



June 2012

British Parachute Association skydivethemag.com

skyDIVE

the mag



INSIDE: BECOME AN AFF INSTRUCTOR, FIRST UK WINGSUIT COMPETITION, PEOPLE IN THE SPORT – ANDY POOK, LANGAR 6-WAY, BUILD A RIG, HYPOXIA, BODYFLIGHT WORLD CHALLENGE, PROGRESSION ZONE, PLUS, ALL THE LATEST NEWS, REVIEWS AND EVENTS

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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.



A lot of thought goes into the content of each issue, trying to make it relevant to all readers. This can be a hard task. What might be interesting to a beginner could be too basic for a long-time jumper, while a more technical or advanced article might not make sense to someone who's only just starting to speak 'skydiver'.

So a good mix is important, because I can never expect every reader to be interested in every article. This issue, however, all the articles that have been included are quite 'advanced' – there's the excellent advice on becoming an AFF Instructor (minimum 1,000 jumps), the report from the UK's first wingsuit competition (minimum 200 jumps), the eye-wateringly high standards set at the World Challenge and a piece on building your own parachute! I debated whether I'd be switching off newer jumpers before I got started, but then I thought back to when I was a beginner myself.

I used to devour the *Mag* each issue and, far from seeing advanced articles as irrelevant, I was inspired by all the cool stuff that was yet to come. I've since come full circle: I've become an AFF Instructor, done lots of wingsuiting, competed at the World Challenge and built bits of rigs as a rigger (never managed a whole one, though!). So whatever stage you're at in your jumping career, and whatever your interests are, I hope you find something to inspire you this issue.

The day this *Mag* went to press, I stood in a field full of cardboard boxes and watched Gary Connery fly his wingsuit all the way into them from 2,400 feet. Watching him walk out unscathed with a packed parachute on his back is the strangest thing for a skydiver to see and I still can't believe my eyes. Read more next issue.

Liz Ashley



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Skydive the Mag is published by:
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 IT IS MANDATORY TO WEAR A HELMET AND ALTI FOR
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 THE MAG ARE COMPLYING WITH BPA REGULATIONS.

SKYDIVING TRAINING AND SYSTEMS VARY IN DIFFERENT
 COUNTRIES. IF YOU ARE CONSIDERING TAKING A
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 RECOMMEND YOU FIRST ESTABLISH ITS RELEVANCE IN
 THE UK, THROUGH YOUR CCI.



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

If you'd like to get involved, email
editor@skydivethemag.com.

Deadlines you need to know for 2012 are:

| Issue | Copy deadline | To reader |
|----------|---------------|-------------|
| August | June 19 | August 1 |
| October | August 21 | October 4 |
| December | October 23 | November 29 |

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2012 HIGHLIGHTS

- VECTOR FESTIVAL (19. 6. - 24. 6.)
- CYPRES CUP (18. 7. - 22. 7.)
- OPEN EUROPEAN CHAMPIONSHIP - FS, AE (27. 8. - 2. 9.)
- EURO BIGWAY GIRLS (14. - 17. 6.)
- FREEFLY COURSES
- CANOPY PILOTING COURSES
- WORLD TEAMS TRAINING
- CAMPS - AE, FS (July-August)



CYPRES 2



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Photo by Rolf „Kuri“ Kuratle, Babylon

Photo by Matteo Arteni



www.dropzoneprostějov.com



By Terry Weatherford

60 OVER 60

SOS, the society for Skydivers Over Sixty, set a new 60-way world record in April at Elsinore, California. This beat last year's record of 55 and was completed on the seventh jump of the event. The UK was represented by Pete Stone who had an extra reason to celebrate as the jump was achieved on his birthday!

sosworldrecord.com

Germany raises the big-way bar

The battle for the largest national big-way record is still ongoing. In 2008 a 200-way was built over Eloy, Arizona consisting of only German nationals, and stood as the biggest formation by a single country for some years. Then in August 2011 Russia just beat them by achieving a 201-way! Not to be outdone, the Germans held another event in Eloy in March 2012 which culminated in a 231-way, the largest single-nationality formation ever. However, unfortunately it will not go down in the record books as it was actually planned as a 233-way with two people out.

The last UK record was at Langar in 1999 when a 100-way all-British formation was built. No attempt to break this record has been made since, due partly to logistical problems such as aircraft capacity. Other countries such as Germany

and Australia have got around these problems by holding their events in the States, where large drop zones often have multiple aircraft available, rather than in their home country.

Funding available

The Mars Refuel Drink Fund, which was set up to encourage people to try new sports and play their favourite sport for longer, has opened for 2012 entries. There are one gold (£1,000), four silver (£500) and eight bronze (£250) awards to donate to the most deserving applicants every month for the next six months.

Victoria Bradley successfully applied for funding for her team *Bodyflight Aerodyne* last year, so it is definitely worth applying.

Applications can be made online at www.marsrefuel.com offering support with anything from equipment and travel costs to improving training grounds and club houses.

Mission to the edge of space

Pilot and skydiver Felix Baumgartner is well under way with his project to beat Joseph Kittinger's altitude record, which amazingly stands unbroken since 1960. Colonel Kittinger had just 33 jumps when he stepped from the edge of an unpressurized gondola at 102,800 feet. He also set a freefall time record of four minutes 36 seconds.

Baumgartner joined forces with Red Bull in 2005 and successfully jumped from 71,581 feet earlier this year. He plans to jump from 120,000 feet over New Mexico later in 2012. The project is highly complex and potentially dangerous. Watch this space!

redbullstratos.com



New tunnel competition

The number of competitions on the tunnel circuit is increasing, with iFly Singapore announcing that they will be hosting the first Indoor Skydiving World Championships December 13-16, 2012. Categories will include 4-way Formation Skydiving, Freefly, VFS (2-way and 4-way) and Neo-Freestyle. There will be both professional and amateur categories (FS and Freefly) and a Neo-Freestyle competition just for the kids (7-16). A massive prize pot of over £50,000 for the professional categories alone should attract competitors from all over the globe to fly in this 16.5-foot tunnel. Registration will open in the second half of this year.

iflysingapore.com

Royal Aero Club Awards

Congratulations to Andy Pook and Chris Thomas who were both presented with Royal Aero Club Bronze Medals by HRH the Duke of York in May 2012. Pooky has won the 8-way Nationals every year since 1999 and is interviewed on page 32, while Chris of Thomas Sports Equipment received his award for services to equipment manufacturing. Chris is the third member of the Thomas family to receive an award, after his father Lofty (former BPA Chairman) and brother Derek (of Sunpath/Javelin fame). Also well done to Helmut Cloth who was presented with the Jim Crocker Sword for Outstanding Contribution to the Sport for his life-saving invention of the Cypres.



New freefall time record

Colombian skydiver **Jhonathan Florez** has smashed the world record for the longest freefall, with his Guinness World Record certificate arriving as this *Mag* went to press. Guinness told him that he needed to beat six minutes so Jhonathan set to work training for every aspect of the jump. He was part of the Dubai XRW team (see April 2012 *Mag*) and built his skills up until he could regularly achieve four-minute wingsuit flights from normal max altitude. From here he added layers of complexity one step at a time until the record jump, which was from 35,000 feet with oxygen using the latest TonySuit Apache.

Jhonathan was doing the jump in honour of injured Colombian soldiers, and had been involved in the recuperation process of several who had lost limbs to land mines. Two soldiers in particular told him how they had dreamed of becoming paratroopers but had those dreams shattered by the mines.

He says "the first four minutes were easy, it was just what I was used to. After six or seven minutes my arms felt like they were falling apart. I constantly asked myself "why don't you just pull?" "You know you got it, you should just pull." "You won't have enough strength to pull if you continue going." I had to constantly remember why I was doing this and instead of concentrating on the pain I concentrated on the why. I started to remember my visit to the hospital and what these people have gone through, how they were supporting me despite the loss of arms or legs. I felt that it was their arms and legs that were helping me push and keep flying."

Jhonathan's determination led him to a new freefall time record of nine minutes and six seconds, an increase of 50% on the previous best. He also achieved the longest distance flown in a wingsuit, both horizontally and in terms of longest flight path.

After his record he took the two injured soldiers on tandem skydives, following which they were awarded honorary military distinctions as paratroopers.

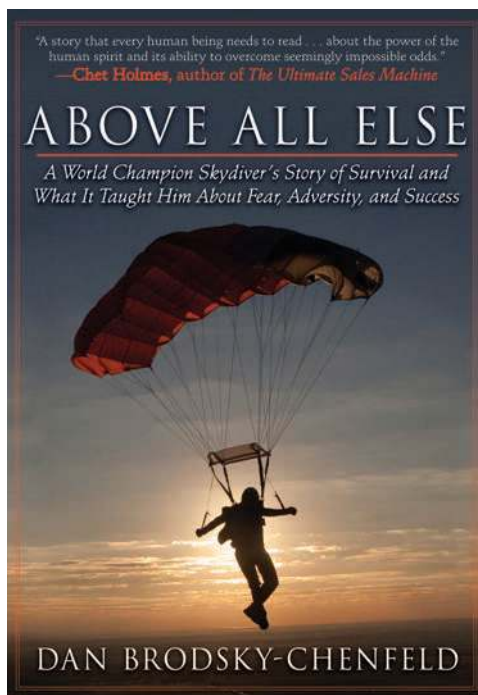
BC dot com

The first two chapters of Dan BC's excellent book, *Above All Else*, are now available to read online. Dan's book explains how he came back from a plane crash that killed 16 of the 22 people on board, and went on to become a multiple world champion. More than this, he shares his proven techniques for success and how they can be applied to everyday life.

Dan has coached many of our national champions, including team *Bodyflight Storm* who went on to win the World Championships themselves in 2008. Hannah Betts from *Storm* reviewed Dan's book in the December 2011 issue of *Skydive The Mag*.

If you haven't got hold of a copy yet, what are you waiting for?

danbrodsky-chenfeld.com



Nationals documentary

The Extreme Sports Channel aired four half-hour shows in May, following 4-way teams *Satori* and *SonicNutz* as they prepared for the 2011 National Championships. If you missed it, then watch out for repeats on Sky channel 419 or Virgin Media channel 527.



Pink Skies movie on Amazon

You can now buy *Pink Skies* the movie, which follows British big-way jumper and cancer survivor Ruth Green as she takes part in the women's 181-way world record in Perris, California. Jump For The Cause raised over a million dollars for breast cancer research as well as setting a new big-way record in 2009. This moving and inspirational documentary is a must-see as Academy Award winner Tony Bill says: "You don't have to be a skydiver... a woman... be, or even know, a cancer survivor... to love this movie."

pinkskiesthemovie.com

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COMPETITIONS

Accuracy GP

Headcorn hosted the Grand Prix in Accuracy on May 12-13. Seven senior competitors, one intermediate and three novices attended. Glenn Stephenson won the senior competition with a six-round total score of 16cm. Del Hopkins won the intermediate and in the novice category James Stancomb just pipped new BPA Council Member and Classics Rep Karen Bain for the gold by 4cm. Kaz commented: "I had a thoroughly good time competing and would recommend skydivers old and new to have a go. The senior guys are super-friendly and helpful and awesome to watch, and it was a great challenge to see how close behind them we could get. Although our distances tended to be in metres, whereas theirs were in centimetres!"

The Accuracy Nationals will be held at Sibson on September 8-9, alongside the CF and 8-way Speed events. See bpa.org.uk for full competition results.

UKSL Peterlee

The first FS competition of the year was held on May 12-13 at Peterlee. It was well attended by 12 4-way teams across all the categories. Rookie was the best attended with five teams, and A was the most tightly contested, with *RAFSPA Venom* and *Fiasco* fighting it out for the silver medal behind *Anti Gravity Ninja Swans* in first place.

All 12 teams have picked up points in the overall UK Skydiving League. The next UKSL is at Langar on June 9-10, followed by Cark on July 14-15 and finally the British Nationals at Hibaldstow on August 11-13.

Visit tinyurl.com/UK-Skydiving-League for the full league standings.



BPA AGM DAY 2013

BPA AGM Day 2013 will be at the Leicester Marriott Hotel on Saturday January 26, 2013. If you've a suggestion for a seminar, evening entertainment or anything in between, please email the BPA Office at skydive@bpa.org.uk

Details of room rates and when you can book, and also how to hire space at the accompanying exhibition, will be published over the next few months.



ONLINE MAG SUBSCRIPTIONS

Most people who get the *Mag* are BPA members who have it included as part of their membership. However, we have plenty of readers who subscribe separately because they like the *Mag* – from ex-skydivers to overseas jumpers and even a few non-skydivers. We've just made it easier to take out a subscription, by adding the *Mag* to subscriptionsave.co.uk where you can sign up to have the *Mag* delivered for 12 months. This is an initiative by the BPA Communications Committee as part of their 2012 Action Plan. If you're still in touch with any ex-skydivers, why not let them know? As for a completely different type of online subscription – BPA online membership subscription renewal – trials are due to start later this summer, so watch this space!

RETENTION

New BPA Council member Marc Fletcher has written a 'welcome pack' which will be sent with all new A Licences issued by the BPA office. It explains what comes next in terms of progression, how the stickers such as FS1, JM1 and CH2 fit into the system, and gives advice on achieving the next steps. You can see the content at tinyurl.com/A-licence and also an extended version in Progression Zone on page 38.

Young BPA members awarded £5,100

The Royal Aero Club Trust (RAeCT) has announced the award of over £5,000 in bursaries to help develop the flying ambition of young people within sport parachuting. The scheme and the bursaries cover a huge variety of air sports and aviation-related activities including: paragliding, gliding, hang-gliding, sport parachuting, microlight aircraft, helicopter, fixed wing aircraft and the designing, building and flying of model aeroplanes. Sport parachuting has historically been very successful, with seven BPA members awarded £3,400 in 2011.

Awards were made to Katherine Bailey (20, Langar), Kieran Bridges (20, NW Para Centre), Callum Collins (19, Skydive Headcorn), Gregory Eden (21, Sibson), Cat Lees (20, Skydive Hibaldstow), Aled Mason (19, Skydive Swansea), Amy Rowe (18, Langar), Rebecca Stevens (19, Sibson), Oliver Sheppard (20, Sibson), Suzi Scott (20, Sibson) and Lucy Westgarth (20, Langar).

Guy Wells (18, Skydive UK) has become the first person to be awarded the Breitling Bursary, launched this year and worth £500. He says: "I am delighted to have been chosen to receive this prestigious bursary. The award will support and develop my skills as a parachutist. I can't wait to get started on working towards achieving my flying goal."

"2012 has seen the Royal Aero Club Trust award more bursaries than ever before, which shows a great commitment to develop from the youth participants in UK air sports," says David Bills, bursary administrator at the RAeCT. "In this Olympic year it is so encouraging to see the next generation of supporters entering into, and developing as part of, the sport parachuting community. Every year we take great pride in following their progress and achievements closely and we wish them the very best success."

Those interested in applying for bursaries for 2013 can visit royalaeroclubtrust.org/bursaries.html where information will be available from September 2012



Ed Bowyer on his way to his tandem rating, by Chris Cook



New ratings

AFF Instructor

Pete Brookes
Dave Pratt
Gavin Rixon
Bruce Johnson
Karen Bain
Luke Ingram
Richard Head
Duncan Cockburn

Tandem Instructor

Dylan Bartle
Sebastian Muntz
Ed Bowyer

Peter Dolbel
Andrei Paven
Neil Wilcox
Mark McConnell
Rob Spour
Christopher Occomore
Gerry Cepelak
Matthew Robinson
Jason Southall
Dean Aven
Robert Krysztofaki

Advanced Packer

Daniel Whitby (S)

BPA ROADSHOWS 2012

Did you know that the BPA provides free coaching at events supported by its National Champions and international competitors? Successful events have already been run in Speed Skydiving, CF, Artistics and FS so far this year, and more are in the calendar. Check out Events Zone on pages 77-79 to find one to suit you.

NUMBERS UP

If you're reading this Mag then you must have renewed your BPA membership for the 2012-13 year, as non-renewals receive the April Mag but not June. 2011-12 membership was up overall on the previous year and there was a significant increase in the number of provisional memberships (tandems, AFF level 1 and static line). Full membership is now around the 5,500 mark.

Membership statistics April 1, 2011-March 31, 2012

| | 2012 | 2011 | Variance | % |
|------------------|--------|--------|----------|-----|
| Provisional | 48,159 | 43,485 | +4,674 | +11 |
| Temp (inc. Jsat) | 2,810 | 2,593 | +217 | +8 |
| Full renewal | 4,773 | 4,710 | +63 | +1 |
| Full conversion | 708 | 698 | +10 | +1 |



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*First jump,
by Alex Turner*





BUILDING A RIG

THE ULTIMATE CHALLENGE: MAKE
A PARACHUTE FROM SCRATCH
AND THEN JUMP IT

WORDS AND PICTURES ANDY HUGHES, ADVANCED RIGGER

My desire to build things goes back to my early teens, where my dream job would have been to work in a windsurfing sail loft. Ever since I started jumping in 2003, I have always wanted to build my own rig, and in March 2012 I found myself in the door of an aircraft wearing a self-built rig, about to make a live test jump. The project was as much an emotional journey as it was a technical challenge. How can someone with a wife and two young children justify the risk of performing a live test jump of a self-built parachute system?

OPTION 1: VISIT A MANUFACTURER

If you want to build a rig, it is possible to visit a major manufacturer and spend a number of weeks at the factory to make use of their facilities, knowledge and templates. The resulting harness/container is a 'branded' rig, complete with the manufacturer's label and a serial number. You also gain exposure to the way commercial production operations are run, and how complex stock management and quality control are carried out.

OPTION 2: COPY A RIG

I chose to build a rig in my own rigging loft rather than go to a factory – I wanted to be in control of as much of the project as possible. An old unserviceable rig had been kindly donated to me, so my project began in early 2010 with the disassembling of this 'donor rig' in order to reverse engineer the design. Copying an older rig design with a standard harness (no hip- or chest-rings) was important to me, as modern harnesses are not as challenging to construct due to their modular design. It took 50 hours over the period of a month to perform the strip-down, make paper templates, draw diagrams, take photos and extensively document the disassembly. In theory, I would be able to follow the steps in reverse order to create its twin (hence my rig acquired the name Gemini). This work needed to be as detailed as possible since the strip-down would result in a pile of fabric and hardware rather than a complete rig to which my rig could be compared.

When building a rig away from a manufacturer's facility, there is no access to the blueprints, fabric templates or construction procedures, so a key decision needs to be made about what rig design to use. Designing a rig that fits together perfectly and works flawlessly is far from straightforward: the designs on the market today are a product of decades of testing and →

Information

► Key facts

Duration: two years (inception to live drop test)
Hours of construction work: 160 hours cutting/sewing time, over 12 months.
Number of constituent parts of the harness/container: 323
Amount of thread used: one statute mile
Number of stitches: 300,000
Cost of materials: £300

► Sewing machines used

Harness sewing machine
Medium-duty straight stitch machine
Medium-heavy duty double-needle straight stitch machine (with binding attachments)
Zig-zag (single throw) machine
Bar-tack (42pt) machine

► What you need to build a rig at home

A 'donor' rig to copy
Floor space
Sewing machine access
Materials
Templates/patterns – made from donor rig
Time – lots and lots of time
Rigger ratings – or access to a rigger willing to supervise

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1 What will become the 'centre' of the rig, incorporating the main container's top flap and the reserve container's bottom flap

2 Centre piece with all of the functional parts added. Including reserve PC kicker plate, bottom reserve flap and main container pin cover



3



2

incorporate many improvements discovered in extensive testing programmes (for example the TSO process) or through everyday use in the field. Realistically, an individual building a rig shouldn't try to reinvent the wheel or make the same rig design mistakes already discovered by the industry. The way around this is to make a direct copy of an existing harness/container. By reverse engineering a proven design, it is possible to produce templates close to the original, and determine the construction process.

CHALLENGES

Containers can look fairly simple when packed, but there is actually a lot of detail hidden away internally. For example, Gemini has seven reserve flaps and five main flaps; each flap is dimensionally different, and is made from multiple layers of fabric, stiffener and foam laminate. On top of this, there are AAD cable channels, reinforcements and grommets; this all adds up to a complex 3D jigsaw.

Gemini has three major assemblies: the reserve tray, the backpad/mudflaps, and the main tray/riser covers. Each of these assemblies is complex, and must be made up individually before they can be pieced together to form the complete system. There was no way of knowing if each of these major components would fit together until they were all complete and laid together. Luckily, these components were compatible on the first attempt.



4

3 Reserve tray complete. The bottom flap is the main's top flap. The reserve tray bottom flap is actually part of the 'pretty centre piece' in photo 1 and will get added to the system during final assembly. You can also see the AAD pocket and cutter cable channel here

4 These are the pieces needed to make the reserve pin cover/top flap, which incorporates the upper yoke and the tuck-tab pockets for the main riser covers

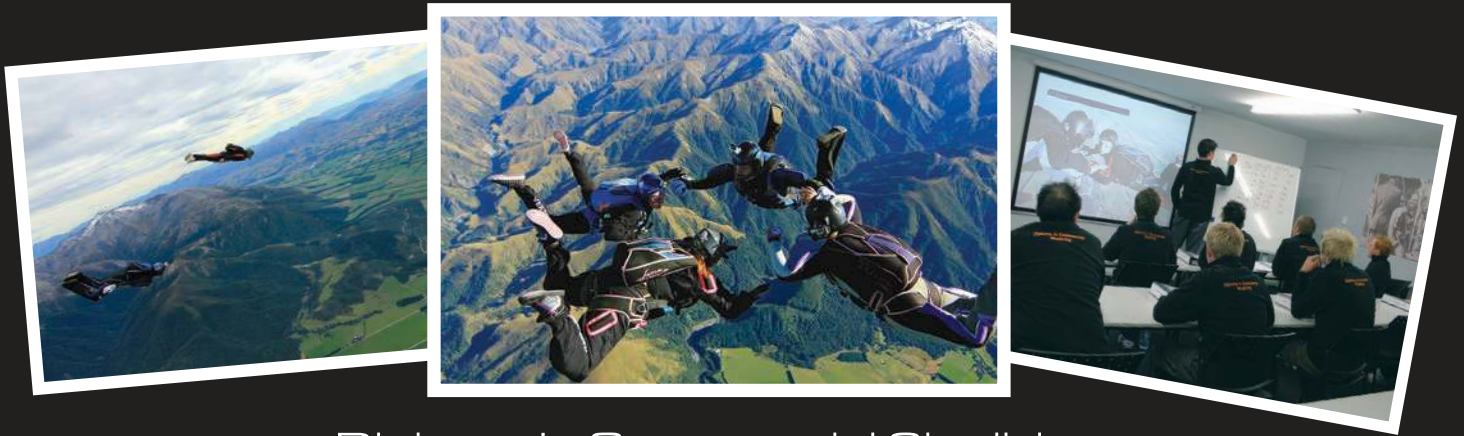
5 Reserve pin cover and top flap complete – view from the inside



5

Once the container was finished, it needed to be combined with the harness. The harness construction is one of the most important aspects of the construction – the harness geometry must be spot-on to allow it to fit the jumper correctly, and also integrate with the container that encases the reserve and main parachutes. The donor rig's harness needed resizing to fit me: due to the safety-critical nature of the modifications, I approached major manufacturers to seek advice. When undertaking projects like this, you have to understand the full implications of making a design change: this is especially true for harness construction.

Another challenge when working with fabric is that the pieces change shape as you work with them. For example, by sewing seams, adding binding tape to raw edges and installing grommets, the fabric panels will change shape due to shrinkage. On top of this, fabric wears and stretches through use, so making →



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- Rhys Kempen, Owner,
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6



8

6 All the main components complete and laid out (except the main deployment system and the reserve freebag and pilot chute) There's probably around 323 individual pieces in the rig. The time taken to get here is around 121 hours of logged work



9

templates from a well-used rig is far from straightforward, and relies on the experience of working with these materials to determine the shape of every piece of fabric. Added to this, my donor rig had extensive damage.

Most of the materials needed to build a rig are readily available, however sourcing small quantities of some materials can be a challenge, particularly nylon-based stiffeners (used for tuck-tabs and protective flaps) and foam laminates (used to add padding for comfort and smoothing wrinkles on the container). The major manufacturers have a vast array of sewing machines that have been set up to perform specific tasks on particular material combinations. This allows the factory workers to focus on the construction of the rigs and work quickly. Rigging lofts have far fewer machines, therefore each sewing operation requires machine set-up, and can turn seemingly simple sewing jobs into a time-consuming ordeal.

TESTING

I was able to finally try on the completed harness/container in January 2011; I had been working on this project for almost a year. Although I had finished the construction of the basic harness/container, I was still a very long way from being able to test jump it. Over the following months I built the free-bag, risers, cut-away handle, main D-bag, main bridle and pilot chute. Then, after finding a reserve and main suitably sized, ground testing began. At this point there was a big mental shift in the way I had to look



7

7-8 Reserve tray and centre piece sewn together, which are also sewn to the main tray

9 Back view of the completed harness/container

10 Front view of the completed harness/container

at the rig; instead of trying to create items that worked and functioned together, my job was now to make things break, fail or not work as designed.

A lot of work had gone into creating the rig, but even more energy went into trying to break it and find reasons the rig would not work as intended. Flipping back and forth between positive and negative perspectives is not easy, but is absolutely necessary for self-certifying work.

During the period of testing, I took the rig to show a lot of riggers and Advanced Packers, to get their opinions on the rig:



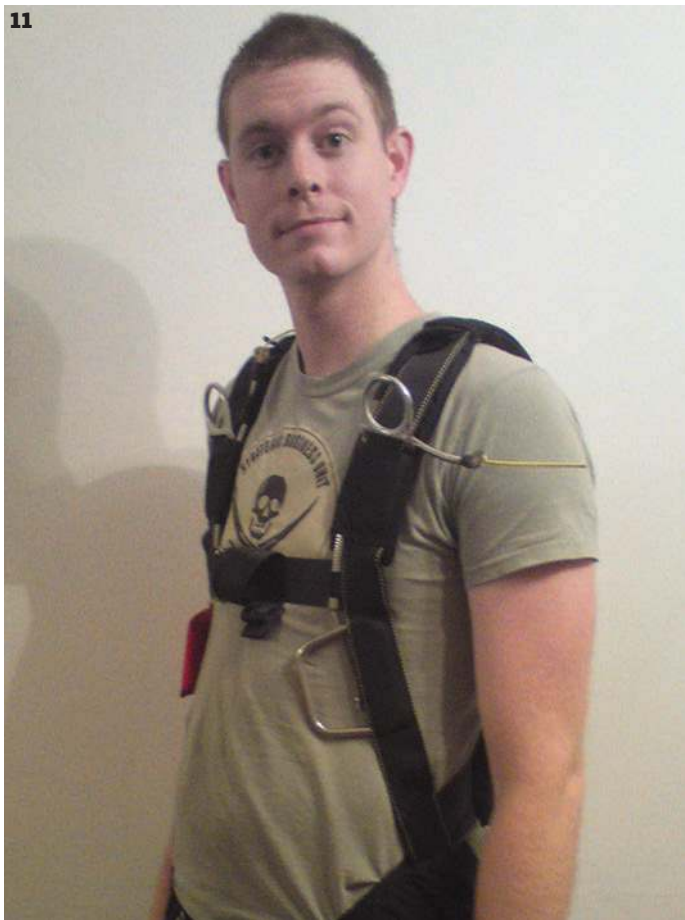
10

I wanted as many "reality checks" as I could get. By the end of this process I was absolutely sure the rig was airworthy... and it was now just a case of jumping it.

DAY OF RECKONING

When the day of the jump came, the weather forecast was great, everything felt right. I packed up the car and headed for the DZ. Saying goodbye to my children on the morning of the live test jump was one of the most difficult emotional hurdles I've had to cross. I was nervous, but not fearful. I was happy, but very aware of the seriousness of the →

Making your own parachute



consequences if things didn't go to plan. Once at the DZ, I did a jump on my normal kit, and for the second jump I strapped on Gemini. It was without doubt the worst-kept secret on the DZ – I didn't want many people to know about what I was doing: this was my jump, and I just wanted to get on with it myself. From the smiles I was getting, I think most people knew what was going on, and I felt supported by that fact.

Jumping it was also about proving to myself that I have the skills and judgement necessary to perform major 'bottom line' repairs and alterations. As a rigger, I work on equipment used by others, and there is an immense level of accountability associated with this: however, until building Gemini I had not put any major harness alterations into service, so I felt the need to jump it myself before working on other people's equipment. The test jump wasn't about testing my skill and knowledge (we have sufficient training, exams and peer support for that), it was in fact about building my own confidence.

During the ride to 3,500ft I did not have a single negative thought: surprisingly, my family did not go through my mind once and neither did the thought of failure. I had consciously decided to look at the jump in a positive light, but this came naturally in the aircraft. I felt happy, and very privileged to be able to jump a self-built rig. I opened the door on the run-in and put my body outside while the red light was on to feel the airflow – everything felt

good, I was ready to do it, and it all felt surprisingly normal. When we were over the landing area and the green light came on, I did not have a single reservation about leaving the aircraft. It was a standard exit with a three-second delay, and time slowed down for me – it was heightened awareness rather than fear I was experiencing. I felt the pin pop, the initial pull of the pilot chute, each line-stow paying out, the canopy coming out of the bag and every detail of the inflation. I admit that during the exit and deployment I thought about every single stitch, both in Gemini and in the canopy I was jumping (which incidentally I had just relined). After my normal opening checks I inspected the harness, taking a moment to say to myself "f*ck me – I made this rig, how cool is that!" Everything was good. I didn't do much under canopy – in fact I was quite careful not to build up too much g-force in turns. After an uneventful canopy ride and landing I felt happy. I felt that all the hard work during the project had been worthwhile and I had a sense of closure. The jump itself was not the achievement, it was more about the journey from start to finish, and the test jump marked the completion of this particular project.

CONCLUSIONS

I have a number of personality traits that allowed this project to run to completion. I have an unrelenting determination to finish things I put my mind to, I have an excessively curious mind, I am a complete control freak, and I have a need to be

11 Harness/ container complete - 135 hours of logged work. This does not include faffing time, thinking time or research!

12 Back view of the completed rig (no canopies in it yet)

creative with my hands. These traits combined with a very supportive family, and a full rigging loft located at my house, put me in a position where I could take this on. Building a rig is one of the hardest things I've done from a technical perspective, and it took a lot of time and energy. I managed to fit the project around my family and work life, so there were a lot of very late nights: but as they say, "if you want to do something enough, you'll find a way to make it happen". The number of hours I logged doing physical work on the rig do not come anywhere near the real figure: for two years I thought about the project every single day, and there was a lot of time spent organising, testing, sourcing materials and reconfiguring sewing machines. There is definitely a point of no return on a project like this: once the container began to resemble a rig, I had spent so much time on this that I had to see it through to the end of the construction. For me this was about six months into the project, which was about 100 hours of manufacture time.

So what did I get out of this project? I achieved one of my major ambitions and I acquired a vast amount of knowledge that appeals to my curious mind. Also the project has contributed significantly to me being able to fully use my Advanced Rigger rating with confidence. I am almost certain that Gemini won't be the only rig I build, but for the current time, it is great being able to work on smaller projects rather than focusing on a single mammoth mission. ●

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Examiner Mark Bayada plays the part of a Level 3 student with AFF instructor candidates Pelham Georghiades and Dave Pratt

AFF Instructor

INTERESTED IN BECOMING AN AFF INSTRUCTOR? OR JUST CURIOUS TO FIND OUT WHAT LENGTHS THESE DEMI-GODS HAVE TO GO TO IN PURSUIT OF THEIR RATING? BPA INSTRUCTOR EXAMINER SCOTTY MILNE GIVES HIS TOP TIPS FOR MAKING IT THROUGH THE COURSE

PHOTOS BY TONY DANBURY

So you want to be an AFF instructor? Those who wish to succeed on the AFF instructor course should attend properly prepared, and it goes without saying that a high degree of personal skydiving skills is required. We have many good skydivers, who are well up to the required standard, but are not practiced in what can be called the 'set-piece' events for common student errors. The thinking time required when a student situation develops can cause slow decision-making near pull time, resulting in a low score. In some ways much of AFF is similar to 4-way blocks,

where there are set-piece situations, allowing greater anticipation by the instructor for what action to take. This would become more obvious in good pre-course jump training.

PRE-COURSE TRAINING

A programme of at least 20 practice jumps should be set with an experienced AFF instructor who should talk through the various likely scenarios followed by in-air practice, preferably with video for debrief. Maximum opportunity should be taken to include the brief and debrief. Wind tunnel training is of great value and should include practice working at the fastest and slowest fall rate (which may be tested). Have the right tools for the job; a selection of jumpsuits and weight to assist the fall rate range may be required. Practise jumps at the same DZ where the course will be held to familiarise with possible different aircraft. Procedures and seating, JM tasks and landmarks are worth their weight in gold. Try wherever possible to eliminate everything that will be new so that on the day a confident and knowledgeable appearance is exhibited, as one must appear to a student.

On the course the first challenge is the written test, therefore detailed study of the Operations Manual (fully amended) is essential. Ensure that all documentation is accurate and up to date as candidates have arrived with reserves out of date, free fall hours below the requirements and so on. The docs check is conducted by the Advanced course candidates who are most keen that they don't miss anything, sometimes resulting in an early departure.

TEACHING PRACTICE (TPS)

It is mandatory to pass the TPs before progressing to the jumping phase. There is no such thing as a difficult lesson if the subject is known and well practised. This should be done in training with an experienced AFF instructor and nothing short of a high standard is acceptable. In addition to the lessons, sufficient time and preparation must be allowed for the revision period and the 20-minute dirt dive, not to mention the briefs for each level. A frequent problem is when AFFBIs teach using skydiving terminology without explaining what it means, e.g. down the tube, wave off, present to the wind.

If the candidate is at an unfamiliar club it is important to arrive in sufficient time to practise and become comfortable at the new location. The only way to achieve this is to stand where you are going to stand, say what you are going to say and do what you are going to do, so that any problems can be identified and corrected. Candidates are asked to teach as the lesson would be taught at their home club and if there are any doubts the first check is with the lesson plan (which must be up to date). The examiners may call the CCI to confirm and end any confusion. The basic learning will have begun before the BI course, therefore there is no reason for not being properly prepared.

Points to note on the TPs: a lesson is not better the more words used; cut the waffle and teach the facts. It is easy to spend all day filling a student with all the peripheral details of little importance. The illustration used is to give the student all the information required to complete level 1 safely; further →

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Craig Poxon on the way to his AFF instructor rating; examiner Tomo Thompson pretending to be a Level 4 student

information is then added to the pool of knowledge as the student progresses. There is a positive and a negative way to say everything; always use the positive. A common fault is to carry out the full teaching practice instead of just the brief or 20-minute dirt dive, so listen carefully for what is required.

REVISION TRAINING

Use of aids is an important feature utilising the correct senses and achieving maximum activity, but often candidates conduct the revision training totally by PowerPoint in a classroom. There may have been some weeks since ground school and, weather permitting, on the successful completion of revision training the student is going to make their first jump. Why not, therefore, conduct the revision using all the equipment to be used and issuing the rig along with the ancillaries? The student can then have the harness adjusted, AAD switched on, helmet fitted, radio tested and alti zeroed not to mention jumpsuit sized, goggles fitted and cleaned thereby becoming more comfortable and fully prepared in a lower-pressure situation for both student

and instructor. This is much better than getting a short call and rushing to find the gear. Any spare time can be used to allow the student to practise putting the equipment on and off, conducting practice pulls (standing up and lying down), locating handles and running through reserve drills, and they may also use the mock-up for exit practice. A point to be made to all students is that practice on the ground is free; practice in the air is very expensive.

If jumping is in progress the canopy control revision should pertain to the present conditions so that the position and flight pattern of canopies in the air can be pointed out and confirmed on the aerial photograph. This means that much of the work is done by observing canopies, thereby building confidence in the student; everything is confirmed by practice and questions.

A point to remember wherever possible: skills should be confirmed by practice, theory should be confirmed by questions.

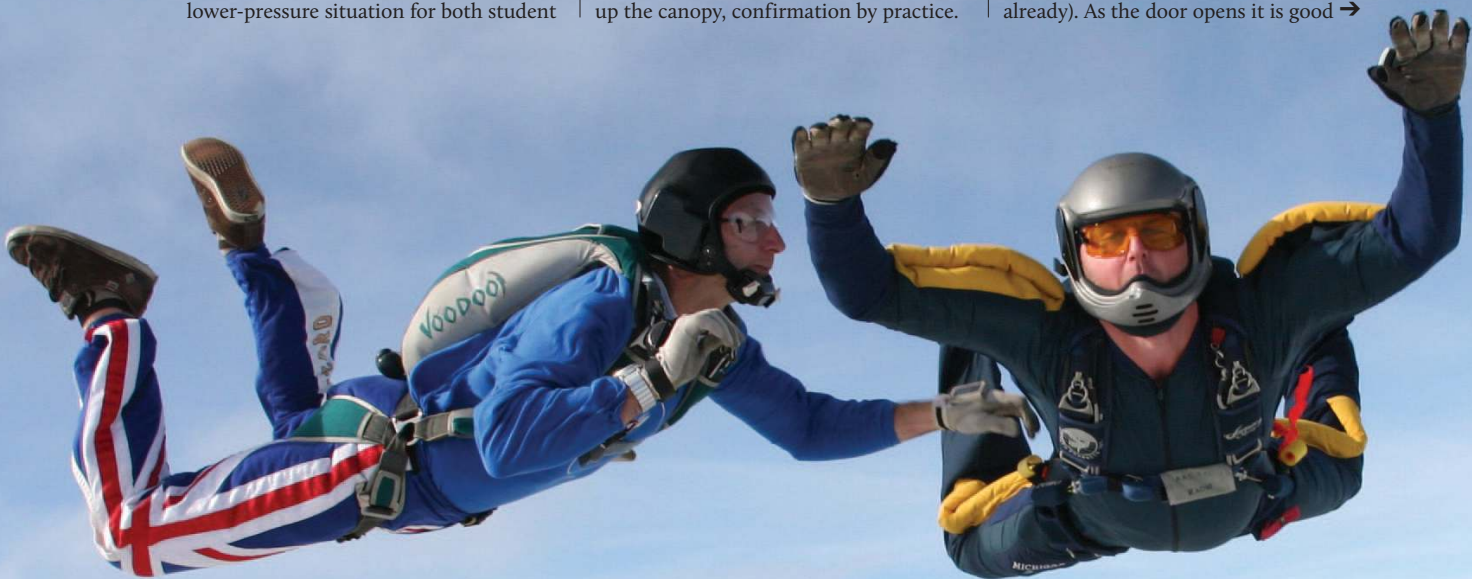
Should canopies be in the packing area, why not put the harness over the student's shoulders and get them to pick up the canopy, confirmation by practice.

EQUIPMENT CHECKS

The gear checks are a vital safety procedure requiring much more than a cursory glance. If there is any possible way of putting the equipment on wrongly the student (left to their own devices) will demonstrate it. It is the responsibility of the instructor to ensure that all equipment is correctly fitted and checked.

AIRCRAFT PROCEDURES AND EXITS

Good control must be exercised over the student at each stage. Prior to emplaning, prevent the student wandering while waiting for the aircraft. Time may be used to talk through aircraft procedures such as; where to sit, fit seat belt/restraint, helmet on without goggles, at 1,000ft seat belt off, helmet off and relax. Guide the student onto the aircraft and practise what you preach. The student must be allowed time to think and must think positively. Use set times to talk to the student, like 5,000ft alti check is a good time to revise hand signals; 8,000ft a talk through of the jump followed by a gear check and radio switched on (if not already). As the door opens it is good →



“There is a positive and a negative way to say everything; always use the positive”

Moving up a level

to say: "Take a couple of deep breaths, all movements slow and smooth," and as you move forward, "are you ready to skydive?" ensuring a positive response. Particularly for the first three levels it is a good idea for the inside instructor to talk the student into the door, e.g. "keep moving forward, get to the edge, head outside, look up". To adjust feet and arms tap them as the student is spoken to and remember not to take too long. It is not unusual for a student to go blank in the door, so positive action may be required by the instructors to ensure a good exit, but the student must have the option to say no at any time.

SCORING JUMPS

The jumping phase commences with a practice jump to allow some of the course nerves to dissipate, usually a level 3 allowing two candidates to work together. This jump is debriefed, scored and may be used if weather prevents completion of the course. The first scoring jump is usually the same jump with the same candidates swapping primary and secondary positions. The remaining jumps may be any level in any order.

Among the procedures to be discussed between partner candidates is what to do if the exit funnels. I always tell my secondary to release if we funnel, otherwise, in my experience, the instructors can work against each other. It is ensured that this is well covered with the student in the teaching and covered in the talk through; the positive is to say: "If you arch with my help we will get stable quicker, the secondary can then return as we continue."

It is important to appreciate that the examiner may cause problems at each stage (especially on exit and initial body position), to check the vitally important in-air teaching using hand signals. When these are correct the examiner will adopt a good body position to allow release.

Should the candidate not release they cannot score well; another point is that the quicker the examiner is released the more time the candidate has to sort out any subsequent problems and demonstrate their skills. The key guide for the candidate is the tension in the wrist holding the student's leg strap, and the quicker the secondary releases the easier it is to determine any tension and adjust. A common error (and the last part a new AFF instructor fully grasps) is the position of the arms when they are too far forward; if the student/examiner requires fully extended legs to stop backsliding, the chances are the arms are too far forward.

TURNS AND SPIN CORRECTION

When briefed for turns it is important to give the student sufficient space to perform the manoeuvre but not enough to lose control, and this is a judgement call. If the instructor is used as the heading for the turn and he stops the student on heading, it will not be known if the student could stop the turn themselves to progress; therefore plan to allow an overshoot and stop them 90 degrees past the heading if necessary. Should the turn be very slow more opportunity may be given for the student to control it. If there is any jump in the programme where a student will lose altitude awareness it is level 4, and constant reminders to check alti should be made every time eye contact is made.

Should a spin develop, the finesse of stopping it can be lost; it can end up like a rugby scrum and frequently instructors are knocked off spinning students like skittles. I use the term 'the over arm grasp' where one arm loops over the student's thigh with the other grabbing the shoulder trying to dissipate the inertia of the turn before resuming normal grips. This is immediately followed by check alti before any further corrections are made.

*Pete Brookes
sticking close to
Mark Bayada on a
mock level 6*

ROLLOVER OF UNSTABLE STUDENT

If a student can't regain stability once lost it is up to the instructor. With practice this is quite a simple manoeuvre with the instructor docking on the side, taking a grip on both sides of the lower harness (away from cutaway pad and reserve handle), then with a sharp pull and push action rolling the student over. This action is immediately followed by check alti before any other decision is taken.

Chasing a student after a back loop, especially if unstable, can be quite a challenge with a very fast fall rate.



“ If there is any jump in the programme where a student will lose altitude awareness it is level 4, and constant reminders to check alti should be made every time eye contact is made ”

Similarly, a tracking student will often go into a steep fast track, which may include a change of direction or turn, but when they recover it may be similar to a de-arch and care must be taken not to overshoot.

SLOW PULL, NO PULL, OR UNSTABLE PULL

It is vital to be on station at pull time to cover the options (and score well). If the instructor moves from the front of the student to cover the pull, frequently the student will subconsciously turn with the instructor, making this a difficult task. During practice if the student/examiner keeps dropping their head on pull and this is not corrected, the same may happen on live pull resulting in a front loop!

PANIC, OVEREXCITEMENT, ALTITUDE AWARENESS

Due to the stress experienced on this course some candidates will do things that they would never normally do or say. Some will skydive through their audible warnings and be hanging on to a kicking examiner below the hard deck, resulting in an early bath! Once a jump and the debrief are complete every effort should be made to put it to the back of the mind and face the next challenge afresh. Any errors made may not be as bad as anticipated and each test must be faced positively (as the student is taught).

CONCLUSION

It would be impossible to cover every point required in this article, but it is intended to open the eyes of potential candidates and to stimulate conversation and practice to ensure the best preparation possible. Those who are properly prepared have the best opportunity for success. If there is something a candidate is unsure of, ask questions until the matter is clear. Even

experienced instructors are not expected to know everything and questions must not be considered a weakness. On successful completion of the course, the door is opened to one of the most exciting, fulfilling and rewarding aspects of skydiving training. The thrill of assisting AFF students to succeed has never left me. ●

Scotty Milne (Ally's Dad)
AFF Instructor Examiner
for over 20 years
4,000+ AFF jumps
scotty@activeskydiving.co.uk
www.activeskydiving.co.uk



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WORDS ELANA CAIN



1

On May 4-7 this year, Netheravon DZ held the first ever wingsuit competition in the United Kingdom. Despite pessimistic weather forecasts, 28 jumpers from around the world did 205 jumps completing all artistic, performance and tracking rounds. Never before have artistic and performance wingsuit disciplines been combined in one competition – this was a true global first!

Drawing from their experience in European events, *Team Aquila* (Jackie and Spike Harper) applied judging formats developed by WingsuitCompetition.com and Paralog PPC to run this independent event. This pioneering spirit was infectious with everyone pulling together to make it work: Judges Kate Charters and Liz Warner gave their time and expertise for free, Klaus Rheinwald from Paralog worked tirelessly interpreting GPS readings, Pilots attended in-depth briefings about the intricacies of wingsuit drops, DZ control pulled out all the stops to get aircraft up, and competitors took short calls, long calls, FlySight briefings, weather holds and relentless safety briefings. The result: a unique and

ground-breaking event that all involved can be proud of.

A COMPETITOR'S VIEW

“The rear door opened and the first pass began. It was pretty white outside with a thin covering of misty cloud, but we could see the ground and the DZ so it was a go. The pilots counted down to each pass and the game was on. Six passes on the first load with three wingsuiters out on each pass, 12 seconds apart, flying parallel paths and pulling at different heights. I was the third out on the fifth pass and we were all going for time (longest time in the ‘window’). After flying as flat as I could without stalling to get the best time, I landed, handed my FlySight to the judges, packed my canopy and waited for the results. Within minutes our scores started appearing on the screen and I was fourth. I couldn’t wait to go back up for the next task – distance.”

“Distance: everyone began discussing techniques, body positions, dive to the window, approaches to get that extra speed before flattening out and generally sharing their secrets. This willingness to share tips with fellow competitors

1 28 competitors + one Skyvan + three Caravans = a happy weekend at Netheravon

2 Wingsuiters competed in a range of different suits, with Senior, Intermediate and Tracking categories keeping the playing field level

3 Russian winning team Defy Gravity

4 Event organisers Spike and Jackie Harper

5 Performance judge Klaus Rheinwald

continued throughout the weekend and everyone really got into a friendly spirit. Two rounds of time, distance and speed over the weekend and you could tell people wanted more. I didn’t take part in the Artistic event, but the team videos were great to watch as there were some really amazing flying skills on show by those guys. All in all it was a great event that was very well organised, had great facilities, the latest technology for judging, Skyvan jumps (everyone loves a Skyvan!), experienced judges, friendly competitors and a Rottweiler called Benny who will give you a high-five if you ask him! Hungary comp next...”

– Andre Taylor

THANK YOU

And finally some thank yous: to the DZ and pilots, whose open-mindedness and willingness to embrace new ideas is greatly appreciated, to the judges who made the independent decision to support us, to the Development Committee of the BPA for financial assistance and moral support, our sponsors for some great prizes, and most of all, to the competitors – the best birds in the world. ●



The Artistics results

Senior Category (four rounds)

- 1st *Defy Gravity* (Russia) 80 points
- 2nd *Aquila* (UK) 59.5 pts
- 3rd *Oxygen* (Belgium) 51.5 pts

Intermediate (three complete rounds)

- 1st *The Flying Bobs* (UK) 23.5 pts
- 2nd *Hazy Cosmic Jive* (UK) 18 pts
- 3rd *Tartan Cluster* (UK) 16.5 pts

The Performance competition

- Senior winner – Andre Taylor (S-Bird)
- 2nd place – Steve Thomas (S-Bird)
- 3rd place – Mike Williams (X-Bird)
- Intermediate winner – Sam Laming (Phantom2)
- 2nd place – Mark Wane (Phantom 2)
- 3rd place – Redy Redfern (M-Bird)
- Full results are here:
<http://tinyurl.com/PerformanceResults>

Tracking Competition

- 1st place – Angus Gillespie
- 2nd place – Stu Storey
- 3rd place – Trevor Evans



“Never before have Artistic and Performance wingsuit disciplines been combined in one competition – this was a true global first!”



Get involved

If you've got your WS1 you can compete in Performance, and with WS2 you can put an Artistic team together. Following the success of this first event, another will be planned for later this year. Watch this space!

Author Fiona Birnie and fiancé Des Meyer exiting with big-way organiser Patrick Passe.
By Scott Mackenzie



HYPOXIA

THE PATHOLOGICAL CONDITION OF HYPOXIA IS WHERE THE WHOLE BODY OR A REGION OF THE BODY IS DEPRIVED OF ADEQUATE OXYGEN SUPPLY. HAVE YOU EVER WONDERED WHAT YOUR SUSCEPTIBILITY IS?

WORDS FIONA BIRNIE

As skydivers we expose ourselves to the risk of hypoxia on a regular basis. Personally I am an avid big-way jumper who has experienced long flights to extreme altitudes, but equally many of us have had go-arounds at normal jumping altitudes. At 13,000 feet the oxygen available to your body is only 63% of what is available at sea level, but how much do you really know about hypoxia? This is why a group of us decided to visit the Altitude Centre in London so that we could learn more about it and experience it in a controlled environment.

HOW HIGH?

The Altitude Centre is based in Putney and does a lot of work with athletes wishing to train at altitude but who don't want to travel abroad to do it. People trying to acclimatise their bodies before mountain climbing or trekking also find the centre to be very useful. However, a group of skydivers wishing to feel the effects of the extremes of skydiving altitude was a new experience for them.

Initially we were given general health checks such as blood pressure and resting heart rate. Then we were tested regarding our lung capacity, diaphragmatic strength and resting oxygen saturation levels – i.e. how much oxygen we were carrying in our blood while sitting still at sea level. Being skydivers the lung capacity and diaphragmatic tests turned into a competition, laughing at those with red faces and comparing results. The results were quite varied with the participant who got the best lung volume and strength results getting the worst resting oxygen saturation result, and vice versa for other participants.

GETTING HIGH

The next stage was for half the group to enter the chamber that was at oxygen levels of 14%, which was the equivalent of 10,500 feet. (At sea level the oxygen level is 21%.) Because they wanted to maintain those levels, entering the chamber needed to be swift, so we jammed up by the door and an entry count made the staff comment that they wished everyone would enter that quickly!

REACHING A NEW HIGH

Once inside the chamber we were all hooked up to a pulse oximeter, showing our heart rate and oxygen saturation levels. This allowed us to see the physiological changes happening to us and our individual responses to that. Having 10 minutes at this level allowed us to experiment with taking deeper breaths, slow shallow breaths and so on, and see the effect that had on our heart rates and oxygen saturation levels. As a rule we tended to take deeper breaths when we saw our oxygen levels decreasing, but this caused our heart rates to rise, which uses more oxygen! A vicious cycle! Taking small, shallow breaths as you may do when sitting in the plane on the way to altitude was also not the most effective way of maximising oxygen saturation. We found that taking intermittent deep but slow and controlled breaths gave the best results. Although no one reported any symptoms at this stage, the oxygen saturation levels varied from 83-98%, so clearly this was having an effect on our bodies without us realising it.

The next stage involved holding a mask over your nose and mouth which gave you oxygen at a level of 8%, which was the equivalent of 24,000 feet. Holding the mask over your face manually it provided a failsafe, allowing you to return to the

higher oxygen levels should you drop the mask if you were impaired. Throughout this whole time there were two members of staff monitoring the five participants in the chamber, although only two used the masks at a time.

MADE TO MEASURE

At this point we were timed to see how long it took us for our saturation to fall below 80%, which is their method of gauging an individual's susceptibility to hypoxia. We all continued below those levels until it was deemed unsafe by the staff. For some people this was as low as 65%. At this level symptoms can include light-headedness, dizziness, headache, fatigue, euphoria, shortness of breath, nausea and poor cognitive function. For instance, one person was asked at this stage whether they had had their birthday yet this year and he merely stared blankly back at the instructor. Even simple maths proved challenging at these levels, which may be a good test for yourself and your team mates if you suspect someone may be hypoxic.

LESSON LEARNT

Our bodies were affected even though we did not feel symptoms at just 10,500 feet. The onset of symptoms can be rapid or gradual, so keep an eye on your team mates and ask them simple questions if you suspect they're impaired. Be aware of your breathing when going to high altitudes or you're having a go-around at altitude. Avoid unnecessary movement or talking as this uses more oxygen. Stay hydrated as dehydration compromises oxygen absorption. Keep calm as the more adrenaline you produce, the more oxygen you will use. Being a smoker will make you more susceptible.

A couple of days later we were emailed personalised reports detailing our individual results and our potential susceptibility for hypoxia.

The centre is not normally open on Saturdays, but because there was a group of 10 of us they were happy to do that and we even got a discount on the price, bringing it down to £80 each instead of £99. We found the centre staff to be accommodating and knowledgeable and would highly recommend this experience to skydivers of all disciplines. Read more about them at altitudecentre.com. ●

Hypoxia – what to look out for

► Hypoxia does not just involve someone being obviously impaired or unconscious on the floor of the plane. When we experience reduced levels of available oxygen the physiological response is:

1. A rapid decrease in oxygen saturation.
2. An increase in heart rate as the heart tries to compensate for the low oxygen.
3. An increase in breathing rate and depth to vent more air through the lungs.
4. Pale or blue extremities and lips as the blood shifts to the core in a protective response.
5. Poor cognitive ability.
6. Lack of motor control in performing tasks.
7. Unconsciousness.

At the Altitude Centre



Andy Pook



PEOPLE IN THE SPORT

POOKY HAS WON THE BRITISH 8-WAY NATIONALS EVERY YEAR SINCE 1999, AND IN MAY 2012 WAS PRESENTED WITH A ROYAL AERO CLUB BRONZE MEDAL BY PRINCE ANDREW. WE ASK HIM WHAT IT TAKES TO SPEND SO LONG AT THE TOP

Q WHEN AND WHERE WAS YOUR FIRST JUMP? HOW DID IT GO?

August 17, 1985, about 2pm (you never forget your first), at a little place called Badminton. My helmet got taken off by the SL bag. So I have done a no-helmet jump in the UK.

Q WHAT WAS YOUR FIRST EVER TEAM? HOW DID YOU DO?

It was 4-way. Came second at the 1988 intermediate nationals with a one point average. We lost by one point. How things have changed.

*1 This is what happens when you're on a training camp overseas and you leave your helmet in the packing hall. Pink tandem goggles!
By Dave Butterell*

Q WHAT WAS THE PROGRESSION FROM THERE TO YOUR FIRST NATIONALS-WINNING TEAM?

Lots of time, frustration and sheer bloody-minded persistence. Same story as most other teams. We saw a gap in the market. In the 1990s, 8-way was usually won by a couple of 4-ways getting together. The Army team showed that training specifically for 8-way could win. We thought we'd have a go.

Q SINCE 1999 YOU'VE WON THE 8-WAY NATIONALS EVERY SINGLE YEAR, A TOTAL OF 13 TIMES IN FOUR SUCCESSIVE TEAMS. TELL

US ABOUT THOSE TEAMS AND WHY YOU KEPT COMING BACK FOR MORE.

Junction 9 was the first team – the 4-way team I was on plus four we'd competed with or met along the way. We put as much time and money as we could into it and got to about a six-point average. We came second at Nationals but got selected for the next year's World Meet as the winners elected not to go (half of which was *XL*, who were going as 4-way). We took 12 weeks off in the next year and managed to win Nationals before going to Oz for my first World Meet in 1999. My history is a little fuzzy and the long list of names that have helped me along →



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Andy Pook

the way would fill the page (thank you all). 2000-05 were the VNE years, which seemed to be full of stickers and little yellow plastic ducks. I think we did our first 10 average in 2002. 2006-08 brought *Connexion*, which was a major change of people and a whole other sort of fun. Since then and a few years in between we've been able to bring together various combinations of geezers and the occasional world champion to go to Nationals. "Why do I keep coming back?" You mean there's something else to do?

Q IN 2005 YOU WON THE 4-WAY NATIONALS AS WELL AS THE 8-WAY. HOW DID THAT COME ABOUT?

It started out as a bit of fun. We (Stumpy, Nick, Kev and Colin camera dude extraordinaire) thought we'd fill in a low-commitment 8-way year with some 4-way. We came third in 2003 but got selected (neither *XL* or *VMax* elected to go). Went to Croatia, but only after losing (I mean, coming second, grrr, I mean, well done guys) in 2004.

So, in 2005, we'd done some years of training. We had no expectation of being able to win against a new but motivated female team, *Airkix*. It was weekend two of a bad weather Nationals. Dan BC had been over for the first weekend coaching *Airkix* and asked us to try and keep his team honest. We were trailing after round nine... I can still remember Colin's face as he came around the corner. He'd been watching the 4-way scoring while we were dirt-diving 8-way. One of those Kodak moments I'll cherish.

Q HOW HAS FS CHANGED SINCE YOU STARTED DOING IT?

When I started, 100 jumps a year was seriously hardcore. A 10-point skydive seemed unachievable. No 12-minute trips to altitude. Very few turbos, never mind turbines. Or even inflight doors. No trips to foreign dropzones. No 150-jump training camps. No wind tunnels.

Q WHICH OTHER SKYDIVING DISCIPLINES HAVE YOU TRIED?

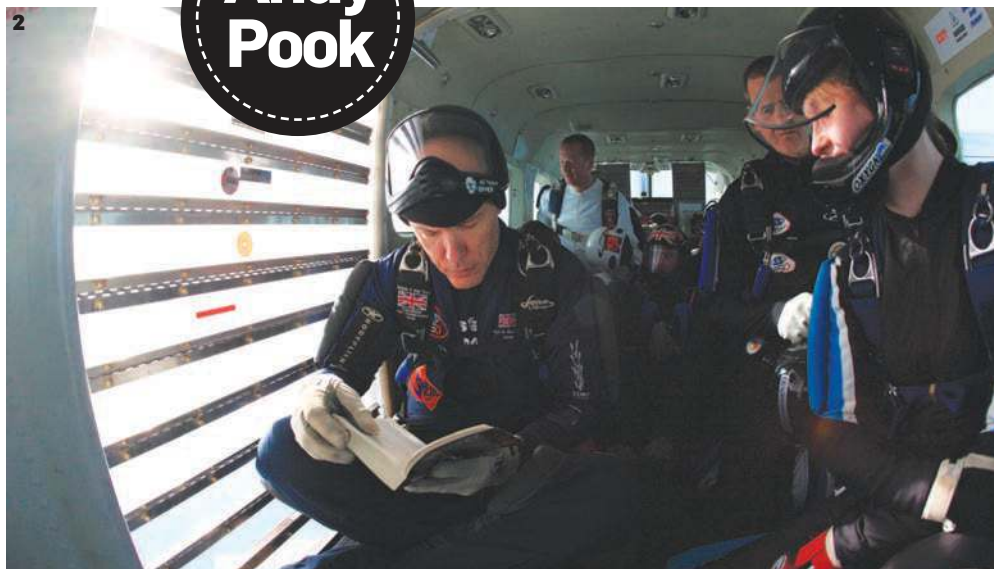
Really just 4- and 8-way. Though I have done a little wingsuiting. I wasn't that impressed with the non-belly stuff when it started. What I see now blows my little FS mind!

Q WHAT'S THE BEST PIECE OF ADVICE YOU HAVE BEEN GIVEN ABOUT SKYDIVING?

"Play for blood" – if you've ever been coached by Dan BC you'll know what I mean.

Q WHAT RECORDS DO YOU HOLD?

18 in time, which I can't believe is still



2 Pooky can often be seen reading a book on the way to altitude, although he has now swapped it for a Kindle! By Gary Wainwright

3 Spunk at the 2004 World Meet in Croatia. By Simon Ward

4 Pooky's 13th consecutive Nationals gold, this time with MicroClim8. By Blair Stent

a British 8-way record. 357, which was a world big-way record in 2004. The 500 should be interesting.

Q TELL US SOMETHING MOST PEOPLE DON'T KNOW ABOUT YOU.

I was born in Belfast just as the 'troubles' started. I started training as a physical therapist (it got in the way of the team, so I had to give it up...).

Q WHAT WOULD BE YOUR ADVICE TO NEW SKYDIVERS?

Listen to everyone. Get fit. Visualise. Get a good coach. Set some goals. Make some mistakes. It'll be nothing that a couple of thousand reps won't fix.

Q WHO ARE YOUR SKYDIVING HEROES?

Dan BC, obviously. Plus anyone that's got the talent and commitment to win any world-class event.

Q HOW WOULD YOUR TEAM MATES DESCRIBE YOU?

With mostly nice words I hope.

Q TELL US ABOUT YOUR MOST MEMORABLE SKYDIVE.

Realising Brian had packed me twists as

I was spinning on my back at 1,500 feet above a very windy Bangkok (not somewhere you want to land off). Watching the Pilatus we'd just got out of fly about 30 feet underneath us 20 seconds later. (I'd suggest you go find it on YouTube, but the exit is embarrassing).

The first 18 in time was cool. We knew it was special while we were doing it. We were all grinning but desperately trying to keep it going for 50 seconds.

Q WHERE IS YOUR FAVOURITE LOCATION IN THE WORLD FOR SKYDIVING?

Wherever's good for training. Otherwise, good views, laid-back DZ, fast planes, good company.

Q WHAT IS YOUR MOTTO?

No motto. Just stolen one liners: "Better to have something you don't need than to need something you don't have." "No blood, no sympathy." "If you ain't broken, you're not trying hard enough."

Q WHAT WOULD YOU CHANGE ABOUT THE SPORT IF YOU COULD?

Lots of things. But then, if it was easy, everyone would be doing it. ●

FOR ALL YOUR SKYDIVING GEAR

Photo courtesy of KOB



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- 21-22 HIB 4-WAY CUP
- 28-29 HD RECORD WARM UP

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 PRACTICE AT THE NATIONALS
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- 6-10 SKYSAVER
- 11-13 4-WAY NATIONALS
VFS NATIONALS
- 18-20 8-WAY / ARTISTIC /
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OPS MANUAL QUIZ

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

- Q1** How long can you go without jumping before you need to speak to the CCI about recurrency?
- Q2** Is it okay to jump through cloud?
- Q3** Who may wear a full-face helmet?

Answers over the page



By Ben Wood

The door to skydiving

AN FS COACH AND LOAD ORGANISER'S VIEWS ON WHERE YOUR PRIORITIES SHOULD BE POST-A LICENCE

WORDS STU FERGUSON

No, not the scratched slider door that keeps you safe and warm at take off. It's not even the DZ bar door at 7pm, though that one is always a pleasure to walk into. In fact you can't even open this one – the door to skydiving is actually FS1.

When I first started jumping I could not fathom why, now that I was an awesome skydiver at 20 jumps, that I could not jump with my friends... what's the beef my CCI friend? Of course most people know that there is a little more to safely

WHY NOT TRY...

Scrambles

SCRAMBLES: MEET NEW JUMP BUDDIES AND INCREASE YOUR SKILLS

WORDS EIMEAR MOLONEY

Last year saw the first ever Irish Skydiving Intersarsity take place at the Irish Parachute Club in Co. Offaly. Following a great weekend of jumping, both at competition level and student progression, not to mention partying, everyone agreed this had to happen again. So this year it was the turn of QUB to host the event at the Wild Geese Skydiving Club in Co. Derry.

The competition format was 3-way scrambles, with the teams changing each round to give everyone a fair shot as experience levels ranged from around 50 jumps to 400. There were three rounds in total, with help at hand to discuss each jump from the centre's more experienced skydivers.

Even though a lot of attention was given to the competitors, less-experienced jumpers were far from left out. The main focus of the intersarsity was not just the competition but for student skydivers to meet like-minded people, jump with new people and above all progress, be they an SL student with one jump or a newly licensed



Stephan, Neal and Ryan in an open accordion



Geared up and ready to go

skydiver eager to jump with others and hone their FS skills. A Licence jumpers benefitted from jumping with the more experienced skydivers in attendance, who were more than happy to help out. It was great to see the students' progression, notably Niamh McCathy and Dave Horgan of UCC and Rory Tyrrell of WIT all moved onto DRP, and Shane O'Neill of UCC got his first (and second and third) freefall. Cathal Deehy-de Paor of WIT and Stephen Campbell of QUB got their CAT8.

There's nothing like a bit of rivalry and competition to motivate people and push them that bit harder. Sometimes as a student it can be hard to get the jumps and attention that you want and need to progress, which is why events like this are so beneficial. The weather over the weekend was great, allowing the four universities to get in over 120 skydives between them, it's fair to say this weekend was a huge success. There are already plans for some sort of league next year, so it looks like events like this will become a regular occurrence, hopefully getting bigger and better.



jumping with others than pulling at 5,000ft while still belly to earth, but since the advent of YouTube it often feels that FS skills are to be watched and not learned or that FS1 stickers merely get in the way of freeflying.

The reality is, as much as the haters hate it, FS1 is the minimum criterion you should be looking at before you are unleashed on the world for either FS or FF. It might be time-consuming, it might even mean that you have to wait for a coach while there are blue skies above, but there is an old saying – if you're not moving forwards, you're moving backwards – and when it comes to FS skydiving, we mean it literally – backsliding!

The coaching syllabus can be roughly broken down into 10 jumps covering movement in all directions, followed by a 'Dive to Pin' or two (which provides an opportunity to see why last diver is the most coveted slot on a dive) and then some small group work. Most DZs offer the

course in a progressive and challenging way, meaning the jumps should be interesting and fun, allowing a graduate to slowly accrue the experience and skills to achieve the criterion of FS1, the graduation of which is a minimum of a 4-point 4-way.

But hold on a minute – it's not about 4-way really. The skills you learn during your progression will be used for the rest of your skydiving career, whether you stay in FS or not. Life-saving skills such as tracking and concepts such as removing all momentum before docking and the importance of eye contact remain resolute throughout freely progression too – learn it early, once!

It is tough! It's a new skill. It should be. Tunnel might help the skills but the reality is, it might just take some good old practice, much of which you can do on the ground for free. Make sure your body moves like it should on the ground before you pay for a coaching jump – it can save

a lot of frustration, and cash. If you feel like you are not finding the experience or support at your DZ, keep an eye on the internet or *Mag* pages – there are plenty of options and a big old world out there.

Aside from the slick new sticker in the book and the obligatory beer purchasing, FS1 gives you the freedom to 'get involved'. Life after FS1 becomes so much more pleasurable – it opens up the world of skydiving, be it spamming a jump with friends, getting involved in organised FS or leaving flat behind – it's a peach with FS1.

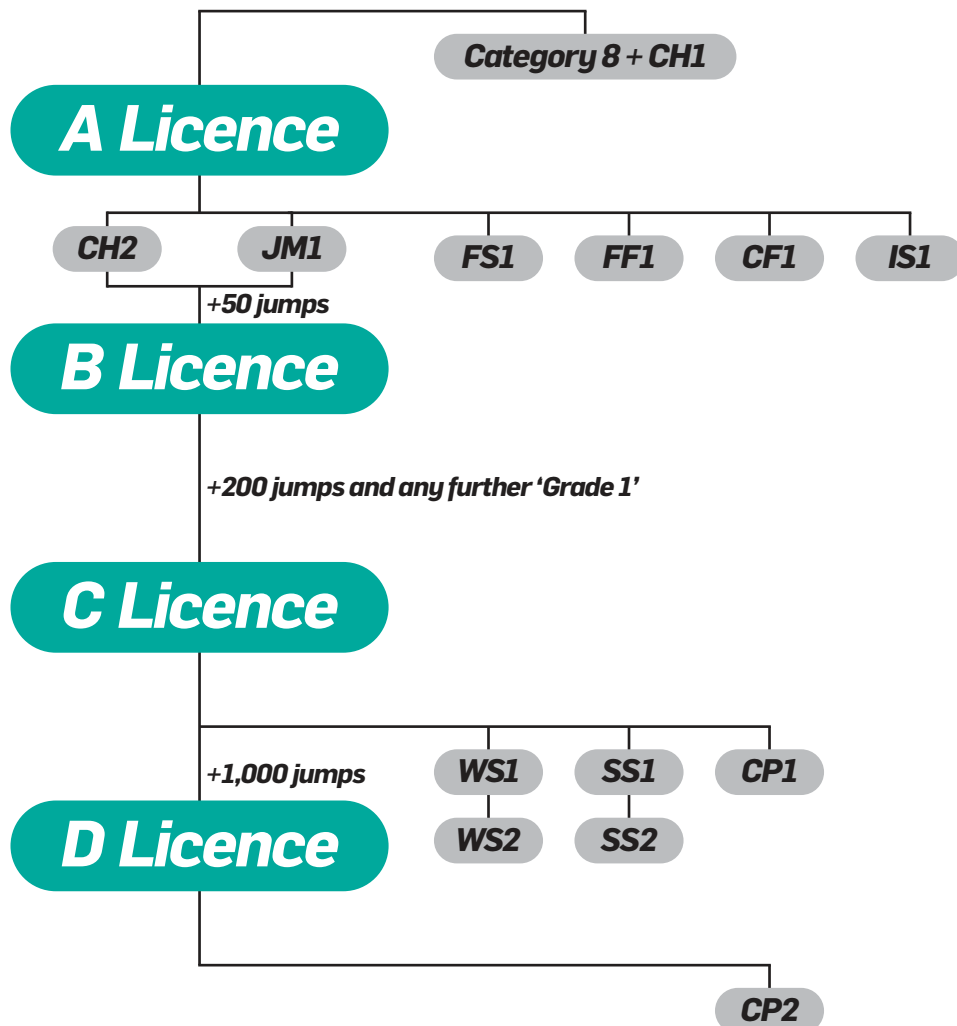
Solo skydiving is a lonely place and the post A Licence blues are somewhere people's aims tend to get lost, so before they set in, why not get into coaching. Learn the basics so you can jump with your friends; you can get involved in organising. After all, jumping with others is where the magic of skydiving is. Coaching might be expensive or even an effort, but you can't put a price on a sunset lift with your mates!

PARACHUTING WITH PURPOSE

THE FURTHER YOU PROGRESS, THE MORE COOL STUFF YOU CAN TRY

It's great to have a jumping goal to help you progress. As a student the goals are set out for you, with set skills to achieve on each jump. However, after A Licence you have a little more flexibility on the direction you take. You might want to join a team, build big formations or learn to freefly. The steps to achieve each of these are different but usually start with a sticker giving you basic competence in a discipline, such as FS1 or FF1. As you increase your experience you can also qualify for higher licences, each of which allow you to try more things.

You can plan your own individual progression through the grading system using this new flowchart, part of which is now sent out by the BPA with every new A Licence issued.



PROGRESSION DATES



Escondido School of
Dock by Jon Trevor

Saturday July 14 - Sunday July 15
Foundry coaching weekend

Location: **Hibaldstow**

Monday July 23 - Friday July 27
FS1 coaching week

Location: **Sibson**

Friday July 27 - Sunday August 5
August progression week

Location: **Black Knights**

August

Wednesday August 1

Packing course

Location: **Black Knights**

Thursday August 2

B licence day

Location: **Hibaldstow**

Monday August 13 - Friday August 17

Progression week

Location: **Peterlee**

Friday August 31 - Sunday September 9

Progression week

Location: **Black Knights**

September

Saturday September 1 - Sunday September 2

FS1+ organising

Location: **Hibaldstow**

Wednesday September 5

Packing course

Location: **Black Knights**

Thursday September 13

B licence day

Location: **Hibaldstow**

Friday September 14

Packing day

Location: **Hibaldstow**

Saturday September 22 - Sunday September 23

Flight safety weekend

Location: **Netheravon**

Monday September 24 - Friday September 28

RAPS progression week

Location: **Netheravon**

June

Monday June 11 - Friday June 15

Progression week

Location: **Peterlee**

Saturday June 16 - Sunday June 17

Freely coaching roadshow

Location: **Peterlee**

Saturday June 16

A and B licence briefs

Location: **Sibson**

Sunday June 17

Packing class

Location: **Sibson**

Friday June 29 - Sunday July 8

Progression week

Location: **Black Knights**

July

Wednesday July 4th

Packing course

Location: **Black Knights**

Wednesday July 4 - Sunday July 8

FS1 week

Location: **Sibson**

Monday July 9 - Friday July 13

Progression week

Location: **Peterlee**

Thursday July 12

B licence day

Location: **Hibaldstow**

Saturday July 14

A and B licence briefs

Location: **Sibson**

Sunday July 15

Packing class

Location: **Sibson**

Saturday July 14 - Sunday July 15

Flight safety weekend

Location: **Netheravon**

Due to copy deadlines this can never be an exhaustive list, and indeed many DZs arrange their progression dates around demand or bad weather instead. Check their websites, Facebook pages or give them a call for the latest dates and info.

3.1.3. BPA B Licence holders may wear hard protective helmets acceptable to the CCI/Team Leader.

3.1.1. Student and BPA A Licence parachutists must wear a suitably sturdy open faced, hard protective helmet without a peak.

Section 8, paragraph 3.1
Parachutists may not leave the aircraft if, at the point of exit, the ground between the opening point and the intended landing area is not visible.

Section 5, paragraph 11
Where a Student or a BPA A Licence parachutist has had a lay-off of two months or more, approval of the CCI must be obtained as to the type of descent to be made next.

UK

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EVENTS 2012

| | |
|-----------------------|--|
| June 17th | Progression weekend |
| June 17th | Packing class |
| July 15th | Progression weekend |
| July 15th | Packing class |
| July 4th-8th | BCPA Boogie |
| July 6th | Helicopter Jumps |
| July 20th-29th | Sibson Boogie 2 Caravans and a G-92 |
| July 27th | Helicopter Jumps |
| July 28th | Hangar Bash - Party in the Hangar + Live Music |
| Aug 24th-26th | Safe Flight School with Brian Vacher |
| Sept 1st-2nd | Canopy Formation Roadshow |
| Sept 8th-9th | Canopy Formation Nationals |
| Sept 8th-9th | Speed 8 Nationals |



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Artistics



World Challenge

THE ANNUAL WORLD CHALLENGE IS THE FIRST BIG COMPETITION OF THE UK SKYDIVING YEAR. IT'S A CHANCE TO DUST OFF THE WINTER COBWEBS WHILST MARVELLING AT THE WORLD'S BEST TEAMS

WORDS JOEL STRICKLAND, VARIALFREEFLY.COM PHOTOS VANIA DA RUI

We are not all, by nature, very competitive. I wanted to learn to skydive so I could show off about it and went to do so with very little knowledge about what might actually be involved. This may well be a familiar tale. As with many others freefall made quite an impression on me. I wanted to be good, I wanted to be able to fly my body the way the people in the videos could, joyful and effortless. A little bit at a time I began to realise how much I had to do.

Time passes and things progress. There is always something new to aspire to and the next level to achieve. Learn to fly on your belly, get good, learn to freefly, get good, join a team, and get good. These days, getting good means wind tunnel. At the pointy end the standard is so high that tunnel time is the most practical way to be there fast enough. Remember though, being able or even great at flying your body does not make you a good skydiver, you are but on the right path.

Years later and events have conspired to bring me to the World Challenge 2012. However, I fly camera for our team so for this competition my main responsibilities are to hold a bottle of water and accurately operate a watch. With 80 teams from 22 countries this has become a true international competition. It is a big place but still full of people and there are a lot of 4-way teams. Formation skydiving remains largely a mystery to me. I cannot tell you the difference between an accordion and a donut or a star and a staircase, but from the outside looking in I can see that at the top the training is serious and the competition fierce. I am deeply underqualified to comment on the form of any of the categories in the belly competition, but for my money the team coming dead last appeared to be having the most fun.

GOLDEN MOMENTS

There is good value in a skydiving team. At some point your skills will plateau, you will stop advancing at the rate you were hoping for and be looking for something to push it along. Joining a team or forming one with your friends will help. Whether you are razor sharp, official and endorsed or a rag-tag bunch of misfits cobbled together at the last minute, if you set aside the competition and look closely you will see that the rewards remain the same. You will likely bitch and moan at each other while training and it will probably cost you a bunch of money, but you may find you improve faster than you ever thought possible, you might find it is more fun that you were expecting. Or if you are lucky, in an occasional golden moment, just between yourselves and without need of words, you will know that this time around, you killed it.

The standard in the freefly competition was eye bunglingly high. The teams involved represent some of the best flyers on the planet and even to the casual observer it is clear that these people are really rather good at what they do. The skills on display can only be learned after many, many hours in the tunnel, piece by piece, minute by minute and so a special mention should be made for the handful of competitors who are not tunnel employees or professional coaches for the time, effort and indeed hard cash they have had to put in to fly at this level.

STRATEGY

Tunnel flying is for the time being still relatively small-scale, and the main players for the most part either know each other already or thanks to the modern marvel of little videos on the internet are aware of each other's business. Even so, the styles vary. In an artistic category one can never be sure exactly what the judges are looking

for so everyone has an angle. Some teams opted for ambitious routines with moves that are new and spectacular but maybe too difficult to pull off in every round, whereas others brought something they could fly consistently but have a slightly lower technical level.

With the competition all told Julien Hauseux and Alex Gillard of *Aircapitale Aerokart* took the bronze medals home to France for the second year running by smoothly flying an impressive routine. The U.S. team from *Paraclete XP* earned silver again with a new line up of Alex Verner and Josh D'Annunzio, both still in their teens and bringing with them a bear-hug flip twist that for me was biggest move of the whole show. Home team *Bodyflight* took the gold, Adam Mattacola this time flying with Skywalker Håvard Flaot and demonstrating all the elements required to be at the top of the pile – a full minute of well-planned, difficult moves executed accurately every time.

So what have we learned? In 2011 there were seven teams in the pro category, this year 13. With the constant increase in the popularity of indoor skydiving and many tunnels either in the planning stages or already nearing completion, the standard is set only to rise. Some people like nothing better than to win and few will argue that medals look best in gold, but you do not have to come first to evolve as a team or an individual. This is a great competition for our sport, not to prove who is the best but because the flyers, coaches and instructors involved all have the opportunity to get together and see each other fly, swap notes and share their funny stories. In 2012 we all saw something new, everyone went home with a headful of ideas and in two days body flying got bigger and got better. See you next year. →

1 Gold medallists
Team Bodyflight

2 French bronze medallists
Aircapitale Aerokart

3 Team Polte
mid-move

4 Author Joel Strickland's team Varial

2012

World 2012 Challenge

2012

GOLD FOR THE UK IN FOUR OUT OF FIVE CATEGORIES, AND A RECORD-BREAKING TURNOUT OF 80 TEAMS

WORDS RICH RUST PHOTOS VANIA DA RUI

The 2012 meet provided a unique opportunity for competitors to rub shoulders with the world's greatest 4-way skydiving talent, as the likes of *Airspeed*, *Hayabusa*, *Aerokart* and *XL* were all out in force, challenging for the coveted AAA gold, which comes complete with a £5k prize fund.

International 4-way superstar Joey Jones (ex-Airspeed, full-time coach) who, for the second year in a row, competed with Bedford founder Paul Mayer, in an unconventional 4-way team, flying all of the rounds on their backs, and undoubtedly confusing the judges, shared his view of the meet:

"The Bodyflight World Challenge is by far one of the most competitive, fun, and extremely well-organised meets in the world. Bodyflight is championing the new sport of indoor competition, other tunnels are now following suit and I expect there will eventually be a world tour. It also provides a platform where weekend flyers can mingle and intermix with the world's best flyers."

BENCHMARKING

Although the World Challenge is an indoor meet, for many teams it kicks off the competitive 4-way season and is a chance to get in some invaluable competition practice. The international attendance speaks volumes as to how seriously international teams take this indoor competition.

CREATIVE TEAM NAMES

As ever, it was the UK teams which were the most creative with team naming, with special shout outs to *Spank Sandwich* and *Karmic Bitchslap*. My absolute favourite, however, was from UK team *Anti Gravity Ninja Swans* who were competing in the A class.

THE RESULTS

AAA:

A total of 40 Open and eight Female teams made up the AAA field this year, competing in a draw which was significantly slower than the 2011 meet, in part due to a rule change which meant an all-random round would not be forced, but rather left to chance in the draw. Nonetheless, the AAA standard this year was stunning.

Belgian national team *Hayabusa* claimed gold with an incredible 30.4 average, followed closely by European rivals, French team *Aerodyne Aerokart* who finished second with an average of 29.1. *Arizona Airspeed* took third place, just one point behind the French, with an average of 29. *XL* finished in fourth place with a very healthy 26.8 average, again coming together as the most talented and experienced scratch team in the world!

The UK teams put in an impressive effort, with current British Champions *Satori* securing a 23.8 average. Teams *Kaizen*, *Sonic Nutz* and *Escondido* finished the meeting with a 19, 18.3 and 17.1 average respectively.

The fact that *Sonic Nutz's* 18.3 average earned them just 20th place is testament to the outstanding quality of the international teams competing and highlights why this is such an exciting showcase competition.

In the first ever Female event at the World Challenge, UK team *Just4Fun* walked away with gold and a 23.4 average, just four points behind *Satori* in the Open category. Team members Sparky, Nutty, Amanda and Tarn showed that they are truly world-class flyers by winning as a scratch team with just a couple of hours of training.

AA:

Ten teams competed in the AA category, 50% of which were UK teams.

Gold went to UK team *Hyrrokkin* with an impressive 15.5 average, Italy's *Dnout* tailed by just one point to finish second, with Denmark's *Airplay* finishing third with a 14 average. UK team *Old Man Joel* finished fifth, just three points behind Ireland's team *Kinetix*. The three remaining UK teams *Foursome*, *Strange Slots* and *Incognito* (what did I say about team names!) finished eighth, ninth and 10th respectively.

A:

Six of the nine teams in the A class were UK teams, with three of them taking podium positions: first *Raykipo* (19.5 average), second *Erosion* (17.1) and third *Lockstock* (16.6).

Bodyflight Black Majik, the aforementioned 'upside down' team, provided one of the best spectacles of all the 4-way teams, if not in the tunnel then certainly on the creepers, where they took their preparation pretty seriously! Joey Jones commented: "I am already looking forward to next year's competition. I can't wait to see you all next year and I hope there will be at least two teams competing in 4-way FS on their backs."

ROOKIE:

Rookie competitions have generated much discussion in recent years, both at indoor and outdoor events, as the scores have sky-rocketed, primarily of course due to the tunnel, so this was a great chance to see great rookie talent in action. Winning UK team *Fiasco* scored an incredible 19.9 average, with their highest-scoring round a 36-point dive. Greek team *Blue Rebels Family* finished second with the same average following a jump-off! Third place went to Norwegian team *Ellen's Flyboys* with a 14.1 average. ●

1 Best quote of the competition: "Watching Airspeed with their new helmets was like throwing a bag of M&Ms in a tumbledrayer!"

2 Two teams from Dubai all started skydiving within the past 12 months but with extensive tunnel training have risen to 17.5 and 16.2 averages in AAA already

3 Italian top-ten finishers Ex3mo



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British Parachute Schools

6-WAY

IT'S THE NEW 4-WAY...

The third ever 6-way competition at Langar took place during the last weekend in March, kicking off the season nice and early, encouraging jumpers to dust off their kit and dig out their thermals! There were eight teams in total, making it the biggest 6-way competition so far in the UK, showing that Milko was correct in his prediction that 6-way has the potential to grow fast in popularity. Running up to the competition I saw a few of the teams practising at Bodyflight, which

is big enough to fly the whole 6-way dive pool, showing how popular this element of the sport has already become. It's a great opportunity to learn something new, expand your skill base and have a lot of fun in the process.

The competition began early on Saturday morning with the competitors arriving, the draw being handed out and lots of catching up over coffee and cake before everyone worked out their place in each dive while keeping their eye on the opposition for ideas for exits and turning the blocks. The weather forecast was →

AND THE NEW 8-WAY!

WORDS SARAH CANNON PHOTOS GARY WAINWRIGHT





1 I Feel Great launch from the Caravan

2 Winners I Feel Great on their way to victory

2

pretty dire, but as soon as there was a break in the clouds, the DZ sprang into action.

Once we got going we completed four of the six rounds on Saturday. The videos were played in the bar on Saturday night, keeping everyone entertained with some hilarious bloopers plus some very shiny flying. We completed the two remaining rounds on the Sunday and there was still time for some fun 4- and 8-way jumps to round off the weekend.

The attraction of the competition extended outside the UK to Poland, Denmark and even as far as the USA with competitors arriving to compete quite seriously in the challenge. Teams were comprised of all levels of experience, from Jill Judd who completed her FS1 just weeks before, to super-experienced jumpers such as Milko and Kate Cooper-Jensen, and members of *Team Bodyflight Aerodyne @Langar* who put together a team each to go head to head with each other for a change!

Many thanks to all of the competitors who made the event so much fun and to Caro Laithwaite who donated the trophy for the winning team in memory of her late husband Brian, who is so fondly remembered for organising 6-ways at Langar in the past – also thanks to Caro for the amazing cakes! Thanks to Milko, the pilots, video flyers, packers and the manifest team. Plus thanks to Dave and Angela and the rest of the staff at Langar for making the event run so smoothly. ●

3 Many thanks to Caro Laithwaite for providing the trophy in memory of her husband Brian

4 Gold medallists I Feel Great

5 Silver medallists DK3UK3

6 Bronze medallists Eroded



Teams and scores

- ▶ **I Feel Great 10.3 average:** Sian Stokes (captain), Phil Curtis, Marcus Beck, Martyn Score, Martine Howland, Cath Anderson, Gary 'Swoop' Wainwright (camera).
- ▶ **DK3UK3 8 average:** Billy Payn (captain), Kate Cooper-Jensen, Carsten Cooper-Jensen, Henrik Sternberg, Jo Hawley, Paul Seymour, Dave Curtin (camera).
- ▶ **Eroded 5.8 average:** Gary Clarke (captain), Krzysztof Deskiewicz, Phil Jenks, Stu Grant, Emma Pilkington, Nadine Hall, Nigel Rowlan (camera).
- ▶ **Handful of A*se 5.3 average:** Sarah Cannon (captain), Andy Pook, Liz Ashley, Liz Moor, Paul Dewey, Tristan Hampson, Milko/Chris Cook (camera).
- ▶ **Coccyx 4.5 average:** Vics Bradley (captain), Seth Curry, Brian Cumming, Joel Gluth, George Impey, Viki Bingham, Sarah Neale (camera).
- ▶ **Six Panther 3.8 average:** Chris Judd (captain), Roy Little, Nicky Young, Helen Brooks, Fran Reardon, Georgie Marsh, Nick Robinson (camera).
- ▶ **Jim's Angels 1 average:** Jim Bradwell (captain), Mike Allsopp, Jennie Hewitt, Alex Green, Kelly Williamson, Jill Judd, Scott McKenzie (camera).
- ▶ **Block Heads 0.8 average:** Beccs Bradley (captain), Shane Wood, Charlotte Hill, Simon Cassia, Clare Ward, Andy Woodward, Scott McKenzie (camera).



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Team Oxygen (Bel)



Photo: Bayo Vlemminckx



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KEEPING AN LCD VIGIL

Advanced Aerospace Designs (AAD), the Belgian manufacturer of the Vigil AAD system, released an information bulletin recently which calls for the replacement of the LCD at the next repack, or if the LCD controller freezes it should be replaced before the next jump!

This bulletin relates to all Vigils with LCD software version 2.20 fitted to Vigils with serial numbers 23,350-24,970.

The background to the bulletin is that an interruption can occur on Vigils with the affected LCD software, resulting in a freezing or locking of the LCD screen.

It's possible for this error to occur prior to the self-test – and in this case, the unit will not be switched on. But in other cases it may

occur immediately after landing.

If you own a Vigil with an affected serial number and your 2.20 LCD controller has already been replaced, this information bulletin does not apply to you.

Action: If this notice affects your Vigil, AAD asks you to contact your dealer or service@vigil.aero or candace@vigil.aero (for USA, Canada and South America) with the serial number of your Vigil.

The company will verify if your unit needs to be changed, and will send a free replacement LCD if necessary.

vigil.aero

On the Vortex Decelerator

The guys at Parachute Systems of South Africa have issued a product service bulletin relating to the steering lines of their Decelerator reserve canopy and the reserve toggles of their Vortex harness/container system.

The background to the bulletin was an incident in France where a reserve toggle locked after a cutaway, resulting in two rapid turns of the canopy.

The bulletin lays the blame for this lockup on the bartack stitching on the reserve's lower steering line and the lack of stiffness of the Vortex reserve toggle tabs.

The bartack stitching is apparently too close to the brake setting loop and can be remedied

by unpicking and opening out the loop to the required 25mm and then replacing the bartack.

The reserve toggles on the Vortex can be 'stiffened' by the addition of an extra stitch pattern.

Both of these jobs are simple but because they are part of the reserve assembly must be performed by an Advanced Rigger.

parachutesystems.co.za

LOOKING COOL!

What's the most important part of skydiving, asks Alti 2? Looking cool of course, comes their answer.

Some people might think it's safety or performance, but for others they might sadly be right!

The Florida company says it's excited to announce the first wave of new colours for its N3. Top of the range audible alti/data processor, previously only available in black.

In addition to the standard black, the company are now taking orders for blue, yellow, and green units.

They also warn us to "stay tuned for the second wave of colours coming soon". Can't wait, can you?



alti-2.com



Aerrodyne expands

In an attempt to reduce lead times and to be able to hold more stock, Aerrodyne of Deland Florida have added 30 new sewing machines to their factory in the past six months. The company has also taken on more staff, and construction work is under way on a plant expansion, which should be completed by the time you read this.

Aerrodyne claim that orders are brisk and to be able to reduce waiting times they have initiated moves to produce and hold more stock of their whole range of main and reserve canopies. With this in mind they've streamlined their stock canopy colour design options down to six. The company is also proud of their ATools online ordering software program, which allows a customer to choose a dealer, and order all the components of a complete custom-coloured rig and canopies via their website without resorting to phone or fax. The latest generation of ATools runs on smartphones, iPads and other tablets, so you may design and order your new rig from the Drop Zone bar late on a Sunday evening – umm... maybe not!

flyaerrodyne.com

THE MATERIAL WORLD OF PD

Performance Designs, the long-time market leader in 'state of the art' sport parachute manufacture, has recently been experiencing more than the normal ratio of fabric quality problems, which is resulting in some stretching of delivery times for new canopies.

PD thoroughly tests all the fabric it receives at its factory before its use in its range of canopies.

But earlier this year the company was forced to reject part of a fabric shipment from one of its suppliers. This does happen periodically due to the intense battery of testing performed on all materials it receives, and uses. Fabric may be rejected for a variety of reasons based on stringent standards that exceed those of the suppliers. However, this time they noticed an abnormal amount of fabric being rejected.

The company pointed out that although they are forced to reject fabric from time to time, shortages are quite rare. Usage analysis and forecasting of fabric requirements is complex but reliable, says the company. It always keeps an inventory of

fabric on hand with a buffer to allow for any abnormalities in customer purchasing trends, and to cover any needed rejections or hiccups in the supply chain. Its track record of producing canopies on time over the years has proven its system works well. However, the situation it's in today is proving different from the normal 'rejection and resupply' process.

The fabric the parachute industry uses is specialised, and the production is complex. Canopy manufacturers do not just purchase their fabric from a 'fabric company' as such.

The company went on to point out that from its birth as a raw nylon compound, to its final delivery at PD's door, the material has gone through many different companies that play individual roles in the fabric finishing process. Many of these steps are specific to parachute fabric manufacturing.

PD says it was finally able to identify the root cause of the problem as an individual component in the treatment process which had changed. This change took place due to

increasingly strict standards in global environmental protection. Chemical manufacturers are in the process of changing some of the components they use in a variety of products to be ready for new and future standards. In this case, what seemed to be an appropriate replacement for a particular compound in one formula had an adverse reaction at a later stage of the finishing process.

The company was eventually able to isolate the root cause and make necessary arrangements to get the process back on track with the original formula.

PD has recently announced that its production will get back on track in the very near future.

PD wanted to stress that it is a strong believer in protecting the environment and is happy to work with companies that look for more environmentally friendly ways to produce parachute materials.

The company pledged to do everything it can to assist in the exploration and testing of materials that result from formula changes.

However, it was keen to declare that it does not intend to allow changes to materials to go into PD products until it has thoroughly tested and accepted these fabrics for use.

As of March the company had a 60-65-day delay in three of its Zero-P colours; this is the time it takes to have raw goods dyed, coated and shipped to PD for inspection and testing.

On its site PD is telling those with custom canopy orders currently placed that it will be working in the coming weeks to notify the dealers if the estimated canopy completion date will remain the same or possibly change. In some cases it may need a bit extra time to receive and inspect fabric, in other cases it may deliver your canopy sooner than anticipated. It also pointed out that for any customers currently preparing their custom canopy orders, they do not expect their order will be affected by any delays it is currently experiencing.

performancedesigns.com/fabric_notice.asp

www.wpcuae.ae

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**FLY YOUR
DREAMS**



?

WHAT IF...?

The scenarios in this regular 'what if?' column are deliberately vague. There could be a number of different 'correct' answers depending on your experience and other information not contained within the question. However, following feedback, it has been decided to reproduce some previously printed scenarios along with 'answers'... or at least things you might want to consider.

What if...

you hit cloud as your canopy opens and become disorientated, with no idea where the dropzone is, which direction was line of flight, or where any other canopies are. You can't see how far it is to either the bottom of the cloud or an edge of it.

Once you've had a think, see below for more ideas...

KIT BITS

Most new containers will come with a choice of reserve handles. The two main options are a traditional metal D-handle or a pad similar to your cutaway. So which one should you go for?

Both options are popular and it's down to personal choice. The main argument in favour of a pad is that it is less easy to snag during a jump. There have been incidents where D-handles have been caught accidentally, leading to a floating handle or premature reserve deployment. I recently saw a foreign video where another jumper's GoPro camera hooked through the handle as the group got in the door, and deployed the reserve as they left the plane!

However, the benefit of a handle over a pad is that it can be easier to grab hold of even if you have cold, numb hands or have been injured during the jump. Low-profile reserve handles are also available from some container manufacturers. You might wonder why we don't apply the same argument to the cutaway pad and have a 'cutaway handle' instead, and the answer is that there's no reason why we couldn't, but it just isn't very common.

Student kit has a metal D-handle so if you are changing to a pad then your reserve drill will change slightly too, as you'll need to 'peel' the reserve pad before pulling it, like you already do on the cutaway. For this reason some centres insist on a minimum experience level before using double pads, e.g. a B licence, although this is not in the Operations Manual.



Metal D-handle



Reserve pad



Cutaway handle

FLIGHTLINE CHECKING?

Do this... ask permission before touching kit, know what you're looking at, be gentle.

Not this... yank the reserve flap open, run your finger over the loop then shove it closed again before finishing with a good slap on the back on top of the pin.

Consider...

1) Other canopies. Don't spiral – it may get you out of the cloud quicker but if there is another canopy that you can't see then you'll have just increased the speed and severity of any collision. Half brakes are good because they slow your forward speed, giving you more time to react, or in the worst case lessening the speed of any impact.

2) Where you are. If you keep flying in the same direction then you could be putting yourself in a position where you won't be able to land on the PLA – either by flying away from the DZ, or by going so far downwind as to not make it back. On half brakes, fly a box pattern, making a 90-degree turn every 10 seconds or so, and you should exit the cloud not too far from where you started.

3) Getting out of the cloud. It's got to finish somewhere, so keep looking round for a way out and steer slowly towards it, even if you can see that's away from the DZ or breaks your box pattern.

4) Landing off. If you can see you're not going to make it back to the DZ, make that decision early so you have plenty of time to find an alternative.

5) Prevention is better than cure – you can stop this situation while you're still in the aircraft by not getting out if the cloud has come in. Look before you leap!



FOCUS ON...

Hinton

CENTRALLY LOCATED WITH GREAT FACILITIES AND A FAST AIRCRAFT: HINTON'S MAIN EMPHASIS IS ON EFFICIENCY AND FUN

WORDS GEOFF WOOD

HOW DID YOUR DZ BEGIN?

There has been a Parachute Centre at Hinton-in-the-Hedges Airfield for well over 30 years now, started by Mike Bolton for those of you who remember, and run predominantly as a static-line round centre with a smattering of tandems introduced in the late 1980s.

Our involvement happened quite by chance after a conversation in a local pub. Mike Browne, who lives in the local village and has been a skydiver for over 30 years, became involved in that conversation, subsequently made a call to me and six months and a lot of hard work later we were the proud owners of Hinton Skydiving Centre.

WHAT FACILITIES DO YOU HAVE?

We started with an empty hangar and a couple of rooms at the entrance to the airfield where we trained students. Previous training was being done in Farthinghoe village hall, but we wanted to keep everyone within the airfield boundary so we called in lots of favours from people to give us a helping hand and created a training room and club room on site. We now have two large hangars, one with a large lounge area in it and a staff packing area, and the other with good packing facilities, lockers, a shop and a reserve repack facility (DZ Sports and PointZero).

Over the years we have added an excellent toilet and shower facility,

1 Pete Wood and Martin Lee over Hinton, by Lee Bennett

2 Geoff Wood with a smaller 'passenger' than usual!

which has been recently revamped, a new training facility and an aircraft hangar to house our turbine aircraft. Add to that a burger van that feeds the masses at the weekend and provides some excellent staff lunches midweek, courtesy of Caroline and Sharon.

WHAT DO YOUR KEY STAFF MEMBERS DO?

All of our staff have a minimum of two different roles around the centre, which enables us to cover a vast amount of work on a daily basis. From CCI to Packers and all points in between, everyone involved within Hinton Skydiving contributes to making the place a great centre to come

and jump. All of our employees are key to the running of the place and it would be wrong to single out any one person as all of them are professional and fun to work with.

WHAT AIRCRAFT DO YOU USE?

We operate a PAC 750XL which we purchased just over five years ago, and before that we had a multitude of hired aircraft including a Cessna 206, Turbine Islander, Shorts Skyvan, Nomad, Turbolet, Beaver, Caravan, Airvan, Beech, Finist and a Dornier.

My favourite has to be the PAC for many reasons, not including the fact that we own it! A close second is the Turbolet, especially when flown by a larger-than-life overseas pilot who shall remain nameless! London Air Traffic may not agree as they had to translate a number of radio calls from 'Oscar Doscar', a very poor substitute for 'Alpha Kilo - Papa Delta Oscar' resounding over the airwaves on many an occasion!

WHAT KIND OF DZ DO YOU TRY TO MAKE IT INTO?

We try and make Hinton an efficient but friendly DZ with the emphasis on fun. Students especially are encouraged to get their FS qualification very early and we promote and sponsor that with great coaches and a subsidised ticket system.

HOW DO YOUR JUMPERS DEVELOP ONCE OFF STUDENT STATUS?

Over the years we have sponsored a small number of teams in various ways but not so much any more, preferring to run a reduced ticketing system which is available to all club members.

IN WHAT AREAS DO YOU OFFER COACHING AND WHAT EVENTS DO YOU RUN?

Hinton has hosted and organised a number of events since we started including BPA competitions, canopy courses, wingsuit seminars, FS training, CF events and many more. We also run the Nish Bruce memorial scrambles each year in order to remind everyone that skydiving is fun and to encourage our new members to feel a part of what is going on and integrate them into the club atmosphere.

DO YOU FEEL PART OF THE BPA?

Yes I feel a part of the BPA. If it wasn't for certain members of the BPA over the last 30 years or so I don't think we would be enjoying some of the same freedom that we have in aviation as a whole. Despite not agreeing with every decision they have made over the years, they do an excellent job in many areas.

DO YOU SPONSOR, OR HAVE ANY TEAMS THAT JUMP AT YOUR DZ?

We don't sponsor any teams but we do have a small number of home-grown teams that jump here. With the availability of two tunnels close by we



3 Packing in the spacious hangar

4 Where it all happens: jumpers manifested and in the pen

5 Hinton's aircraft, the PAC 750XL

occasionally get visiting teams jumping here, but not on a large-scale basis.

HOW DO YOU FEEL RUNNING A UK SKYDIVING BUSINESS HAS CHANGED?

When we set up Hinton Skydiving Centre both Mike and I said that it had to be fun or it wasn't worth doing. We still haven't changed that opinion.

Certainly skydiving has had to get more commercial in order to maintain the level of service it offers in relation to the increasing prices that it faces on a daily basis. Trends have now veered away from static line towards tandem and AFF, which creates more revenue and allows more clubs to fly faster and more efficient aircraft.

The fine line is to try and be commercial enough to make money while providing a good service to our regulars and maintaining enough lift capacity to keep everyone happy.

DOES THE CLUB HAVE A GOOD SOCIAL SCENE?

The club has a very good social scene with many events organised by the

membership and the occasional blockbuster event by ourselves. We hold the Tent City event yearly, which is more a social event than a skydiving event, where skydivers can just turn up and do as many or as few jumps as they wish in a relaxed and non-pressured environment. The best thing about Hinton is the people we attract.

WHAT ABOUT THE LOCAL AREA?

There are a number of very good pubs in the local area affectionately referred to as the 'Hinton Triangle' so I will leave you to figure out how many that is. Also locally we have Silverstone, Blenheim Palace and the famous Bicester Village that has kept many a skydiver occupied on a rainy day.

Also we are lucky to have two wind tunnels within 30 minutes of the DZ, so students and qualified skydivers alike can take advantage of two of the best facilities in the UK, hopefully on wet days only!

WHAT ARE YOUR PLANS FOR THE FUTURE?

To keep enjoying what we do and how we do it. ●

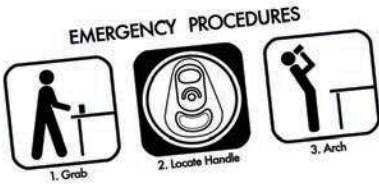


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HAVE YOU JUMPED AT?



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DZ: 01524 791820
T: 01772 717624
Mob: 07501 223151/2
info@bkpc.co.uk
bkpc.co.uk
Turbine Porter

2 Bridlington

Skydive GB
East Leys Farm, Grindale Road,
Bridlington, E Yorkshire YO16 4YB
T: 01262 228033
Mob: 07522 335713
info@skydivegb.com
skydivegb.com
Cessna 206

3 Cark

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

4 Chatteris

North London Skydiving Centre
Chatteris Airfield, Nr Stonea,
March, Cambs PE15 0EA
DZ: 01354 740810
T: 0871 6640113
info@ukskydiving.com
ukskydiving.com
Twin Otter, Nomad

5 Cornish

Cornish Parachute Club
Perranporth Airfield,
Higher Trevellas, St Agnes,
Cornwall TR5 0XS
T: 01872 553352
Mob: 07790 439653
cornishparachuteclub@hotmail.co.uk
cornishparachuteclub.co.uk
Cessna 206, guest aircraft

6 Dunkeswell

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

7 Headcorn

Skydive Headcorn
Headcorn Airfield, Headcorn,
Kent TN27 9HX
T: 01622 891670
info@headcorn.com
headcorn.com
Cessna Caravan, Islander

8 Hibaldstow

Target Skysports
Hibaldstow Airfield, Hibaldstow,
Brigg, N Lincs DN20 9NN
DZ: 01652 648837
T: 0113 2505600
info@skydiving.co.uk
skydiving.co.uk
Dornier G92 twin turbine, SMG-92
single turbine, Cherokee 6

9 Hinton

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

10 Jersey

Skydive Jersey Ltd
States Airport, St Peter,
Jersey JE3 7ZR
T: 01534 747410
info@skydivejersey.net
skydivejersey.net
Airvan, guest Turbines

11 Langar

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

12 Netheravon

Army Parachute Association
Airfield Camp, Netheravon,
Salisbury, Wiltshire SP4 9SF
T: 01980 628250
generalenquiries@netheravon.com
netheravon.com
3 Cessna Caravans, guest aircraft

13 Paragon

Paragon Skydiving
Errol Airfield, Grange, Errol,
Perthshire PH2 7TB
T: 01821 642454
billy.gollan@btinternet.com
paragonskydiving.co.uk
Cessna 182

14 Peterlee

Peterlee Parachute Centre
The Airfield, Shotton Colliery,
Co Durham DH6 2NH
T: 0191 517 1234
enquiries@skydiveacademy.org.uk
skydiveacademy.org.uk
Cessna 182, Cessna Grand Caravan

15 Reading

London Parachute School
Chiltern Park Aerodrome, Icknield
Road, Ipsden, Oxfordshire OX10 6AS
T: 0845 1307194
info@londonparachuteschool.com
londonparachuteschool.com
Islander, Cessna Grand Caravan

16 Salisbury

Skydive Southcoast Ltd
Hangar 3, Old Sarum Airfield,
Old Sarum, Salisbury SP4 6DZ
T: 01722 323628
info@skydivsouthcoast.co.uk
skydivsouthcoast.co.uk
Airvan, Cessna 206 and 172

17 The Silver Stars

Silver Stars
29 Regt, Duke of Gloucester
Barracks, South Cerney, Cirencester
Gloucestershire GL7 5RD
DZ: 01285 868111
T: 07716 792942
info@silverstars.me.uk
silverstars.me.uk
Cessna Caravan

18 St Andrews

Skydive St Andrews
Osprey Road, Fife Airport,
Glenrothes KY6 2SL
T: 0845 189 5865
skydivestandrews@mail.com
skydivestandrews.co.uk
Cessna 185, Turbo Cessna 206

19 Strathallan

Skydive Strathallan
Strathallan Airfield, Nr Auchterarder,
Perthshire PH13 1LA
DZ: 01764 662 572
T: 07836 201953
kbrady@btinternet.com
skydivestrathallan.co.uk
3 Cessna 206, guest Turbine

20 Swansea

Skydive Swansea
Swansea Airport, Fairwood,
Swansea SA2 7JU
T: 07779 019655
info@skydiveswansea.co.uk
skydiveswansea.co.uk
Cessna Caravan

21 Swindon

Skydive London
Redlands Airfield, Redlands Farm,
Wanborough, Swindon SN4 0AA
T: 01793 791222
info@skydivelondon.co.uk
skydivelondon.co.uk
Airvan

22 Tilstock

The Parachute Centre
Tilstock Airfield, Whitchurch,
Shropshire SY13 2HA
T: 01948 841111
skydive@theparachutecentre.com
theparachutecentre.com
Airvan

23 UK Para Beccles

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

24 UK Para Sibson

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

25 Weston

RAF 22 Training Group
Availability TBC

26 Wild Geese

Wild Geese Skydive Centre
Movenis Airfield, 116 Carrowreagh
Rd, Garvagh, Coleraine,
Co Londonderry, N Ireland BT51 5LQ
T: 028 2955 8609
jump@skydivewildgeese.com
skydivewildgeese.com
Cessna 206, Cessna Caravan

BPA Overseas Affiliated DZs

Cyprus

Cyprus Parachute Centre
CJSATC, BFPO 58,
Dhekelia Garrison, Cyprus,
T: 0035 724 744337
info@skydivecyprus.com.cy
skydivecyprus.com.cy
PBN Piston Islander

RAPA

**Rhine Army Parachute
Association**
Flugplatz, Bielefelder Strasse,
33175, Bad Lippspringe, Germany
T: 0049 5254 982 2378
atgg-jsploc@mod.uk
skydive-badlippspringe.com
Cessna Caravan

Parachuting Societies

BCPA

**British Collegiate Parachute
Association**
Sam Lee, BCPA Chairman
T: 07969 210201
mail@bcpa.org.uk
bcpa.org.uk
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POPS

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

SOS

Skydivers Over Sixty
Contact: Niels Hansen
Flat 14, 21 Victoria Sq, Clifton,
Bristol BS8 4ES
nielshnsn@yahoo.co.uk



Blue skies in four-mation



Our first open week in April set off with a flying start, marked by celebrating Easter with a traditional BBQ courtesy of The Café Girls and Christophe (he doesn't just fly our F-GODZ). The open week was home to a successful packing course; contact the centre for future courses. They are held on the Wednesday of our open weeks. Packing kit is still an important part of the sport as well as a requirement for B Licence, so get booked on. The weather also meant that our first AFF students of the year took to the skies, and they loved it! Also many thanks to all the experienced jumpers who took the time to come during the week and support their drop zone.

We also saw the welcome return of tandem instructor Danny Smith and Liz Boniface to the BKPC team. Liz has been gracing us with her FF coaching skills, of which many of our jumpers have taken advantage. Don't forget coaches are always available in many aspects of skydiving to help you further your career, so get down here and ask or you won't get anywhere.

The Brian Vacher Safe Flight School course took place on June 1-3.

The weekend ended on a top note with a huge Christie Charity event, which saw not only the many tandems but also students and experienced guys leaving with a grinning face. Thirty two lifts: not bad for this time of year!

BLACK KNIGHTS

bkpc.co.uk

Now we can see that winter is finally behind us, fingers crossed, we have finally been able to get some quality jumps in. Even the weather allowed our existing students to progress; many are so close, so let's hope it stays nice with no wind for them.

- 1 FS1 by Liz Fletcher
- 2 By Ewan Cowie

Blue skies!

Megan Bee and Sharon Beeson

ACHIEVEMENTS AFF QUALIFIED Claire Simpson, Sara Heath, Dave Smith, Sam Percival **FS1** Adam Smith, Andy Pritchard **CH2/JMI** Adam Smith, Fraser Callaghan **JUMP NUMBERS** 50 Adam Smith, Fraser Callaghan, Steve Williams 100 Lee O'Connell 200 Daniel Dixon 500 Rob Siree 800 Liz Fletcher 3,000 **TANDEMS** Danny Smith **1 HOUR FREEFALL** Alan Davies

Launch Paddy

What a busy period we've had at Ireland's most northerly DZ! St Paddy's saw a full load take off at 7.55am with jumping continuing all day. This included a Paddy's Day 3-way scrambles competition. In the spirit of sportsmanship CCI Maggie divided the prizes amongst all participants, declaring that everyone was a winner.

The following weekend saw skydivers from all over Ireland descend on Wild Geese to take part in the Irish Interschools Competition. There were representatives from universities in Cork, Limerick, Waterford, Dublin and Queen's University Belfast. A fun time was had by all. Even Nick Hewer from Channel 4's *Countdown* popped in to say hello!

Stay safe,

Rod McCrory

WILD GEESE

skydivewildgeese.co.uk



Nick Hewer and DZO Dave Penny

JERSEY skydivejersey.net

Many hands

Skydive Jersey has opened again this year, following a great team effort to spruce up the club facilities at the airport. A new astroturf packing area was laid by Arthur and his digger (is anyone in Jersey missing a tennis court?)

Joe has been polishing the new minibus relentlessly, and Stu has fully carpeted and benched the interior of our new DZ transport. Jeremy painted the cabins in return for his FS1 sticker, good work.

Well done also to Pete Dolbel, recently obtaining his Tandem rating, another locally qualified TI. We are open for the season with dates on Facebook, and welcome experienced jumpers. Dates have been set for a turbine boogie from August 19-24, see the advert on page 80. Thanks to everyone for helping out around the clubhouse, we look forward to another season at the most scenic drop zone in the universe.

Mally Richardson



1



2

1 Joe and his new van

2 Arthur's digger and laying the astroturf packing area

3 Club members tidying the cabins



3



1



2

1 Daisy the new pilot 2 Joanne Dawson

High-Tiki

SIBSON

skydivesibson.co.uk

Our second Grand Caravan is now on site and it has seats, so we are now running multiple aircraft for the rest of the season. Don't forget we are now open every Thursday through to Sunday, so come on down for a few cheeky midweek jumps. All through April we had £19 midweek jump tickets that proved pretty popular, so come and join the UK Parachuting party.

Speaking of parties, we had a very successful Hawaiian night to celebrate the end of our RAPS season. The party got into full swing with Grounded playing live in the bar. Sarah was running the Tiki bar, making all kinds of weird concoctions (I mean cocktails) and everyone had a really good night. Prize giving followed the interval with special mentions to Suzi and James for their organising, and of course to Yuri Hamilton for being the first CAT 8 on RAPS at Sibson in quite a few years. He was also grounded on the same day but that's another story. The night finished off with Grounded's second half and my straw hat that kept catching fire.

Our regular packing classes are going down a treat with Karen Saunders, the club rigger. There must be 20 or more people in the system learning the ropes; if you want to learn to pack then get in touch with the office and we can point you in the right direction. Likewise, the regular progression days are also proving to be a big hit.

We would all like to wish Guy Reynolds good luck in his retirement. Guy has been a regular face on Tandem and more recently with the RAPS students. He is off on an

epic journey that combines his love of fine wines, caviar and trains. Good luck, Guy, and send us a postcard. We would also like to welcome our newest pilot James; not the other James or the James from the aircraft company. This is a new James. Anyway, welcome to UK Parachuting, and, you guessed it, he is already interested in AFF, so watch this space. We may have another jump pilot that jumps.

Don't forget we now have three displays on the books, so get in touch if you fancy jumping in to any one of our other displays. office@ukparachuting.co.uk

- Events:**
British Collegiate Parachute Association (BCPA) UK Nationals: July 4-8
UK Parachuting Sibson Boogie: July 23-29
Safe Flight School with PD Team Member Brian Vacher: August 24-26
FS Speed 8 and CF Nationals: September 8-9

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

Paul Dorward

ACHIEVEMENTS CAT 8 Katie Wilkinson, Yuri Hamilton CHI Katie Wilkinson FSI Simon Fisher JUMP NUMBERS 50 Asa Murphy 200 Emily Plant 600 Derrick Hancock 1 HOUR FREEFALL Eoin O'Mahoney

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NETHERAVON

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ACHIEVEMENTS CAT 8 David Scott, Allan Roberts, Jeremy Scarratt, Glynn McNary, John Reeves **FSI** Lydia Glinski **FS COACH** Paul Aubrey-Rees **JUMP NUMBERS** 50 Tim Howell, Lydia Glinski 100 Naomi Spencer 300 Andre Taylor 700 Polly Chandler 800 Dave Lee, James Lee 9,000 Jeff Chandler

Four-ty-three-falling

March saw student jumping resume when we returned from Middle Wallop, and to welcome them back a Canopy Handling/Accuracy competition was held for student and A Licence jumpers with great success.

After a dismal-looking start to the day, the weather cleared and everyone managed both rounds of the competition on Saturday. We had some fantastic scores – Matt Parslow averaged 7.3m in the A Licence category, and student jumper Sofia Whitwham managed an impressive 14.3m. Results of the competition are available on our new Facebook page – some of the prizes are yet to be claimed, so get in touch if your name appears!

Many thanks to BPA judges Bob King and Dougie Peacock for coming down to judge the competition, and to everyone who helped out throughout the weekend.

Regulars will (hopefully) have noticed quite a few changes around the DZ as a result of feedback from club members. We have a new public address system, comfy sofas in the bar and canteen, a new skydiver reception area in the hangar and new steps for the aircraft, among many others. The most noticeable 'changes' are Mark Bayada and Nick Brownhill, who have the unenviable role of making sure the operation runs as smoothly as possible – good luck guys! Keep the feedback coming, good or

bad, and let Nick and Mark know if you experience any problems.

Congrats to old-timer Jeff Chandler who has completed 9,000 jumps over 43 years of jumping. In that time, he's accumulated 66 hours of freefall time and is still competing with his 4-way team *Siofur*. And all at the tender age of 65! It's in the family, with daughter Polly completing 700 jumps and granddaughter Rachel her first jump.

Speedy recovery wishes to Naomi Spencer, who is recovering from major surgery, but she managed to get her 100th in a few days before.

Kath Salisbury and Jack Bradford



Head down, by Andy Myers



Dispatching Ruth on a 15-second delay, by Andy Myers



Freefly break-off with Martin Lee and Pete Wood, by Lee Bennett

HINTON

skydive.co.uk

Head over heels

We're all in celebration mode as we head towards the summer, with the wedding of our CCI Stuart Meacock to the lovely Sarah-Jane Peart happening around the time the *Mag* hits our doormats. We wish them much happiness and blue skies on their wedding day and for their future life as mister and missus.

Our infamous Tent City Boogie (TCB) returns from July 9-15. This is always a fun-filled week

whatever the weather, and all new faces are very welcome.

Please note we will be closed the weekend before (July 7-8) for the F1 racing at Silverstone, so if you're coming for TCB, please arrive from late Sunday evening onwards.

We've been making the most of the hit-and-miss springtime weather with FF and FS

jumping, and a spot of wingsuiting too.

Congratulations to Gary Watson, who made his 1,000th jump in March, and to Fordy, who did his 9,000th in April. Also a big well done to Carol Beaumont, who has accepted a place in the Satori FS Academy, and a fond farewell to Joggie Botma, who's returned to South Africa.

Isy Tomlinson

ACHIEVEMENTS AFF GRAD Dominic Chivers, Jonathan Martiner, Clark Gibson **FSI** Seb Bates, Rachel Walker, Gerrit Van Zyl **SSI** Simon Mitchell **JUMP NUMBERS** 1,400 Elaine Park



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BCPA

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Party time!

Now that we are approaching the end of the BCPA year (basically September to July), the BCPA Committee are all systems go organising the final few BCPA events, the BCPA Summer Tour to Elsinore, and the BCPA Nationals event which will be held on Wednesday-Sunday July 4-8, hosted by UK Parachuting Sibson for the first time in more than 10 years.

The BCPA Nationals is a fantastic combination of competitions, load organising, FS and FF coaching and an incredible entertainment line-up. Certain popular attractions will be returning including the outdoor hot tub, the UV party (enhanced with new very powerful UV floodlights and UV-illuminated bubble machines!) and the inflatable bungee run. Entertainment new for this year includes a huge indoor Scalextric track, a driving simulator outdoor exhibition unit, and the inflatable demolition balls! This event is famous among students for the free food and drink provided in the evenings – this is also being enhanced this year with the free alcohol extended from three nights to four nights.

Jumping-wise we will have at least one Cessna Caravan (with a second on standby), and a new special aircraft which will be the first of its kind to be based in the UK! We will also have a helicopter on the Friday with slots on the helicopter costing just £40! The event finishes on the Sunday with the famous Nationals Raffle, with more than £15,000 worth of prizes on offer in the past.

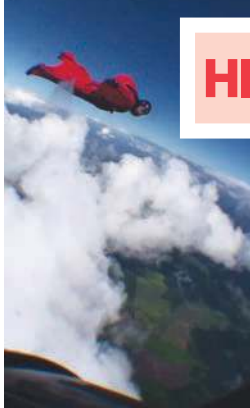
BCPA Nationals has also been combined with an FS Coaching week, with FS Coaches available all week to enable loads of progression. Anyone wanting to take part in the coaching week will have to register for the event. This costs £40 but includes all of the free food, drink, entertainment and jump ticket discounts mentioned above, so is certainly worth it! It is also worth noting that the BCPA event isn't just for students; any regular jumpers or visitors are able to take part and enjoy what is on offer if they register for the event. Non-students can also take part in the BCPA raffle by either buying tickets in advance on the BCPA website or buying them at the event.

Anyone interested in coming to the event should ideally register for the event on the BCPA website (www.bcpa.org.uk) in advance. However, it is possible to just turn up and register at the event at any point. I hope to see many of you there!

Sam Lee



Wingsuit by Rob Gray



April for Hibaldstow saw our first Skysaver/AFF week. Despite the first few days of not-so-great weather, Thursday proved the day to be here; we did a cool 18 lifts in the SMG and managed to get all of the six new students onto single instructor levels. We had a few visitors from as far as Scotland, including Jim Scott who managed to get no less than eight

HIBALDSTOW

skydiving.co.uk

wingsuit jumps that day. It was great practice for him as flocking and docking their way to the DZ were *Escondido* where they had a successful couple of weekends with some great formations. Thanks to Brian, Derrick and Rob Gray, a few of our regulars achieved their WS1, well done Kris Cavill. Satori Academy took the first five teams out to Seville for their first camps, which were a great success; good luck to all the teams going out in May. Our annual X Factor evening saw Jo Burns, one of our resident AFF instructors, prove that she had the X Factor by winning (Simon Cowell would be proud;

don't worry, Jo, we sent him the recording and he should be banging on your door any day now!). We also had a week of TI and AFF courses, where our manager Karen Bain, Duncan Cockburn, Richard Head, Gerry Cepelak and Jason Southall have been put through their paces; congratulations to all – they passed.

And finally a very warm welcome to Cat Adam, who is now coaching all levels in freely every other weekend at Hibaldstow, so anyone interested please contact the DZ.

Kerry Wesley

ACHIEVEMENTS CAT8/CHI Charles Rollins, Ben Hill, Karolina Wierzbilo, Marc Jones **CH2/JMI** Billy McHale **FSI** Hannah Broughton **FFI** Guri Melcher **WS1** Kris Cavill **JUMP NUMBERS 50** Billy McHale **100** Liam Parkin, Paul 'Dodge' Rogers **200** Yana Efremova **400** Blyth Davies, Kyle Price **600** Laura Muller **1,000** Alexis McNaughton **1,700** Jo Burns **2,000** Lucy Smith-Wildey **2,400** Mike McNulty **1 HOUR IN FREEFALL** Charles Rollins, Ben Hill, Karolina Wierzbilo, Marc Jones, Paul 'Dodge' Rogers

TILSTOCK

theparachutecentre.com

We've had a busy few months with lots of progression. Spencer Hogg has run another successful HEAT canopy course with all participants benefiting even though the weather tried to ruin the weekend. Juliana Bergel has recently completed the London Marathon, which is an amazing achievement; well done Jules.

We have run a BPA FF coaching roadshow with Charlotte Newell and Jim Harris. The weekend went well, with the jumpers learning lots. Roger Hughes achieved his FF1 and completed his 200th jump with Charlotte and Jim. This is an amazing achievement as Roger only completed his first static line jump in June 2011. Well done Roger.

As I have had to stop working in manifest we have welcomed two new manifesters, Kat Busby Hicks and Lindsey Berry. Both have settled into the role well. We said a sad goodbye to tandem instructor Danny Smith, who has returned to work at Black



Knights. His last tandem with us was his 4,500th jump. We wish Danny every success for the future; he will be missed.

We are open on Fridays, Saturdays, bank holiday Mondays and some Thursdays (dates TBC). We are also taking names for the next packing course, which will be run on a Sunday. If you would like a place give the DZ a call.

There will be a CF Coaching Roadshow by PH36 later in 2012, date TBC.

Ann Fleming

ACHIEVEMENTS FIRST FREEFALL Richard Scott **JMI/CH2** Martyn Berry **FSI** Andy Pritchard **FFI** Roger Hughes **JUMP NUMBERS 50** Dale Hamilton, Martyn Berry **200** Roger Hughes and Steve Lamb (I won't say who got there first!) **1,000** Mike Allsopp **1 HOUR FREEFALL** Caroline Vaughan, Ellie Southworth

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Some DZ DIY

ACHIEVEMENTS FIRST FREEFALL Magnum Tsang, Amanda Taylor CAT 8/CHI Collin Campbell, Steph 'Google' Stephens, Ashley Capper, Liam Corbett CH2/JMI Alex Hennis, Jon Edmondson, Andy Clegg, Sam Haste FFI Roger Hughes, Smiley Nik Barnett, Gary 'WDI' Yello ISI Vikki Sutton, Kieran Bridges FS1 Kieran Bridges, Steph 'Google' Stephens, Thomas Reid JUMP NUMBERS 50 Alex Hennis, Jon Edmondson, Andy Clegg, Sam Haste 100 Scott Allender, Ali Woodhouse 200 Simon Widdup, Steve 'Gunner' Steward, Luke Morris 300 Vikki Sutton, Katie Hayes 400 Dan 'H.T.' Gauld 3,500 Peter Connor FF COACH Vikki Sutton

The freestyle weekend with Al and Pixie was blessed with gorgeous weather; Steph 'Google' Stephens qualified Cat 8 and many others gained numerous achievements. The freestyle coaching as expected was exceptional. Al and Pixie were kept very busy and we can't thank them enough for coming to see us again.

Mike Lovemore and his Speed Skydiving roadshow was well attended. Both Saturday and Sunday club regulars jockeyed for positions in who was the fastest skydiver. Nice one guys, hope you enjoyed the coaching and many thanks to Mike and the BPA for loaning us their gear.

As our 40th year of operation continues, subtle changes around the DZ are continuing: new mains cables, lecture rooms and the revamp to our external mock-up are virtually complete. There

has been a slight date change to our summer ball, which is now on June 23, so make a note in your diaries and calendars.

We are looking forward to the UKSL 4-way competition in July. For our recent FS1 qualifiers, why not get a team together for the weekend and enter? Coaching will be available throughout the weekend and you never know where it could lead.

Big thanks to John Hargreaves, as over the last few months he has been at the DZ midweek working on the centre's amenities. Many subtle changes have occurred which often go unnoticed. John, many thanks from us all at the centre.

Kieran's swoop coaching is working wonders on



Dave H and Stevey D. Now taking downwinders the guys are thinking of buying shares in Persil to remove the lovely green strips that now appear on what were very nice Atoms and Javelins. As exciting as it looks to all of us... DON'T TRY THIS AT HOME.

Stu Morris

Dave Wood, by Phil Symons



CORNISH cornishparachuteclub.co.uk

Things are looking up

Well the April showers came early and decided to stay for a bit, well on the jumping days anyway! Lots of skydiving has gone on during the sunny spells; Finchy may have started a trend with his tracking attempts along the coast. A rare 4-way at the end of a busy weekend saw Ben and Dave without tandem rigs on, enjoying turning points with Phil and Mark (we still kinda got it).

Again the up-country crowd showed their faces – some don't even bring rigs any more. Another good night was had in the 'deck'. Great news came after a few Rattlers from Popey... a little

Everton fan, methinks!

On going to press we were awaiting news on our lease for the club buildings. When we get them, then we hope the work will really start.

Thanks to everyone at the club for any help you give us, from packing tandems, doing tandems, flying, editing and cooking a bacon bap or two. It's appreciated by the Woods. Here's to some blue skies and light winds!

Ben Wood

SILVER STARS silverstars.me.uk



The past few months here at South Cerney have been fairly eventful and have seen some big changes. Matty Holford has stepped down and is now the new team leader of the display team, and the club welcomes Jeff Montgomery as the new CCI on a two-year post. We all wish him the very best for his new position.

Jay Hart has successfully completed his CSBI course at Netheravon and has already taught and dispatched two courses of RAPS students.

We also hosted JSPC (N) for a two-week period due to their annual MRX, which saw over 45 military personnel trained and jumped.

The club would also like to congratulate Nikki McNeil on turning 40 and wishes her all the best.

As always, keep an eye on our club website or our Facebook page for all the latest news and upcoming events.

Paul Wheeler

ACHIEVEMENTS FS1 Mark Benford, Lewis Jones JUMP NUMBERS 100 Tim Kalisch 200 Joe Newrick 400 Ralph Weatherburn CSBI Jay Hart

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Daytona to remember



HEADCORN headcorn.com

March kicked off with a memorable trip to Deland for 34 of Headcorn's finest-quality skydivers (hmm, well not quite all of them!).

There was all the expected carnage and serious partying, including a truly memorable day and night at Daytona Bike Week. There was also some serious progression, including 13 skydivers gaining their FS1 and three skydivers gaining FF1. Two notables were Holly Goodfield and Howard Hooper ploughing through AFF and FS1 in just seven days! Clearly we have a couple of natural skydivers joining the Headcorn fun jumping team. After Lee Blackledge's unfortunate accident early on in the trip we wish him a rapid recovery back to full fitness and back to the skies soon.

Jo Hunter (Headcorn's glamorous receptionist) is set to smash her consols and get her A licence very soon to join in the fun in the sky.

Adam Hughes is off to do his TBI in May and Janos Leszko his TI in June to swell the ranks (and decrease the average age) of tandem instructors at Headcorn. Joe Laming is set to join the camera team. Spread them wings, Joe! Pete Sizer will make a return to the sky during the accuracy

ACHIEVEMENTS CAT 8/CHI Holly Goodfield, Howard Hooper, Mathias Piras, Max Vetter
CH2/JMI Aimee Goodayle, Nick Stoppard **FS1** Marcus Muir Smith, Henry Van Halewyn, Dom Bentley, Michael Morton, Holly Goodfield, Rob Crilly, Jason Smith, Nathan Drew, Ozzie Hassan, Russ Francis, Aimee Goodayle, Howard Hooper, Ian Hammock, Lee Osborn, Paul Barr **FF1** Joe Laming, Nick Stoppard **JUMP NUMBERS** 100 Simon Soper, Paul Barr, Lee Osborn 200 Joe Laming, John 'Red' McManus 300 Henry Van Halewyn 400 Nick Mentz 500 James Dodd 600 Nadine Hall 1,300 Richard Parkin 1,400 Paul 'Diggers' Digby

weekend at Headcorn on May 12-13.

The Speed 10 meet is on June 2-3 with some stiff competition. Plenty of Freeflyers will be brushing up their flat flying skills for this one, no doubt.

The electronic manifest system is up and running (with the occasional Friday freak-out to be seen on screen). Tickets are no longer necessary, you just have to have credit in your account. Well done Pete on your hard work installing it.

Chris Lynch is looking to set dates for his Wingtips canopy seminars, so contact Chris directly at Skydive Headcorn for more info and to secure a place.

Headcorn mini pool is due for a summer relaunch in the coming months; some very pleasant and unpleasant sights promised there, no doubt! Wings Bar is now fully open and a welcome sight at the end of the day for all Headcorn and visiting skydivers.

So, as always, come down and check us out, we always look forward to seeing new and regular faces.

Ruth Cooper and Simon Beech

1 Photo of regulars at the club

2 Clem Quinn with tandem, by Eddy Wilkin



Carrot of shame

BRIDLINGTON skydivegb.com



Simon Rehill, tandem instructor

The past three months have been both busy and eventful for Skydive GB. Congratulations to 'Cara' Dan Coultrup on achieving his FS1. More importantly, well done Danny for finally handing over the prestigious 'Carrot of Shame' award to Samuel Cavendish. The award is primarily

for stupidity and Samuel has truly earned it.

The birth of Tracy Bartley and John Benson's daughter, Madison, touched all our hearts. Madison was born with Congenital Diaphragmatic Hernia (CDH) and was unable to stay with us. Madison only lived for 19 hours but impacted on us all. Much love to Tracy and John.

Skydive GB are supporting the CDH charity and a particular mention must be given to Mickey Lacey. Mickey is 15 years old and he has been making chocolate cakes to sell, organising raffles and has already raised a substantial amount of money for a sponsored tandem that he will undertake on his 16th birthday, all for the CDH charity.

April 1, 2012 was an important and moving

day for Skydive GB when Ryan Brown's sister asked us to scatter his ashes over the dropzone. Ryan loved skydiving in the skies of Bridlington and it is an honour to have him around forever.

The Red Devils recently graced us with their presence, using our plane and our star-struck pilot (Bill) for a demo in Scarborough.

We look forward to the next few months now the crazy season is upon us and strive to ensure all of our jumpers are having a good time.

Sara Orton

ACHIEVEMENTS FS1 Dan Coultrup **JUMP NUMBERS** 400 Steve 'Ninja' Perkins

No trouble for Team Fiasco

By *Barrie Bremner*



ACHIEVEMENTS Cat 8 John Dippnall, Barry Robinson
CH2/JM1 Simon Dodsworth FS1 Terry Wilson Croft
JUMP NUMBERS 100 Andrew Croft, Sean Thompson
1,000 Tibi Pevan

sure he has your correct email to receive the info. Very handy if you have a day off during the week and want to jump.

The end-of-month coaching weekends will continue and have been proving a great success with everyone. As well as free FS coaching there will now also be packing lessons and briefs (JM1, CH1&2), so a great opportunity to get those stickers in your book. As always, everyone will be welcome.

Once again Billy Payn and Kev Sargent will be spending a weekend with us at Beccles organising their big-way formations over the Suffolk coast, so the dates for your diary are Saturday-Sunday July 28-29. You will need a minimum of FS1 to participate. If you haven't had the chance to jump with Billy and Kev before make sure you don't miss this chance. It's great fun, and a great introduction to big-way formations. Let's keep our fingers crossed for some warm and sunny weather!

Michael Wemyss

BECCLES

ukparachuting.co.uk

At last, after what has seemed to be the longest winter ever, the weather is starting to warm up a bit, bringing with it a flurry of activity around the DZ. Ben Thorsen, the club's Chief Pilot, has been (when not in the air) painting the new pre-flight pen in the club's team colours. It looks great and will help the JMs when organising the loads. New racks have also been fabricated and installed in the hangar, so there's now plenty of storage to

keep rigs off the floor.

Congratulations to Sarah, Danny, Pam and Susan, of course better known as *Team Fiasco*, who after a final round jump-off won Gold in their class at the Bodyflight world indoor 4-way championship in April. A fantastic achievement!

Nader has taken over from Rick sending out the expected tandem lift email shots, so make

SWINDON

skydivelondon.co.uk

J.P.R. Williams at Cardiff Arms Park, Bobby Moore at Wembley, Ayrton Senna at Monaco and Daniel Morgan at Hibaldstow Bar. What do they have in common? One thing: LEGENDS. Most of you will know of tales of Naked Phil roly-polying down the bar, Carrot Sticks and Crazy stripping whilst Andy Shaw skateboarded into him, but these all pale into insignificance after Dan Morgan. In one night he won the hearts of the 15 participants in Redlands on Tour after the Tandem and AFF course at Hibaldstow. It's always a good night when we go to Hibaldstow and we have to thank Noel, Stu, Karen and the rest of the Hib crew for allowing us to party hard in their bar.

Bruce and Luke passed their AFF and Crazy sailed through his Tandem course, swagger at more than 20 degrees and sambuca in hand... the way we like him. Back to the DZ and the AFF students are motoring through; George VK, Cath, Raynor, Ian Marsh and Paul should all be done by time of printing. Jay Tamplin is useless at freefall so is back on the rope, but I think AFF is calling. Daniel Anderson is firing through his RAPS after 'an incident' on his first jump, good man. Griggis is still trying to change the manifest to suit himself, sorry others, but he has been working hard with Bruce on our new website, so thank you sir. All we need now is for Em Green to accept she is an FS coach and get more of our students FS1!

Dylan Griffith-Jones

ACHIEVEMENTS FS1 Andrew Griggs, Metaxas Nicolaides Navarro, Jason Bird

SWANSEA

skydiveswansea.co.uk

Secret millionaire



Secret Millionaire
– Philip Johnston,
by Ricky Davies

Skydive Swansea hosted a TV crew from Channel 4 in March that was following a tandem jumper Margaret Davies. At the time Margaret was desperately trying to raise funds for a life-saving operation for her daughter that can only be carried out in the USA. What she or any of us didn't know was the chap Philip Johnston who accompanied her was a secret millionaire and he presented her with a large cheque after they both completed a skydive (the programme is due to be aired about the same time as this magazine is delivered, so keep an eye out). Apart from this Swansea is ticking along this year, with our jump numbers up on last year due to the larger aircraft capacity we now have.

We're planning to be open on the following Fridays: June 15 and July 20 with a free barbecue/beer on June 16 (prize awarded for anyone with louder hair than Rob) and July 21 (prize for the loudest shirt). See you all then!

Carl Williams

ACHIEVEMENTS FFI Grayson **JUMP NUMBERS** 100 Bill Beynon, Damien 'Captain Admin' Boyington 200 Mikey 400 Ant Andrewes 600 Grayson



Dylan Bartle and sister-in-law Shelley Terrell, by Rob Campbell

CYPRUS skydivecyprus.com.cy

Jumpstart

ACHIEVEMENTS FIRST FREEFALL Ollie Smith, Tony Elliott, Becky Hill FSI Ian Mahkonen, Shaun Borley, Ryan Norris, Tim Pringuer, Phil Wandless CH2/JMI Ian Mahkonen, Shaun Borley, Ryan Norris, John Veitch JUMP NUMBERS 50 Ian Mahkonen, Shaun Borley, Ryan Norris 200 Phil Wandless TANDEM INSTRUCTOR Dylan Bartle

With the Cyprus weather now in full flow, the DZ is where it should be. Combined with the sad departure of the Gliding Club we are happy to announce that we are no longer restricted by how long we can operate; we are now free to jump until the sun goes down. With new faces arriving each week and the arrival of our new Chief Pilot Raymond Nahhas, all is sitting pretty at Kingsfield.

With the Canopy Course fast approaching, courtesy of Brian Vacher, the regular jumpers are keen to improve on their skills, turning up in their masses and jumping to their heart's content. They are even bringing along with them their new rigs and jumpsuits, I'm not too sure about some of the colour schemes. You know who you are!

A fairly steady start to the new season has not only brought in the newbies but has also graced the club with numerous qualifications, not to mention our very own Dylan Bartle achieving his Tandem Instructor rating. You can see him in the photo with his first willing student (his sister-in-law, Shelley!).

The DZ is now looking good with banners and flags going up each week, and with our very own Facebook page 'Skydive Cyprus CCSPC' we are under a constant facelift.

We look forward to a promising and eventful summer.

Dylan Bartle

DUNKESWELL skydive99.com

Dunkeswell continues to invest!



Dan Guest's 1,000th, by Joel Strickland

After the successful launch of the new Aviator restaurant Dunkeswell is pleased to announce we have three new projects on the go. We are currently constructing a new bunkhouse and rigging loft, plus we have just received planning permission for a new SWOOP POND! Yes that's right, a swoop pond.

On a lighter note we must congratulate Elliot Mitchell and Dan Guest. Elliot completed his first jump on his 16th birthday, by doing a tandem skydive with his father Ralph. He has definitely caught the skydiving bug like his father and is well on his way to receiving his A Licence. A big congratulations also goes to Dan Guest for completing his 1,000th skydive at just 20 years old and annoyingly also beating the rest of the camera team and club jumpers at go-karting at the track based on the airfield.

Miko

ACHIEVEMENTS
CATB/CHI Mani Bostock FSI Garrick Taylor, Ollie Dixon, Mark Kurylo FFI Josh Clarke, Dan Whitby WS! John Price JUMP NUMBERS 200 Julian Nettly, Dan Whitby 300 Andy Lock, Lucy Mancey, Ricky Bryan 600 Tim Gains 900 Rob 'The chopper' Gray 1,000 Dan Guest 1,300 Shane Hardwick

RAPA skydive-badlippspringe.com

Tigers in training

Welcome to this year's incremental staff: Leon, Baz, Olli and welcome back to Chris and Henry.

RAPA has run a RAPS course for 1 Yoks based in Munster, combined with the 16 charity tandems and a Families day. Thanks to Mark Stannard for setting that up. 1 Regiment Army Air Corps also completed a RAPS course, achieving five or six jumps. Thanks to Geordie Batey for setting up and instructing on that one. In addition thanks to Wolfgang, Mick Riley and Henry for the weekend one-jump courses in April.

The Flying Tigers spent two weeks at RAPA carrying out pre-season training. Germany obliged by providing some typical UK demo weather; cold, miserable and cloudy!

RAPA will have hosted an EU POPS meet in late April and looks forward to hosting the German



and UK combined National CP competition from June 29-July 1. The course markers will be out from June 23 for training.

Bad Lippspringe waved goodbye to the Islander (G-JSAT); the end of 30 or so years of Islanders at RAPA now operates with a Cessna Caravan.

In spite of the JSPC element of the drop zone having gone, activities at RAPA look and feel very similar to the past; soldiers and dependants parachuting alongside members of the Paderborn Club. Long may it continue!

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2-Way CF team training, Gavin MacLead and Doug Preston, by Martin Robiette



LANGAR skydivelangar.co.uk

Jumping for joy

Eighteen years ago, Dean Fisher dispatched Gary 'Swoop' Wainwright on his first static-line jump at Halfpenny Green – and they've recently both done their 7,633rd jump on the same lift! Dean has been jumping since just after the Big Bang. Or maybe longer. No exaggeration.

Baz Carey took his life in his hands and jumped one of Andy Hilton's historic parachutes – a Pathfinder round. His last round jump was in 1985, and he says his PLFs haven't improved...

Thanks to the eight teams who competed in the 6-way FS competition, and special thanks to Caro Laithwaite for the trophy in memory of husband Brian. See page 47.

In true Skydive Langar style, we made full use of some perfect weather to hammer through all the jumping required to test out hopeful new AFF and Tandem Instructors on the March BPA course. The whole process was over by Wednesday lunchtime with most of the jumping done on the Tuesday – everybody was so knackered by 4.30 that we had to stop early and sit in the sun supping well-earned beers. Congrats to all who got new ratings!

The Freefly Scrambles competition attracted 10 entrants in what turned out to be a great fun head-up event! There was a bit of dodging and diving round the weather, but we completed all the rounds in the end and everybody had a good laugh. Alan Foulkes-Williams scored top and got the lion's share of goodies – including a packet of Scampi Fries donated at the last minute by pilot Dave Epton. How lucky can a man be? Kate Medd took second place and Luke Wigman third. Thanks are due to Nick Robinson who had the idea and made the whole thing happen.

On the strength of that success, Bullet Freefly have started the Freefly Scrambles League; meets take place on the second Saturday of every month. They are also upping their game with formal coaching events organised for the various free disciplines. Get more details of what's on offer at their new website www.bulletfreefly.com. And, of course, all our other events, news and pics are at www.skydivelangar.co.uk.

Don't forget Langar Boogie 2 in September!

Tony Danbury

ACHIEVEMENTS FIRST FREEFALL Phil Wayer, Simon Perry, Thomas Critchley, Adam Owen, James Fildes, Ben Golding, Bryn Thomas **GRADUATED AFF** Ben Mitchell, Brian Jackson **CAT 8/CHI** Phil Wayer, Brian Jackson, Tez Cooling, Tom Hancock, Christine Fleming, James Heyes **CH2/JMI** Sam May **CPI/WSI** Matt Kite **FSI** Scott Kirton, Luke Thatcher, Nadia Trykozko, Alex Whitehead, David Alatorre, Dave Allen **FFI** Gareth Hughes, Tristan Hampson, Tom Busby **FF2** Tristan Hampson, Steve Smith **JUMP NUMBERS 50** Sam May, Scott Kirton, Luke Thatcher, Al Campbell, Nadia Trykozko **100** Ricardo Quail, Nev Fox, Amy Rowe, Raph Barbier **200** Paul Johnson **300** Matt Kite **400** Nick Robinson **1,100** Gary Davidson **1,200** Stan Stokes **1,500** Neil Butcher **1 HOUR FREEFALL** Sam May **72 HOURS FREEFALL** John Baggaley **144 HOURS FREEFALL** Dave Hickling

PETERLEE skydiveacademy.org.uk

ACHIEVEMENTS FIRST FREEFALL Adam Boxall, James Perry, David Fusaro, Marcus Chappel **AFF GRAD** 'Percey' Percival **CAT 8/CHI** David Fusaro **JUMP NUMBERS 400** Nigel Peacock **600** Trev Garrett **700** Mal Smith

Despite the adverse conditions during the early spring Peterlee has remained busy, with a steady stream of first-timers joining the hardened regulars. Teesside University continue to make great strides introducing still more members to the sport, with many of their last SL course making two jumps and some manifesting for a third on their first jumping day.

A few of our other uni club members have been notable by their recent absence, most no doubt heads down for their exams and who will no doubt reappear once those exams are, hopefully successfully, out of the way. It was great to see a number of ex-DUFFC graduates, David Leonard, Nick Brown, Tom Berryman and Ralph Weatherburn amongst others, come up over Easter, and finally to see Marcus Chappel (current DUFFC) recently make it onto freefall. Behind the scenes improvements continue, some in readiness for the UK Skydiving League (UKSL) event which we hosted over the weekend of May 12-13.

Ex-Newcastle and Northumbria Uni jumpers have returned too, amongst them Oli Clark, Tom Derbyshire and Emma Scrivenor. Ex-DUFFC Mike Lehan's ground control manifest system is working well, with the recent introduction of a touch-screen post-jump check recently trialled for the first time at Peterlee, with Nigel Peacock being the first jumper to use it (mucho Desperados) for real. Nigel's son Tom has made us

some excellent lecterns; George Jackson, our neighbouring farmer and construction plant firm owner, has increased the size of the car park and Kev Mitchell is getting that fenced in and additional power hook-ups installed. It is great to see Adam Potter back with us jumping again, and our steadily increasing Para Reg element recently brought a couple of Caravans to base at the DZ; regrettably not of the three-wheel winged Cessna Type, but Swift and Bailey two-wheelers.

Last month a bunch of Peterlee Geordie irregulars joined John Horne and a small Scottish contingent on a recent trip to Skydive Spain at Seville, where in addition to jumping (sometimes when jumping) they modelled the latest in designer shirts and sampled the local fayre, with 'Percey' Percival managing to graduate AFF L8 and finish his consols despite the evening festivities. Despite the efforts of Michael Wallace and Dan Cussack I managed to stay off the drink on the return flight in order to drive safely home from the airport. Back home at Peterlee Oli Hare of Northumbria Uni continues to make the news: first jump on her new rig, FS1, and an ever-increasing number of jumps as well as her being held in awe by the students from rivals Teesside.

We welcome in Oli Hudson as our new Peterlee Club News rep in readiness for the next edition.

Ian Rosenvinge



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June

June 14 - June 17

FS Euro Big-way Girls

Location: **Prostejov, CZ** · dropzoneprostejov.com

June 16 - June 17

BPA BPA Freely Coaching Roadshow with *Volare*

Location: **Peterlee** · skydiveacademy.org.uk

June 16 - June 17

FS Escondido House of Dock and
WS House of Flock

Location: **Hibaldstow** · skydiving.co.uk

June 16 - June 30

U BCPA Tour

Location: **Elsinore** · bcpa.org.uk

June 19

BPA BPA Council Meeting

Location: **BPA Offices** · bpa.org.uk

June 19 - June 24

B/F Vector Festival

Location: **Prostejov, CZ** · vectorfestival.com

June 22 - June 24

A Liquid99 Freely Weekend

Location: **Dunkeswell** · skydive99.com

June 23

B/F Ark Summer Ball

Location: **Cark** · skydivenorthwest.co.uk

June 23 - June 24

FS 28-way Competition

Location: **Hibaldstow** · skydiving.co.uk

June 23 - June 24

A Advanced Head-Up Coaching

Location: **Langar** · skydivelangar.co.uk

June 28 - July 8

U 11th World POPS Meet

Location: **Teuge, Holland** · pops-nl.com

June 29 - July 1

CP UK and German combined CP Nationals

Location: **RAPA** · skydive-badlippspringe.com

June 29 - July 1

CP Safe Flight School with *PD Team Member Brian Vacher*

Location: **Sibson** · skydivesibson.co.uk

June 29 - July 8

B/F Open Week

Location: **Black Knights** · bkpc.co.uk

June 30 - July 1

FS Euro 8-way Meet

Location: **Hibaldstow** · skydiving.co.uk



June 30 - 1 July

B/F APA Summer Boogie and Euphoria Skills Camp

Location: **Netheravon** · netheravon.com

July

July 4 - July 8

U BCPA Nationals

Location: **Sibson** · bcpa.org.uk

July 5 - July 8

FS P3 Power Play

Location: **Perris, California** · p3skydiving.com

July 6 - July 8

A Liquid99 Freely Weekend

Location: **Dunkeswell** · skydive99.com

July 7 - July 13

FS **CF** **A** Armed Forces Parachute Championships

Location: **Netheravon** · netheravon.com

July 9 - July 15

B/F Tent City Boogie at Hinton

Location: **Hinton** · skydive.co.uk

July 14 - July 15

U Flight Safety Weekend

Location: **Netheravon** · netheravon.com

July 14 - July 15

FS UKSL FS 4-way

Location: **Cark** · skydivenorthwest.co.uk

July 14 - July 15

A Freely Scrambles League

Location: **Langar** · bulletfreely.com

July 18 - July 22

B/F Cypres Cup and Boogie

Location: **Prostejov, CZ** · dropzoneprostejov.com

July 20 - July 29

B/F Sibson Boogie

Location: **Sibson** · skydivesibson.co.uk

July 21 - July 22

FS Hibaldstow 4-way Cup

Location: **Hibaldstow** · skydiving.co.uk

July 21 - July 22

A Trackstarz, tracking coaching with Bullet Freely

Location: **Langar** · bulletfreely.com

July 23 - July 27

FS Euro Big Way Camp

Location: **Poland** · bigways.eu

July 23 - July 29

B/F UK Parachuting Sibson Boogie

Location: **Sibson** · skydivesibson.co.uk

July 24 - July 29

B/F Twin Beech Boogie

Location: **Dunkeswell** · skydive99.com

July 27 - August 5

B/F Open Week

Location: **Black Knights** · bkpc.co.uk

July 28 - July 29

FS Summer Big Way Formation

Location: **Beccles** · ukparachuting.co.uk

July 28 - August 5

B/F Picnic Boogie

Location: **Lapalisse, France** · lapalisse-aero.com

August

August 1 - August 4

A Vertical World Record

Location: **Skydive Chicago** · skydivechicago.com

August 2

BPA BPA Riggers and STC Meetings

Location: **BPA Offices** · bpa.org.uk

August 4 - August 5

BPA BPA FS Coaching Roadshow

Location: **Langar** · skydivelangar.co.uk

August 4 - August 6

WS Irish Wingsuit Nationals and **B/F** Boogie. Load organising with Ronan Whelan and Tony Higgins

Location: **IPC** · skydive.ie

August 4 - August 12

B/F Cark Week 2: Organised loads, student progression, BBQs/beer

Location: **Cark** · skydivenorthwest.co.uk

August 7 - August 11

CP CP 2012 World Games Test Event

Location: **Cali, Columbia** · fai.org

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August 11 - August 12

A Freely Scrambles League

Location: **Langar** · bulletfreely.com

August 11 - August 13

FS FS 4-way & **A** VFS Nationals

Location: **Hibaldstow** · skydiving.co.uk

August 14

BPA BPA Council Meeting

Location: **BPA offices** · bpa.org.uk

August 18 - August 20

FS FS 8-way and **A** Artistics Nationals **FS** FS 4-way and **A** VFS Nationals Reserve

Location: **Hibaldstow** · skydiving.co.uk

August 21 - August 26

B/F AN28 Boogie

Location: **Magdeburg, Germany** · strollerweb.co.uk

August 25 - August 27

FS FS 8way & **A** Artistics Nationals Reserve

Location: **Hibaldstow** · skydiving.co.uk

August 26 - September 2

FS FS & **A** Artistics European Championships and World Cup

Location: **Prostejov, CZ** · fai.org

August 31 - September 9

B/F Open Week

Location: **Black Knights** · bkpc.co.uk

September

September 1 - September 2

CF CF Roadshow

Location: **Sibson** · skydivesibson.co.uk

September 7 - September 9

FS ESL Finals

Location: **Moorsele, Belgium**

September 8 - September 9

A High Experience Freely Sequentials

Location: **Hibaldstow** · skydiving.co.uk

September 8 - September 9

FS Irish 4-way Nationals

Location: **IPC** · skydive.ie

September 8 - September 9

A Freely Scrambles League

Location: **Langar** · bulletfreely.com

September 8 - September 9

FS 8-way Speed **CF** CF Nationals and **S&A** Accuracy Nationals

Location: **Sibson** · skydivesibson.co.uk



Ed Bowyer on a Tandem evaluation jump, by Tony Danbury

September 8 - September 16

B/F Langar Boogie 2

Location: **Langar** · skydivelangar.co.uk

September 12 - September 16

A HD record and Sequentials

Location: **Dunkeswell** · skydive99.com

September 15 - September 17

WS Wingsuit World Record Camp

Location: **Perris, California** · wingsuitworldrecord.com

September 19 - September 23

WS Wingsuit World Record

Location: **Perris, California** · wingsuitworldrecord.com

September 22 - September 25

FS 16-way Trophy

Location: **Empuriabrava** · skydiveempuriabrava.com

September 27

BPA BPA Riggers and STC Meetings

Location: **BPA offices** · bpa.org.uk

October

October 6 - October 7

FS FS Scrambles

Location: **Hibaldstow** · skydiving.co.uk

October 9

BPA BPA Council Meeting

Location: **BPA Offices** · bpa.org.uk

October 13 - October 14

FS First Time Formation Loads

Location: **Hibaldstow** · skydiving.co.uk

October 19 - October 20

FS 12/24-ways

Location: **Langar** · skydivelangar.co.uk

October 20

B/F APA 50th Anniversary Ball

Location: **Netheravon** · netheravon.com

October 20 - October 28

B/F Equinox Boogie, Toogoolawah

Location: **Toogoolawah, Australia** · rambler.com.au

October 27 - October 28

A Euphoria Skills Camp

Location: **Netheravon** · netheravon.com

October 27 - October 28

FS Hibbleween Speed Meet

Location: **Hibaldstow** · skydiving.co.uk

November

November 17 - November 18

A Euphoria Skills Camp

Location: **Netheravon** · netheravon.com

November 22

BPA BPA Riggers and STC Meetings

Location: **BPA offices** · bpa.org.uk

November 28 - December 8

U FAI World Parachuting Championships and 2012 Mondial

Location: **Dubai** · fai.org

December

December 8

B/F Xmas Party

Location: **Hibaldstow** · skydiving.co.uk

December 8

B/F Xmas Party

Location: **Tilstock** · theparachutecentre.com

December 13

BPA BPA Council Meeting

Location: **BPA offices** · bpa.org.uk

December 22 - January 6

B/F Empuria Christmas Boogie

Location: **Empuriabrava** · skydiveempuriabrava.com

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CF CANOPY FORMATION
S&A STYLE & ACCURACY
B/F BOOGIES/FUN

A ARTISTICS
WS WINGSUIT
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THE ARCHIVE NEEDS YOU

Many thanks for the excellent response from a small number of people who have sent memories, photos and more. The Archive Project is particularly interested in information about the very early days of jumping in the UK, as it seems to be the hardest to come by and will soon be lost forever if not documented now. So please do help by emailing the Archivists, Andrew Hilton and Graham Spicer, with any contributions you may have.

archive@bpa.org.uk

The Blue Belles Display Team

Although it's been closed for nearly 30 years now, Sunderland was one of the big DZs of its day. This old photo sent in by Kerry Noble shows all-female group The Blue Belles.

They did one 'display' on the first air day in June 1969 – all four were on static line!



Kerry Noble also sent in the below photo of Sunderland CCIs from around the same time. From left to right is Kerry Noble (CCI 1970-71), Marshall 'Aussie' Power (1969-70), John English (1971-72) and Rob Noble-Nesbitt (1972-74).



Blast from the past

The British Team training at Bad Lippspringe in 1968. They went on to win bronze at the 9th World Parachuting Championships in Graz that year. Back row: Doug Peacock, Geordie Charlton, Peter Schofield, Mike Turner, Dave Savage. Kneeling: Ken Mapplebeck, Brian David. Many thanks to Doug Peacock for the photo; he is still active in the sport today.



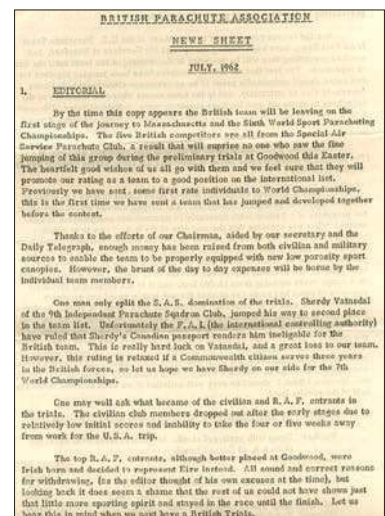
First ever Mag now online

Sport Parachutist, the original name for *Skydive the Mag*, had its first ever issue in summer 1964.

One of the goals of the ongoing archive project is to create a digital resource of all published editions, as the current online archive only goes back to 2005. Although the whole project will take some time, the first edition has now been scanned and placed online, and you can download it at bpa.org.uk/bpa-archive-project. Contents include 'The Best Thing I Ever Did', 'How Much Does It Cost?' and 'The Man Who Missed The Adriatic'!

Mag-nificent collections

The Archivists are keen to find out if there are any surviving editions of the early *Sport Parachutist* magazines – up until around 1985. We know of just two complete collections of the whole 50 years' worth, but are trying to put a set together for digital scanning and placing online. If you can help, please contact archive@bpa.org.uk or the BPA Office through the usual channels.



BPA newsletter from 1962, precursor to the Mag

Which current UK CCI is this?

By David Waterman



Answer below



The first 8-way...continued

Last issue we reprinted an article from 1970 about the first ever '8-man star' over the UK, and the time and effort it took to achieve it. It was such a big deal at the time that it attracted national publicity, including this article in *Club* magazine – the premier weekend magazine of its time.

BPA Vice President Jim Crocker, one of the eight record-setters, wrote to the *Mag* to say: "Following the 8-way, myself and John Beard were

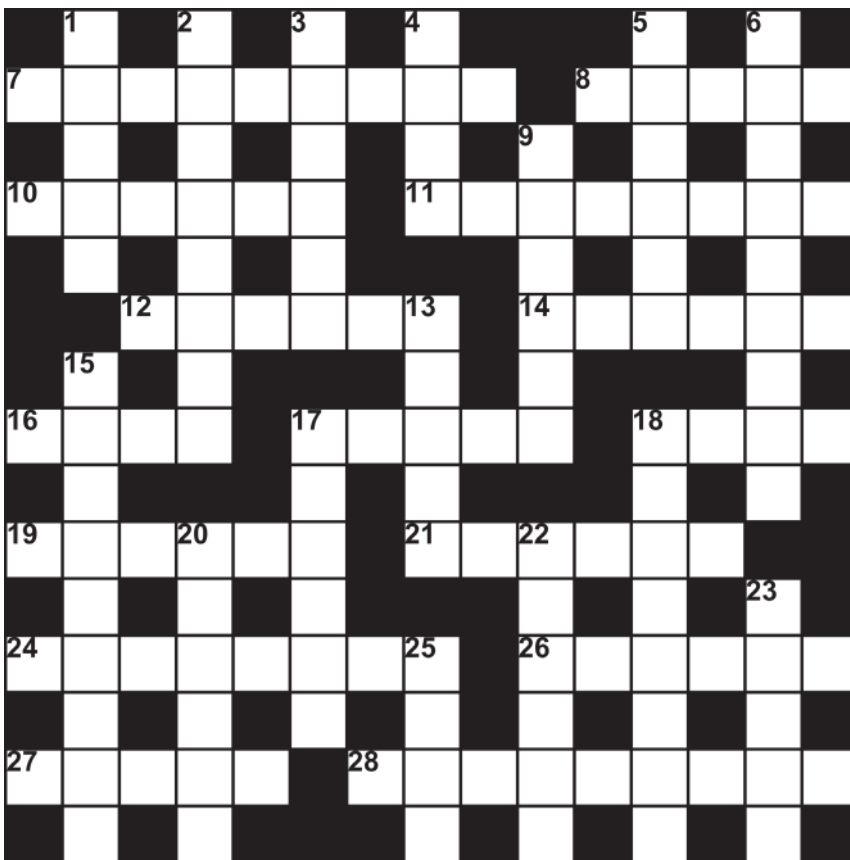
interviewed for between three and four minutes by Sandy Gall and Mike Nicholson of *ITN News at Ten*, which in those days was the premier news service.

"Not only have we advanced in skydiving since then but also in technology. The *News at Ten* team showed us a fax machine that received a photograph from New York in about 30 minutes (dot matrix). The fax machine was about as big as a small car."



Paul Boorer

PUZZLE



Across

- 7. Defection: Release main canopy
- 8. Stomach
- 10. Flattens
- 11. Kentish drop zone
- 12. Scared
- 14. Sets
- 16. Vegetables: Contents of pit
- 17. Flyer
- 18. Stake: Before-
- 19. Relating to sight
- 21. Reach a destination
- 24. Haste : Control skydivers
- 26. Basic skydiving position
- 27. Record of events
- 28. Height gauge

Down

- 1. Woody plants
- 2. Imitations: Launches (4-4)
- 3. Military skydiving club (initials)
- 4. Helmet manufacturers
- 5. Fastening material
- 6. Runway illumination (5,4)
- 9. Aim for
- 13. River mouth: Tracking position
- 15. Type of airship or parachute (4-5)
- 17. Latin American ball game
- 18. Not basic
- 20. Parts of shoes: Winds
- 22. 'Square' canopy (3-3)
- 23. Plunged
- 25. Ring of light: Type of skydive (initials)

It's Stuart Meacock as a toddler, apparently deep in thought while his father John packs. John Meacock is a former BPA Chairman, multiple National Champion and Editor of this magazine!

Down
1. Trees 2. Take-offs 3. RAFSPA 4. Gath 5. Veltro 6. Flare path 9. Target 13. Delta 15. Semi-rigid 17. Pelota 18. Advanced 20. Uppers 22. Ram-air 23. Dived 25. HALO

Across
7. Breakaway 8. Belly 10. Levels 11. Headcorn 12. Aftaid 14. Groups 16. Peas 17. Pilot 18. Ante 19. Visual 21. Arrive 24. Dispatch 26. Mantis 27. Diary 28. Altimeter

Smart

Aerodyne Research RESERVE



Open



Fly



Land



Smile!

Photos: Stacey Carl



ES BETTER GEAR BETTER VALUE BETTER SKYDIVES B



....your
mission
is our
mission.



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