall, where we can simulate our moves on creepers, the exit simulation applies only to the door line-up/climb-out, exit key and sometimes an unrealistic picture through the door.

When considering that a funnelled or broken exit can take (depending on the team's experience) 10-15 seconds or more to rebuild, in a competition where 35 seconds is the working time, the exit can cost you almost half (and, in many cases, more) of your scoring potential. Nail the exits and your points average will increase dramatically.

Often a team or fun group will arrive at the mock-up, do a quick climb-out with a lazy exit attempt then walk away to the plane and be surprised when the exit funnels or doesn't work out. However, that team has just performed exactly the exit they prepared. More attention and focus to this part of the skydive will increase the team's success rate

and points score. Remember that most teams train on a very tight budget and the mock-up is free to use. Every time the team puts that unprepared exit into the plane, it costs the team five jump tickets.

Preparation

The key to a good exit is good preparation. In preparation, the team should first establish how and where each member should be stood in the door; where to hold the bars; where to place your feet; and where to be looking. Get a good look around, always crowd the front of the door. Also, try and recreate the same positions every time.

Practise moving into your position as a team, including climb-out and cameraman. Move into the position quickly and efficiently. Don't get into the habit of thinking this is just the mock-up and not really important. Whatever you do in the mock-up, you will do for real in the sky.

Ensure that, as an individual, you are completely balanced. Many exits have you contorted into unusual and uncomfortable positions. This is OK, provided you are balanced.

The above should always be done with jumpsuits, suitably attired and always without, and then with, rigs. It is surprising

how the size and weight of your rig will affect your balance and how much space you take up in the door.

Train your mind to blank out any distractions. You should focus only on the task in hand - the exit - and nothing else. During competitions, I never watch the team before me leave. If I do, and the other team has a good exit, it puts me under more pressure to perform and compete. Similarly, if they have a poor exit, again the pressure is on me to perform. Thus on run-in, I close my eyes, focus and feel them leave.

Once the key starts, no matter what, make that exit happen. Every exit, indeed, every skydive you do, will always have issues; the best are when we deal with those issues. Provided you are looking through the centre of the formation during exit, you can all fix anything that is happening. However, in order to do that it is important to first understand the priorities of an exit, and these are pretty universal.

For all exits there are three priorities and the correct sequence of these is paramount:

1. Timing
2. Presentation
3. Position



The team after a D exit.
All images by Rob Frost

Timing

In 4-way, convention generally has the inside centre giving the exit key. This is a huge responsibility and, unless you're experienced, can be a very daunting task and one that should be practised and visualised. The key needs to be clear, concise and consistent. The most common error for those who are less experienced is to rush the exit key.

Each key person will develop their own method but, generally, most keys in 4-way have commonality: **breathe, shake shake shake, ready set go.**

Breathe - this is for everyone to focus. This exit is the only thing that matters. No matter what, you are going to do your job! As those teams coached by me will know: *"Think like a panther and you will exit like a panther. Think bluurrgghh and the exit will be bluurrgghh."*

Shake shake shake - the first part of the key sequence, eyes in and cross referencing.

Ready set go - this can be a variety of actions: up, down, go or in, out, go. I use nod, down, go. Many key people shout the words as they do the sequence. This will evolve with your experience and team.

There needs to be a discernible beat within the key so that it does not slur from one element to the next. There also needs to

be sufficient animation and confidence from the key person to relay the beat through to the team. Too much animation could put the key person off balance and compromise a good exit position. Again, this will come with experience.

Often a rushed key will put the rest of the team behind the curve, while the key person, because they know the key is coming, can go a little early. Jumping your own key is particularly noticeable on the more challenging exits, such as a D, as my own experience reminds me.

In addition, the team needs to take their place quickly and efficiently; once in place with the correct grip, cease all movement. This will then allow the key person to determine when to start the exit key.

The key is primarily to signal to the group when the key person is leaving. This then allows the group to exit at the correct time relative to the key person. For example, in 8-way or unlinked big-way exits the 'rear rear float' would leave before the key person and the 'front front float' would leave after. In 4-way, however, the team generally leaves at the same time, thus the clarity of the exit key to set the timing is of utmost importance. The timing being out from either a rushed, inconsistent or misread key will inevitably lead to broken grips or a funnel, losing valuable competition time or fun time.

Presentation

Once through the door at the correct time, the second priority in the sequence is to be presented. The exit through the door has to be dynamic and explosive.

If the team does not get presented, albeit with perfect timing, at best it would result in a team funnel leaving no one behind.

Many trained teams make this look effortless. The key is to understand your job in the dynamics of the exit, then do your job (and only your job), and trust the others will do theirs. Also, never take an exit for granted nor consider it easy - as *SonicNutz* was reminded last year during our training camp in Seville with two funnelled H exits!

Moments before the exit occurs, the team is just a four-person huddle. On the go, the team needs to explode into their presented body positions while moving to the correct formation. Often, by the time the inside centre is just through the door, the outside flyers should be in a presented position. The tail should be lower than the centres, with the point being higher. This explosion of the four-person huddle to the exit presentation needs to be positive and dynamic. Any delay from the team or an individual will result in the inevitable bar-tape cheers.

As the team leaves the aircraft at the correct time, each member needs to get presented to the relative wind in clear air.

SonicNutz perform an N exit



Tail: You need to be down, lower than the two centres, looking through the formation up at Point. The lower you go the closer the team will get to that 90° target. Tail flyers are normally at the bottom of the formation on the hill, on the line of flight and lower than the centre point.

Each formation's exit has its own idiosyncrasies and the above is general. What is important is that it takes four people to launch a 4-way exit.

The team that gets the biggest cheer on the bar tape is generally the one with the best funnel, however launching a good 4-way and showing it to the camera will generate murmurs of respect, and pride on hearing "nice exit!" This is much more satisfying and will notch up more valuable points on the scoreboard.

With the recent advent of, and easy access to, wind tunnels in the UK, many teams are evolving at an amazing rate - as can be seen with the scores posted at the UK Nationals. These teams are excellent at flying once through the door and into freefall, which in itself highlights an even greater requirement for teams to spend more time and focus preparing and training exits.

The *SonicNutz* skydive preparation plan is only completed with the exit preparation. This involves a minimum of three mock-up exits. After the first we discuss, after the second we agree and the third is locked in. This is always done with our cameraman and jumpsuits on. Before the jump we repeat this, but in full kit. If we need to do a fourth or fifth, then so be it!

This article will assist you in understanding exits, however the best way to improve them is to do them. Faster improvements will be made when teams have a coach, however there are other, less costly, alternatives, such as attending the BPA roadshows where coaches are provided by the BPA at no cost to the team. Watch 4-way footage with good and not-so-good exits and try to understand why they were so. Train alongside other more experienced teams and talk to these teams; provided they are not gearing up to jump or in the middle of prep or debrief, most will be more than happy to offer assistance. After each jump, and as part of your debrief plan, ensure the exit is fully debriefed. Again, if you are unsure why a certain exit keeps failing, just politely ask someone who has the correct knowledge and experience to help. Always train enough exits to satisfy your training budget and experience. You are far better launching a throwaway exit and taking four to five seconds to grip switch to a stable first point than to waste 15 seconds or the entire skydive in a funnel with no rebuild. There are many rookie teams that only train one exit; some who are doing a little more training will maybe do four or five exits. This is perfectly acceptable. Regardless of category, there are few teams that will attempt to launch everything.

Above all else, though, have fun with your exits - the good ones and the bad ones - and, most of all, persevere.

Position

Assuming the exit timing was correct and the team was presented, we can start to fly on the hill. As the team explodes through the door, each member needs to arrive at their correct position as quickly as possible.

Every 4-way formation has a centre point. When we are creeping our moves for the freefall aspect of the skydive, we all establish our position relative to this centre point for each formation. The same needs to be applied to the exit frame straight out of the door. In addition to our position relative to the centre point, we also need to understand our position relative to the line of flight and where we are on the hill. This means that, instead of the formation being parallel to the horizon, it needs to be as close as possible to 90° with the point at the top and the tail at the bottom. Thus, for exits it is important to investigate further and understand these three key items: formation centre points, line of flight and hill position.

Point flyer: Your exits will mainly have you dynamically leaving the aircraft and going up, trying to touch the wing, getting presented and looking back at Tail. The higher you go, the closer to that 90° target the team will get. Generally, point flyers are at the top of the hill, on the line of flight and higher than the centre point.

Outside Centre: You generally have the most dynamic moves, leaving the aircraft without dropping below or behind the inside centre, who is still in the aircraft. Generally, you are to the left of the line of flight (for a left-hand door), with your centre point either level with, or slightly higher than, the centre point and in the middle of the hill.

Inside Centre: After giving the key, your job is to move through the door and get your centre point lower (or level depending on the formation) than the outside centre. Generally, you will be to the right of the line of flight (for a left-hand door), with your centre point slightly lower or level with the formation centre point and in the middle of the hill.



Use the mock-up as much as you can



Don't get into the habit of thinking this is just the mock-up and not really important. Whatever you do in the mock-up you will do for real in the sky



Simon
Cathrine

THE FIRST IN
A TWO-PART
SERIES COVERING
FREEFLY EXITS

Freefly compulsories

with Airkix Euphoria

As a junior team, how do you learn how to fly freefly compulsories? Well, for most people, it's a case of trial and error and many jumps are spent trying to put a square peg into a round hole. There is another way, and it's called coaching...

My team found out pretty quickly that you can self-teach yourself to a point and then you hit a plateau that is hard to advance further on from. We reluctantly paid for the services of a coach. Luckily for us, we were in Skydive Elsinore so we decided to call on a few people who may know some things... world-record holders Andy and Travis of *SoCal Converge*.

What we learnt after spending a week with these guys completely revolutionised how we flew our compulsory rounds and what follows is the basics that can be used for both A and B class.

Starting off

The key to success starts way before you even get to the DZ. Get your hands on the dive pool and learn it inside out. Learn the formations by numbers rather than words (like the FS community does) so that it's quicker to say them in the sky. As you and your teammate get more experience, you will start to instinctively move your body to the numbers. When you have learnt the formations by number you can start to look at how you are going to fly the points as a team. As B-class moves are all head-up, work out who

is going to fly base. This is the individual who is going to set the fall rate and the heading for the team (more about this later). For A-class teams, looking at who is the stronger head-down and head-up flyer will help you to decide who is going to fly which slot.

Dirt diving

When you go through the dirt dive, try and do it at the speed you will do it in the sky. We wanted to get a minimum of 10 points per skydive, which meant that we aimed for one point every 3.5 seconds. When you dirt dive at that speed it will feel really slow but, in reality, unless you are *SoCal Converge* or *Volare*, the formation will breathe (move apart). So do the same and get used to driving into the centre of the formation. By dirt diving like this and incorporating a new way of exiting and transitioning between points, we went from an average of eight points per jump to 14/15.

Discipline

One of the biggest mistakes we, as a team, made was our lack of heading control. If the performing pair only concentrate on flying with each other and carve around the sky,

then the cameraman will never get all the points on camera.

If you are flying base, pick a heading on the horizon (just like you did when learning turns) and stick with it; do not be tempted to move even an inch to follow your partner. He will have to fly to your heading. This slows down the points score, but it will vastly improve your scores in the long run.

Eye contact works wonders in FS and, surprisingly, it works in freefly too. By maintaining eye contact with your partner, you can assess fall-rate changes and heading issues and, more importantly, you will get to know the look of panic when they forget the dive!

Training and practice

A good place to start learning the random exits is in the tunnel; this allows you to break the moves down to a slow pace so you can really concentrate on the mechanics of the piece. If you use the bigger tunnels, you can also get your cameraman to fly in the tunnel with you; this will take away nearly a quarter of the available working space, which means heading control and your discipline will improve.

Exits



1. Spock

Head-up flyer: Set yourself up in the door with your back to the prop. Try and get square in the door so that, when you leave, you can be as stable as possible. Keep a grip on the inside bar with your left hand and, with your right leg, try and get your sole to cut into the wind. When you leave the plane, look down at 45°, pick a point for your heading and try and maintain that throughout the exit.

Head-down flyer: Try and get your head as low in the door as possible; your hips want to be higher than your head. Your hands want to be on the head-up flyer's head and chest-strap. When you leave the plane, try and ball-up in order to roll out. Due to your tucked exit position, you will only have a small amount of movement to get vertical. When you feel stable, you can release your grip on the chest-strap and the head-up flyer simply takes the dock on your head.



By maintaining eye contact with your partner, you can assess fall-rate changes and heading issues and, more importantly, you will get to know the look of panic when they forget the dive!



2. Vertical compress

Head-up flyer: Set-up is nearly the same as for a spock; this time, however, your right leg has to be made available for the other person to grab hold of. With your right hand, take a grip on the right leg of the other person. On exit, allow the other person to pivot past you. You should now pick up a heading and keep the formation on that heading.

Head-down flyer: Set-up as you would for a number one, head down and hips high. Take a grip on the other person's outer leg. On exit, again, roll out and allow your feet to be the last thing that leaves the aircraft. As you roll vertical, pick a heading down the jump run to help the formation maintain a heading.



3. Sole-to-sole



There are a few ways you can exit a plane, unfortunately all the exits will involve you grip-switching into a sole-to-sole. You can exit a 'two', release and fly into a sole-to-sole. Or you can exit standing one behind the other in the door with the head-up flyer at the front of the door. The head-down flyer facing the tail passes his right hand back and the front man takes a hand dock. On exit, the rear man balls up and rotates backwards to face the front man; this leaves the pair head-up, head-down facing each other. Then a sole-to-sole dock can be taken. The head-down flyer wants to be in-line with the head-up flyer's feet in order to stop too much vertical separation.



4. Vice-versa (head-up, head-down)

Head-up flyer: Take up the same position as for exit one; however, this time, you are going to take both handgrips on the other person. Keep the grips low and, on exit, get out nice and big and pick a heading.

Head-down flyer: Set up in the door with your head low and your hips high. On exit, roll out and allow the head-up flyer to fly the piece and keep the heading. Make sure you leave together so the piece doesn't spread out too much.



On exit, roll out and allow the head-up flyer to fly the piece and keep the heading. Make sure you leave together so the piece doesn't spread out too much



All freefall photos by Andy Godwin



5. Double head-down

Head-up flyer: Get as low in the door as possible, even to the extreme of lying parallel to the floor. On exit, allow the other person to dive over the top of you. As he comes over, push your hips up and drive into the vertical; this, coupled with the other person diving over you, will get the piece vertical quickly. Keep watching the plane as you exit to try and maintain the aircraft run-in as the heading.

Head-down flyer: Set up almost lying on top of the other person; try and get your body horizontal. Try and have your foot on the door to help you power over the other person. Your job is to try and get the formation into the vertical as quickly as possible.

Exits 6-10 will be covered in the next issue of *Skydive the Mag*.

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Photo: Jim Harris

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Michael Lovemore

Don't forget the **pilot**

Skydivers are inherently safety oriented, but the ride up to altitude can easily be taken for granted. BPA jump pilot and skydiver Ben Seguss highlights areas of consideration - from manifest to your walk back for a 'cuppa' - that can make the whole process run smoothly

Last summer I became a BPA jump pilot. I'm a skydiver too and quickly realised that there are many safety issues that maybe we could all consider on every jump.

Manifest

Every skydive starts here. We part with our precious jump tickets and get our names on the board. Even here you can really help the pilot to help you by simply letting the manifestors know what it is you intend to do. This is especially important when the DZ is running multiple aircraft and you are doing something funky like big-way tracking, wingsuit or VRW. It's obviously of great help to the Jumpmaster but, if we know what's coming next, manifest can load the aircraft efficiently and sometimes we can plan the fuel load a bit better, and that might just get you an extra 500 feet of altitude. That got your attention?

Kit Up

Now you hear the kit-up call, brilliant. You've all got your gear on and it's a back-up load... but where's Dave? The engine's running and he didn't hear the call. We wait an extra few minutes while he gets checked and we are on our way, but we should already be airborne.

Running the aircraft for longer than we need is seriously expensive. Imagine running the tunnel for five minutes with nobody in there - it wouldn't happen. That's what we are all doing when we hold up the aircraft. If everybody can keep the show on the road then everybody benefits. It keeps ticket prices down and allows your DZ to operate the best aircraft it can. It also stops the pilot getting a mild dose of air rage while he's yelling "hurry the hell up!" out of the window.



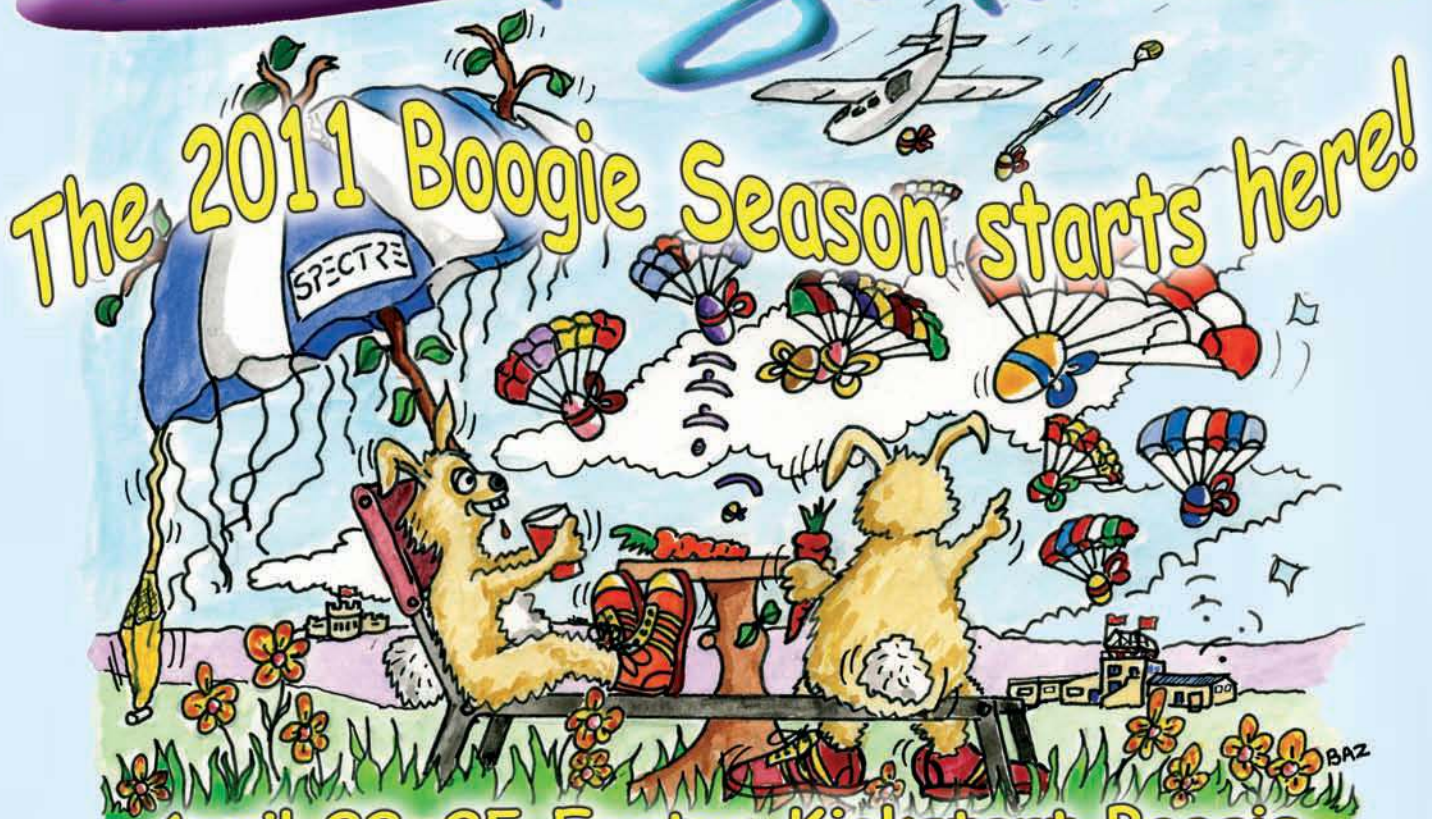
Weight distribution is critical to the safety of the aircraft, hence many dropzones having those big red lines on the inside of the aircraft fuselage

That said, flightline checks should, of course, never be rushed. Particularly pin checks. Many of you will have seen the footage of the tail-less Cessna falling out of the sky. A premature opening on exit caused the main canopy to wrap itself around the tail and ultimately destroy the aircraft, with the pilot only just escaping and one fatality. Rigorous flightline checks could have saved at least one life and, for what it's worth, an aeroplane. Next time you have a spare 10 minutes, why not type 'naggas' into YouTube and consider how you'd have reacted.

Walking out and boarding the aircraft

While all you can think about is the dirt dive you just finished and who's getting out first, it's easy to forget about spinning propellers, exhaust pipes and lumps of aeroplane that you can easily crack your head on. Treat the aircraft as if the engine is running, regardless of whether you see the prop spinning, and only ever approach the aircraft from the rear. Also, if you happen to see anything about the aircraft that looks unusual or broken, please tell your pilot. Numerous jump ships have got airborne with fuel caps open, for instance, or severe oil leaks. The effects are obvious.

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Large groups are heavy... it's almost the weight of a small car off the back of the plane all at once - nice to know if you're flying the plane!

Take-off

The most critical part of the flight from a safety point of view is the take-off. It's where we transition from the 'stay with the aircraft' scenario to the emergency exit in the event that the engine(s) fail and/or we have to land the aircraft in a hurry for any reason. This is why the restraints and helmets are so important. At low altitude, with an engine failure or fire, you could expect to stay with the aircraft, but let's go back to where we are all sat. The aircraft is like a set of weighing scales with the wing as the balance point or fulcrum. If our weight distribution is wrong (normally too far aft), it can become impossible to tip the scale the other way, ie. push the nose down and maintain airspeed if the engine stops. The aircraft has weight and balance limits which must be respected every time we fly.

Of course, if we land in a ploughed farmer's field it really won't feel like touching down in London with the world's favourite airline. That's where that restraint might come in handy. Above 2,000 feet or so, you can expect to be politely asked to exit in a hurry... or not, if you have forgotten to disconnect yourself from the restraint, doh! If the pilot is just too busy, though, all you might see is a light signal. If you need to act at this low altitude, it's critical to do it quickly. Are you alert at this stage of the flight or are you normally to be found dirt diving with your eyes closed?

Weight distribution is critical to the safety of the aircraft, hence many dropzones having those big red lines on the inside of the aircraft fuselage. Most skydivers are great at observing the restrictions while airborne, but as you board the aircraft have a look at where everybody is. Most aircraft fit the general rule that the further forward you are the better, but always listen to the instructions from the pilot, as there are exceptions to this rule (eg. Skyvans). It can cost up to £15,000 to fix the damage caused from a tipped aircraft and that's a lot of jump tickets! Of course, once you are on board, USE THE RESTRAINTS as briefed if they're fitted (that's the only bit of shouting).

The last 10 years have seen a step change in skydiving. The technology that we use has come on in leaps and bounds and with the tunnel becoming more accessible and 'affordable', the demand for larger and inherently more complex aircraft has increased. Take the Let/Caravan/King Air/Skyvan - all just as complex as your average airliner, but flown by a single pilot. The downside is that the pilots are often very busy managing what has become a much more complex operation, all while sat behind a metal bulkhead with a set of noise-reducing headphones on their ears and their back to the action, almost

completely shut-off from what is going on down the back of their aircraft. It gets lonely up there sometimes, so share the love and communicate with your pilot. Once you are all on board (Dave included!) it's a big help if you tell us, as it's often difficult on the larger aircraft types to see behind us and we usually don't have a rear-view mirror...

Some DZs will have a copy of the manifest passed to the pilot on every lift, but many don't, nor are those details necessarily passed over the radio. A prime example is the wingsuiter who is planning to exit last and turn away from the jump run. Great, until the aircraft turns into your flight path after you exit. A quick word with the pilot would mean that they can plan to fly the aircraft further up the run-in to remain well clear of you... simple, but very effective, and this communication is an essential part of wingsuiting.

Large groups are heavy. The average skydiver weighs 100kg including kit. The Caravan, for instance, can take seven in the door. Do the maths, and that's almost the weight of a small car off the back of the plane all at once - nice to know if you're flying the plane! Through good communication with the Jumpmaster, we can be ready for who and what is on the load and fly accordingly.

Gary Birchett



Climb to altitude

Once we are safely away from the ground and patiently waiting to get to the top, it's always worth thinking about that emergency exit as we climb and have a little 'what if' scenario going round your head based on the current altitude and position. Engines do stop occasionally, but remember you still need to respect those centre of gravity limits even if you all have to get out in a hurry. Remember to sit still on the climb to altitude - moving about alters the trim of the aircraft and makes it hard to maintain an accurate climbing speed. This is more noticeable on smaller jumpships. If you see, hear or smell anything (except the obvious) that just doesn't seem right then let your pilot know. It's especially good to know if you see any ice on the airframe as aeroplanes don't fly slowly very well when there are overgrown icicles on the wings.

Run-in

The primary job of the pilot as we climb is to fly the aircraft as efficiently as possible so that we run-in just as we reach exit altitude. We will always try to achieve the best run-in we can, but with so many variables like wind speed and direction, temperature and humidity, and ultimately the weight of the aeroplane, sometimes we may run-in a few hundred feet short of max altitude. It's often a matter of pure bad luck, not judgement, on that particular load. Rest assured, though, we will always try to get you the best run-in and altitude that we can.

This is where life gets particularly busy for the jump pilot. We fly the aircraft as slow as is safely possible while our cargo moves around of its own free will, respecting our red line inside the aircraft of course. As all this is happening, we are communicating with the DZ to obtain our 'clear drop' and air traffic control for clearance if required. Then we set the aircraft up for the run-in, give you the necessary lights and away you go. As you can see, communicating with the pilot is great, but just as we run-in is not the best time, so not surprisingly you may not get a response straight away. Just give us a second and we'll be right with you. Remember those light signals? There is always the chance that we may have to go-around again. That may be due to a message from the DZ, ATC or initiated by the JM. If you see the lights go red then stay with the aircraft. Normally the first light you see is your prompt to open the door, check the position and set up so that you are ready to exit quickly once you see the green light. By getting the first group ready promptly, we can increase everyone's available time in the door and that will ultimately reduce the chances of a go-around. However, if you are not happy with the safety of the spot, never be afraid to ask us to go-around. We will always oblige; you just might need to shout so we can hear you above the din of the engines!

Canopy ride

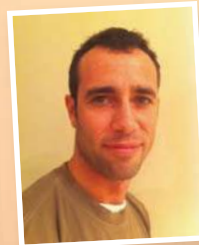
So you and the team have just pulled off an awesome 8-way VRW sequence and, better still, you've got it on video! Next of course is the canopy ride. The pattern that you fly can obviously vary between DZs. DZs sometimes operate on busy aerodromes and mix it up with aeroplanes and helicopters. A good DZ brief and a look at the windsock will normally help you to formulate a plan before you even get in the plane and, with that in mind, most DZs will specify that you should never cross the runway at less than 1,000 feet. This is to maintain safe separation between you and the aerodrome



circuit traffic in the event that an aircraft has to climb away before landing (go-around).

If you do have to cross the runway on foot then have a good look up both ends of the runway. If you see an aircraft on final approach, stop. Never run across the runway in case you hurt yourself. Kneel by the side of the runway with your canopy safely stashed away. That's a clear signal that you have seen the aircraft. Have another look both ways after the aircraft has passed and then cross. A little bit of green cross code could have saved many embarrassing situations where jump ships have gone around because of jumpers/canopies/cars, and even dogs, on the runway!

Now, having pulled off a perfect 540 into a swoop landing, all you have to do is walk the walk of the righteous and head back to the club for tea and medals. Oh and about that cuppa, get one in for the pilot. It might just get you that extra 500 feet..



Ben Seguss



If you are not happy with the safety of the spot, never be afraid to ask us to go-around. We will always oblige; you just might need to shout so we can hear you above the din of the engines!

Photo by Ben Wood

Vic·to·ry [ve-lo-ci-ty] n. decisive superiority in any battle

Photos By: Kenneth Gajda



Jay Moledzki
1st Place Overall



Jonathan Tagle
2nd Overall - 2nd Distance



Marat Leiras
3rd Overall - 1st Speed



Pablo Hernandez
4th Overall



Christian Wagner
5th Overall - 3rd Distance



Greg Windmiller
6th Overall - 1st Distance

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DUBAI

Skydive Dubai is fast becoming a big player in the world skydiving scene. The 2011 International Parachuting Championships and Gulf Cup drew British competitors in CP, Accuracy and female FS...



Open 4-way champions, Hayabusa,
by Bruno Brokken

Having heard about the amazing international Dubai event in 2010, I was eager to try and rustle up a female 4-way team for the 2011 competition, even if it did mean abandoning my British roots and leaping over to the dark side to compete for the USA.

Quick phone calls between the likes of Christy Frikken, Becky Brocato, Annie Peterson and Karen Lewis on camera resulted in a newly-formed 'pick up' team for this already legendary meet. We managed to squeeze a couple of hours in the Arizona wind tunnel and 50 training jumps at Perris over Christmas and, before we knew it, we were all seated on long haul flights bound for Dubai.

On arrival day we checked in to our four-star hotel (included in registration!). Day two saw a trip to the DZ for our practice jump. The million-dollar swoop pond, the coastal location, the 'Olympic village', and the lavishly decorated lunch tent, along with all manner of local attractions such as henna painting and falconry (right there at the DZ) meant we couldn't help but wonder if there had been a mistake in how cheap our registration fees were! Luckily the US delegation tent was very close to the UK one and, seeing how sparse the British contingent was, we decided to move in with the Brits and keep Foggy, Stuey and Jeff company for the two weeks. (You can take the girl out of the UK, but you can't take her out of the UK delegation tent...)

With practice jumps completed in all disciplines (did I mention the FS teams were landing ON the Palm Jumeirah in the middle of the ocean on every jump?) it was time for the opening ceremony. This was nothing short of a 'Cirque du Soleil' show, with a few aerobic stunt plane displays and traditional Arabic dancing thrown in for good measure.

FS competition

Day three saw the start of the eight-round FS meet. For the next three days we did two jumps a day, and had a lazy lunch in the middle somewhere. A whopping 20 different countries competed in the open event, and with the top three teams (*Hayabusa* from Belgium, *Aerodyne Aerokart* from France and *Airspeed* from USA) all competing with one new member, it promised to be an exciting meet. They didn't disappoint and, after round 4, there was only one point between all three teams, with Belgium leading. After round 6, there was still one point between the three of them, this time with France leading. By round 7, France and Belgium were tied in first place, and *Airspeed* was an excruciatingly close three points behind.

There were six female FS teams, and our top contenders were the current World Champions and long-standing French team *Aerodyne Cypres* (two of whom were sporting very tiny baby bumps!), the Russian *Illusions*, the Spanish *Empuria Gatas*, the Danish *Lady Vikings* and Canada. After seven rounds, and some wobbly exits from us, the French were five points ahead of us and, considering we were expecting a complete whipping from them, we were enjoying keeping the French ladies on their toes! The Russians remained in a very solid third place.

The next couple of days brought strong winds and long weather holds - never a problem in Dubai, it simply means more time to explore the local sites. We were grateful to have the time to



Photo by Bruno Brokken

The final round in the open meet proved unbearably exciting - all the teams had a very wobbly first block 8 on the hill, which made for nail-biting scoring

and \$15,000. Russia came third with a 16.8 average and took home \$10,000. Spain took fourth place, followed by Denmark and Canada.

The final round in the open meet proved unbearably exciting - all the teams had a very wobbly first block 8 on the hill (*Airspeed* completely missed a catch), which made for nail-biting scoring. *Hayabusa* finally pulled away from the pack on the last round, scoring 28 to *Airspeed's* 25 and France's 24. This put *Hayabusa* in first place (again, winning \$20,000), followed by France four points behind and *Airspeed* in third place, five points below *Hayabusa*. A special mention must be put out to Jonny Eagle, *Airspeed's* 'stand-in Tail', who was ill and confined to his hotel room for the whole trip, but dragged himself out to complete the rounds.

The closing ceremony was, again, nothing short of spectacular - airshows, an amazing outdoor dinner, band, camel rides and fireworks.

I, for one, can't wait for the 2012 event, which promises to be bigger and better... if that is possible. I really hope that more Brits will attend next year and keep us company - just promise to leave space in your delegation tent for me!

Hannah Betts

see the different parts of Dubai and understand more about the local culture and religion.

Eventually the winds subsided and the competitors could finally finish the meet. Our minimal training plan wasn't quite enough to beat the French, who finished nine points ahead with a 21.1 average and won \$20,000. We finished with a very respectable 20 average



Hannah Betts, part of the silver-medal-winning United States female team, by Pete Allum



“The doors were open up to altitude giving breathtaking views of the Palm and we were flying in between the incredible buildings of the Dubai Marina

Results

FS Open 4-way

Pos	Nation	Team	Ave
1	BEL	Belgium Hayabusa	25.5
2	FRA	France I	25.0
3	USA	United States Arizona Airspeed	24.9

FS Female 4-way

Pos	Nation	Team	Ave
1	FRA	France Female	21.1
2	USA	United States Female	20.0
3	RUS	Russia Female	16.8

Canopy Piloting

Rank	Nation	Competitor	Total
1	CAN	Jay Moledzki	724.493
2	USA	Jonathan Tagle	714.744
3	BRA	Marat Leiras	708.275

The CP and Accuracy events proved to be just as exciting as the FS. Brits, Matt Fogarty and Jeff Chandler were there...

CP competition

As a cameraman and AFF instructor, I am always trying to go further and faster on my canopy, but I had never really thought about competing until a few months ago when I heard about the Dubai competition. To be honest, I had never thought I was good enough and hadn't tried going through any gates until a month before the competition. A few of my peers said I should just go for the experience, so that's exactly what I did. I wasn't looking to score well, just hoping not to get wet on every jump! The chance of gaining experience from the best in the world was an opportunity too good to miss.

The nerves didn't come until I saw the setup they had for the competition. An incredible swoop pond - two metres deep - with a gigantic grandstand next to it for anyone to watch the spectacle. I hadn't really imagined how big this event was going to be and realised I should maybe have done a few more training jumps than I had! The rest of the 87 competitors looked very experienced.

There were two training jumps for the canopy pilots on the first day. I met my fellow team members Stuart Meacock (CP) and Jeff Chandler (Classic Accuracy) who gave me lots of valuable advice. It was Stuart's second competition and he gave me confidence.

The practice rounds didn't go well... I had never tried Accuracy and Speed before. I ended up in the water on the Accuracy, then missed the gates on the Speed round. Great! A word of advice for all those potential swoopers out there - it's a good idea to practice with an RDS system before you start your first competition!

The next day the real competition began and nerves were high, but the atmosphere was incredible. We were jumping from Bell 212 Helicopters for all of the dives. The doors were open up to altitude giving breathtaking views of the Palm and we were flying in between the incredible buildings of the Dubai Marina. I was expecting everyone else in the competition to be serious but it was the same atmosphere in the helicopter as any boogie in the sun. Everyone wished each other the best, gave the usual handshakes and we got the occasional "whoop"s from the Americans.

I think Stuart and I surprised ourselves in a few of the rounds. He was very accurate with the gates, using a 270 turn. I was using an 810 as that's what I was used to at work. They both seemed to work well. Stuart rocked the accuracy course, scoring really well on both rounds. The last accuracy jump was disqualified due to wind conditions, which was unfortunate as he scored massively (I ended up in the water again). But we both finished well and held our heads high for the UK and the start of competition swooping.

Our final standings in the competition were something to be proud of and it has definitely given me the bug to train hard now for the Nationals. I ended up in 41st place overall, with Stuart not far behind in 50th. He flew through the carving Speed course and ended up 30th overall, with me on his tail in 33rd. My best round was Distance, finishing 27th overall - big smiles. Stuart finished 44th in



Photo by Bruno Brokken

the Accuracy, but he would have shot up the table if the wind hadn't stopped things. Congratulations to Jay Moledski who placed first overall. All of the PD team and Marat Leiras stood out for me as the people to watch and learn from - they make it look very easy.

The event was a massive success and an incredible experience. I would recommend it to anybody who is thinking of competing in the future. Even if you come last, you will have an amazing two-week holiday in Dubai for very little money and a chance to represent your country! It has really given me the drive to go faster and further in the future.

I have to say a massive thank you to Stuart and Jeff, without whom there would have been no team spirit and also to my sponsors, Sky Shot Design, CYPRES 2, Nec Suits, Outfacing and Skydive Empuriabrava.

Foggy

Accuracy competition

As expected, the Dubai competition provided great hospitality - I was in a five-star hotel with three excellent meals a day and, of course, endless bottles of water. It is a world-class event, as shown by the final scores in all disciplines - such as the average of 25.5 in the FS and

winning accuracy scores of 0.04 and 0.06. There were top judges and the infrastructure was second to none.

It was my fourth year at the event and it gets better and better - it may even be the site of the Mondial next year. The prize money totalled \$132,000, with a photo competition worth \$15,000.

The few UK Accuracy jumpers were not available due to factors such as a pregnant wife, work and money, and the Army CP jumpers had work/military commitments. But, make no mistake, this is no amateur event in the desert - it is top class.

The Accuracy event was held in alternate rounds with CP so everyone had a preparation break and was kept busy. The wind was up on a few days, which is unusual. The FS was held on the Palm fronds at the main DZ so all events were happening concurrently. The atmosphere was amazing. For Accuracy, the winds were light/variable in the mornings but stayed at a steady four to five metres per second most of the time - perfect. The final rounds were lost to high winds - the judges and senior jumper went for a swim with their parachutes and were promptly rescued with all equipment.

Jeff Chandler



Matt Fogarty, by Craig Bennett



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PEOPLE in the SPORT

Alan Thompson



Alan films Team Bodyflight, by Nigel Holland

How did you start skydiving?

As a boy I dreamed of jumping out of a plane. I was told it was a stupid idea as I was born profoundly deaf, but that made me more determined to succeed. My local deaf club needed to raise funds so I said I'd do a skydive. Eric Hall at Peterlee Parachute Centre was the person who made it all possible.

What did you do after you qualified?

I received my FAI licence, then gained FS1. In 2000, I won the Most Progressed Student of the Year award at Peterlee. I saved and saved to buy my own equipment. Then I started learning to sit-fly and go head-down with my friends, which was wicked fun – I loved it.

When did you start flying camera?

Well... I saw a video called *Crosswind* and I was amazed – I never thought that sort of thing was possible. I knew nothing about photography so I joined my local college, progressed and passed all my NVQs, level 1-3. I then decided to do my BA Hons at university. However, I realised that funding the course was impossible and student loans were so expensive to have. Also, at that time, my father was very ill so I had to take a break from everything to care for him. After my father died I decided to get back into parachuting and learnt to do tandem video.

What teams have you been on in the past?

It all started in 2004 at Peterlee. I was asked to join my first team, *Spanish Fly*. It was a Rookie team and at first, I must admit, I was rubbish! We did win some gold medals at the Grand Prix

though. We then competed in the Scottish Nationals and the judges showed some interest in my filming when we won gold. After *Spanish Fly* decided to disband, I waited for nearly a year then two teams approached me to film for them. I chose *FS OK* and we reached 11th place at the British Nationals. The judges again praised my videos.

In 2006 I was asked to join team *Phobia*. We trained very hard but funding was always an issue. We were lucky and worked hard, winning medals at the Grand Prix and coming fourth at Nationals.

How did team Phobia develop?

We represented Great Britain at the ESL finals in Belgium, winning Rookie gold. (My other team, *Vertically Challenged*, came seventh in AAA – it was my first film for AAA class.) I also came third in the best videographer category – a proud moment.

In 2007 team *Phobia* went to Spain and trained really hard. I learned a lot from the coach, Chris Hollis. The team moved from Rookie to A class and won some medals at the Grand Prix.

I was shocked when team *Elan* (women's world champions at the time) asked me to film some rounds for them, going on to win gold in the AAA class. I was then asked a few weeks later if I would train and film with them.

What made you take your cameraflying to the next level?

I was asked by Julia Foxwell to film 8-way at National level. It was my very first time filming 8-way and we won a bronze medal in the Senior class. In 2008, I joined team *Fusion* (4-way). We started to train for the World Championships in France, going to



ESL finals, 2006, by Ian Ridgpath

We talk to Alan Thompson, British Skydiver of the Year 2010 and an outstanding cameraflyer who has represented Great Britain on the world stage since 2006

PEOPLE in the SPORT



more awareness of the sport and that would probably create more sponsorship opportunities. I tried to raise sponsorship on a few occasions when competing for my country, without any luck.

Do you have any skydiving mentors?

Adi Green and Phil Curtis were my AFF instructors; I would like to thank them for all of their support. They have changed my life and made my dreams come true by making skydiving such fun.

Who are your heroes?

My heroes are Wendy Smith, Olav Zipser, Craig Girard, Willy Boeykens, Pete Allum, Gary Beyer and Mike Carpenter. I have met them all but to be honest there are too many to list. I have a special place in my heart for *Team Bodyflight* - Tarn Hollis, Liz Matthews, Sarah Cannon and Amanda Kemp; in my opinion they are the all-time best.

What are your other interests?

Go-karting, photography, travelling, riding my motorbike, swimming and going to the gym (in order to keep fit for 4-way!).

What's next for you?

I have more than 3,100 jumps, 2,000-plus of which are camera jumps... not bad for 12 years in the sport. I want to continue to win medals at national and international level for several years to come. I would love to someday take part in filming big-way world record jumps, as well as do more freely fun jumps.

the USA for training three times. I found it hard because the plane was a Porter with a right-hand door exit (all my previous jumps were from left-hand exits); but we did more than 280 training jumps with coach Craig Girard (*Airspeed*) and came 13th at the 4-way Open World Championships in France. We then won bronze at the British Nationals so it was worth all the hard work. After another season with *Fusion* in 2009, I filmed the *Brit Chicks* in 8-way, winning silver at the Nationals in 2009; I was then asked to join *Team Bodyflight* and the rest is history!

What's your proudest moment?

That's easy! When *Team Bodyflight* and I won the silver medal at the World Championships in Russia. I love representing my country and filming *Team Bodyflight*. I feel they are the best female team in the world. Another proud moment was when some of the Russian kids asked for my autograph - I felt famous!

What's your most memorable jump?

There are three that stand out. My first AFF jump was amazing, I felt like superman! The second was when I achieved the deaf world record for a HALO jump at Davis, CA, USA in 2005 - the record still stands at 32,100ft. The view was awesome. Thirdly, filming *Team Bodyflight* at the World Championships in Russia when they achieved 44 points! I feel that was my best video work and a 21.6 average is the best ever for a British female 4-way FS team.

Do you have any advice for someone wanting to fly 4-way camera?

Talk to professional cameramen and get as much

information and advice as you can, don't be afraid to ask and keep fit! It's very important to keep your head still and smile. Also, try to get a lightweight helmet. You will need to know your team's routine in order to gain the best camera position and not miss any points. Finally, get to know the exit count. If I can do it, anyone can.

Do you have a favourite camera helmet?

My favourite, the one I have been using for the last four years, is the Bonehead Flat-top Pro from America. I like it because it's so comfortable and light.

Has being deaf influenced your skydiving?

Deafness isn't a problem because we don't talk in the air! After you jump out of the plane, nobody can hear each other anyway so it is no big deal to me. I pride myself on having a sharp eye and I am quick to learn.

Skydiving is taught in the air using hand signals (sign language). I have taught BSL (British sign language) to my skydiving mates as it means we can then communicate more easily. Lots of people have wanted to learn. I enjoy video work because it is a mostly visual art.

It would be great to see some deaf skydiving instructors - I would love to do it. We have seven deaf skydivers in the UK and 40-60 worldwide. Some countries refuse to accept deaf people in the sport, so I am very lucky to live in the UK.

Is there something you would change about the sport if you could?

In the future I'd like to see more deaf and disabled people getting the chance to learn how to skydive. But I'd also like to see skydiving accepted as an Olympic sport. There would be

I have taught BSL (British sign language) to my skydiving mates as it means we can then communicate more easily



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Everyone was struck by the sheer size of the environment. The PD Competition Velocities were completely dwarfed

Pushing the limits

Photo by
Bruno Brokken



The team had extensive ground briefings before attempting each challenge, by JC Colclasure

With a collective 85,000 jumps between the 10 members of the PD Factory Team (PDFT), experience is certainly not something they are lacking. But even thousands of jumps and extreme safety precautions cannot ensure everything will run smoothly when you are pushing the limits of our sport. Here are the highs and lows from the PDFT Swiss Expedition 2010...

One of the many facets of the PDFT is to push the boundaries of our sport through expeditions, flying in new and unusual places. Historically, some expeditions have included the Grand Canyon, the fjords of Norway, Mont Blanc in France and the Dolomites of northern Italy. Since the successful introduction of the new team members back at the start of 2009, planning had begun for an expedition with the newer larger team. Never before had a team had the opportunity to bring this number of experienced pilots together to learn and develop in such a challenging environment.

Preparation

It was with respect and excitement that the whole team sat down together for the first safety briefing in a small hotel on the edge of the town of Interlaken, Switzerland. Ian Bobo, the 2010 PDFT Swiss Expedition leader, had selected this town, nestled between two lakes in the south western corner of the country, because it provided an excellent base for a whole playground of sports. Close to Interlaken, there are a number of valleys offering road and air access to the three key mountains for mountain swooping runs in the area: the Eiger, Jungfrau and Wetterhorn. The famous BASE jumping area of the Lauterbrunnen Valley and ground launching, speed flying and paragliding areas such as the Niesen were also easily accessible with a short drive.

Bobo outlined the goals for the team over the upcoming days, shared vital emergency procedures, allocated radios and outlined necessary communication guidelines for the whole week. Each team member carried, as a minimum, a radio and mobile phone and a few also carried GPS or a SPOT personal locator. Little did we know at this stage how vital this preparation was to become. Bobo also introduced us to our local mountain swooping guides, Pascal Fleury and Daniel Saeuberli, both experienced local mountain swoopers who had flown many of the planned mountain routes before. With their help, we were able to pore over valuable data such as peak heights, exit altitudes, landmarks for orientation in the aircraft and under canopy and, using 3D Google Earth and video, a comprehensive picture of each run. This allowed us to see angles, prominent features and any obstacles of each run all the way to the chosen landing area.

Mountain runs

In the first few days the team began to fly some of the numerous mountain swooping runs. We started on shorter, more accessible mountains to maximise the exposure of the new team members who had little or no previous experience in this environment. Due to the team size and high costs of running helicopters, our jump ship was a brand new Cessna Caravan operated by Skydive Switzerland,

a dropzone at the base of the Reichenbach valley. In addition to driving and walking to each landing area before a jump, the Caravan allowed us to make several passes over the run to ensure everyone had their bearings.

The first runs followed a prominent ridgeline down the Fisalp peak (9,450ft). Even though this was a 'smaller' mountain, everyone was struck by the sheer size of the environment. The PD Competition Velocities were completely dwarfed by the size of the peaks, steps, saddles and crevasses of the run.

After a successful day at the Fisalp, the team decided to move on to the larger Wetterhorn (12,113ft). As with all jumps, we spent the early morning driving a round trip to view the landing area. The Wetterhorn provided a considerably longer run and even larger rock formations to fly between. At the end of the run, each team member had to fly away from the mountain to clear the valley and reach the landing area safely. Again, it was a great day as the newer members started to increase their confidence in the environment. However, it was also our first minor incident - JC Colclasure flew through a telephone cable during his approach to the landing area. Not surprisingly, the telephone cable came off worse than JC. However, it had torn through two layers of his Liquid Sky jumpsuit and made sure the team reassessed safety procedures.

The team then moved on to one of the longest and largest runs in the area, the Jungfrau (13,642 ft). Due to a large, flat plateau after the Jungfrau peak, the team would enter the run at a slightly lower satellite peak called the Silberhorn (12,123 ft). The start of the run is marked by a prominent glacier field and the landing area is located in a corner of the famous Lauterbrunnen Valley. This was by far the most exciting and challenging run so far. Once at the landing area, the team worked through safety procedures to ensure everyone was there, but immediately it was apparent that Shannon Pilcher was missing. He had taken the wrong glacier bowl at the top of the run. In the Swiss Alps this is surprisingly easy to do among all the peaks, bowls and glaciers. Rather than continue on down the valley into unknown territory and run the risk of being forced to land in trees and rocks, Shannon had wisely performed a stand-up landing on a flatter snow field just above the Lauterbrunnen Valley. There he awaited rescue from the REGA (Swiss mountain helicopter rescue team). Although we had established communications immediately with Shannon on landing, the whole team was tense until he was safely back with us.

Safety review

Again the team took some time out to review procedures. Despite excellent weather and the urge to continue flying runs, the next day was spent reviewing why the mistakes had happened, what needed to be tightened up with our own safety procedures and how we





Photos by Bruno Brokken



For the final day's mountain flying it was decided not to try anything new and focus on the techniques learned previously. The decision was made to return to the first run at the Fisi alp due to familiarity

could increase response times if someone was in trouble. A new three-part accountability checklist was put into practice as part of the pre-jump safety procedures, and everyone was assigned a SPOT personal locator as part of their mandatory jump equipment. We also implemented emergency communication guidelines and a simple colour code to identify condition, mobility and critical information.

BASE

The following day, the team moved on to BASE jumping in the Lauterbrunnen Valley. Multiple jumps were made from different exit points. The more experienced BASE jumpers in the team focused on wingsuit proximity flights, while the others explored more overhung exit points and even did some 2-way exits.

Speed flying

The team wanted to take advantage of the large number of speed flying runs in the area. The following day we headed up to the Niesen (7,749 ft), also known as the Swiss Pyramid, by cable car to a restaurant and speed flying launch point. Several team members spent time kiting different speed wings while we waited for conditions to become perfect. Bruno Brokken, our cameraman, launched



The Caravan made several passes over the run to ensure everyone had their bearings. Photo by JC Colclasure



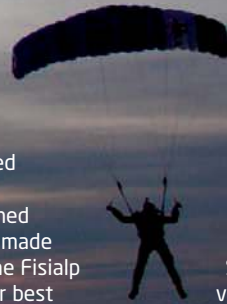
Photo by Bruno Brokken



first. I launched second but ripped two end cells on a fence at the launch site. While the speed wing seemed to be flying, the flight mode needed to keep it flying straight was very slow. This meant I couldn't stay on course and clear the ridges necessary to reach the main landing area. I was forced to land on the steep side of the terrain and, due to the poor performance of the wing during the flare, broke my hip on landing.

Everything against us

Again the team reassessed. It was important to continue but we needed to ensure there were no more incidents. For the final day's mountain flying it was decided not to try anything new and focus on the techniques learned previously. The decision was made to return to the first run at the Fisialp due to familiarity. Despite our best plans, it seemed that everything was against us. During the second run of the day Shannon Pilcher, after flying through a particular crevasse, made contact with a transport cable used by farmers to move items up the steep hill. These cables are similar in thickness to cable-car cables and very difficult to see, despite our awareness of their location on previous runs. Pilcher's lines and canopy were ripped and he fell approximately 100 feet onto the rocks and trees below. The team immediately knew it had happened and called REGA without



hesitation. The helicopter arrived and stabilised Pilcher within 30-40 minutes. He was then airlifted to hospital. After a spell in intensive care he moved from intermediate care to the thoracic ward at the hospital in Bern, Switzerland. From there, he moved to a rehabilitation centre where he continued to show positive improvement every day until he was ready to fly home six weeks later. His family and the team would like to thank everyone for the messages and prayers from across the globe.

Reflection

Despite the incidents overshadowing the trip, there are a large number of positives to take from the expedition. The experience of flying this type of environment is incredible, sharpening individual and team flying skills. Visually, there is no other environment like the Swiss Alps. Through the hardship of the variety of incidences, the team established new safety procedures and improved our skills, making everyone stronger in this environment. We are now closer than ever before and ready to face all future flying challenges. We would like to thank all of our friends in Switzerland and we anticipate the recovery of Shannon Pilcher with patience and love.

Brian Vacher



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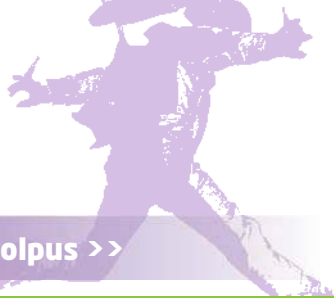
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Wings with zing

The Fusion, by Noah Bahnson



Tonysuit Wingsuits is presently involved in carrying out flight performance tests on its top-of-the-range *Fusion* wingsuit

The Fusion, unlike other wingsuits that went before it, has a parachute harness and container actually incorporated within the suit, which results in an ultra-low-profile, lightweight and high-performance glide system.

The Fusion was developed from the company's X-Bird 'expert' wingsuit design but modified to incorporate a custom harness and parachute tray. The production version of the radical new suit will feature an incorporated pilot chute pouch as well as improved top skin shaping. At the time of going to print the Fusion was in the final stages of testing.

The new suit's flights are being recorded using a Flysight GPS system and then Paralog is used to analyse and log the flight performance which, as well as producing 2D plots from logged data, can also produce 3D jump profiles. The 3D flight track

can also be viewed in Google Earth at the click of a button.

Flysight GPS provides real-time audible indication of glide ratio, horizontal or vertical speed, so when you change your body position, you instantly hear a change in the tone. Your brain easily connects this feedback with your precise body position, making it easy to remember what worked and what didn't, claims manufacturer Flysight Bionic Avionics.

Tonysuit Wingsuits said that, while it is true good pilots need to be able to feel that they are flying well, instruments like these can be very useful to compare suits and track progression.

**tonywingsuits.com/fusion
flysight.de
paralog.net**

A Cyber birthday

Airtec of Germany is celebrating the 20th anniversary of the CYPRES system this year with a series of sponsored events around the world.

CYPRES-sponsored events and boogies will include free load organising and free coaching, plus "parties with drinks, prizes and more" says the company.

It will also be producing a 20th anniversary limited-edition CYPRES with what they call "a refined finish" - personally signed by CYPRES inventor Helmut Cloth.

The company will also be running a website raffle, prizes being one of the anniversary-edition CYPRES units, plus CYPRES apparel, gift vouchers, jump tickets and other "goodies".

cypres.cc

Emergency charge

If you should suddenly discover with shock, while on the dropzone, that the battery level is getting perilously low on your Alti-2 N3 or N3 Audio, don't panic! You can now purchase an *Emergency Charger* especially designed for the job.

Alti-2 Inc, those US producers of high-tech altitude-reading devices, have designed and produced, in four colours, a small battery charger complete with male USB cable, which fits the company's N3 and N3 Audio top-of-the-range audible altimeters (as well as some mobile phones).

The Emergency Charger operates with either an AA alkaline battery or an AA lithium battery (for longer use). The battery is not included. The unit is small, portable and easy to use (a red diode on the top end of the device will indicate when the charger is charging). The Emergency Charger retails for under £20.



alti-2.com



What a drag!

Bill Booth of United Parachute Technologies, illustrious inventor of the hand-deploy pilot chute and the 3-ring cutaway system, and long-time manufacturer of the popular Vector range of harness/container systems, has leapt to the defence of his all-fabric reserve pilot chute design.

Bill is concerned that rumours have been circulating in the sport that the 'all-fabric' pilot chute does not perform as well as mesh-bottomed pilot chutes. Bill strongly refutes this claim and says that the very opposite is in fact true - that, in his opinion, mesh-bottomed pilot chute designs are actually inferior.

"Spring-loaded, mesh-bottomed pilot chutes have a nasty habit of hesitating and bouncing around on your back when you deploy in a stable body position. (And who doesn't want to deploy his reserve in a stable body position?)" he states on UPT's website. *"We learned to deal with this problem on main deployments by 'sitting up' or performing other gymnastics at pull time. Problem is, because of my invention of the hand-deployed pilot chute, many jumpers today have never had to deal with a spring-loaded pilot chute, and don't have a clue about how to 'break the burble'. So I set out to reduce hesitations on spring-loaded reserve pilot chutes, and the all-fabric Vector II pilot chute does just that - it actually inflates faster and hesitates a lot less than its mesh-bottomed cousin."*

To reinforce his point Bill made a video back in 1986, which shows many examples of both mesh-bottomed and all-fabric pilot chutes in action. This is very interesting viewing and can be seen on the company's website.

unitedparachutetechnologies.com



Mesh-less pilot chute

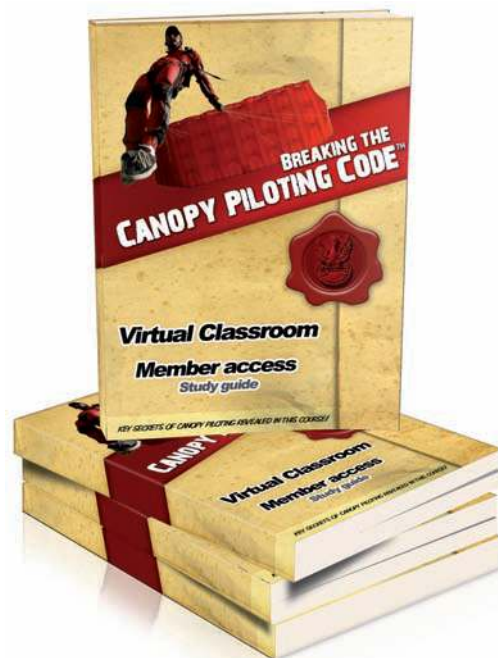
Online piloting

Retired Canopy Piloting champion Jim Slaton has produced a comprehensive online training course for anyone interested in seriously mastering the dark art of high-performance canopy work

Jim reckons that the names you always see on the podiums at major events around the world are nearly always the same names because, as he puts it: *"Only a few canopy pilots have the 20 per cent knowledge that allows them to win 80 per cent of the time."*

Jim reckons that current competitors in the canopy piloting world are not keen to pass on their secrets for fear of producing someone who may come along and beat them, when they have obligations to their team, their sponsors and their own investment in time and money. He, on the other hand, is now retired and wants to 'spill the beans' on all the secret tips and knowledge necessary to get on to the medals podium.

Called *The Canopy Piloting Challenge*, this training course is broken down into three main components, the first of which is a series of six modules including Parachute Aerodynamics; Performance Drills; Set-Up Playbook; Power Training; Tips; Tricks and Issues; and, finally, the Action Plan. Component 2 is a multimedia support disc, which includes videos and images of dynamic approaches and landings



from previous competitions, Pro-swooping tours, US Nationals and World Championships.

Component 3 is what Jim calls his 'Virtual classroom'. This is a members-only forum on an online classroom, enabling the student to give feedback, ask questions and receive further advice.

When you subscribe to the course you are given six months to take it; in the last module Jim teaches you how to build a training plan to meet your training goals. As an additional option he provides a challenging eight-week action plan you can follow and practise at your own DZ.

There is a special offer on the course price for all *Skydive Mag* readers from 14 February-15 March 2011. Click on the 'Skydive Mag' sign-up box at:

canopypilotingchallenge.com

Rocket science

At the end of 2010, Airtec, the German manufacturer of the popular CYPRES AAD system, felt moved to issue a Rigging Safety Notice in order to refute certain rumours that were circulating about the non-opening of a reserve in the USA, which was fitted with CYPRES.

Airtec's notice stated: *"In order for CYPRES to do its intended job of cutting the reserve closing loop at the proper time, it is necessary that the closing loop be routed through the CYPRES cutter."*

Believe it or not, it seems that this container had been closed with the closing loop going to the outside of the cutter, which was, of course, then not able to cut it.

Airtec went on to diplomatically state: *"We request that riggers always take care that this essential detail is checked, then double checked when closing a reserve container."*

Der! Rocket science anybody?

cypres.cc



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Liz Ashley >>



Currency - how long can I leave it?

If you haven't jumped for a while over winter, you may be wondering whether there are any restrictions on your next skydive. Perhaps you remember your student days, when you always had to complete revision training before your first jump of the day. If you ever spent more than a month away from the DZ as a student, you'll have had a longer assessment rather than the shorter revision training, and if you took over three months away from the sport you'll have revised the full basic training syllabus.

As a licensed skydiver, it's all about currency. The longer it's been since your last jump, and the less experienced you are, the more cautious you should be. The Ops Manual states that if an A-cert jumper or below hasn't jumped in over two months, the CCI must approve their next jump. He could ask you to stick to something simple and well within your capabilities, like a solo with a high pull or a simple 2-way. If you're particularly

newly-qualified he may suggest a check-out jump with an instructor. It also shouldn't be a surprise to spend a little time in the classroom demonstrating your reserve drills and answering a few basic questions about safety aspects of the skydive, or to perhaps upsize to a larger or more docile canopy for a few jumps.

With a B-cert and above, the Ops Manual doesn't specify any currency requirements - but that doesn't mean the CCI can't! The rules in the book are the minimum, so rather than thinking of them as trying to spoil your fun, why not welcome them as helping to make you safer? Perhaps the most important rule is not actually written anywhere - that YOU need be satisfied that you are safe to jump. If this means seeking out an instructor to go over things until you're confident, then don't be shy! Some dropzones will run Safety Day events or similar, but all will be able to help you get current again if you ask.

KIT BITS



Did you know that the six-month repack cycle that applies to your reserve also applies to your main? This photo shows a fairly new ZP (zero porosity) canopy that had been left packed for four months. It had stuck to itself and had to be peeled apart - now, to be fair, a deployment into 120mph of airflow would have also achieved this, so it would still have worked, but the extra friction could have damaged the canopy in the process and made the opening noticeably slower. This slow opening and/or asymmetric inflation could lead to a spinning malfunction.

Leaving your kit packed for extended periods of time can lead to bungees becoming brittle or rotting onto grommets, also leading to interesting deployments. The main canopy is not part of the inspection checklist that your rigger signs every six months, so if you want it checking then you must explicitly ask. Although some riggers do check it anyway, it's your responsibility.

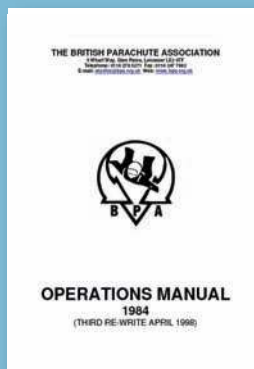
Correct storage is also important - a rig bag is the best idea, keeping your kit away from direct sunlight and extremes of temperature, as well as unknown solvents such as in the boot of your car. Rig bags also protect your kit from snags, scuffs and inquisitive hands! Consult a rigger if your rig seems damp or smells funny.

Get involved

The BPA Operations Manual ('Ops Manual') is a constantly evolving document. As our sport progresses, so too do the rules that allow it. Chief Instructors meet once every two months to discuss safety and training, and sometimes propose changes to vote on. If you don't agree with a rule, why not ask your CCI about it? He will be able to explain the reasoning behind it, or alternatively take it to the meeting to vote on changing it.

If it's a while since you last looked at the Ops Manual (perhaps you've only ever seen it when getting your JM1 briefings?) then

why not download it from www.bpa.org.uk and make sure you're up to date?



Top Tip

New year, new batteries! How about giving all your electronic gadgets a fresh start to 2011 by fitting new batteries - when did you last change them in your audible?

Dave Major

SAFETY ZONE



It's behind you!

WHAT IF?

1. ...shortly after take-off you realise that you have forgotten your goggles and only have an open-faced helmet.
2. ...on a solo jump, your top becomes untucked from your trousers and flies up, covering your cutaway pad and reserve handle
3. ...as soon as your canopy is open you are immediately flying straight towards another jumper. A collision is unavoidable.

REPORT IN CONFIDENCE

Safety articles are better when people send me their stories – so please do!

Liz Ashley

editor@skydivethemag.com

– in complete confidence

This awesome photo shows a cameraman getting closer to the aircraft tail than he probably realised! Concerns about hitting the tail are stereotypically reserved for wingsuit jumpers, who are careful to exit without jumping up and to drop below the tail before inflating their wings. However, incidents and near-misses around the world have shown that tail strikes are not reserved for wingsuiters alone.

Aircraft strikes are rare, but there have been enough of them around the world over the years, with often fatal consequences, to make it worth driving home the importance of getting clear on exit. This is also something to remember in the event of an aircraft emergency exit, when the pilot may not be able to configure the plane as normal and it becomes important for jumpers to dive clear of any danger.

Although there may be a green light used to indicate that the aircraft is in the correct configuration to leave, you should still get used to what this feels and sounds like. Initially the red light may come on about a mile before the drop, and you will then notice telltale signs of the aircraft slowing down, such as the flaps coming

down or the sound of the power reducing and the fine propeller pitch changing from the high RPM sound to the coarse low pitch sound. The pilot may give hand signals as well, but convention varies between dropzones so make sure you know what to expect.

Some aircraft have lower tails that are less forgiving of a bad exit. For example the design of King Airs and PACs makes it much easier to hit the tail than on an Otter. But, of course, we're not trying to hit it! – and the winning combination of a good run-in flown by the pilot, coupled with a good exit from the jumper, mitigates the risk to a more than acceptable level. As in the pilot article on page 35, it's all about good communication between the pilot and jumpers.



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PETERLEE

skydiveacademy.org.uk

Mal gets a bird's eye view of Shotton, by Oli Clark



Heathrow take note!

Well, what can we say about Alan Thompson? He only got himself awarded British Skydiver of the Year for 2010! We always knew you were good Alan, now it's been confirmed to the rest of the skydiving community. A fantastic achievement. I think I speak for everyone here at Peterlee when I say that we are proud you are part of the Peterlee 'clan'.

The official Christmas party at the end of last year in Durham was another success story. Great food, great company and a great time, despite the weather conditions. By all accounts, the partying went on well into the night.

This year's special awards went to Piers Kittel for Most Persistent Student, Charles Adams for Most Progressed Student and Emma Scrivener for Most Entertaining Landing. Durham University were champions of the University Clubs Award for 2010. A very well done to all our winners.



Mal, Mark and Kev, by Oli Clark



Last landing of 2010, by Oli Clark

After a number of years' layoff due to a bad injury, Darren Stratford has taken up jumping again with his daughter Laura Rook. As new people arrive at the centre, we also have to say goodbye to some well-known faces, too. Jade, Lee and Dennis are leaving us to move south to Chester. They have done a fantastic job at the centre, for which we can't thank them enough, and we are sorry to see them go.

Another face we say goodbye to is Tom Owen, who is leaving us to start his army career at Sandhurst. However, he assures us that he is going to continue jumping and will be coming to visit us at every chance he gets. I'd like to thank Tom for the great photos he's submitted to the Mag over the last year.

2010 ended on a very white note, with snow causing chaos all over the country. However, not to be deterred, the regulars worked like troopers to keep Shotton International Airfield open and our flights taking off and landing whenever possible. Gatwick and Heathrow should take note! We ended the year with a final day's jumping at temperatures lower than -25. We're hard, us northerners...

A big thank you to everyone on behalf of, and including, Ian and Paul for putting in so much work to improve the centre during 2010. We've come a long way in one year, with the new hangar, improvements to the current buildings and great progression. 2011 will see the completion of the new toilet blocks, showers and bunk houses, and hopefully a new Cessna Caravan! Everyone is buzzing and extremely positive. So if you haven't visited us before, get yourself along and don't miss out on the fun!

Sue Scott

- ACHIEVEMENTS**
- Cat 8 & CH1 Emma Scrivener **CH2 & JM1**
- Piers Kittel **JUMP**
- NUMBERS** 200 Simon
- Minto 300 Oli Clark



Emma Scrivener, winner of Most Entertaining Landing, by Lesley Moore

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SWINDON

skydivelondon.co.uk

Dylan and Andy's wingsuits

Our own flock

It's been a busy few months; the baby boom has started in essence with Luke and Leonie giving birth to the lovely Lachlan (Locky for short), who has already got a Skydive London hoodie with Tantrum Instructor on.

Crazy Legs and Emma have also been reproducing, against government guidelines, and Scarlet was delivered to a very calm mother in 25 minutes. Lucy and Andy are next, then Geordie and Zena with another one on the way - the worst kept secret in skydiving. We have also had two weddings, one involving myself and my new wife Mel. We had a lovely day and Bruce very kindly, and sensibly, shut the DZ the next day. I'd like to say thanks to everyone who made it such a wonderful day. John and Anna Dunn have also tied the knot, most of us thought Dunny was batting for the other side but luckily Anna brought him back and they make a lovely couple.

ACHIEVEMENTS First freefall Lee Dobrin, Andy Tyrrell, Hazel Gibson, Tony Helious **Cat 8 & CH1** Paolo Messina, Simon Neil, Dermot Mcchrytal, Steve Jenkins **FS1** Griggy **WS1** Mike Mchale, Andy Shaw **FF1** MHW **JUMP NUMBERS** 100 Jon Moulder 200 Simon Cressdee, Luke Shaw 400 Pieter Potgieter 900 Luke Ingram, MHW 1,600 Dylan Griffith-Jones 2,000 Andy Shaw **1 hour freefall** Rachael King **12 hours freefall** MHW **3,000 hours flying** Geoff Kent

UK PARA SIBSON skydivesibson.co.uk

Two full-time Caravans

Since the last club news the weather has somewhat interrupted skydiving, what with weeks of snow! However we have completed a number of JM1 lectures and briefings. Thanks and well done to all those who attended. We will be continuing with these courses throughout the year, so keep watching Facebook and UKS for more details. We welcome new faces as well as our club members, so just drop us an email to let us know you are coming.

Last season ended with our Christmas party, held at the Paper Mills Pub in Wansford. Unfortunately attendance was down due to such bad weather, but thank you to all those who did manage to make it. Club Member of the Year went to Pete Gray for his endless commitment to the club throughout 2010. Student of the Year was awarded to Eoin Mahoney for his sheer determination to obtain his A Licence. It only took him nine years since his first static-line jump at Sibson but after conversion to AFF last year he finally got there!

We have lots planned for 2011 including the 40th Anniversary Boogie from 25-31 July. From May until September we will have two full-time Caravans, offering great team rates. Please email Grant at skydive@ukparachuting.co.uk for rates and details.

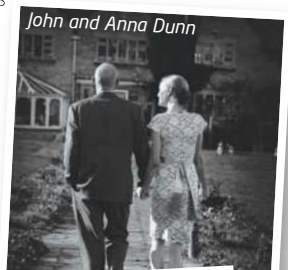
Mike McHale and Andy Shaw have brought a viral infection known as wingsuiting to the DZ and soon we will have our own flock taking to the air, after a few flat spins I am sure. TV crews have been the other local fashion, and due to my good looks and charm I was tasked with starring in *Seven Days, Sweet 16* and CBS's *Around the World for Free*. Jon Moulder stole the show, falling over behind the tandem for all too see, with Jerry's landing and Buncey's heavy breathing coming second and third. Big thanks to MHW for making me look good on the camera too! Geoff Kent managed to scare all the passenger on the takeoff, as well as completing 3,000 hours of flying,

Students are flying through AFF and RAPS. Simon Neil increased his lady-killer status, not only is he now Cat 8 but he managed to snog one of my bridesmaids! We closed unexpectedly early for the winter season and, for some unknown reason, we will have a new plane for next season too. The plan is to have a Turbo Airvan in 2011, which will be quicker and go to 12,000ft. We will also have a new CCI as Brucie, aka Kim Jong Il, has passed his AI (mainly due to Crazy and Em's help) and his power-hungry heights know no bounds. His first plan, diet for all the fatty Instructors..

Dylan Griffith-Jones



Dylan and Mel's wedding



John and Anna Dunn



Lachlan's Skydive London hoodie

Already confirmed events are Safe Flight School courses with Brian Vacher and a BPA FF Roadshow with the *Bad Lieutenants*. There is lots more in the pipeline, so please keep an eye on Facebook, UKS and our event diary on the homepage of the website - skydivesibson.co.uk.

We are really looking forward to an exciting, fun and safe year here at Sibson, so if you've not yet been, we hope to see you soon!

Grant Richards



The Caravans ready to go, by Paul Doward

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Danger Awesome, by Paul Newton



A great transformation

Thanks to Paul Newton for doing such a fantastic job as club rep for the last year; hopefully I can carry on the good work.

It has been more than 12 months now since we left Old Buckenham airfield in Norfolk for our new home here at Ellough airfield, Beccles, Suffolk. It has been hard work but I think everyone has done a brilliant job transforming an ex-heliport into a busy seven-day-a-week parachute club in this short time. We have some great events planned for 2011, so watch out for details on the club zone of ukparachuting.co.uk for what will be happening this year.

On Saturday 11 December the sun came out, the weather warmed up quite considerably and we managed plenty of lifts before our Christmas and end-of-year awards party, which was held at the Wine Vaults, Beccles. A great time was had by all and congratulations to everyone who received awards.

Although the temperature has plummeted recently, our new Caravan with its efficient heater and draft-free door has been keeping us jumping in the cold weather. Let's hope for some warmer weather soon and a busy 2011.

Mike Wemyss

ACHIEVEMENTS Cat 8 & CH1 Martin Thomas, Sean Thompson, Greg Wright CH1, CH2, CP1 & JM1
Mike Wemyss FF2 John Midgley **JUMP NUMBERS** 100 Mike Burns, Trevor Johnson 1,000 Paul Newton
84 hours freefall Andy Page

CLUB ZONE

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BRIDLINGTON

skydivegb.com

A snowy affair

New Year's Day posse – Alec Flint, Lee Cosgrove, Jerry Wood, Mick Cosgrove and Roger Broughton



The end of the 2010 season was celebrated a little early with a spectacular firework display and fancy dress party complete with live music from local band *Renegade*, who we'll be inviting back at some point in 2011. A big thanks to Marcus Jessop, who called us in September to book his wife in for a surprise tandem, got into the social scene here and ended up organising our spectacular firework display, doing a tandem himself and now they're both doing RAPS!

The last weekend of the season was a snowy affair – only a few of the die-hard regulars made it here to find the DZ under a foot of snow. However, it meant our plane couldn't fly south to its winter retreat and was still here for New Year's Day so we had to make use of it. Despite the weather, we managed a lift to 3,000ft.

Thanks to everyone who supported us last year – there's too many to mention but you know who you are – we look forward to a bigger and better season this year!

Alec Flint

CORNISH cornishparachuteclub.co.uk



Ralph Mitchell over the coast, by Ben Wood

No rest for the wicked

Well, the end-of-season party was very well attended; thanks to all who braved the snow to make it a great night. Apparently some of those who tried my special punch remember very little of the evening. Thanks to Ali for a lovely spread of food. V was the star of show with an amazing singing voice keeping us well entertained.

Over the winter, work has continued on the building – the photos show how far we have come; we're just waiting on the new doors and then we're in!

We would like to wish everyone a happy New Year and look forward to seeing all the usual crowd, as well as visiting jumpers, either at Perranporth or Bodmin, or for the beach jumps throughout the summer.

Let's hope for a great summer and another safe year's skydiving. A special mention to Danny – stay strong and get better real soon.

Ben Wood

The clubhouse – before and after





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Mary, Dennis and Mark, by Richard Ford

HEADCORN

headcornparachuteclub.co.uk

A great start to 2011

We have had a late run of AFF students since the beginning of November, most noticeably Karan Srivastava who did his first jump on 30 October and now not only has his A Licence, but is several jumps beyond. Not bad, considering the sub-zero temperatures we have been jumping in. Adam Dullage became our first perfect category-system student and qualified in 17 jumps!

Del has been busy finishing the new tower and it is now officially being used. The underfloor heating is working beautifully in the toilets, so much so that Jane is threatening to move the offices there.



Pete Sizer awarding Ben Broad Student of Year, by Jane Buckle

Ben Broad was given the Student of the Year Award, which was very well deserved. Lucy made him up for the occasion as the picture shows. We had a great Christmas party this year with all the airfield users at the local golf club. Lucy provided a fantastic DVD for the occasion that had everyone in stitches.

We were open New Year weekend for club members only and managed eight lifts on Sunday 2 – a good start to 2011! Finally, the CRW scene at Headcorn is really picking up, with several people in training for the Nationals.

Ruth Cooper

ACHIEVEMENTS First freefall Kieron McCafferty-Smith, Adam Pridmore, Brett Scillitoe **Cat 8 & CH1** Karan Srivastava, James Ingerthorpe, Ian Hammock, Ozzie Hassan, Adam Dullage **JM1 and CH2** Stan Parkes, Ben Broad **CP1** Colin Brown **JUMP NUMBERS** 100 Stan Parkes 500 Nadeen Hall 1,400 Lucy Smith Wildey 6,000 tandems Clem Quinn



Silver Fox, by Alex Turner

NETHERAVON netheravon.com

Masquerade Ball



Masquerade Ball, by Jackie Smith

Knee-deep snow and more on the way was no deterrent to all who donned the posh frocks and dicky bows to attend the Masquerade Ball (aka the Christmas party). Thanks to everyone for making such a great effort – you all looked fab! Thanks also to Alex for persevering and running the event despite the DZ being closed due to the snow.

Finally, the old centre has been flattened at last – all that's left is the biggest creeper area in the UK. While it's out with the old, it's also in with the new, as we have a 'new' Caravan on the way. Currently en-route for its para fit, our

second long Caravan will be with us around March and will quickly be pressed into service. Plans are afoot for load organising and other events, including a club record attempt. So far we can confirm the Solstice Boogie (18-19 June) with three Caravans and a Skyvan. Keep an eye on the website (netheravon.com) for full details and other events as they are confirmed.

Congratulations to Thea and Wez who tied the knot just before Christmas in all the snow. And finally, to everyone at the DZ, happy New Year!

Kath Salisbury

Thea and Wez's wedding



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paratec
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Plans for the year

It's been a bit quieter here at The Well over the past few months due to the dodgy weather, but we've been getting some jumps in. We've also been partying at the local pubs – well done everyone for making such an effort dressing up for the *Rocky Horror Show* themed party at Halloween. You all looked brilliant, especially Dan wearing the red nurse's uniform!

On 5 November we held our first Hybrid Weekend organised by Wiggy, which was very well attended by all levels of jumpers and a great success. The group made 12 jumps and really enjoyed the event so we will definitely be organising more Hybrid Weekends this year. All levels of jumpers are welcome, so keep your eyes on our events list on our website or Facebook page. After a day jumping, we all headed to Ottery St. Mary for Bonfire night and tar barrels, which was entertaining! There's nothing like standing in the rain in a huge crowd while locals run towards you with flaming barrels of burning tar!

In December, we had celebrity Ruthie Henshall (ex-*Dancing on Ice* judge) complete AFF Level 1 for the Channel 4 series *Famous and Fearless*, presented by Chris Evans and broadcast in early January. The jump wasn't without drama as she landed (safely) in a field nearby, closely followed by Channel 4's camera crew in Rachel's car. Well done, Ruthie!

It was nice to see everyone who joined us for Christmas dinner at The Oak. We hope you had a great New Year and look forward to seeing you soon. The last lift from our Black Beech 99 in 2010 was a memorable one – congratulations Louis Blight for surviving your first ever cutaway on the last lift of the year. Maybe next time you should pull stable?!

Don't forget to check out our website and Facebook page as we've got lots planned for 2011 with our Black Beech 99 and you don't want to miss out!

Maddy Heath Kelly



Ruthie Henshall's AFF level 1, by Ryan Mancey



Rocky Horror party, by Louise Banks

ACHIEVEMENTS
Cat 8 Nick Watkins
FS1 Jordan Wilcox
JUMP NUMBERS
100 Ryan Plunkett
300 Gary Powell

Positive vibes...



Ann Furmedge, Student of the Year, with Hannah Davies

The Christmas party was a very jolly affair; an award was given to Johnny Galbraith for Club Member of the Year for his help with recruiting students, as IT technician, his constant smile and, of course, doughnuts! Ann Furmedge got Student of the Year for achieving her A Licence after doing her first jump in May and qualifying with possibly the loudest screams of joy heard at Tilstock.

Other awards were:
 Crater Award – Steve Parton
 Take up Golf Award – Alex Busby.

Nicola Marr is still on 10-second delays and came on a Tilly out-of-season trip to Langar, getting in three jumps. Andy Pritchard has just got his Cat 8 – congratulations from everyone!

Our clubhouse has had the first of many improvements over the winter, with new carpets in the customer area and upgraded toilets, as well as a change of ownership in our café bringing a more varied menu and hot food from Ange Janke.

The recent BPA packing course run by Paul Stockwell has resulted in two qualified packers, Han Davies and Ann Furmedge – well done guys.



Buzz collects the 'Take up Golf' award from Colin

The vibe at Tilstock has become a lot more positive and 2011 is certain to be a very active year, with both tandems and experienced jumpers. We have a good group of RAPS students progressing through the system.

Hannah Davies and Katy Tssemelis

Club opening days:
 Until 26 February:
 Saturdays

4 March to mid-Dec:
 Friday, Saturday and
 Bank Holidays

Dates for the diary:
 Tilly on Tour – 20 March
 to 3 April, Empuriabrava

ACHIEVEMENTS
Cat 8 Andy Pritchard



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Costume competition winner, Justin, by Calum Grant



Snowy Strathallan, by Jonny Danks



CLUB ZONE

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

STRATHALLAN

skydivestrathallan.co.uk

A belter!

For the last month of 2010 Strathallan had been going through... shall we say, a little bit of a cold spell.

The club members turned out in force for the AGM to vote in our new committee and woke up the next morning with two feet of snow outside, impassable roads and a whole lot of digging to do. Everyone pulled together and shovelled a path out of the estate and, with further flurries looming on the horizon, made an epic bid for freedom – leaving in a convoy from what was one of the snowiest inhabited places in Britain, all while whistling *The Great Escape* theme. The banter made it undoubtedly some of the best few days of total jump-failure at Strathallan in memory.

2010 has been a phenomenal year for the club. Some highlights include Strathclyde Uni's Charichute and August Open Week (Paul Yeoman and Steve Saunders will be happy to hear the CRW course graduates are getting stuck into the two stacks, arguably some more so than others). Most significantly, of course, was the 50th birthday of the club in April where, for four

days, everyone jumped for free in perfectly blue skies, with KB doing 50 in the one day to mark the occasion. A UK record!

The fortnight of Bonfire night and Halloween was quite literally a blast. Justin, aka Duck Sauce, won the costume competition and made a spectacle of himself in the sky the day after. Christmas dinner was, once again, held by the immensely patient people at the India Gate in Dunblane and, of course, the troops made the annual effort to get us all banned for life.

A special mention to Anne Fielding, who's now been in the sport for 20 years and is starting to feel the weight of time whenever she takes a static-line course younger than her jumping career!

If last year serves as an indication, this one's going to be a belter...

Jonny Danks

ACHIEVEMENTS First freefall Karen Ramsay, Lisa Johnson Cat 8 & CH1 Grant Thompson FS1 Kelly Thompson JUMP NUMBERS 600 Scott Thompson 4,000 Calum Grant, Eddie Jones

SILVER STARS silverstars.me.uk

New lease of life



The display team with Liz Hurlley

The centre has had a new lease of life ready for the start of the season. A lot of maintenance, painting and decorating means it looks like new. Dave Jelly, the new team manager of the Silver Stars, has hit the ground running at warp speed. Also, we welcome back Rob 'Geordie' Brown who is back on the staff here.

Everyone will be glad to hear that we have a fuel bowser, increasing the number of lifts dramatically. Camping facilities with ablutions are also available. We are looking forward to a fantastic season and hope to get up to 15,000ft as much as possible.

Finally, just a quick thank you to my wife Sarah who let me go on a parachute display the day after our wedding on 7 January!

Sgt Mathew Holford

WILD GEESE

skydivewildgeese.com



Taff and Mike Murphy



Taff and Eddie Montieth

Celebrations

The last few weeks of the year brought some 'extreme' weather. So, with some forced downtime, the die-hards at the Wild Geese decided there was no better time to let their hair down and celebrate with the annual Christmas dinner.

Along with the regulars (who don't need an excuse for a gathering), the party was attended by friends from days past who made their annual guest appearances, and new faces that have recently joined the fold.

After the meal, CCI 'Taff' Davies presented a makeshift Skydiver of the Year Award to the 'muchos' talented 'Young Gun' Eddie Montieth. Nice one Ed! And, to add a little humour (or, should I say, more humour) to the proceedings, a new award was presented to Mike Murphy for Bum Tandem Exit of the Year.

Thanks to Taff, Judith and Drew for getting everyone in the air in 2010 and may they continue the good work through 2011. Wishing you all a happy New Year!

Rod McCrory

CLUB ZONE

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

LANGAR

skydivelangar.co.uk

Snowy Langar, by Wez Guest



Loading the helicopter, by Rich Wheatley



The first dive of 2011 - Will Cooke organising, by Tony Danbury

Snow? Pah!

While the rest of the UK ground to a halt in December because of the snow, nine intrepid skydivers and one helicopter pilot took to the skies on Friday 3 December to show that we won't be beaten by snow! What we didn't tell them at the time was that we had a giant snowplough and one seriously enthusiastic farmer ready to clear our 1,300 metre main runway - working through the Friday night. The result was a great weekend's jumping over a beautiful still-snowy Langar landscape. Thanks to Dave Epton for all his hard snow-ploughing work, and thanks to everyone who braved the cold and made it a fantastic weekend.

Dylis Price, Stan Hopkins and Dean Fisher all appeared in BBC East Midlands' *Inside Out* magazine programme in November. The piece was on the theme of being 'retired but certainly not retiring', and how living longer is offering some older people a new lease of life. Not that any of our septuagenarian jumpers need one!

Our December night jumps took advantage of a nice clear night, although it was a bit cold. One jumper lost his way a little in the darkness and took a bit of finding, but a good time was had by all.

Jumping over the Christmas period was a bit thin, what with the weather and all, but 2 January was great so jumpers from around the country got their first jumps of the year done with us.

As the 2011 season has started, here's a reminder that, from 1 April 2011, all jumpers at Langar must have a functioning (and switched on) AAD fitted to their equipment. If you have any questions, email us at info@skydivelangar.co.uk.

Tony Danbury

ACHIEVEMENTS FS1 Paul Willcock, Dean Turnridge **FF1** Darryl Leeming, Andrew Johnson, Gary Davidson, Dan Maden, Kevin Coffey **JUMP NUMBERS** 50 Tom Busby, Andy James 100 Paul Clapham 200 James Pritchard, Simon Donnelly 500 Ross Lambert 700 Sian Stokes 7,000 Gary Wainwright 12 hours freefall Sian Stokes 24 hours freefall Baz Carey 120 hours freefall Phil Curtis

CARK

skydivenorthwest.co.uk

Great views

The deluge of snow the night before the annual Christmas dinner didn't deter any of our club regulars attending the celebrations at the Hydro hotel in Windermere.

In the evening, more than 100 guests were greeted to a champagne reception and a sumptuous five-course dinner. Then it was onto the awards as Stu and Mike began the list of thanks. The lucky recipients were:

Skydiver of the Year - Cez
Student of the Year - Sarah Todd
Outstanding Achievement - Tom Reid
Little and Large Award - Chris Occamore.
For those of you who just missed out, there is

always this year. Work hard, stay safe and you never know. Don't forget to write achievements on the club corner poster in the office and your name will appear in lights in the next issue.

For our last weekend, we still had the remnants of the previous week's snow flurries. Saturday was blessed with beautiful blue skies but freezing temperatures, which only added to the photography dynamics of our tandem videos. The absolutely breathtaking views left many speechless... or was that the freefall chill? Congratulations to all our award winners and to Matt Enright for gaining his Cat 8 status. Well done Matt - job done, now for the fun. See our website for our 2011 diary of events.

Stu Morris



Christmas views over Cark, by Duncan Haynes

BKPCbkpc.co.uk

Welcoming new faces

2010 ended as it started – snowing and cold – with temperatures as low as minus 12! It's a good job we have the new clubhouse to keep warm in. Here's hoping warm blue skies are on the horizon.

In true Black Knight style, the majority of people were able to join the centre in its Christmas celebrations that took place at the Garstang Golf and Country Club. It was a shame that the weather stopped a few people from getting through but those who did manage to brave the roads were given a night to remember. We held a raffle on the evening in aid of Help for Heroes and, thanks to the generosity of all who attended, we managed to raise £222. A big thank you to the people who donated the raffle prizes: Go Wear, Airkix Manchester, Brian Vacher and BKPC.

We would like to think that our good friend Mike Desmond is having a good time with his new girlfriend! We hope he keeps safe on his current deployment in Afghanistan and look forward to seeing him again soon.



BK bear will be travelling around the world with the club's skydivers



Christmas party

BKPC also said a sad farewell to Carol and Holly, who have decided to go on to pastures new and hand over the reins to Emma and Sue. We welcome them both to the BKPC family.

The Safe Flight School dates are up on the BKPC website so sign up soon if you're interested as these have always proved popular. Also, don't forget we have regular FS, wingsuit, freefly and CF coaches at the centre. The centre reopened on 29 January so, despite seeing some seriously frostbiting skydiving, you're all welcome to join us. We look forward to seeing old and new faces in 2011 and hope the weather will be kind.

Sharon Beeson

HIBALDSTOWskydiving.co.uk

Come and get involved

So we said goodbye to a great 2010 with our end-of-season bash; thanks to those who fought the weather to turn up. As the airfield was buried and fully frozen only a couple of days before, it was a relief to be able to hold the party at all!

Congratulations go to Yana for winning Student of the Year, *SonicNutz* for Team of the Year and Mick Thornley for winning the infamous Olly Burgin award for Outstanding Mobility and Directional Control, which in the past Olly himself has been the recipient of on more than one occasion. The evening's entertainment continued with a nice end-of-year compilation of 2010's jumping by McNulty.



Chris Brook, by Olly Burgin



The first load of 2011, by Olly Burgin

Special thanks also went to H who recently stepped down as CCI after nearly a decade and, as some may know, H will be seen in the future in the pilot seat of the planes. This means that Noel Purcell, who has his advanced rating, has taken over as CCI, for which we wish him the best of luck. As for Manager, Tandem Instructor Karen Bain will be filling the role from early 2011 and, again, all the best.

Look to the website for our latest list of events for 2011 and start making plans to come and get involved, whether it be Scrambles (both flat and freefly), the Nationals, big-ways or one-on-one coaching weekends.

I'd also like to say, it's been a pleasure doing all the bar tapes throughout the year. Thank you to all the cameraflyers who have supplied footage to enable me to make them for all to enjoy at the DZ and online.

Mike McNulty

ACHIEVEMENTS Cat 8 & CH1 Richard Dunn, Lee Jagger, Ben Gingold FS1 Andy Dinnage **JUMP NUMBERS**
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Cessna 206

3 Cark

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4 Chatteris

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Twin Otter, Nomad

5 Cornish

Cornish Parachute Club
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cornishparachuteclub@hotmail.co.uk
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Cessna 206, guest aircraft

6 Dunkeswell

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Beech 99

7 Headcorn

Headcorn Parachute Centre
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01622 890 862
info@headcornparachuteclub.co.uk
headcornparachuteclub.co.uk
Cessna Caravan, Islander

8 Hibaldstow

Target Skysports
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T: 0113 250 5600
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Dornier G92 twin turbine, SMG-92 single turbine, Cherokee 6

9 Hinton

Hinton Skydiving Centre
Hinton Airfield, Steane, Brackley,
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01295 812 300
info@skydive.co.uk
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PAC 750XL

10 Jersey

Skydive Jersey Ltd
States Airport, St Peter,
Jersey JE3 7ZR
01534 747 410
info@skydivejersey.net
skydivejersey.net
Airvan, guest Turbines

11 Langar

British Parachute Schools
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skydivelangar.co.uk
2 Cessna Grand Caravans, guest aircraft

12 Lewknor

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Berks RG40 3AE
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info@londonparachuteschool.com
londonparachuteschool.com
Islander, Cessna Grand Caravan

13 Netheravon

Army Parachute Association
Airfield Camp, Netheravon,
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netheravon.com
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14 Paragon

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billy.gollan@btinternet.com
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Cessna 182

15 Peterlee

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Airvan, Cessna 182

16 Salisbury

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19 Strathallan

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3 Cessna 206, guest Turbine

20 Swansea

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21 Swindon

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skydivelondon.co.uk
Airvan

22 Tilstock

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Airvan

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25 Weston

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Cessna 206, Cessna Caravan

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dbarton@fsmail.net
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SOS

Skydivers Over Sixty
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Bristol BS8 4ES
nielsnhsn@yahoo.co.uk

2011 Resolutions...

- 1) Make at least 5 jumps every weekend
 - 2) Read & watch ChutingStar's expert advice tutorials
 - 3) Attend my first skydiving boogie
 - 4) Read all of Brian Germain's skydiving books
 - 5) Save up for a new main canopy
 - 6) Fly in a wind tunnel
- Get Experienced at ChutingStar in 2011!

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EVENTS ZONE

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

Get Boogie-ing

Langar Easter Kickstart Boogie 22-25 April

The annual Langar Easter Boogie is here to start the summer's jumping with a bang. Dave Lewis will be FS organising, while Ally Milne, Scott Calcraft and others will be available for freefly coaching. Check out the website for updates.

skydivelangar.co.uk

Skydive City Easter Boogie 15-24 April

The Skydive City Easter Boogie, Z Hills, Florida, usually gets a huge turnout of around 500 skydivers. The weather is perfect in April, warm but not too hot - great for a week's jumping.

skydivecity.com

Skydive Arizona Easter Boogie 22-24 April

This boogie in Eloy will feature all the usual fun jumps, as well as 20- to 40-ways with *Arizona Arispeed*, 4-way VFS skills camp, competition, 8-way VFS dive pool testing and, of course, the Eloy party on the Saturday night.

skydiveaz.com



Skydive Arizona Easter Boogie 2010, by Norman Kent

Brit Dicks FS 40-way

As part of a major campaign for Men's Awareness Week, Hibaldstow is planning a weekend of fundraising and skydiving in aid of several charities supporting men's health.

Ideas such as boxer-short jumps have been suggested, along with the main campaign - an invitational, men-only, 40-way skydive in the shape of the male fertility symbol on 18-19 June 2011.

Men's Health Week is celebrated each year in the week leading up to, and including, Father's Day and this year it runs from 13-19 June. Hibaldstow wants men from all over the country to hear about the event in order to raise much-needed awareness of men's health issues, so help or suggestions from anyone regarding press opportunities and fundraising ideas will be appreciated. Get involved!

skydiving.co.uk

KEY

BPA EVENTS
CANOPY PILOTING
FORMATION SKYDIVING
CANOPY FORMATION
STYLE & ACCURACY
BOOGIES/FUN
FREEFLY & SKYSURF
WINGSUIT
UNCLASSIFIED (inc POPS)

25-27 **Safe Flight School**
Empuria, Spain • safeflightschool.com

26-27 **'Jump all you like' £100 Weekend**
Langar • skydivelangar.co.uk

28-April 1 **Instructor Course (AFFI/TTI/Pre-adv)**
Langar • bpa.org.uk

31-15 **April BCPA Tour**
Perris Valley • bcpa.org.uk

APRIL

2-3 **Pinch Jump**
Langar • skydivelangar.co.uk

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

8-10 **Safe Flight School**
Empuria, Spain • safeflightschool.com

8-10 **FS Scrambles**
Hibaldstow • skydiving.co.uk

13-17 **SOS World Record Attempt**
Elsinore, California • rudolf-albrecht.at@SOS

14-17 **Flight of the Phoenix Big-way Seq**
DeLand, Florida • theworldteam.com

15-17 **Safe Flight School**
Empuria, Spain • safeflightschool.com

15-24 **Easter Boogie**
Z Hills, USA • skydivecity.com

16-17 **Big-way Camp**
UK Para (Beccles) • ukparachuting.co.uk

18-22 **Instructor Course (AFFI/TTI/Pre-adv)**
Hibaldstow • bpa.org.uk

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

22-25 **Kickstart Easter Boogie**
Langar • skydivelangar.co.uk

22-24 **Easter Boogie**
Eloy, USA • skydiveaz.com

22-30 **Skysisters 3 & CYPRES Anniversary**
Toogoolawah, Aus • skysisters.com.au

23-24 **Freefly Scrambles 1**
Hibaldstow • skydiving.co.uk

23-25 **Safe Flight School**
Hibaldstow • safeflightschool.com

25-29 **Skysavers**
Hibaldstow • skydiving.co.uk

29-May 2 **Pinch Jump**
Langar • skydivelangar.co.uk

30-May 1 **BCPA Southern**
Netheravon • bcpa.org.uk

FEBRUARY

19-20 **Head-down & Sequential Flying**
Hibaldstow • skydiving.co.uk

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

24-27 **40-way Meet**
Perris, California • skydiveperris.com

24-March 5 **Belize Boogie**
San Pedro, Belize • skydivebelize@gmail.com

25-27 **Safe Flight School**
Empuria, Spain • safeflightschool.com

26 **Safety Day**
Hibaldstow • skydiving.co.uk

MARCH

4-6 **Winter Warmers Week 1**
Hibaldstow • skydiving.co.uk

5-6 **Pinch Jump**
Langar • skydivelangar.co.uk

7-12 **International Skydiving Championship**
Beni-Mellal, Morocco • pacma.ma

11-13 **Safe Flight School**
Empuria, Spain • safeflightschool.com

11-13 **Safe Flight School (Advanced)**
Empuria, Spain • safeflightschool.com

11-13 **Winter Warmers Week 2**
Hibaldstow • skydiving.co.uk

11-20 **March Madness**
Skydive Sebastian, Florida • skydiveseb.com

13 **Safety Day**
Langar • skydivelangar.co.uk

18-20 **BCPA Midlands**
UK Para (Sibson) • bcpa.org.uk

19-20 **Head-down Group Sequential Flying**
Hibaldstow • skydiving.co.uk

19-20 **6-way Competition**
Langar • skydivelangar.co.uk

CYPRES 2

model change for free

EVENTS ZONE

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

MAY

6-8 Safe Flight School

Empuria, Spain • safeflightschool.com

7-8 UKSL FS 4-way

Netheravon • netheravon.com

7-8 Accuracy Grand Prix

Headcorn • headcornparachuteclub.co.uk

7-15 Langar Boogie 1

Langar • skydivelangar.co.uk

9-11 Safe Flight School

Langar • skydivelangar.co.uk

16-20 Instructor Course (CSBI/TBI/AFFBI/Adv)

Strathallan • bpa.org.uk

17-22 Twin Beech Boogie I

Dunkeswell • skydivethewell.com

20-22 Safe Flight School

Empuria, Spain • safeflightschool.com

21-22 Introduction to Big-way (FS)

Hibaldstow • skydiving.co.uk

23-27 BPA Instructor Course (CSI)

Strathallan • bpa.org.uk

27-30 BCPA Scots

TBC • bcpa.org.uk

28-29 FS Scrambles

UK Para (Sibson) • skydivesibson.co.uk

28-30 30/40-way Weekend

Netheravon • strollerweb.co.uk

30-June 6 Skysavers

Hibaldstow • skydiving.co.uk

31-June 5 CYPRES Anniversary Boogie

Carolina Fest, USA • carolinafestboogie.com

JUNE

4-5 FF Coaching & Intro to Speed

Hibaldstow • skydiving.co.uk

5-6 28-way Warm-up Weekend

Langar • strollerweb.co.uk

9 STC & Riggers Meetings

BPA Offices, Leicester • bpa.org.uk

11-12 UKSL FS 4-way

Langar • skydivelangar.co.uk

17-19 Classics Nationals

Peterlee • skydiveacademy.org.uk

18-19 60-way weekend

Netheravon • strollerweb.co.uk

18-19 Solstice Boogie

Netheravon • netheravon.com

18-19 Brit Dicks 40-way FS

Hibaldstow • skydiving.co.uk

20-24 Skysavers

Hibaldstow • skydiving.co.uk

21 BPA Council Meeting

BPA Offices, Leicester • bpa.org.uk

21-26 Vector Festival

Prostejov, Czech Repub' • vectorfestival.com

24-26 Safe Flight School

Empuria, Spain • safeflightschool.com

24-26 Safe Flight School

UK Para (Sibson) • safeflightschool.com

25-26 28-way comp

Hibaldstow • skydiving.co.uk

25-26 Head-down Record Warm-up

Hibaldstow • skydiving.co.uk

25-27 BCPA Northerns

TBC • bcpa.org.uk

27-29 Safe Flight School

Empuria, Spain • safeflightschool.com

27-July 1 Instructor Course (AFFI/TVI/Pre-adv)

UK Para (Sibson) • bpa.org.uk

27-July 1 East-West Kaleidoscope Dives

Kolomna, Russia • theworldteam.com

JULY

7-9 CP Nationals

RAPA, Germany • jspcl-comdt@atgg.mod.uk

11-15 Skysavers

Hibaldstow • skydiving.co.uk

13-17 BCPA Nationals

TBC • bcpa.org.uk

16-17 UKSL FS 4-way

Hibaldstow • skydiving.co.uk

17-24 CISM Military World Games

Rio de Janeiro, Brazil • rio2011.com.br

CP Nationals

After some delay, the BPA has now confirmed that the CP Nationals will go ahead in 2011. The competition will be held 7-9 July 2011 in the same location as last year – at BPA overseas dropzone, RAPA, in Bad Lippspringe, Germany.

The event will be held in conjunction with the German CP Nationals and will consist of the usual Accuracy, Distance and Speed disciplines, which make up the overall competition.



Al Macartney, 2010 CP Nationals, by Julia Severin

jspcl-comdt@atgg.mod.uk

23-24 Head-down Record Warm-up

Hibaldstow • skydiving.co.uk

23-24 BPA Freestyle Roadshow

UK Para (Sibson) • bpa.org.uk

25-31 40th Anniversary Boogie

UK Para (Sibson) • skydivesibson.co.uk

25-31 CYPRES Anniversary Boogie

Prostejov, Czech Republic • falconair.cz

29-31 Safe Flight School

BKPC, Cockerham • bkpc.co.uk

30-Aug 5 Army Parachute Championships

Netheravon • netheravon.com

18-28 Style & Acc World Championships

Kikinda, Serbia • events.fai.org

20-22 FS 4-way & VFS Nationals reserve

Hibaldstow • skydiving.co.uk

20-22 FS 8-way & Artistics Nationals

Hibaldstow • skydiving.co.uk

22-26 BPA Instructor Course (CSI)

Langar • bpa.org.uk

27-29 FS 8-way & Artistics Nationals res

Hibaldstow • skydiving.co.uk

27-29 Fly Hard & Brit Head-down rec att

Hibaldstow • skydiving.co.uk

AUGUST

1-3 Safe Flight School

Strathallan • safeflightschool.com

1-5 Skysavers

Hibaldstow • skydiving.co.uk

1-7 FS/Artistics World Cup

SaarLouis, Germany • fai.org/parachuting

4 STC & Riggers Meetings

BPA Offices, Leicester • bpa.org.uk

6-7 8-way Speed Competition

Netheravon • netheravon.com

6-7 CF Grand Prix

Langar • skydivelangar.co.uk

13-15 FS 4-way & VFS Nationals

Hibaldstow • skydiving.co.uk

15-19 Instructor Course (CSBI/TBI/AFFBI/Adv)

Langar • bpa.org.uk

16 BPA Council Meeting

BPA Offices, Leicester • bpa.org.uk

SEPTEMBER

3-4 8-way Speed Nationals

Chatteris • ukskydiving.com

3-11 Langar Boogie 2

Langar • skydivelangar.co.uk

5-7 Safe Flight School

Langar • skydivelangar.co.uk

13-18 Twin Beech Boogie II

Dunkeswell • skydivethewell.com

16-18 ESL Finals

Texel, Holland • euro-skyleague.com

24-25 First Time Formation Loads (FS)

Hibaldstow • skydiving.co.uk

24-26 CF Nationals

Netheravon • netheravon.com

29 STC & Riggers Meetings

BPA Offices, Leicester • bpa.org.uk

30-Oct 2 CF Nationals reserve

Netheravon • netheravon.com

Top Tip

When packing, ensure you don't disturb your reserve pilot chute by tucking your pull up under it. You may cause it to lift up and become a snag hazard.

Ally Milne

CYPRES 2

model change for free

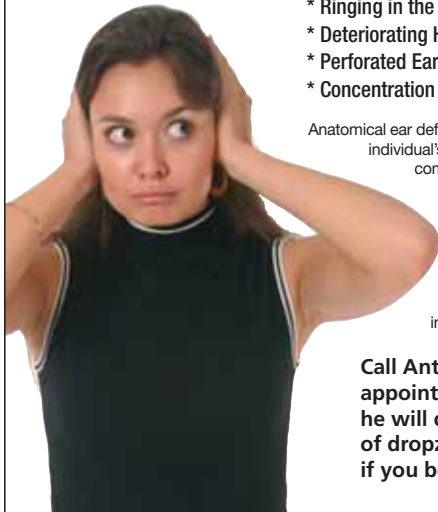
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Sunshine Factory	+1 813 788 9831	sunshine-factory.com	81
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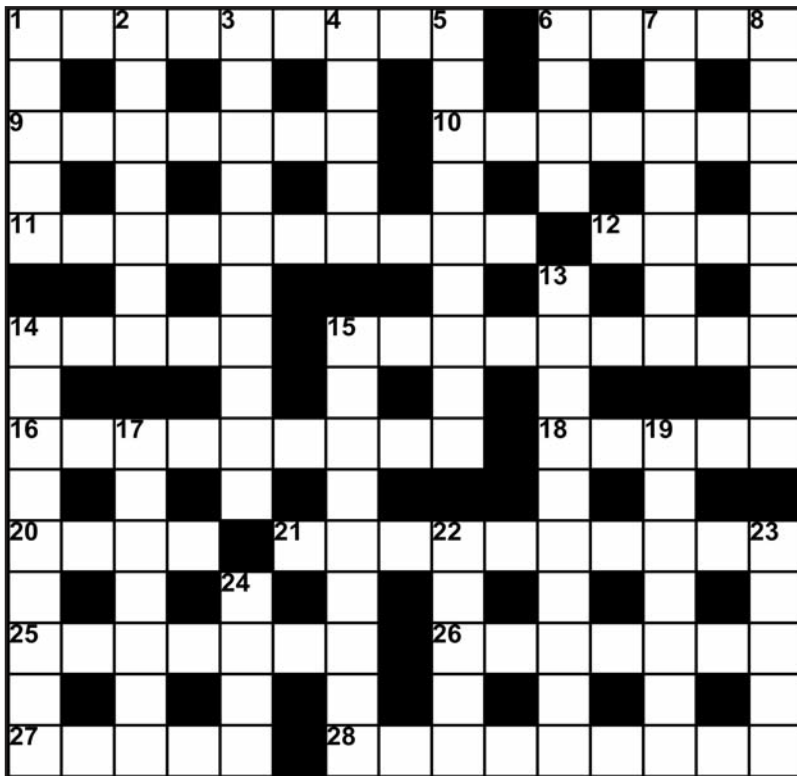
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Paul Boorer >>



MAIN Cryptic

Across

1. Hair has 'im mistaken for Hindu teacher (9)
6. Short matted fibre (5)
9. Randomly adjust temperature to make water (7)
10. Leave insects to chance when tea is off (7)
11. Mine's broken in crack test (10)
12. Beastly exhibitions displayed by gonzo ostriches (4)
14. Copper carrying current after an alarm (5)
15. Just about rouse up in a taxing manner (9)
16. Sea spider's irregular paces (9)
18. Bit of pastry dish with coating of cheese (5)
20. Danger of skier losing energy and crashing (4)
21. Appeared to brew finest mead (10)
25. Appearing in advert I got loss of equilibrium (7)
26. 500 escape dying fall (7)
27. General precedes church sucker (5)
28. Darn stews cooked for dropzone (2,7)

Down

1. Bishop's covering for joint (5)
2. Lock-keeper's bend (7)
3. Para's credo "Jumping might be a sign of enemy's advance" (10)
4. Speed and last of pot put in joint (5)
5. Nerds sail off. (These people too?) (9)
6. Support the President, not an artist at heart (4)
7. Rocky thrashing us in ego (7)
8. With few controls in competition tyres feel rubbery (9)
13. Internet company media controller is more dense (10)
14. Soft landing area is important in bell ringing (3,6)
15. They control the hills alive with the sound of music! (9)
17. Do another tour - Cool (7)
19. Very great old time engineers (7)
22. ____, November, Delta, ____, Alpha (5)
23. Annual fees gripping dead men (5)
24. Hot soldier goes up to hot drunk (4)

RESERVE Quick

Across

1. Guru (to the Beatles)
6. Instruct: Short
9. To finger idly (Tweak, ____, Frob)
10. Certificate of competence
11. Try-out: test
12. Chaotic dives: Menageries
14. Get the wind up
15. In a burdensome manner
16. Rates of flying
18. Part (of a moving formation)
20. Jeopardy
21. Signed up for a flight
25. Dizziness; Hitchcock film
26. Come down
27. Parasite
28. Scottish drop zone (2,7)

Down

1. Bishop's hat
2. Sharp turn
3. Early warning device display
4. Go quickly: Seethe
5. Britten-Norman Aeroplanes
6. Put money on: Rear
7. Not sedimentary or metamorphic
8. Unrestricted in method
13. Accordion formation that's not open
14. Small stones in landing pit (3,6)
15. Computer (or dropzone) controllers
17. Secondary canopy
19. Furthest: Icarus canopy
22. 9th letter of the phonetic alphabet
23. American blokes
24. Elevated

1. Mahanishi 6. Brief 9. Twiddle 10. Licence 11. Experiment 12. Piece 13. Compressed 14. Pea gravel 15. Operators 17. Reserve 18. Piece 19. Extreme 20. Risk 21. Manifested 22. India 23. Dudes 24. High 25. Vertigo 26. Descend 27. Leech 28. St Andrews



Jackie Smith >>

Skydiving legend Jackie Smith brings you stories from yesteryear

50 years ago

Happy birthday BPA

In 2011, the BPA turns 50! The foundations of the BPA as we know it began to form in February 1959 when the first meeting of the Parachute Committee took place. This Committee was the result of the hard work of a few dedicated and passionate skydivers operating at Denham.

Early in 1961, the British Parachute Association was formed from the existing Royal Aero Club Parachute Committee. Mike Reilly was the Chairman, Bernard Green the Secretary, and Stan Anstee the Treasurer. The membership was made up of only 70 people - my, how we've grown!

25 years ago

The first female AFF and tandem instructor



In 1985, Jane Buckle (Chief Instructor of Headcorn from 1989 to 1998, who now has 7,760 jumps) became the first British female advanced instructor. By 1986, she had become the first female AFF and Tandem instructor.

Jane only got the Tandem rating because John Hitchen suggested she might as well do it while doing her AFF course. She never took a sandbag or went as a student. Her first tandem jump was from 4,500ft with Ray Ellis strapped to the front of her... and no drogue. They both survived and went on to do it twice more with turns and unstable exit from 7,000ft, again without any drogue!

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