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The Mag

August 2004



The British Parachute
Association Magazine



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editorial

We have some great stuff lined up in this latest Mag. Brian Vacher, immortalised last issue as a swoopastic canopy pilot, has written an excellent article on the ideal landing profile, expanding on the five second rule mentioned previously. Hopefully this will help keep us all safe as well as improving the efficiency of our landings.

George Pilkington is back with a really fab beginners' guide to the latest skydiving craze – Atmonauti. This includes diagrams and technical information from the Atmonauti website and will get us all prepared to fly with Marco and Gi of Team Atmonauti at Langar Boogie 2.

It's always great when we have loads of UK events to report on in the summer months. We feature the BCPA Nationals at Cark, the Classics Nationals from Bridlington, the Speed Skydiving World Cup held at Target Skysports and the Scottish Nationals at Strathallan.

I'd like to repeat once again a request for UK photographers to send more images in. We do make the most of what we are sent, as you can see from the articles just mentioned. We always prefer to use British images and/or photographers on the cover, contents and for the main articles where possible, but we need to have high quality British images available! Please post to the magazine address, we will always return your prints or CDs and will credit your photo to make you famous... as well as posting an extra copy to give to your Mum!



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her husband
Craig O'Brien

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skydive

The Mag

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

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The information in this magazine was, to the best of our ability, correct at the time of going to press. Reproduction, printing and mailing take a total of three weeks so some information may be out of date, or superseded.

Landing Profiles

One of the basics of safe canopy flight is allowing the canopy to fly before any input for the landing flare.

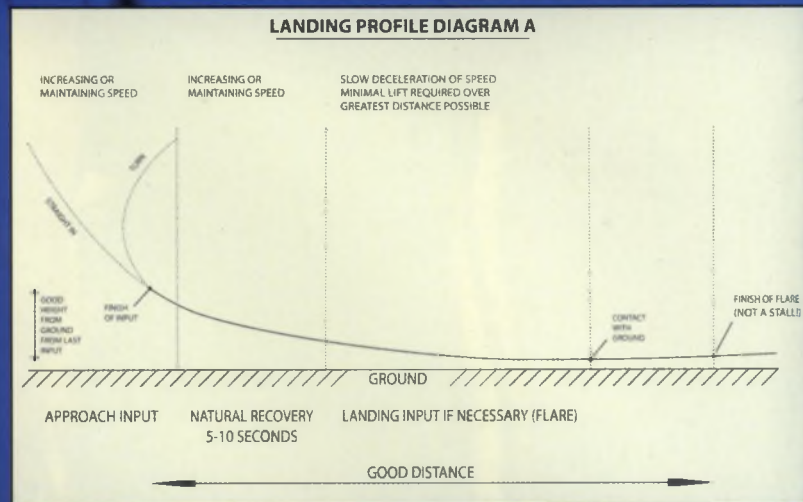
A technique used by many flight schools is to count anywhere between five and ten seconds of full flight, to allow the canopy to recover, before putting any input into the flare.

Landing Profile A

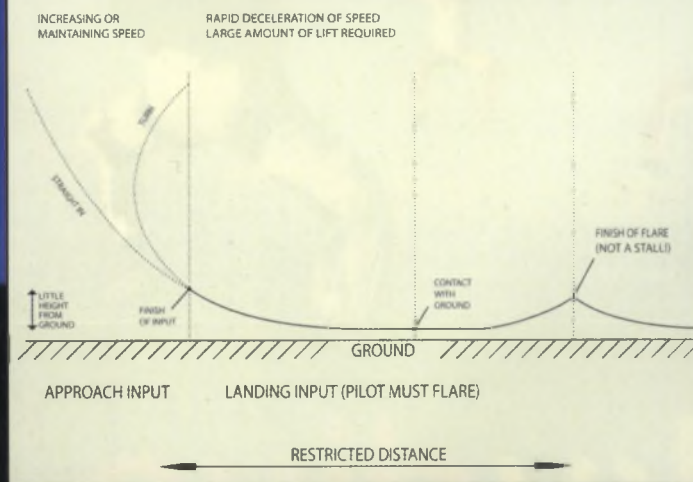
Profile A shows a smooth glide path – the ideal approach to maintain efficiency and speed throughout the landing. At the same time this path offers the safest approach angle and if, adopted, will ensure you

never put yourself in the danger zone. In this case the pilot reaches his point of final input and allows the canopy to fly on full drive for between 5 and 10 seconds. This allows the canopy to recover and return to an efficient state before any landing input is made. As soon as the pilot makes any toggle or riser input the canopy loses some of its efficiency. Hence the more the pilot allows the canopy to fly, the better the speed, the flare and ultimately the softer the landing.

If you watch an aircraft coming into land they have a nice smooth descent with a slow deceleration and flare for an efficient landing. An aircraft does not dive towards the ground and then immediately induce a flare! Underneath a canopy we are looking for the same profile.



Landing Profile B



Landing Profile B

Profile B shows a very inefficient and, perhaps misleadingly, spectacular descent profile. In this case the pilot reaches the final point of input too close to the ground to allow the parachute to recover to an efficient wing before there is input for the landing flare. This is a great indication that the pilot is too low. This leads to loss of speed, a poorer range of flare and ultimately further into the danger zone.



One Profile

Student or Experienced Swooper or Non Swooper
Landing profile A applies regardless of whether you are experienced, just off student status, a swooper or if you never want to swoop in your skydiving career. It is also irrelevant as to which canopy you fly – a fast performance canopy or a slow docile one. What this landing profile gives you is an efficient wing at the time when you need it most – when you are coming in to land.

“I want to go faster”

The difference between a straight-in approach and a high performance landing is what the pilot does to the

canopy before the point of final input. A good pilot will build up the speed by performing a manoeuvre well above the point of final input and allow that speed to be carried for as long as possible without interruption. A good pilot knows how high the final point of input is above the ground on that type of canopy, under his/her weight, at that drop zone, in those weather conditions, after that particular input.

If you do not know this information about your canopy you should question as to whether you should be attempting high performance landings.

A pilot approaching with landing profile B will never

achieve safe, efficient, long landings. This profile is incredibly inefficient especially if the pilot is trying to build up speed. All the speed built up in the turn is immediately removed as the canopy decelerates to transfer forward speed into lift to ensure the canopy recovers in time. Because of this transfer of forward speed to lift the pilot with this descent profile will never get any further landing distance until a different technique is adopted.

Take the Test

Go out onto your drop zone and watch someone land. Make a note of the last point they put input into their canopy. This could be due to a turn or adjustments on a

Landing Profiles

Images: Tony Hathaway
Background images: Adam Rosen

straight-in approach. A good technique is to watch the shape of the wing rather than the pilot's movements – this often tells more of a story. Start counting; 'one thousand, two thousand...' until the pilot puts input into their canopy to start the landing flare. If there is input before you reach 'five', the pilot is flying approach profile B, not allowing the canopy to recover and will be too low – not necessarily dangerously low but still too low.

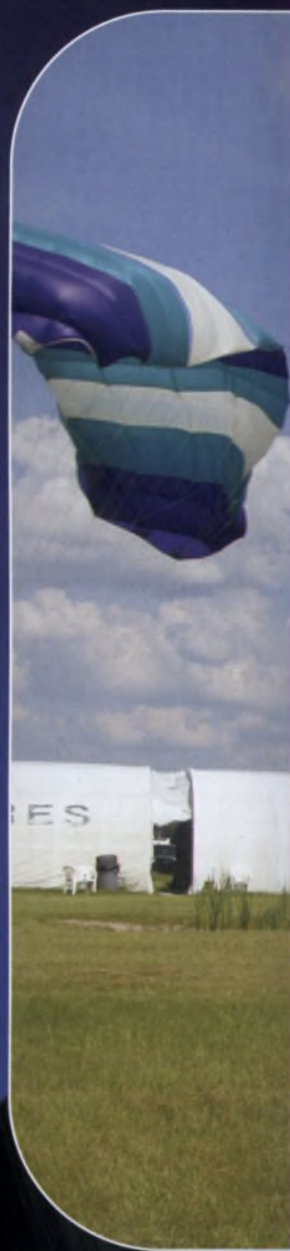
What is Too Low?

Dangerously low is where the pilot has to make sudden inputs to avoid injury. Too low is not necessarily dangerously low. Too low means the pilot is using input to fly the canopy out of its natural recovery and not allowing the canopy to

give optimum landing performance or flare.

Imagine your full flare range as having a value of 100%. If you do not allow for a good landing sequence, ie, the recovery time of 5-10 seconds you are entering your landing flare with a reduced flare range. It now may be only 80%, 60%, or in the worst cases maybe only 30% or 20%. If you find yourself dangerously low and need to save yourself how much flare range would you prefer?

As the canopy pilot becomes more proficient the definition of too low becomes much more subtle. In competition, if I have to make adjustments during the recovery and flare sequence it means I'm reducing my speed and distance, and ultimately I become less competitive. I may be





well within my safety margins but I am not getting the optimum efficiency through my landing approach. I can become more competitive by turning higher so no small adjustments are needed. Top pilots have the ability to build up a great deal of speed up high and maintain that speed through the landing approach for as long as possible.

Understanding a Good Landing Profile

Even if you are never going to attempt a high performance landing, be aware that you will at some point find yourself dangerously low to the ground and you must have the survival skills for this situation (get yourself on a canopy course!).

Regardless of your experience if you re-learn your landing approach and work towards landing profile A you will limit the number of times this might occur. In addition to this added safety margin, you will increase your canopy's performance, your flare range and ultimately the distance you can cover in a high performance landing.

Whatever your approach to landing safely these profiles should help you recognise the difference between a safe efficient landing sequence and a potentially dangerous inefficient one.

Brian Vacher
brianvacher@aol.com

Case Study

A jumper with 270 jumps joined a canopy course complaining that she was getting no flare from her canopy and landing hard. Her mid to high performance canopy was fairly new and she was loading the 160 square foot canopy lightly.

After videoing her landings a couple of times it was apparent her problem lay in two areas. Firstly her timing and technique of the flare – she had a habit of waiting too long before starting the flare, and when she flared it was too quick and aggressive as though she was flying a slow, docile canopy. Secondly (probably due to her expectation of a hard landing), on her final approach she had constant input using her toggles to slow the canopy down, right up to the point of flare. The shape of her canopy was therefore never allowed to be efficient and therefore she had lost a great deal of her usable flare range.

She then made a couple of jumps adjusting her flare technique and using the approach profile A, by counting between 5 and 10 seconds of full flight before her flare. Her landings were immediately transformed into softer, and more controlled landings...

...and she lived happily ever after.



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Gary Dawes

UK Canopy Swoop Tour

Two UK meets have been held with the three IPC events of Distance, Speed & Zone Accuracy. See The Mag, December 03, IPC website or www.canopypiloting.com

The bank holiday weekend for the Headcorn meet enabled us to have a day for each event so we trained the course in the day and ran the comp late afternoon. Hence the feeling of a swooping camp rather than just a competition.

Headcorn Results

- 1 Chris Lynch
- 2 Brian Vacher
- 3 Neil Sharples
- 4 Gary Wainwright
- 5 Martin Reynolds
- 6 Carl Bridge
- 7 Stuart Piper

Due to weather we only completed half the meet at Langar. In the speed event, if the course was not completed, the pilot was allowed to run to the finish gate kiting or dragging his canopy. It wasn't exactly to IPC rules but they were the same for everyone and it proved to be very entertaining! Thank you all competitors, officials & DZs for all your help so far.

Langar Results

- 1 Chris Lynch
- 2 Martin Reynolds
- 3 Carl Bridge
- 4 Neil Sharples

Chris Lynch
gottaflychris@yahoo.co.uk

More Tunnel Camps

Mark Kirkby and Gary Beyer from Airspeed are running more tunnel camps for British FS rules and junior/intermediate dive pools, 12-15 Oct & 21-24 Dec.

emmahammersley@yahoo.com

Robbie Powell and Gary Dawes of Project Airwave, our British National Skysurfing team, have been training hard for the World Championships in Brazil. They feature in *X-Elements*, a free boardsports magazine available from many shops such as Freespirit, Base, O'Neill. The article features some great images and an interview with Airwave by Nigel Holland.

www.x-elements.co.uk
www.projectairwave.com

Royal Aero Club Collection

The Royal Aero Club is looking to preserve its collection of the nation's aviation heritage which at present is slowly deteriorating. These original irreplaceable archives include press cuttings dated from 1784, photographs, reports, trophies, paintings, etc, relating to the Wright Brothers, Major Baden-Powell, Louis Blériot, Amy Johnson and many more. HRH The Duke of York commented "These archives, kept at the Royal Air Force Museum in Hendon are in need of urgent and expert conservation... As Patron of this Trust I would ask all who can to support this appeal and to preserve a heritage of which our country can well be proud."

www.royalaeroclub.org

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Sibson Speed 8 Nationals

For the first time the Speed 8-way Nationals is held separately from the FS Nationals to allow everyone the opportunity. You can compete in flat, sit or head-down; the fastest team over 6 rounds in any orientation wins. The current record is 7.62 seconds and about 10 years old, go for it!

It's no show no grips and you can build any formation but must hold for 2 secs. If you are FS1 with 7 friends, you can register till 8am on Sat 2 Oct although it would help if you let Skydive Sibson know in advance (entry £10 per person). Several teams have already registered including one from the US. Stuart Meacock is Meet Director and sponsorship is close to being secured. There will be a barbeque and social on Saturday night.

01832 280 490

www.skydivesibson.com

Speed 8 National Rules: www.bpa.org.uk

PAC 750 XL

The long-awaited PAC 750XL aircraft has arrived at the North West Parachute Centre after an epic flight back from New Zealand. The turbine-engined PAC takes 18 skydivers to altitude in 12 minutes, has been designed specifically for skydiving and has an awesome paintjob and sound system.

www.skydive-northwest.com
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Steve Crabtree & Steve Nolan

Arizona Challenge

Jumpers in Eloy came very close to building a 96-way formation constructed of hope diamonds at the Arizona Challenge, an invitational event run by *Airspeed*. With Craig Girard at the helm, all the grips were successfully taken on this jump but one side tracked off a split second before it completed on the other side.



Willy Boeykens

DVD - Time Flies by Tim Porter

Reviewed by George Pilkington
Cost £20 (inc p&p)

Tim is one of the best 'outside camera' flyers in the world. With well over 6,000 jumps Tim is employed by the best boogies to get that special angle and, believe me, he gets it! This DVD is a collection of his best footage from the 2003 Espace and Empuriabrava Christmas Boogies. Tim uses a refreshing free-flowing style and the colours are vibrant and clean. There are wicked images you haven't seen before. During the Flyboyz Film Festival, Eli Thompson declared "What we need on this jump is a 'Bit of Porter'!" They needed a 'Bit of Porter' and so do you - whether you're a flat flyer or the 'dark brethren'. Available from Tim or Target Skysports shop.



www.gofreeschool.com
porterabove@hotmail.com

Luigi Cani Jumps Handkerchief



Craig O'Brien

On 12 May, Luigi Cani landed the world's smallest parachute at 39 sqft! It was flying at speeds near 100 mph. "Seeing the VX-39 for the first time was extremely scary," said Luigi. "I knew it was going to be very small, but when we laid it out next to my regular parachute, it really put it all in perspective and I knew it was going to take a lot of determination to fly it all the way to the ground for a safe landing."

Two days of test flights with helmet-cam video analysis took place before Luigi attempted to land. JC Colclasure, his partner for the project said, "Flying near and around Luigi while he was learning to fly the VX-39 was extremely intense. I've never seen a canopy fly that fast, and the thought of trying to land it was pretty daunting. I give Luigi so much respect for handling the project professionally."

(NB: Don't try this at home!)

www.gofastsports.com

Espace Boogie

The Espace Boogie will use the mammoth 'White Shark' Antonov 72 (which takes over a hundred jumpers) and a Beech 99, both flying to 15,750ft. The event is August 7-15 at Vichy Airport and NOT at Lapalisse as was wrongly stated in the June edition of Skydive Mag (sorry!). Nightly large-screen videos, French cuisine and party musik will add to the atmosphere.



Loïc Jean-Albert

www.espace-boogie.com



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Classics Nationals

It was fabulous to see an influx of new faces to the classics

There was great talent evident in the intermediate category and one novice did his first freefall in the competition!

Stick at it guys cos you are our senior champions of the future

Nationals in style and accuracy were this year hosted by Nicky Johnston at British Skysports, Bridlington, Tuesday 15 to Sunday 20 June. Competitors started drifting in the weekend before, with the bulk arriving the day before the competition began. It was again marvellous to see that Kevin McCarthy and the Andrewes Sisters (Tim and Katherine) made the effort to travel from Spain to support this event. With the northerners having the 'short' journey this year, the bulk of the rest of us travelled up in Robin Mills's now famous horsebox.

Accuracy

The competition kicked off on Tuesday to howling winds way above jump limits, never mind accuracy! However, by later that evening it dropped to wonderful smooth conditions and we were able to complete two rounds of accuracy. On Wednesday we pretty much jumped throughout the day.

Pete Sizer

Most of us 'styliers' can remember the days when the Nationals were held consistently at the old drop zone in Bridlington... and the challenging wind conditions that having a DZ high up and next to the sea can provide. Although we completed five rounds of accuracy that day, many competitors did around 7 or 8 jumps, because the aforementioned tricky winds were constantly on the accuracy threshold of 7 metres/second. The conditions were bumpy and the incoming sea breeze put the ground winds 180 degrees in the opposite direction from the uppers and 90 degrees from the mid level winds. To cope with turbulent conditions one way is a challenge, to have three different directions of wind is very tricky. There were a few 'lucky' scores, a few misses and there was some real skill also demonstrated here. In particular Carl Williams was a joy to watch as he made some beautiful approaches in these conditions, ending in some great footwork making him our well-deserved men's British Accuracy Champion.

By the end of the second day we had more than the minimum six rounds of accuracy needed to call the competition. Thursday proved to be frustrating as the cloud cover was not really suitable for the style event, for which we needed around 7,000 feet and visibility from the ground for the competitors to be seen by the ground-to-air video. One plane load of style competitors jumped, resulting in all but one of them having to rejump as they could not be seen on video because of the fast-moving clouds coming inbetween the jumper and Frankie's camera on the ground! It was also above wind limits for accuracy. After several false starts we finally got going by Thursday evening, completing the final three rounds of accuracy giving us a complete ten round meet in this event.

Style

The next two days it poured with rain! By about 5pm on Saturday afternoon the grey skies cleared, the rain stopped and Bob King and Frankie went into overdrive setting up the style judging equipment. It was all systems go and two rounds of style were quickly completed in spite of the clouds threatening to engulf the jumpers and obscure them from Frankie's viewfinder! Due to the combined skills of the ground-to-air crew and Nicky's piloting of the 206, we were all caught on camera with rejump only occurring because of freefall drift.

Although we had the minimum two rounds of style to complete a meet, we were hoping to get in another round or two the next morning – but this was not to be. Only two out of five rounds of style were completed; even that was only because Nicky Johnston, in a very sporting fashion, agreed to take a maximum score on his second round of style as he couldn't be judged due to the clouds winning the battle for ground-to-air visibility. This enabled us to call the meet.



Robin Mills



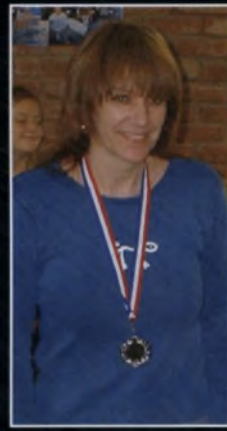
Kath Andrewes



AccRats, Team Accuracy Gold



Howard Aldridge and Carl Williams receive the Club Champions Cup for Silver Stars



Esther Reynolds Overall Women's Gold



Kath Andrewes Women's Accuracy Champion



Has Been Fun, Team Accuracy Silver



The Others (some of!), Team Accuracy Bronze

Novices

This year it was delightful to see both intermediate and novice competitors enter. There were some fantastic performances from these competitors who, in the majority, felt that they had learnt a lot from the seniors, as knowledge and skills were shared.

In particular George Clack, a novice, put in an amazing performance in the accuracy event, consistently improving throughout. He earned his gold medal in the novice category. A special mention for Mark Newby, a novice who competed with only 23 jumps! He did his first freefall during this

competition and managed on that jump to land almost on the accuracy tuffet.

Intermediate

Bill Hughes also did a fine job in the intermediate style event earning him a gold medal in both the style and overall placing.

A rising star in the women's accuracy event was the lovely Lara Walker. Having not done accuracy previously, she entered the intermediate event with a Fury, as she did not own a traditional accuracy canopy. She landed almost every jump on the accuracy tuffet with her first and last rounds scoring on the electronic pad. She seemed to have a good eye for this discipline and improved her skills in leaps and bounds throughout the competition. Lara more than earned her gold medal in the intermediate event and was last seen rigging up a Parafoil under the watchful eye of her new 'coach' Nicky Johnston, previous British accuracy champion and, conveniently, CCI of Lara's local drop zone. I hope we will see Lara in the senior event next year giving all of us ladies a run for our money.

Congratulations to all of the novice and intermediate competitors. Stick at it because you are our champions of the future!

Senior

Many congratulations to all of the senior winners. Carl Williams won the men's accuracy event, Jeff Chandler won gold in the style event and also took overall gold. (He also has very warm armpits, coming in useful when freezing at 8,000 feet in the 206!)

In the women's senior events, Katherine Andrewes won gold in accuracy, with Esther Reynolds taking gold in style event, also winning the overall. In the team accuracy event, congratulations to winners AccRats.

Atmosphere

As it has been in the last couple of years,

there was a tremendous atmosphere of support and camaraderie across the board. It was a week free from politics and back-biting, with the senior competitors supporting each other and helping all the novice and intermediate competitors. Nicky Johnston and his gang were outstanding in their support of this event. A huge thank you must go to him; Nicky ran things beautifully, won medals in all the senior events, flew the C206, ran the bar some evenings... and was even spotted entering the men's urinals sporting a fetching pair of Marigolds!

Judging

Thanks to our chief judge Bob King along with his team of judges, Frank Mallabone and Gail Stephenson. Thank you to Carl's wife Sara, who needed surgical removal from the wind monitoring equipment at the end of the accuracy event as she had the incessant job of calling the wind speeds (when she wasn't hurling herself into the barley field) to ensure that all who should, did get rejumps. Frankie did his usual professional job on ground-to-air video, also judging the style event alongside Bobby.

Pilots and Brid Locals

Thanks to Danny, our C206 pilot and the better-looking Caravan pilot, Angela Hickling, who was as delightful as ever! To Lynne, thanks for the grub! To Helen, Tracy, Vicky, Phil and Dave and anyone else I have forgotten, thanks for all you did, you gave us a great week in Brid.

British Team Selection

Because Classics selection, as from this year, has been changed to off-year selection, this competition decided the British teams for both this year's World Championships in Croatia and the World Cup event in Arizona, 2005. Good luck to all those Classics competitors who will be attending the World Meet in Croatia in September.

Fran Shashkova-Richards
skytrack@btinternet.com



Photos: Kevin McCarthy
& Glenn Stephenson

Fran Shashkova-Richards



Tim Andrewes



Intermediate Champion Lara Walker with
Nicky Johnston, her coach and Nationals host

MEN'S SENIOR ACCURACY (10 rounds)

1	Carl Williams	0.12
2	Jeff Chandler	0.20
3	Nicky Johnston	0.31
4	Tim Andrewes	0.42
5	Robin Mills	0.48
6	Glenn Stephenson	0.56
7	Kevin McCarthy	0.63
8	Pete Sizer	0.67
9	Steve Newman	1.33
10	Liam Ashmore	1.60
10	Richard Bissett	1.60

WOMEN'S SENIOR ACCURACY (10 rounds)

1	Katherine Andrewes	0.33
2	Esther Reynolds	0.37
3	Fran Shashkova-Richards	0.91
4	Liz Danby	1.22

Note: Liz Danby retired at round 8

INTERMEDIATE ACCURACY (8 rounds)

1	Lara Walker	56.96
2	Howard Aldridge	92.67
3	Russ George	136.19
4	Bill Hughes	152.10

Note: Howard Aldridge retired at round 6
Russ George retired at round 7

NOVICE ACCURACY (8 rounds)

1	George Clack	93.72
2	Mark Newby	178.12
3	Duncan Maloney	125.00

TEAM ACCURACY (8 rounds)

1	AccRats	0.57
2	Has Been Fun	1.24
3	The Others	3.81

MEN'S SENIOR STYLE (2 rounds)

1	Jeff Chandler	17.82
2	Robin Mills	21.47
3	Nicky Johnston	25.90
4	Glenn Stephenson	27.77

Note: Nicky Johnston retired at round 2

WOMEN'S SENIOR STYLE (2 rounds)

1	Esther Reynolds	23.67
2	Fran Shashkova-Richards	24.61

INTERMEDIATE STYLE (2 rounds)

1	Bill Hughes	14.72
---	-------------	-------

MEN'S SENIOR OVERALL

1	Jeff Chandler
2	Nicky Johnston
3	Robin Mills
4	Glenn Stephenson

WOMEN'S SENIOR OVERALL

1	Esther Reynolds
2	Fran Shashkova-Richards

INTERMEDIATE OVERALL

1	Bill Hughes
---	-------------

Full Scores:
www.bpa.org.uk



photos: David Cowman

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Hib Events Diary

- July 31-Aug 2 FS 4 Way British Nationals
- Aug 5-6 FS coaching with John McIver
- Aug 7-9 FS 8 Way British Nationals
Artistic British Nationals
- Aug 14-15 Nationals back-up Weekend
- Aug 21-22 Wingsuit Festival & School Disco
- Sept 18-19 FS 4 Way Scrambles Meet
- Oct 30-31 Halloween 10 Way Speed
- Dec Christmas Party - date to be confirmed

All dates subject to change.

Please keep checking website in case any dates have to be changed.

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Canopy Progression System

STC's Canopy Handling Review Panel is developing a new progression system with levels from the basic CH1 (Canopy Handling 1) up to the highest CH4. The system will provide structured skills development in this increasingly important area.

A key message from the Review Panel is that canopy handling depends far more on the jumper than on the canopy. Buying a high performance canopy will not add to your canopy skills – it will simply increase the risk of your having an accident and of its seriousness.

BPA Chairman Chris Allen said "The BPA survey of new A Licence holders revealed almost unanimous demand for more widely available canopy handling tuition. This is exactly what this new system will provide". The CH2 level might even lead more jumpers to help to revitalise accuracy.

The first BPA Canopy Piloting Nationals will be held next year. Competitors will need to be CH4 qualified – those who can already demonstrate this level of skill will be able to qualify direct for CH4.

The UK will be sending a self-funded team to compete in the second World Cup in Canopy Piloting at the Florida Skydiving Centre from 29 October to 3 November 2004. Selection will be by means of the UK Swoop Tour.

AGM Seminars

If you'd like a particular topic or speaker at the AGM (22 January 2005), or would like to offer a seminar yourself, e-mail your thoughts to us (no sales talk, please – exhibition space is free!). We can't promise to take up every idea, but we'll throw all reasonable suggestions into the pot, give it a good stir, and see what we can cook up for your delight.

Sign Interpreters Wanted

Sign interpreters are invited to volunteer to help at the AGM in Hinckley. A number of deaf skydivers are likely to attend, who would appreciate interpretation, especially by a fellow skydiver or someone familiar with terms. Please e-mail us if you can help.

Overseas Insurance

The Insurance Committee is grateful for feedback from members on its recommendation not to continue with overseas insurance cover from 1 April 2005. Overseas cover is a massive potential exposure, over which the BPA has no control as its Ops Manual is not used.

The committee is grappling with difficult choices in its effort to deliver the best balance of risk cover versus cost. Other airsports have had to greatly reduce their cover, but the BPA is fortunate to be able to maintain its £2m claim limits so far.

If you're planning a skydiving holiday, be sure to check out

www.bpa.org.uk/insurance.htm

Flying The Flag

Good luck to our self-funded teams at the World Championships in Artistic Disciplines (Brazil, 12-18 Sept) and FS, CF and Classics (Croatia, 18-24 Sept) – where the UK's very own John Hitchen has the honour to be FAI Meet Director (well done John!).

In FS, *Spank* will be representing us in 4-way, *Om* in 8-way and *Misstral* in women's 4-way. In Artistic, we have team *Airwave* in skysurf, *Tumbleweed* in freestyle and *Space* in freefly. CF and classics competitors had still to be confirmed at the time of going to press.

Misstral: www.misstral.org

Croatia: www.wpc2004.com

Brazil: www.wpc2004.com.br

It's A Record!

Where are UK skydiving records recorded? It's not such a daft question as it may seem but the answer will become simple: "on the UK skydiving records page of the BPA website!" The Development Committee is creating this new page as part of its Action Plan. If you hold a verified UK skydiving record (of the kind appropriate to publish on the web!) do drop us an email. If you'd can offer help in compiling the page, let us know too. There are decisions to be made on how the page will be set out and which records it will cover – all constructive ideas are welcome.

New Ratings

Tandem B1

Dave Caldwell
Ryan Jackson

Category System B1

Stephen Cooper
Tim Denson
Chris Cox
Steven Ward
Matthew Attridge
Andrew Lovemore
Timothy De Souza
Andrew Shaw
Ian Johnstone
Gary McDonald
Jim McKee

Category System Instructor

Tracy Pollitt
Dave West
Jon Mart
Ashley Hollick
Douglas McLelland

Instructor Examiner

Paul Hollow

Photo: Adrian Hart exiting a Cessna 182 just after sunrise at Skydive Space Centre, by Dean O'Flaherty

Competitions

8-way FS

Team	Place	Points
VNE	1	60
Om	2	45
Vision	3	27
Box of Frogs	4	22
Them and Us	5	20
Sounds Grrr8	6	18
BK 8	7	11
Tequila	8	7

4-way FS

Senior

Team	Place	Points
4 Motion	1	42
Double Vision	2	26
Wizards	3	20
Swingers	3	20
V2	5	15
Spank the Champ	5	15
Yes, Yes, Oh Yeah!	7	11
Misstral	8	9
Pot Noodle	8	9
Dunno	10	5

Intermediate 4-way

Team	Place	Points
South Parc	1	60
Optic	2	26
Evolution	2	26
Last Resort	4	22
Orbital	5	18
S-Sense	6	15
X Chicks	7	11
Helix	8	7
ENV	8	7
GrrrBed	10	5
Dynamix	10	5
Let's Get Horny	12	4
Pot Noodle	12	4

Junior

Team	Place	Points
Spanish Fly	1	31
4 Better, 4 Worse	2	24
Aspect	2	24
Exile	4	20
Quake	4	20
Let's Party	6	15
Airworks	7	11
Get Carter	7	11
Fat Boys	9	7
Psychosis	9	7
Flying Circus	11	5

Grand Prix League Table

As we went to press all Grand Prix regional legs had been completed in 8-way and all but two in the 4-way. The final regional 4-way legs are at Langar, 11-12 September and Peterlee, 25-26 September, plus the British Nationals also count towards the end of year placings in both 4 and 8-way events. The end of July positions are as above.

South Parc are looking good in the intermediate Grand Prix and have declared they are 'very keen' to win and therefore be chosen to enter the World Cup in Eloy, 2005 as one of the British teams there (self-funded). This is a new initiative by the BPA and will be combined with the offer of coaching, with the aim of encouraging the teams to stay together and ultimately become successful senior teams.

Artistic? Come On Down

August is here and it's competition time! This weekend (7-9 August) sees the Artistic Nationals returning to Target Skysports, Hibaldstow. If you're a freeflyer, freestyler or skysurfer, why not come along and take part? It doesn't matter if you're FF1 with 150 jumps, or FF2 with 6,000 jumps, there are two categories to keep the competition even. The meet was moved back a week so that anyone going to the popular Herc Boogie can also take part. So, why not put together a scratch team and have a go?

Other changes this year have seen the freefly B category increased to five free rounds to keep it in line with the A category and also, to hot things up a bit!

If you'd like to take part, be at Target Skysports by 7pm on Friday 6 August. If you don't have a team but still fancy it, make your way to Hibaldstow as you'll be sure to find some like-minded souls. Even if you only find one other person, you can enter the freestyle category, just remember to point your toes!

Hope to see you there and, if I can, I'll help hook you up with a new team-mate. It happened to me last year, I ended up on a team with superstar Rob Silver and we won a silver! (But remember, it's not the medals, it's the taking part that counts!)

Nigel Holland
Artistic Disciplines Rep

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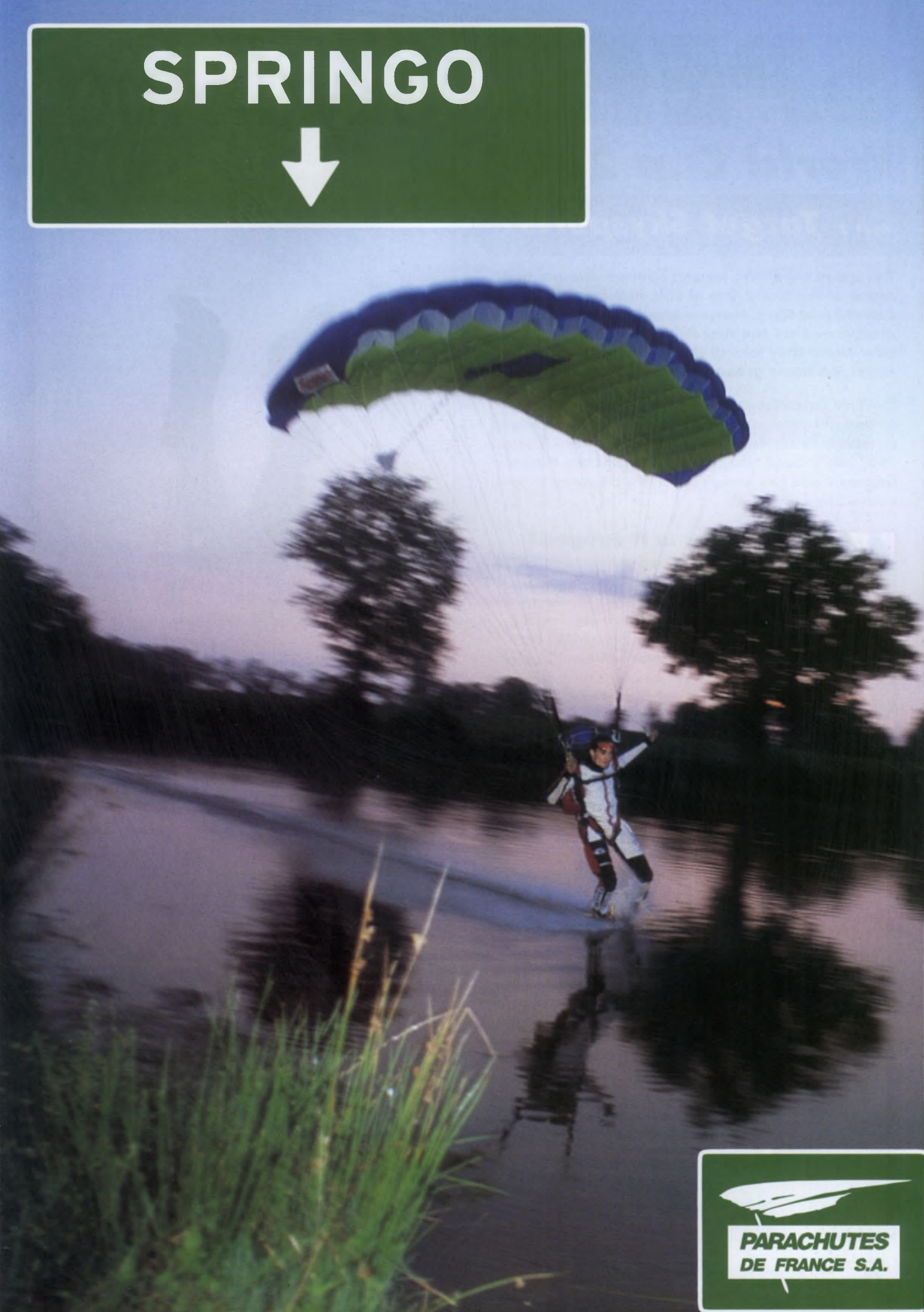
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SPEED

World Cup 2004

Meet 2 Target Skysports

The speed skydiving season opened with the first round of the World Cup at Lille in France. Brits Mark Calland and Clare Murphy brought home gold medals and set two new British Records. How would they fare at the second World Cup round, on home ground at Target Skysports?

The World Cup consists of four competitions held in different countries. The overall winner will be the top scorer when averaging the results of the best three scores of four possible events. This meet, 25-27 June, at Target, Hildalstow was the second heat. National Geographic were there filming the meet for a programme on speed which will be out in August.



How is it Judged?

Speeds are recorded over a vertical km, measured on two official Pro-tracks located on the harness; an average of the two is then taken to create the official score for a jump, providing the two readings are not more than 30 kph apart. (If they are the jump is designated 'Out of Bounds' and does not count.) These are all downloaded onto a PC using Jump Track. Competitors complete a maximum of six jumps each and the final score comes from an average of the three best jump speeds over the competition.

Pressure On

The heat was on for both Mark and Clare. Top speed skydivers Marco Wiederkehr of Liechtenstein and Verena Widmer of Switzerland came over to compete. Marco won the World Cup last year and was the fastest man in 2002 in an approved World Cup event. Verena currently holds the Swiss women's record with a speed of 405 kph so, with less than 2 kph between their top speeds, the girls were in for a tough race.



The pressure on Mark Calland was great as he had arranged the meet, had the added strain of National Geographic filming him, and held high hopes for a record-breaking performance. He had achieved a phenomenal average speed of 508 kph

Skydiving



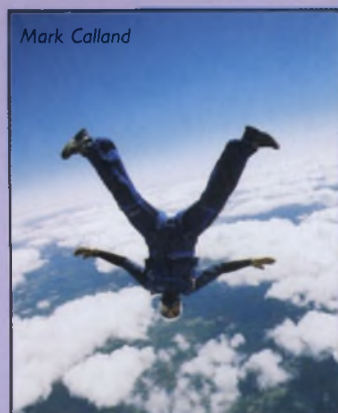
Mark Calland

whilst training; if he could duplicate this in meet conditions it would be an official World Record and break the 500 kph barrier. Mark was hoping to achieve this in the British Meet but was pipped to the post by Marco getting a 502 kph average in the third round.

Rain Stopped Play

It was a close call for Mark, the Saturday was called at lunchtime with the good old British rain closing the jumping day early... with Ken Hanson in the lead for the men!

Meanwhile only two chicks had decided to race; Clare and Verena were neck and neck with two jumps done. The only thing to do was to hide away from the rain and enjoy a beer!



Mark Calland



Chappy & Mark Calland

What a Result

Luckily the weather broke on Sunday and the competition was completed. And, yes the Brits did it again! Mark came first in the men's event with an average three jump score of 481 kph, followed by Ken Hanson with a three jump average of 473 kph, then Marco in third place with a score of 465 kph.

Clare came in first of the ladies with a three jump average speed of 388 kph and Verena second with an average 384 kph – a good fight and very close call!

Other Competitors

Other competitors included Britain's own Alan Thompson, who is an amazing competitor as he is deaf and relies on a visual Time-out to allow for a safe break-off. In training on Friday, he kept the other guys on their toes with some fast speeds but unfortunately Alan did not sustain this through the competition. He still did well and came in fifth in the men's with an average three jump score of 318 kph.

Philippe Corthesy of Switzerland also competed and ranked fourth with 436 kph. Blair Stent decided to have a go; although he did not complete the comp due to work commitments, for a first attempt he looked as though he thoroughly enjoyed himself.

The third meet out of the four heats will be in Sweden at the end of July just after we've gone to press and the fourth will be in the USA in August. To gain the 2004 Speed World Cup competitors have to compete in three of the four competitions. Who will be the winner? Only time will tell; things are looking good for the Brits at the moment but all could change as new people enter the race!

Article by Clare Murphy
clarevanessa@hotmail.com

Come and Have a Go

Mark Calland is running Speed Awareness Weekends around the country and can be normally be found at Hibaldstow at the weekends... or email:

mark.calland@btinternet.com

A big THANKS to

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National Geographic

Target Sports
Mark Calland
Coopers
MSC Installations
Sportsprint
Original Lizard
Thomas Sports
Nitro Canopies
Larsen & Brusgaard
Rob Silver and Chappy

Speeds have been rounded to whole numbers; exact scores, together with info, competitions, results, rules, photos are at:
www.speedskydiving.com

Ground photos: Darren Birkin, Mark Whitehead & Clare Murphy. Freefall photos: Rob Silver



Fastest male, Mark Calland



Runner-up, Ken Hanson



Female runner-up Verena Widmer & winner Clare Murphy

This meet ran on 28-30 May out of a SkyVan which made for good clean exits. Mark Calland, a seasoned speed skydiver came first in the men with a three jump average speed score of 458 kph (about 285 mph), with a highest score of 468 kph, breaking his old record and setting a new one. He was followed by Ken Hanson of Norway who had an average speed of 436 kph, and Herve Diennet took third place for France with an average score of 407 kph.



Clare Murphy won the women's event

Of the chicks, Clare Murphy came in first with a three jump average score of 399 kph and with a highest score of 406 kph (about 252 mph). This also a new British women's record; Jude Haig previously held this with a speed of 371 kph (231 mph).

The field of 21 competitors from England, Norway, France, Sweden, Austria, Switzerland, Australia and Poland set a whole range of national and personal records. This made it a great competition and lots of fun although with some very tense moments waiting whilst the Pro-tracks were downloaded.



Mark Calland won the men's event

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photo: Alan Thompson

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Dates:

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RAPS Progression & AFF week

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German Record Dubai 2004

Photo: Daniel Ramsbott

For Starters

Jumping in Larger Formations

Articles and seminars are plentiful on 4-way but there is very little available on bigger stuff

What you do to arrive at the formation can be something of a mystery! It's often left to trial and error

Martin Williams gives practical realistic advice for newbies...

Reading the excellent articles in last month's Mag about canopy swooping I was led to think about the shortage of information for intermediates when it comes to the other swooping that can lead to heartache: jumping in large formations. The term 'large' is obviously a relative thing, what is large to one skydiver is small to another, but all share the same basics.

Skills Set

I have not seen much in the way of structured learning in this area, most people seem to learn by experience. This I find quite scary as it is exactly this type of jumping that I believe requires *most* preparation up front.

I am concerned about this is because of the great amounts of distance, speed and momentum that can be generated in this type of skydiving. Learning how to stop should not be done unsupervised, ill informed, or on the job!

To obtain their FS1 qualification the BPA Ops Manual requires the jumper to 'Dive and approach a target'... pretty vague there I think!

The skills set required of a good large formation jumper are definitely different to those required to a good 4-way FS jumper. Of course there are lots of overlaps but one is not necessarily good at the other by default, skills must be learnt and mastered.

Here is a brief overview of the headings I teach in this module on the PhD Skydive U course:

Exit

Balance ~ Be comfortable and strong in the door. This may not be so relevant for later divers but is very important for early divers or floaters.

Tightness ~ You will be amazed how much distance can be generated by so little a gap.

Timing ~ This most relevant to stationary jumpers in the door,

leaving together gives you the best chance of staying together.

Presentation ~ No secrets here, you must fly your body onto the slipstream. You lose a lot of time and visuals if you flunk your personal exit.

Swooping to the formation

Body position ~ A fluid use of body positions ranging from your best head-down dive to your max de-arch. Each time the situation is likely to be different, don't think too hard, trust yourself to make the right choice.

Angles

~ Again react and trust, make use of the hill to give you a boost if that is what is required. Remember to fly to where the base is going, not to where it has been.

Visuals ~ If the base is too far away to see well when you exit, follow the 'buddy' system of using jumpers in front of you as 'stepping stones' down to the base, change your focus as the base gets easier to see.



Willy Boeykens

Different swoop positions will be needed each time, don't think too hard, trust yourself to make the right choice



Simon Ward

Give yourself the head-start of a good exit – see how much closer Vicki (in black) ends up to the base a second out of the door because she is hot on their heels on exit



Tony Hathaway

Quadrant control ~ Move in straight predictable lines. A car driver swerving from lane to lane on the motorway is dangerous!

Peripheral awareness ~ Be very aware of those around, above and below you. As you get closer to the base, so does everyone else, the skies will become more crowded, be aware!

Stairstepping ~ It takes time to be able to make this move in one single smooth swoop, learn by inserting stops on the way to the base. This is my top tip for this phase: test flare. If you can put in your best stop about 25-30 feet above the level of the formation and see that base getting *smaller*, then you've got it nailed. If however you're going as slow as you can and that base is still getting *bigger*, you're on your way to being down and dirty – stop even harder NOW and you may still be able to save it.

The above can be summarised by: Present – Identify – Intercept.

Approach and Dock

The final approach zone or red zone is an area around, above and below the formation. This is a no-go area *unless* you are flying with CLAP – Control, Levels, Angles, Pace. You should be in control, moving no faster than a walking pace, flying level or just above the base. You should be set up at the correct angle so you can fly straight forward to your slot and your fall rate should perfectly match the base.

Fly through the final approach zone calmly, then STOP prior to taking grips. The *only* acceptable way to dock is with zero momentum.



Simon Ward

In the final approach (red) zone you should be set up on a radial to your slot so you just need to fly straight forward



Simon Ward



For Starters



Once you have docked fly tension-free, you should be able to leave go of the grip and stay where you are

Flying the formation

Once you have your hands on the base you become the base, think levels and tension-free. Your job does NOT stop now, it is just a beginning of an other phase, stay focused.

Levels ~ Once you have docked, keep the pace going, look for your clone (mirror image person) underneath the grips or bellies in front of you.

Tension ~ Work hard to ensure you are putting NO tension on the person in front, fly strong, slightly legs out. Feel you could let go of the grip and still stay exactly where you are.

Peripheral awareness ~ Concentrate on your clone, on doing your job in the formation, but do be aware of what is going on around you.

Safety ~ Maintain altitude awareness.

Low Recovery

Prevention is really better than cure; if you test flare and can stop the swoop you will not need this. But, just in case...

Body position ~ Hug the 'beach ball', use the 'ironing board', whatever technique works for you but get every ounce of arch out of your body and get back up.

Quadrant control ~ You must be able to come up in a straight line, not skate through other quadrants.



Jim Stevenson

Red zone ~ Ensure you are outside the final approach area while recovering

Visibility ~ Never recover blind, turn 90° to the formation, you will maintain visuals easier that way.

Don't give up ~ Continue to try all the way to the planned break-off.

Break-off

Signal ~ This must be known and clear, ensure your audible is set to the correct height. Do not approach the formation when others are leaving. If you are not 'hands on' the formation 1,000ft before break-off, that is your break-off altitude, set your dytter for this 'higher' altitude. This simple procedure stops possible collisions due to you chasing completion of the formation as they are breaking off and coming at you. This must be a co-ordinated procedure given out by the load organiser during the briefing.

Tracking ~ Track as if your life depends on it, guess what, it DOES! Be capable of tracking FAR, FLAT and FAST. This is a survival skill and you can never be good enough at it. Be peripherally aware whilst tracking.

Pull heights

~ You must stick to the plan, this is no time for improvisation.

Canopy Control

There are likely to be a lot more canopies and therefore much less space than perhaps you are used to. Where does safety under canopy start? At break-off? No, on the ground with your pack job! If you cannot consistently pack good on-heading openings, do you really want to be in crowded airspace on deployment?



Michael McGowan



This jumper has a reasonable de-arch but it would be much more effective if he extended his legs from the knee down

On break-off track as if your life depended on it because it does!

You don't have to all land in the same area, it is more important to land safely than to minimise the walk



Fin Malloy, April Ballard,
Shanda Sheppard and Sandra Shoop
over Skydive Space Centre

Dean O'Flaherty



Simon Ward

On deployment think 'Check canopy, check airspace' and have your hands on your rear risers ready to make evasive moves if required. Then, in slow time, once you are certain you are in your own airspace and still heading away from the formation (not necessarily towards the DZ at this point) stow your slider if desired and take off the brakes. Identify the stack and follow suit, fly calm, predictable patterns, no spirals, you are a team jumper now.

Landing areas ~ Be aware of the target funnel, lots of canopies don't all have to land in the 25m x 25m 'experienced' area. Remember a long walk is better than a short crawl!

In Conclusion

Jumping in larger formations is great fun, just allow yourself the time to learn correctly and in a controlled environment. Building the formation is not the mark of a good jumper, building it safely is. I am more than happy to invite people that did not get in back on the next load if they flew well, but not if they docked but demonstrated poor or potentially dangerous flying skills.

And finally, as Kate Cooper the famous big-way load organiser from Perris Valley says, "Rule # 1 – Don't hurt Kate"!

Martin Williams, BPA Examiner
martin@phdskydiving.co.uk



HOT TIPS

- Always fly in control
- Keep visuals
- Test flare
- Pack well
- Track better
- Fly as a team member under canopy
- Receive a good briefing
- Remember the base is a destination not a target!



SEE ALSO

www.skydivemag.com

Big-way Skills

Tash Higman June 03

Diving – A Dying Art

Rhino April '99

Safety in a Big Way

Dave Morris June 99



DIARY

Big-way Camp, Perris Valley

Kate Cooper & Tony Domenico

28-31 October 2004



Paratec Rage On!

Stefan Ertler of the German equipment manufacturer Paratec opens his latest product information announcement with the bold words "For a long time now there has been no significant development in the field of ram-air parachute technology since the introduction of the cross brace and the air lock – UNTIL NOW!"

The 'until now' refers to Paratec's release of their new concept for efficient ram-air wing design – the RAGE. 'RAGE' stands for Ram-Air Guiding System.

(Incidentally, Paratec's Rage is not to be confused with Flight Concept's canopy of the same name which is in no way related. They don't make it easy for us do they?)

Research work on Paratec's new concept started way back in 1999 when their engineers started to examine, in a wind tunnel, the air inside a ram-air's cell to study its behaviour regarding pressure, potential pressure changes and general airflow.

From this study they discovered that the air, once having filled the cell completely, forms a static column. This fact led them to the conclusion that 'airlocked' canopies will not in fact improve general flight performance, since their valves are not needed to seal in a static column of air. The airlock system comes into its own however when deformation due to turbulence is experienced. This deformation shifts the column of air and closes the airlock valves resulting in a ridged wing – but only for the duration of the deformation.

The thing that prompted the development of the Rage system was the discovery of the exchange of air at the open end of each cell. Paratec found that during flight air gets pushed into the front part of the cell by the forward movement of the canopy and naturally will displace other air which spills out – just like a bucket of water which is permanently topped up – the excess will overflow and spill. This overflow of air spills uncontrollably over the top and the bottom leading edge of each cell. Paratec discovered that this spilled air has a detrimental effect on the laminar airflow, especially over the top surface of the wing, thus reducing valuable lift.

In an attempt to combat this problem Paratec developed the Rage system where the top skin panels extend over and back at about 45 degrees into each half cell in the direction of the airflow, almost as far as the bottom skin. According to Paratec this serves two purposes. Firstly, any distortion of the nose is eliminated and secondly the air spill at the nose is controlled and directed over the bottom surface of the wing only, where it causes little harm.

Slightly further back in each cell is another panel sewn to the bottom skin but not the top which directs the air in a way which further stiffens the top leading edge. The company claim that the maintenance of efficient lift is most apparent at slower airspeeds approaching the stall point which results in extended swoop distances, whereas existing designs lose a lot of their lift at that point.

The new Rage canopy, which is available in three sizes – 86, 97 and 107 sq ft, is what Paratec calls a 9-cell, double trapezoidal wing (elliptical to the rest of us). The lines are 660 lbs Vectran and the zero-P, 'Blue Brand' fabric hails from Perseverance Mills in England. Paratec use a special coating on their Vectran lines which protects them from becoming grey and old looking. The Rage's slider has a square hole in the middle and is collapsible over its complete span.

Paratec went to great length (Really? Not like Stefan!) to claim opening characteristics which are "second to none" – soft and on-heading.

In normal flight they claim that the Rage has a very high airspeed due to its thin aerofoil. The special nose design with its reduced drag provides a hard steep dive, panning out to a looong swoop, "which is what most experienced canopy pilots are looking for in a parachute of this class" claim Paratec. A positive spin-off of the Rage nose design is reduced pressure on the front risers allowing long steerable riser dives without undue fatigue.

The company also claim that their new baby is a packer's dream – no flaking necessary – just pull up slider, shake vigorously, clear stabilisers, careful with the steering lines, wrap the centre call and stuff the bag – job done!

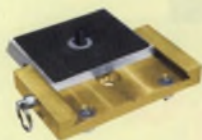
www.paratec.de
0049 6837 7375

More Up Top!

A helmet specially designed for wind tunnel instructors and flyers has been designed by Bonehead Composites in California. The *Rat Hat* is an open-faced helmet that has protection for the jaw and chin yet allows a student to see the wearer's mouth for instruction purposes. Bonehead claim that freeflyers will also like this helmet as its flat side allows the easy mounting of a camera. It's possible the *Rat Hat* may become popular with AFF instructors who need to give instructions to their student on exit and also to wear a camera.



Another recent innovation from those Boneheads is a quick release mount for stills cameras, called *Gold Member*. This golden coloured accessory is equipped with a central section upon which the camera is fitted, and which is easily released by a strong spring-loaded pin.



001 909 943 1166
www.boneheadcomposites.com

Headgear Italiano



Parasport Italia's Z1 range of open and full-face helmets are now available with a special mounting for Larsen and Brusgaard's *Pro-Dytter* and *Pro-Track* and Alti2's *Neptune* audible altimeters.

the inside of the helmet to replace batteries, etc.

Also hot off the press from those innovative Italians are coloured lenses for the Z1

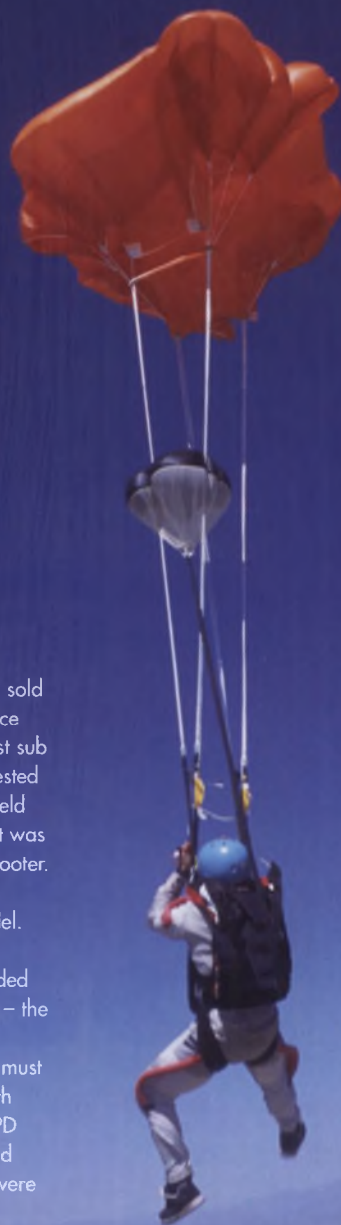


full-face helmet. In addition to clear or smoked, the lenses are now available in yellow and light blue too. All Z1 lenses are treated with anti fog on the inside and anti-scratch on the outside. Parasport claim that their coloured lenses have a high transparency which allows for good eye contact.

The new feature, called *IAS* (Integrated Audible Set-up) totally integrates the audible into the side of the helmet, keeping it well protected, yet easy to install or remove without the need for any tools. The audible's functions can be accessed without removing the instrument from the helmet. The audible is secured in place by a specially designed holder which matches the helmet design and can be opened from

www.parasport.it

Less Than A Ton!



With over 30,000 reserve canopies sold and in the market place, Performance Designs have now released their first sub 100 sq ft reserve. Developed and tested back in 2001 the new PR 99 was held back until PD considered the market was ready to accept a sub 100 square footer. They claim public demand has now dictated the release of the new model.

The PR99 passed and in fact exceeded the minimum required for TSO 23d – the latest and toughest US FAA testing criterion which all modern reserves must meet. The PR99 was drop tested with over 300 lbs weight at 180 knots. PD claim this is well over the 264 pound minimum that other small reserves were tested at. They were also keen to announce that the new canopy is also certified under the European JTSO system. You can find full details of wing loading etc at:

www.performancedesigns.com/reserve.htm
 001 386 738 2224

Greg Gasson

Some Static Lines!

In June's *Kit News* we reported on the mandatory replacement of the *Vigil* AAD due to inadvertent firing caused by static electricity.

Advanced Aerospace Designs of Belgium ceased sales production in March in order to be able to replace all pre 26 March 04 units with an updated and hopefully static-resistant version – a considerable undertaking for a small company only launched recently.

Although all pre 26 March *Vigils* are to be replaced, the company did not totally ground the units, they merely advised that they should not be used in "a highly electrostatic environment" – although how

one judges this they failed to say. However, an addition to the March service bulletin now states that "The use of a static line on a parachute equipped with a *Vigil* is NOT allowed" unless of course the *Vigil* in question is one of the updated 'B' series. Apparently a static line (aptly named it now seems) can act as a conduit for static electricity between the aircraft and the *Vigil*.

The new manual for the 'B' series is available at www.vigil.aero or specific questions will be answered at:

info@vigil.aero
 0032 2 732 65 52



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for further information contact:

The Cyprus Parachute Centre

00 357 24 744337 / 00 357 24 744195

or email Club Chief instructor

dwchainsaw@hotmail.com

"Bing Bong! Anyone want to do some Atmonauti? Flat flyers... freeflyers... anyone?! It's really easy to do and you're gonna love it!"



Simon Ward

"... Atmonauti... I've got a few slots left, bring George a ticket to manifest and come do some Atmonauti... Skydiving that's going somewhere!"

"'Atmo - what?' Has George gone mad?..."

"Yes. I have... ATMONAUTI mad!"

Atmonauti is, for me, the skydiving of choice. If it's available on the DZ, I'm doing it. If it's not, then I organise it so that it is available!

A Different Plane

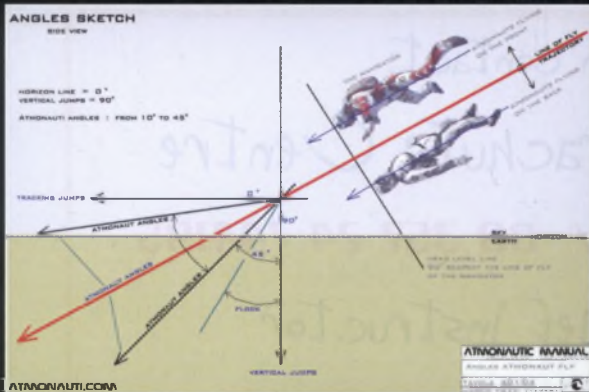
Atmonauti is an 'Angle' jump. It was discovered by Italians Marco and Gigliola of European Freestyle Champion Team Atmonauti. It's not a jump in the vertical plane, like 4-way or head-down or sit and it's not like tracking either. The body angle is around 30 degrees off the horizontal, you're covering ground at tracking rates and you're relative to your mates taking grips. Wicked!

It's A Kind of Magic

When you are in the Atmonauti it's a totally different feeling. There is no wind on your body, no noise in your ears and it feels like weightlessness. You know when you're in it. Definitely. It is truly magical. And what is more, with a fall rate of around 100ish mph, it goes on and on and on. 70 seconds or more... Bring It On!

You've seen the awesome Atmo-pics, I know you would like to be in them too... Well you can, read this and go see what you can do!

You can fly either on your back or on your front. If you're a good head-down flyer, go on your back. If you're sit or flat flying, go on your front, both are excellent fun...



ATMONAUTI BUT NICE

The Atmonauti Angle

In Atmonauti you fly at an angle of about 30 degrees to the horizon; possible angles vary between 15-45 degrees.

Your body maintains this angle; the legs control the speed by moving wider for slow speed and narrowing to go faster. The arms are free for taking grips. This is a more precise, efficient and variable way of flying than the track, where the whole body is pressed against the airflow, limiting the options for variation.

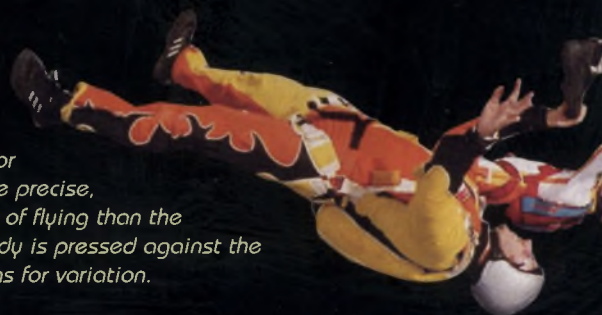


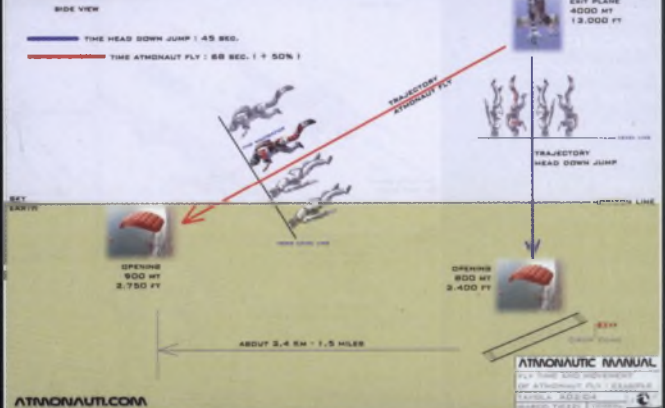


Photo from the Lapalisse Spring Boogie by Loic Jean-Albert

The Atmonaut Flight

In Atmonauti, the angle of flight means that freefall times are increased by 50% compared to a head-down jump, so you can enjoy a longer freefall and open higher for a longer canopy ride too. You must plan for the large horizontal distance covered. Every Atmonauti flight has a Navigator who will plan a precise direction according to the run-in, wind conditions and any other movement jumps on the load. They set and regulate this direction and signal for break-off. The other Atmonauts, whether on their front or back, set their angle to match the Navigator. You open high in order to get back to the DZ.

ATMONAUT FLY





Flying On Your Front

This is a wonderful slot and easy to do. Practise the position on the ground. Stand up straight. The feet are just a little bit wider than your shoulders. Keeping your back straight, bend your knees to about 50 degrees. Bend forward at the waist until, as you look down your chin is just in front of your knees. Stretch your arms straight out, in line with your shoulders. Move your hands slightly in front of your chin line. Now drop your elbows vertically down, (moving your hands in) till the bend is about 80 degrees, and that's about it... (well, somewhere around there!)



Atmo-Skills

When you get into freefall, just drop your knees and put your arms in the right position and you will be in, or around the angle. It's very easy to fly, but more of a challenge to be relative to others, with control. Don't aim at the group; aim in front, where they are going to be. Cut the corner, don't chase. Remember, when you are in the perfect angle it is quiet (silent). You'll know when you're in the Atmonauti groove.

Moving On Up

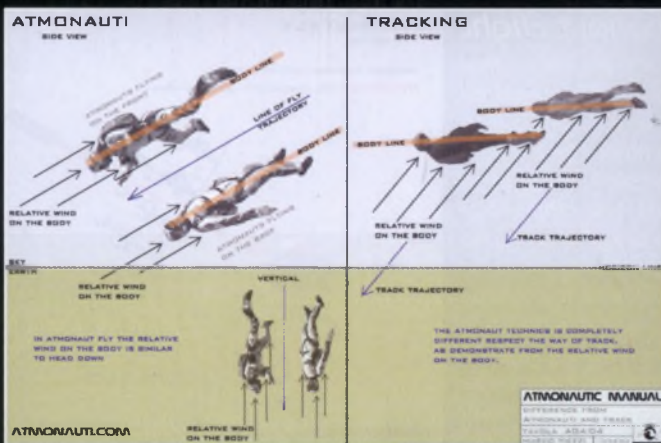
Get in the Atmonauti position as soon as you can out of the door, and use it to fly to the navigator (reference / leader / rabbit). Bend at the waist to gain more speed, bend further to get descent. Sweep your arms back (like a jet fighter) to get some more speed, move them forward to brake. Use your knees to brake too and cut your forward momentum. Your legs will trail in your burble from the knees down.

Stick With The Position

Don't be tempted to use a track to get to the navigator, you will have more success in the Atmonauti. Remember, the more time you spend in this position, the more you'll learn. By the end of your first jump you'll have a minute, next time you'll have two... soon you'll be all over it!



Photo from the Lapalisse Spring Boogie by Eli Thompson



Relative Wind

The diagram shows the relative wind on the body for various ways of flight. In Atmonauti the relative wind is from the same direction as in head-down so the control inputs are similar. A good Atmonaut keeps the correct trajectory (as a combination of speed and angle) to keep this relative wind. Be careful; a flatter angle which does not have the lift will result in a stall and the relative wind more like that of a track. In a track position the horizontal distance is caused by airflow on a rigid body which will not allow changes without a loss of speed, so for example it's very hard to take a grip. The beauty of Atmonauti is that the body is more relaxed and can therefore can fly more freely and perform complex manoeuvres such as formations, grips, freestyle and freefly.



Note: George (in yellow/orange top & purple/orange tie-dye Teardrop) is the Navigator in each main photo

Photo from the Atmonauti Pro Boogie at Castellon by Tazio Madliger





Flying On Your Back

This is a wicked slot, with the best view. Blue sky and your fellow atmonauts is all you'll see till break-off. Weightless, blasting along on your back (with your feet on fire), you're 'planet cruising' in one loooong dive.

The Nav's In Front

Match your speed to the Navigator in the horizontal plane first. To slow up, spread your arms and legs, like a head down straddle. Put them away to speed up. DO NOT overtake the navigator. This will burble him/her and the other 'front-monauts'. You can catch up real quickly, so brake early... we call this the 'no-fly zone'... see the graphic sketch below right and at atmonauti.com.

Your head should be on a level with his, IF, we took a plane 90 degrees to his body angle. In front is bad, behind is good!

Moving On Up

Once you have matched the speed, then it's time to move up. Dig your heels in, hips up, go 'up' to the navigator. (It's a similar body position to carving, but you're not...).



Watch out for your upward momentum, arrest your ascent, you don't want to go bowling straight through the middle!... When you're there, smile, yahoo and cruise dude!

Exit

The back flyers leave first, from the rail or door. The navigator will go on the camera step (leaving after last back flyer), or in the door/line-up. The front flyers leave after or with the navigator.

Try to make slot perfect dives, with the best atmonauts nearest to the navigator.

Break-off

In big groups stagger the break-off. The Navigator goes straight on at break-off... and gets the cool dump shot from the bottom cameraperson who also hangs with him. All others peel off at the allotted altitude, generally signalled by the navigator but ultimately down to YOU.

Come and Have a Go

Well there you go guys and girls, a beginners' guide to Atmonauti. Come and have a go, you know you want to... It's going to be HUGE, so snap up some skill before some other 'hip hop' junkie does...

Atmo-UK

Marco and Gi get to Langar's Boogie Two in September and we will blow them away... 'Atmo-junkies' come and see me at Langar and take some Atmonauti. The skydiving drug of choice, in my opinion.

No-fly Zone

Just as in other disciplines it's necessary to fly on the same level as the base, or Navigator. In flat or head-down the horizon gives an easy visual reference; this is not so in Atmonauti, which makes the initial set-up more difficult. You must think of a hypothetical line at 90 degrees to the Navigator and not over-fly that, whether on your front or back. This also leads to the no-fly zones, marked on the diagram, which you must not enter, to avoid giving or receiving turbulence to/from other Atmonauts. The closer you get the more important this precision is. Respecting the no-fly zones and levels allows you to fly very tight formations where the Atmonauts would otherwise fall on each other.

George Pilkington
pilkingtongeorg@aol.com



Did you know...

It is even possible to fly Atmonouti feet-first, as Gigliola Borgnis discovered in 2001



Eli Thompson

Team Atmonauti
Marco Tiezzi & Gigliola Borgnis

www.atmonauti.com

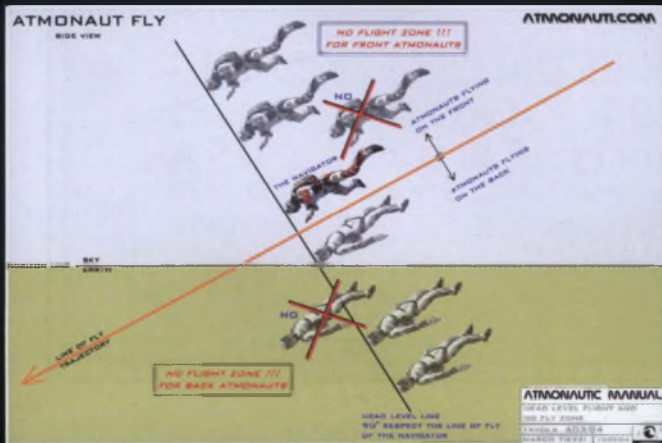
For details and illustrations of the position, the arguments and some very sexy graphics

Atmo-Longar

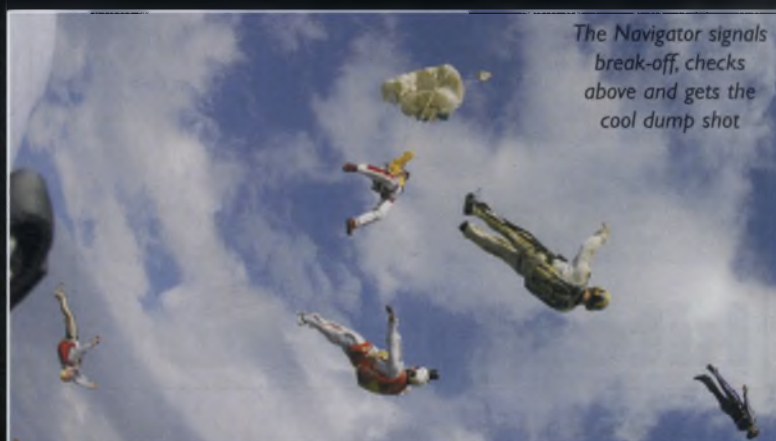
Fly with Marco & Gi of Atmonauti
Langar Boogie 2
August 28 – September 5

Atmosphere Navigators

This DVD, winner of the Flyboyz Film Festival 2003, with a kicking soundtrack by DJ Richie and the best images of all the different games in 'Atmonaut Fly' is available on atmonauti.com



Diagrams by atmonauti.com



Lotic Jean-Albert

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BCPA Nationals

Despite dire weather forecasts, over 30 eternal optimists from 12 universities showed up at Cark for the BCPA Nationals. We were rewarded with four days of jumpable weather, two fun competitions, a brand new jumpship and lively parties every night.

The North West Parachute Centre at Cark proved to be an excellent choice. NWPC has to be one of the friendliest DZs I've ever been to. All the staff and regulars could not do enough to help and, despite many nights that stretched into the early and then later hours of the morning, they never ceased to be helpful and accommodating. Also, for those of us who had not been to Cark before, it was a real pleasure to get out of the plane and see stunning views of the beach and Morecambe Bay stretching out in front of us.

Activities and Seminars

On poor weather days we were kept entertained with silly games, IC1 briefs and sightseeing in the beautiful Lake District, plus seminars from Tim Porter and Rob Silver who were there coaching at a BPA freestyle roadshow. Tim and Rob helped a number of the students wanting to compete in our freestyle competition, with briefs and coached jumps.

Brand New Pac 750 XL

We were privileged to be participants of the first official competition in Europe out of a brand spanking new PAC 750 XL! And what a shiny new plane it was! We especially appreciated the sound system which led to us treating the odd tandem student to Justin Timberlake and Robbie Williams.

Accuracy Competition

Competitions, the highlight of every BCPA event, are typically strongly-fought battles giving a rare chance to be filmed and show off skills... or the lack of in some cases! We started on Wednesday 7 July with student and experienced accuracy competitions. Some had a better

BCPA

The British Collegiate Parachute Association was started in the late seventies by a group of like-minded university students who wanted to promote the sport within the academic network. It has grown into an organisation which represents more than 35 universities across the country, from Aberdeen to Portsmouth.

BCPA has several events throughout the year from welcome meets to foreign progression trips. These encourage participation from new and old members and facilitate more rapid progression through a support network for all university clubs. BCPA also provides camaraderie and a good laugh at what can often come at an intimidating time in the sport.

All university clubs are welcome in BCPA as are all students, whether their university has a freefall club or not. If a student wants to set up their own uni skydiving club, BCPA can offer excellent advice. This year the BCPA aims to increase their membership, and to reach out to those who have perhaps felt unsure as to whether to go to a meet and get involved or not. I would say, give it a go!

You've nothing to lose and a lot to discover. BCPA meets are like nothing else you'll see in skydiving; from crazy games, competitions, fancy dress and making new friends, to the more serious side of the sport such as safety seminars and progression briefings. Over the years many well known skydivers have advanced through BCPA from CCIs to competitors representing our country in both free and flat flying at this year's World Championships.

W.BCPA.ORG.UK



Photos: David Butterell & Neil McLaren

grasp of the word 'accuracy' than others as a not very impressed farmer returned four sheepish, barley-covered students from the only field they were told should be avoided!

3-way Handicap FS

After a day of no lifts, the beautiful sunset on Thursday gave a glimmer of hope for the morning, confirmed when we woke to clear blue skies! The four round 3-way FS competition began in earnest.

BCPA operates a handicap system to enable less experienced jumpers to compete on a level playing

field with the more accomplished. Recent Cat 8 students have a chance to jump with a couple of more experienced skydivers, so they can learn new personal skills without feeling they're messing up someone else's jump. Participation in BCPA events often comes at a point in some people's skydiving careers when they feel a bit left out and lost. BCPA is the perfect organisation to give these people the buzz again, and introduce them to a number of like-minded souls. Experienced jumpers were so helpful with advice on techniques that the more experienced had their hands full competing against newer jumpers.

All were put to shame by *Leeds Team Extreme* who, despite not completing all their rounds, almost got more points than the rest of the teams put together! The team comprised an experienced skydiver, a recent Cat 8 and one person with 16 jumps post FS1 – well done guys! We unfortunately had to hear the word 'Leeds' shouted ad infinitum for the rest of the event!

Social

Evening entertainments included a Race Night, mysteriously won by Dennis Buchanan, (well he is the CCI!), a bouncy castle (who said we had to



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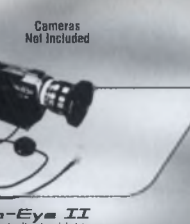
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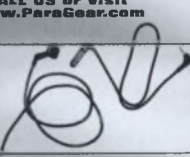
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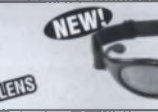
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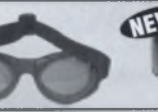
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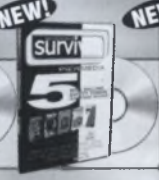
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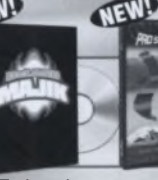
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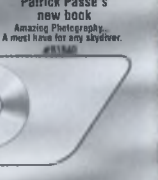
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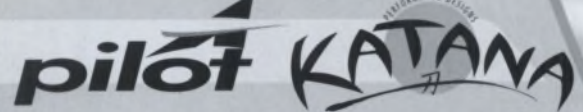
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grow up yet?), a quiz and the inevitable variety of drinking games. The final night saw a raffle, prizegiving and election of the new BCPA committee, followed by a fantastic barbecue and carnival fancy dress party, topped up with healthy doses of vodka jelly! It's amazing how many people will get out of their chair when they hear rumours of a 'painted lady' wearing just a bikini and paint!

Here's to 2004/5

Last year's Chair Iain Firkins finished his term by asking everyone to hold a minute's silence for BCPA members Leo Baker and Steven Hilder. This hasn't been the best year for the BCPA and we all toasted to a better 2004/5.

Tired But Happy

The final day proved to be the best weather and the few without crippling hangovers made the most of the new plane for the last time before heading home tired and happy.

Give It A Go

If who haven't been to a BCPA event I urge you to go; they are always great fun, and you'll make some fantastic friends. Our next event is the Freshers' Meet early next term. Why not come along and see what we are all about?

Abi Fineberg
abi@dropzone.com



New BCPA Chairman Tim Cooke receives the League Trophy on behalf of UWE



"LEEDS!"

Leeds Team Extreme won the 3-way FS

Award Winners

3-way FS

- 1 Leeds Team Extreme
- 2 Englishman Irishman Scotsman
- 3 Air Ecosse

Accuracy

- Pre 100 jumps Mark Fletcher
- Post 100 jumps Henry Tonnison
- Post 500 jumps Iain Firkins

Freefly

- Pre-FF1 Henry Tonnison (Henry also got his FF1 !)
- Post FF1 Tim Cooke

Duncan Longthorne Trophy

Rob Sherrington

The BCPA League 2004 UWE



THANK YOU

All at Cark, especially Stuart, Kay, Mick & Dennis
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BCPA Committee 2003, for their hard work this year

NEW BCPA COMMITTEE 04-5

Chairman Tim Cooke
Secretary Lorraine Blacker
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Publicity Rep Abi Fineberg

In Confidence

by Rick Boardman

After a short break, confidentials are back. Many thanks for the continuing positive comments I've been getting about the system. If one person reads, learns and hence avoids being hurt, it's all worth it.

Report in complete confidence to:

Rick Boardman
281 Ablington, Figheldean, Salisbury, Wiltshire, SP4 8JX
Phone/Ans 01980 670598
Mobile 07747 114602
Email RicksRiggery@aol.com

Try Before You Buy

"I was in the market for a different rig and was given the opportunity to test jump one that was owned by a recent Cat 8 student. They had not jumped the rig, but had repacked it and told me it was ready to go. I did a hop and pop and deployed the throwaway, then waited for the deployment to take place...

"When it didn't, I looked over my shoulder and saw the collapsible pilot chute was still collapsed and unable to create sufficient drag to extract the bag from the container. Many things went through my mind, including reaching back, pulling out the bag and hoping the pilot chute would have enough drag to complete the deployment. Instead I cut away and deployed my reserve, which fortunately opened without a hitch. Once on the ground, I found the reserve pilot chute and free bag entangled with the main pilot chute, bridle line and main canopy, which I can only imagine was extracted from the container by the reserve as it was deploying.

"Three things to consider. One, did I carry out the correct drills, risking a double canopy entanglement? Two, I should have checked that the owner of the rig realised he had a collapsible pilot chute that required priming during the pack job. Three, I should have checked the pilot chute and perhaps the whole pack job knowing the owner was a relatively novice packer. Incidentally, my previous reserve ride to this was over 20 years ago!"

Many low experience jumpers and quite a few experienced ones have no knowledge whatsoever of their equipment and, increasingly, of packing it. I believe this to be everybody's fault. It's our fault for allowing them to crack on in the sport, only giving them an in-depth equipment lecture twice; once when they're trained and secondly when they have IC1 to achieve. It's their fault too, because they really can't afford to keep jumping equipment they are ignorant about. Most jumpers sponge up a lot of required knowledge along the way, but it's more about having the mindset to find things out in the first place.

Did this jumper do the right drills? Well he's still here, so I'd say yes. There's an expert jumper adage that says if you have anything out behind you, then do the full drill. Some might think that the jumper should have only pulled his reserve, but consider this. Two things affect the main deployment, or lack of it, whilst doing the emergency drills. Firstly, bringing arms in to grab handles changes the airflow behind you and secondly, the biggest bulk making the main bag stay in the container is often the reserve. Once the reserve container is empty, the main bag will drop out relatively easily. Either of these effects could have meant that as the reserve is deploying, the main deployment is continuing as well. So, do you want the reserve deployment to potentially cause the main to come out still attached to you, or with it cut away? Enjoy the argument in the bar over the right answer to that one!



Photo shows Rob Powell of Project Airwave skysurf team, taken by other team member Gary Dawes whilst on a four month training camp at the Skydive Space Centre, Florida.

www.projectairwave.com

Note: Reports here are compiled from the Confidential Reporting System, a voluntary method of reporting directly to Rick Boardman, in complete secrecy. We do not give specific details, to protect the sources' confidentiality.

A resume of incident and injury reports is contained within the BPA's Safety and Training Committee (STC) minutes, enclosed with each magazine. In the rare case of a UK fatality, a Board of Enquiry is immediately formed and convened. It investigates and makes a full report to STC with conclusions and recommendations; these reports are also covered in the STC minutes.

Stop Before You Chop

"I was using club kit to do my first jump officially off student status, having spent the day doing the last of my consols. I jumped the same rig all day.

"On my last jump of the day I had a deployment problem. When I looked up to check my canopy, the right hand side end cell was deflated, and it appeared to me that one of the lines was either over the end cell or was caught up on something. I have jumped this rig about seven times and had to pump the end cells on a number of occasions. This problem forced the canopy to veer strongly to the right and, with the lack of wind on the day, I had to use the left brake to try and fly straight. I attempted to pump the problem out but pulling on the right brake toggle was difficult and resulted in a right hand spin starting so I considered chopping it. I was at around 2,500 ft, having deployed at 4,000 ft, and decided that I was better using a left hand circuit to get into the position I wanted and land into the light wind.

"I was concerned about the flaring on braking and decided to use the right hand rear riser to attempt a flare, which did not go too badly although I slid across the ground and couldn't land on my feet.

"An observer who was watching my descent and had spotted the problem said that the deep landing flare popped out the end cell. Discussing my thought processes with him and some likely causes, he suggested that one of the end cell grommets had become caught in the cascade. We looked at this possibility in the packing hall and it seemed likely. He did seem very knowledgeable about this and said he was an instructor from another DZ.

"I immediately told the packer of my experience and described what the observer had told me. I was surprised when I told the packer of the grommet/cascade theory as he did not appear to know what a cascade was and I had to explain it to him. I cannot pack myself but I

know all the bits of a rig (almost) and was more surprised to discover that this packer had not yet passed AFF.

"I think I made a good call in sticking with a flying canopy and could control it within reason, but was wondering how to avoid this kind of thing in the future (when I learn to pack), and how student jumpers are packing other student rigs. I'm sure it's perfectly normal but it does get you thinking when you experience something like this.

"I have 21 skydives in my book, but am in my forties. Perhaps I was able to think it through to get down okay, although chopping did seriously cross my mind."

Hmmm. The canopy problem is something of a mystery. It's wrong to speculate so far down the line. However, there are a few points...

Firstly, there is no relationship between jump status and ability to pack a parachute. Many packers are BPA members with low jump numbers but much knowledge about packing. It is possible to go via reserve packing all the way up to Rigger Examiner, without ever having made a jump. Although it would be nice if the average packer knew a cascade from a toggle then, so long as they can do the job, the naming of parts is not essential. Most packers do a good job, some are brilliant and others go by the wayside. It's my experience that word of mouth soon puts paid to packers who are less reliable, and the CCI usually puts paid to those who may be actually dangerous.

Second, an instructor from another drop zone would be my second choice for advice! Where were the resident instructors and riggers? It seems odd with club kit that the owners were not a little more curious about the problem. To be fair, given that you assessed your canopy's controllability, made a decision nice and high that you had enough control to land it and then did so, it is possible that the club wasn't too concerned, because you handled the problem just fine.

NB: The discussion about cutting away applies only to experienced jumpers. Students and intermediate parachutists **MUST NOT** change their reserve drills. Any experienced parachutist thinking of changing their reserve drills should only do so after careful consideration and a lengthy practice session, which should be often repeated.

Students and all jumpers, if you have any doubts or problems, speak to your instructor or CCI.

I'm out and about a bit more these days so, if you see me on your drop zone and want to tell me something that belongs in this column, buy me a tea, beer, or both... and confess! Failing that, my contact details are at the top.

Rick B

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Scottish Nationals



Deb Clarke by Jim Weir

The Scottish Nationals is also a BPA Grand Prix leg in 4 and 8-way FS. We had a good turnout of competitors in almost every discipline, three aircraft headed up by the G92, keen and enthusiastic judges and international competitors Nutty & Stumpy on hand to provide coaching. All this plus some good weather added together to make a very successful, enjoyable, entertaining competition.

This was abruptly halted halfway through by an untimely and tragic incident which I am sure you will have read about in national newspapers.

Accuracy

The accuracy competition drew a great deal of tension and spectator entertainment with competitors at both intermediate and senior level battling it out. The main fight was once again between Glenn Stephenson and Andy Gibson – could Andy retain his title from last

year or would Glenn reclaim the prestigious Chandy Trophy?

Glenn got off to a good start with a dead centre and never faltered, giving Andy no chance to recover from a bad third round. Glenn triumphed victoriously with a sound lead to lift the trophy once more. Andy scored more in entertainment value descending under his round reserve! Undeterred he fought on to take second place, fending off the challenge from Roy Bannerman, who had a bad second round, forcing Roy to settle for bronze.

Russ George won the gold in intermediate with Bill Hughes taking the silver and our own John Callaghan the bronze.

Canopy Formation

Two teams of CreW dogs competed in the 4-way CF competition. The *Golden Lions* put in a good performance to retain their title and the Chandy Bowl, with *Paraclan* taking the silver.

No Style

Unfortunately the style competitors had to be content with their other events as they were reliant on conditions being right on Monday to put in a few rounds but it wasn't to be.

Freefly

In the freefly competition local team *A Couple O' Fannies* beat off the competition from visiting team *Brotherz With Different Motherz* to take gold. *Tumbleweed* took gold in the freestyle competition.

Formation Skydiving

The senior 4-way FS saw the best turnout at this level for the last few years. *4 Motion* set the standard and weren't to be beaten winning gold in both the Scottish Nationals and BPA Grand Prix. *Double Vision* (half of Clark's *Vision* 8-way team) took silver and *Yes, Yes O'Yeah!* bronze in the BPA Grand Prix.

The intermediates saw *South Parc* take gold in the BPA Grand Prix; *Optic* silver in the BPA Grand Prix and the gold in the Scottish



Glenn Stephenson

Kevin McCarthy



Deb Clarke & Jim Weir
Tumbleweed

Andy Abbess





Vision by Jim Stevenson

"Top idea to have a coaching roadshow in the form of Stumpy and Nutty on site to provide tips to all competitors. They were kept really busy and were their usual helpful, informative selves."

Chris Hollis

Nationals; and *Evolution* taking bronze in the Grand Prix. *ENV* popped into the medals to take silver in the Scottish Nationals.

There were fewer teams competing at junior level this year, with some of the teams having moved up to intermediate. The junior competition was dominated by *Spanish Fly*, with *4 Better 4 Worse* in silver, and *Get Carter* bronze.

Two teams competed in 8-way with *Them & Us* just taking gold from *Vision* who had to settle for silver.

Anne Johnson
anne.e.johnson@tesco.net



Evolution by Jim Stevenson



Geoff Bowler

Quote of the meet:

Calvin Blacker "Stumpy, I've entered the Style event. Have you got any tips on style?"

Stumpy (looks Calvin up and down and, after a pause..) "Change the shoes!"

Full Scores - BPA Grand Prix
www.bpa.org.uk



Spanish Fly by George McGuinness

We Remember...

A Tribute to Those who died in the Dunkeswell Plane Crash

Stunned silence as words cannot fill the void left behind by those who have left us, as our friends travel on into the next life. You will all be greatly missed, you all brought something different to our sport and to our community which you loved. Our memories of you will live on. Our thoughts and deepest sympathies are with your families and friends.

Russ George



Mike Wills

Where do you start when the one you love has died so tragically? At the beginning I suppose.

Mike was brought up in Farnham, where his love of parachuting started. As a child he would watch the Army parachuting over Hankley Common near his home. He started skydiving with the Southern Counties Parachute School in 1976 where he was seen driving the 50 miles to the drop zone on his moped looking for the chance to get in another jump.

At the age of 18 he joined the Royal Marines as an Officer. During his time with the Marines Mike took over the Royal Marines Parachute Display Team serving two years as the Team Leader. At that time the team was regarded as one of the best parachute display teams in the UK.

Mike competed in the British National Parachute Championships with the Marines team, which successfully won the gold; this would be the first of many. In 1986 as part of the Great Britain team Mike won a silver medal at the World Championships adding to his bronze medal at an earlier World Championship.

During the 80s he was to participate in three world records in Canopy Relative Work and broke twelve British records. On 22 May 1992 Mike qualified as a

category system instructor and on 7 September he added the tandem rating to his achievements. In the 1990's he took over as the Secretary of the Royal Navy Royal Marines Sport Parachute Association and helped make it a very successful club with many people able to look back on those days with fond memories.

Mike had been involved with the sport for 28 years and up to date had logged 5,896 jumps with 55 hours 22 minutes and 30 seconds freefall. He was one of the most experienced tandem instructors in the UK, having completed around three thousand tandem jumps. His confidence and his love for the sport always came across to the student and instilled confidence in what they were about to do.

He had completed many UN Missions and had recently returned from a six-month tour of Sierra Leone. We followed this with a skydiving trip to Florida, where we had a wonderful time. The skydives we made together were fantastic and at Zephyrhills, where he had jumped on many an occasion in the past, our favourite one was a 40 point 2-way. We were going to make it 50 at some point in the future... There was nothing either of us would have changed on the holiday and the perfect ending was being upgraded on the flight for free which really appealed to Mike. Those who knew him will understand this!

His current role was as Staff Officer, Commando Training where he was responsible for coordinating Royal Marine recruit training policy. The Royal Marines and parachuting were Mike's life and he died doing what he loved most.

Mike and I had many conversations about the fragility of life and every day we were together he would say life is precious, you never know how long you have got and each day should be lived as though there will be no more. Everybody thinks it will never happen to them, but Mike was the exception; he knew it could and lived his life accordingly.

Mike had a passion for motorbikes and I can remember one day he woke up at 3 am and drove to Ben Nevis in Scotland for the day – a round trip of over a thousand miles and he was home again

that evening! Life as you can see was lived to the full and an amazing amount of living was put into his 44 years.

Three other people lost their lives in the same crash; Paul the pilot, Smithy and his daughter Claire, all of whom I knew. Mike's tandem passenger survived as did Dan the other experienced skydiver on board. For that Mike would have been glad – it could have been a far greater disaster.

Mike was a very private man who didn't share his feelings easily (a big bugbear of mine!) He was however, a man with a huge heart, so well respected by his fellow marines it overwhelmed me to read his work reports. He was a real gentleman and will be missed by so many.

We thought we would grow old together. Please tell the people who are important to you that they are. You never know how long you will be here for – live every moment to the full, as Mike did.

To all of you who knew him I am sure you will agree that Mike wouldn't have changed a thing.

Jules Harrison



Brian Davies

Paul Norman

One of the old school of jumpers, Paul started skydiving at Cark in around 1976. When he moved to Scotland he continued his parachuting with Strathallan and even spent his honeymoon on the DZ. It was at this time he founded the Stirling University Parachute Club. Paul did a lot of jumping in the USA and in Canada.

When he moved to Wiltshire he started working at Porton Down. He became a staunch member of Bere Regis parachute club and then DISC, where he also qualified as a jump pilot. After DISC closed he then went on to fly at Eaglescott and at Cornwall Parachute Club.

He would always help to make up a lift to jump, and often this would be on his old PAP which he jumped to show to 'the younger generation' who mostly had never seen a high performance round. He returned to Dunkeswell to fly for the Devon & Somerset Parachute school. As a jump pilot he was always reliable no matter what the weather and would talk about jumping in the old days and flying in the outbacks of Canada.

Paul had a very good sense of humour and was always cheerful and optimistic, spreading good vibes even when the weather kept us on the ground, and this would continue into the bar at the end of the day. He was very unassuming, most people did not realise that he was one of the UK's top scientists in his profession.

He leaves behind his wife, son and daughter and will be sadly missed by them and by a large number of the skydiving community. Farewell old friend.

Ian Louttit



Richard Smith

Looking like the Teacher from the Bash Street Kids when in freefall and a cross between Douglas Bader and Mary Poppins whilst under canopy, Smithy was never going to win any prizes for elegance in the air. But then he didn't need to because what he may have lacked in aerial grace and finesse was compensated for beyond measure by the character of the man on the ground.

Over the nine short years in which it was an absolute honour and a privilege for me to be one of Smithy's many friends, he always managed, without conscious thought, to give whatever was required to help those around him. Unencumbered by petty prejudices and preconceptions Smithy liked and was liked by virtually everyone who met him.

He may not have had much money but he was certainly one of the richest men I've ever met. My life and I suspect the lives of many will be the poorer for his passing.

Steve Peck

Claire Smith – 'Red'

In pink she stood, a gorgeous little flame, gutsy and enchanting. Distance didn't stop you from getting close to my heart. your persistence unrivalled. Claire knew what she wanted and shared her father's passion and joy for skydiving. She talked fondly of her family and of her father, and his drop zone antics, I'm sure his energy and support will also be greatly missed by all at Dunkeswell.

Claire was forever texting her thoughts and humourous antics. My phone is quiet now; I miss your cheeky comments and caring thoughts. She may have been taken from us suddenly but she will live on in our hearts and memories. Red, I never did get to fly with you as we had planned, and neither did your questions get answered, or your plans fulfilled. Your courage and spirit remain in my thoughts, go forth now into the next world; our thoughts and prayers, go with you and I know your spirit will remain with us.

Russ George

I watched Claire grow from a shy and quiet girl into a young woman. I was very impressed with the way she handled going through heart surgery, when her biggest concern was when would she be able to do a parachute course. Like her father, she was only to happy to help others whenever she could. In some ways, her death was the most tragic, in that at 17 she was just starting out in life.

Andrew Halloway



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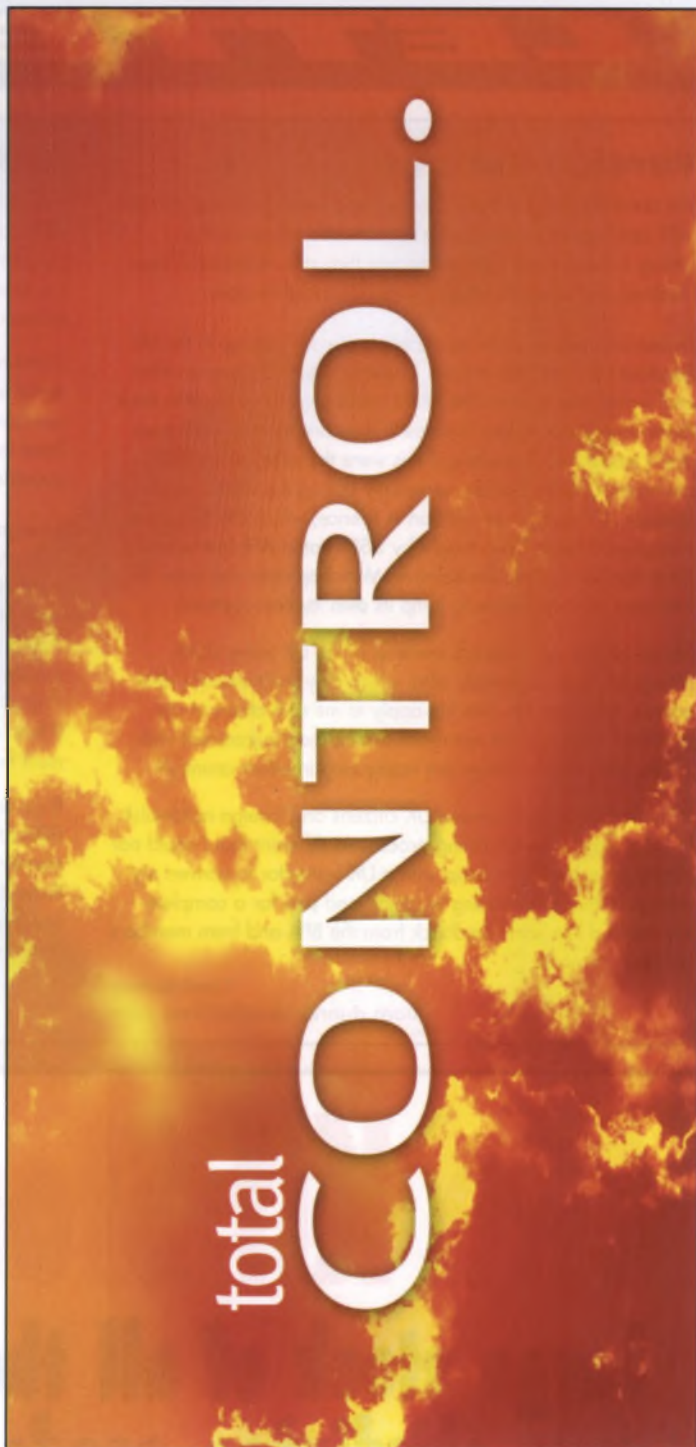
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Foreign Ratings

I'm currently living in New Zealand and recently passed a USPA AFF certification course and a Relative Workshop tandem rating. I chose these ratings because they are accepted in New Zealand, the schedule fitted, and for financial reasons.

Unlike a foreigner, I will be unable to use my ratings in the UK because I am a British citizen. I believe this distinction is unfair and would like to know the BPA's reasoning. Does the BPA think these ratings are easier to obtain? They are definitely not easy and I would find it insulting if this were the case. Many BPA members travel to Florida, especially during the winter, to go through AFF and return with an A licence, which the BPA does recognise (having been taught by USPA rated AFF instructors). Does the BPA believe the Relative Workshop does not know the best way to train people to jump its own tandem systems?

I know of foreign nationals working in the UK using USPA ratings for limited periods, after which they must attend a BPA course. Why can this rule not apply to me and others in my position? Also, can we not reach a reciprocal agreement with USPA, where both ratings are recognised in either country?

Why the distinction between UK citizens and foreign nationals? In what way is the UK rating process so different that I could not simply do a check-out jump with a UK instructor to convert my ratings (rather than having to attend and pay for a complete course)? I'd like some feedback from the BPA and from members on their opinions.

Liam Dunne
liam.dunne@freefallfilms.com

BPA Response

We did originally permit UK citizens to obtain foreign AFF/tandem ratings and then transfer them to BPA qualifications, or use those ratings in the UK. However, we soon discovered that some were not up to UK standards.

Some members were obtaining foreign ratings to avoid attending BPA courses. Also, there are quite a number of specific lessons UK instructor candidates have to attend, which would not be covered in other countries.

Foreign AFF or tandem instructors are only permitted to instruct here if they successfully complete a written examination, have been evaluated in-air, and have at least 800 jumps and 8 hrs of freefall (tandem), or 1,000 jumps and 10 hrs of freefall (AFF), plus 100 tandem or AFF jumps. They will then only be able to instruct whilst their rating is valid in their own country. If that instructor wishes to obtain a BPA rating, he/she must then attend all the required courses.

If we accepted one country's rating, it would be difficult to not accept another's, with vastly differing standards worldwide. Our standards are envied throughout the world, with many countries copying our requirements. I'm sure BPA members and students would not wish us to lower them.

Tony Butler, Technical Officer
Tony@bpa.org.uk

Beers On Me

I'd like to say a big thank you to the staff at the magazine, and to John Hitchen, Tony Butler and Sue Waterfield at the BPA. The help provided at very short notice when requested was a credit to all. I'm sure this helped my successful application for a visa to carry on my skydiving career in the USA. If you pop by Skydive San Diego, look me up, the beer's on me!

Steve Taylor
stevea1_99@yahoo.com

Respect

I would like to convey my gratitude to all present at Strathallan during the unfortunate incident at the Scottish Nationals 2004. All that attended conducted themselves with the utmost respect, which was much appreciated by Fiona McLaren and family. Many thanks.

Bruce Karczewski

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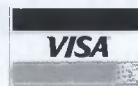
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Classical Issues

Over 50% of entrants at this year's Classics Nationals were at their first national competition. It was good to see so many new faces and hopefully we will retain some of this emerging talent – in spite of the BPA.

In accuracy, we were using old, inaccurate wind measuring equipment, (confirmed by the chief judge prior to jumping) because the equipment relied on for so many years does not belong to the BPA and was being used by its owner elsewhere, as is his right. It is crucial to have accurate equipment at an accuracy meet. Wind speeds must be less than normal jump limits and are measured at the landing site. Exceeding the limit a given amount of seconds before or after landing is grounds for a rejump, which can make a big difference to placings.

It was heartening that the BPA had finally invested in its own accuracy tuffet after years of hiring or borrowing. Because there was a tuffet already at Brid, Comps Committee were spared the nightmare of deciding how to transport the recently acquired tuffet that was stuck in Scotland. I understood from Comps Committee minutes in March 2004, that it was agreed to purchase a trailer so one of the judges who currently holds the classics equipment could transport it at no further cost (that judge would be attending anyway). The tuffet was transported from South Cerney to Scotland recently, incurring the cost of a hire van plus fuel, several hundred pounds that perhaps could have gone towards a trailer earlier.

It was disappointing that not one member of the BPA or Comps Committee showed up at any time during the Classics Nationals.

We had more intermediates & novices this year despite there having been no classics roadshows, which indicates they are probably not needed. More coaching was done at the Nationals and weekends prior, in 2003/4. The majority of coaching weekends are being organised by seniors ourselves at our own expense, to include and welcome newcomers.

Last year Julian Spencer, our 2002 Classics Champion, coached many weekends at his own expense; these were well attended. It is more than rewarding to see intermediates improve their skills. Some of the new talent at this year's Nationals will no doubt have their names on the trophies in future. I would rather see some of the budget that would have been spent on classics coaching roadshows go to support any DZO's brave enough to host Classics Nationals. I say brave because, while a Nationals may be a good earner in some disciplines, this is not the case with classics. Individual passes for style, often several per person because of clouds obscuring the ground-to-air camera, can have the plane in the air for over an hour for five people to jump from 7,000 feet! There was a suggestion at Comps that DZs hosting could pay for the BPA tuffet's transport. By the time the host has paid for judges and medals, for much fewer people than FS, the event can represent a huge loss. Yet thankfully they still do it.

I realise the heyday of classics is past in this country but, while the BPA runs a Nationals, it would be nice to have proper equipment and support.

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Swadlincote, Derbyshire

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We Remember Andy Frew



Main (Cryptic)

Across

- Directs the thrust of five leaderless churchmen (7)
- The 1 in 1461 chance for a woman to get her man (4,3)
- 10, 14, 26.
Screwing up relative work; Yo! Thou flashy, batty, keyed up alien? (2,5,3,5,3,4,1,3-4,2,3,3)
- Leave clumsy baker on holiday (9)
- Land in the middle of Lake Nyasa (5)
- Run after the police ground aircraft (10)
- F-flashy (4)
- Leaders of careful competence in skydiving (inits)
- Container with type of loaf or turnover (6,4)
- Crazily dared to form this formation (5)
- Old pieces of kit fit in tight space (9)
- See 10
- Setting down in full and in general (7)
- Synthetic fibre named, originally, after Vauxhall car (7)

Down

- Seasoned old queen goes into former monies (11)
- Piece of leg coming up in first class bit (5)
- Small clergyman's turn (3)
- Looks at European declaration of agreement (4)
- Fan to support Ms Fitzgerald we hear (9)
- Altitude of eagle without wings (1,1,1)
- Surreal artist in narrow passage (6)
- Very small being regularly harms one's bear (6)
- See 10
- Wind is a simple problem (6)
- Checked out insect with power, energy and depth (9)
- Travelling bandsman? (6)
- In France I get into shock treatment and kick out (5)
- Ocean crew has one (4)
- European thanks for European terrorists (1,1,1)
- Piggy eyed in ghetto English (3)

Reserve

Across

- Mathematical quantities; Relative Workshop containers
- Feb 29th (4,3)
- 10, 14, 26.
Twinkle, Twinkle, little bat!
How I wonder what you're at!

Lewis Carroll (from The Mad Hatter)
(2,5,3,5,3,3,4,1,3-4,2,3,3)
- Escape; skydiving film
- East African country
- Rotary wing aircraft
- Noisy
- Top instructors (inits)
- Aerobatic manoeuvre (6,4)
- Snake; formation
- Old parachute connectors
- See 10
- Touching down
- Suspension line material

Down

- Underwent; 'B' licensed
- Leg bone
- Rotate, of an engine
- Sense organs
- Airscrew
- Altitude, locally (inits)
- Sound; narrows
- Tiny creature; formation
- See 10
- Light wind
- Scrutinised
- Rock-band's assistant
- Exit in an emergency
- Primary parachute
- Due time (inits)
- Foot digit

Solution:
ACROSS: 1. Vectors, 5. Leap day, 10. Up above the world, 11. Breakaway, 13. Kenya, 16. Helicopter, 18. Loud, 19. CCIS, 20. Barrer roll, 22. Adder, 23. Capwells, 26. Ken-ya in the sky (Lewis Carroll), 29. Landing, 30. Vectran.
DOWN: 2. Experienced, 3. Tibia, 4. Rev, 6. Eyes, 7. Propeller, 8. Agt., 9. Small, 12. Ameeba, 14. you fly; Like a, 15. Breez, 17. Inspected, 21. Roadie, 24. Eject, 25. Mam, 27. ETA, 28. Toe.

The first time I laid eyes on Andy Frew, he was walking to the aircraft strapped into a set of front and back kit. It was impossibly big on him and my immediate thought was that the two spindly legs sticking out of the bottom could not possibly sustain the impending landing. Andy not only survived that jump, but also carried on, qualifying Cat 8 on round front and back kit, a feat that most people could not even imagine today.

Andy had the flying characteristics of a crisp packet, which meant he had to work twice as hard to gain his Cat 10 and FF1 qualifications. But no matter how difficult the task, the quality that he had in abundance was sheer unstoppable determination. Andy decided that skydiving was for him, not just jumping, but organising. To that end he was heavily involved in the running of Skydive Strathallan, as Company Secretary and heading up the manifest team. Any important decision had to be approved by Andy Frew. He was a major player in Scottish skydiving.

As a friend he was never lacking. He was always the first to have a laugh, a joke or go on some crazy mission that we would dream up. The holidays we all spent together were unforgettable. Returning to these places without him will be hollow and empty.

It's a great loss to the sport that Andy never completed his instructor rating, I know he would have been so good.

Andy was laid to rest dressed in his wingsuit, I pity the poor angels, there will be no getting away from him!

At the service hundreds of mourners crammed in to the church and, with one of the club aircraft circling overhead, it was an unforgettable tribute.

My everlasting memory of Andy is his final jump, as he exited looking straight at me, his face contorted into that impish grin, and he waved at me using only one finger, in a friendly manner; he looked incredibly happy.

Our thoughts are with his mother, father and sister. Our loss is too great to comprehend. How we will carry on I have no idea, but we will, because that is what Andy would have wanted above all.

Thank you for all the kind donations to Leukaemia Research in remembrance of Andy.

by Eddie Jones



Club News

Achievements

Cat 8

Joss Stacy Waddy
Paul Cooper

FS1

Karyn Brown

IC1

John Parker

FF1

Liam Finch

FS1, IC1 & 100 Jumps

Laura McLoughlin

Jump Numbers

50

Gavin Harris
Karyn Brown
John Mcguire
Dave Mountain

200

Nick Allen
Kirsty Faichen

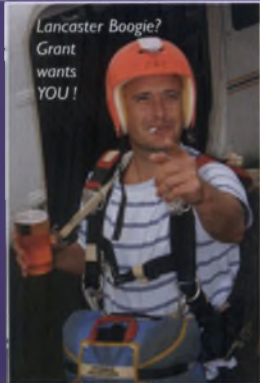
400

Stuart Wilson

500

Geoff Fritz

Stuart Meacock



The skydiving season continues to improve at Sibson, jump and party wise! We welcomed back the Babylon Boys for the May bank holiday and some great weather meant visitors and club members could take advantage of the expertise from Fred and Nimmo. Over 60 coaching jumps were completed in a couple of days. Our regular freefly coaches, Mark, Brian and Alex continue to progress beginners to FF1 and organise sit, head-down and tracking for all. The record for the most jumps in a two day weekend so far this year is 24 and sits with Brian Belinski, COME ON!

Grantley, Rose, Caroline, Fishy's gang, Sasha, Bob, Simes, Steve and Nicole are doing some great FS dives from 4-way up to 15-ways, with Caroline taking the odd trip to the dark side! We said hello again to Alex Mac on his flying visit, and we say farewell to Ash Crick who has moved back with his family to Australia. Ash we will miss you, and we encourage as many trips to the UK as you can handle!

Sibson students have been progressing at a pace, particular mention to the UCL RAPS group who are doing really well, also the new AFF students taking advantage of Skydive Ltd's excellent midweek deal. If you know someone that's thinking of AFF you should contact Chris Allen, it's an unmissable opportunity! As a result we see more and more new club members and now the DZ is open seven days a week it's busy, busy, busy all the time.

We have a new TurboLet crew, welcome to Oleg, Ivan and Sascha, who are breaking records taking the Let to altitude and down again. We welcomed Liz Ashley who popped in on her way back south on 13 June after cycling to almost every UK DZ. 1,500 miles, all for charity, well done Liz!

The Sibson staff party went this year without injury, the moose's milk and marguerita was flowing. Although there was a real grudge wrestling match between Kev and Chris Harris the sumo suits



prevented a reoccurrence of Kev's broken ribs. Highly entertaining.

Not quite so fortunate was the absolutely gorgeous Tony Bissell whose trampoline antics put him in hospital with a broken neck. Luckily they fixed it (resulting in some serious scars and metalwork, yikes!) and he will make a full recovery, get well soon Tony. And they say skydiving is dangerous!

It was great to see some new and old faces rock up at Sibson for a hop 'n' pop to kick off the stag and hen weekend for Ian (Stumpy) & Liz. One TurboLet pass at 2,500ft for 16 people. Great entertainment for all, especially Rotti's stylish exit and resulting cutaway.

Wedding congratulations to Madeline and John Shaw (pictured below by Rhino). Baby congratulations to Brian Webb on the arrival of Oliver William and also to Sarah and Mark Lawson on the arrival of Alfie John. Derek King, welcome back!

Plans continue for the 8-way Speed National Championships on 2-3 October. Teams have started training at Sibson and we are so far expecting teams from Sibson, St Andrews, Pumpkin and Weston. It's going to be great. The Lancaster Boogie should also be a blast, check out the Skydive Sibson website www.skydivesibson.com

Lizzie Harris

Matthew O'Riordan

Sibson



Sibson staff by Andy Sauer



Spanish Fly, Peterlee's first ever competitive FS 4-way team came away from the Scottish Nationals with a junior gold. Well done Mike, Jane, Regan & Paul with Alan Thompson on camera. Alan also came fifth in the Speed World Cup at Hibaldstow. He was disappointed as he only managed an average of 204mph (sounds fast to me) when in practice he had 265mph. We wish him every success at future speed events.

Jason Tippins completed his first display with 4-Para. Our very own Fred Deakin did his third tandem jump for charity at the age of 80 with Dick Kalinski. In July Steve Hamilton and John McIver of XL provided FS coaching from the running of a team to how to get the most from jumps. Chris Lynch ran his *Wing Tips* seminar which was very well attended and received. He also ran a swooping seminar as well as providing top class freefly coaching.

We wish Tom Grocutt and Ash Dunn speedy recoveries from separate landing injuries. The members of Team Titanium are growing! Hopefully no-one else will be joining them. Kev Dynan and Byn Chaffe have both recovered from injuries to jump again. Key is now off to Ipswich (we hope he enjoyed the stripper he got as a leaving gift, aka Chris Beattie in drag!) and Bryn back to NZ.

The turbine aircraft provided by Steve Swallow are popular. A turbine will be with us for the foreseeable future, hopefully the Dornier.

On a very sad note we wish the family and friends of Andrew Wilson our deepest sympathies.

The new website can be found at www.skydiveacademy.co.uk

Paul McCormick

Achievements

First Freefall

Jade Elliot
Chris Butterfield
Guy McNulty
Mike Smith

Graduated AFF

Andrew Brumby
Dave Hamilton

Cat 8

Mark Harper

IC1

Sam Del-Greco

FS1

Dave Taylor
Stu Ferguson
Nick Brown
Geraldine McGuinness

Jump Numbers

50
Kev Mitchell
Sam Del-Greco
100
Keith Greenhalgh
Al Sheddin
200
Dave Leonard
300
Paul McCormick
600
Glen Staley
800
Alan Thompson

Spanish Fly by
Alan Thompson

Peterlee

Fred Deakin by
Alan Thompson



Achievements

First Freefall

John Cussins
Mark Newby
Glenn Andrew

Cat 8

Dave Wood
Sadie Sutcliffe
John Halton
Berni Devanney

FS1

Helen Moon
CF1
Lara Walker

Jump Numbers

50
Simon Temlett
John Halton
100
Peter Hardaker
900
Phil Harris

1 Hr Freefall

James Birchall

Bridlington

Helen Moon and Liz Hayley visited California and the wind tunnel. Liz damaged her shoulder in the tunnel and was then unable to jump, however Helen achieved a lot and returned to Brid to thrash her FS1 with an 8 point 4-way.

A blast from the past appeared, John Gannon, just in time to keep Nick in supplies for his next project. Just a small one this time, Nick's building an aircraft from spare parts of any 206 available for salvage!

On her eternal quest for stickers, Lara Walker returned to a Fury to achieve CF1, testing Nick Johnston and Dave Saville to the limit to teach her. Jumping the Fury was good practice for the Accuracy Nationals, she won intermediate gold (pictured, right by Glenn Stephenson). Well done Lara!



Dave Saville

At the Classics Nationals in June, Langar's Caravan was here and the centre was overrun. A big thank you from Nick to everyone who gave their time to help. Lynne did a fantastic job of keeping everyone well fed, still smiling even when she was stressed. Mark Newby finally ditched the rope and got his first freefall, well done. Duncan Maloney progressed well and is all ready for his Cat 8. The record for the week goes to Del Hand who managed 6 jumps in half a day and got to work by 3pm!

Tracy Pollitt



Cark

It's here! The PAC XL750 has arrived! Mick Carruthers and ferry pilot Martin Hazleton made their 11,321 mile journey from New Zealand to NWPC with 80hrs flying time. Their journey was tracked by Pete, Jan and Kay on NWPC's website and took ten flying days with only two rest days. The experience was something else. Very emotional and uncomfortable, but Mick said he would do it all again! Mick said of Martin he is a very good guy and he will be keeping in touch.

They had 100% confidence in the reliability of the aircraft, they were more concerned with the people they met along the way! Armed guards patrolled their hotel room at one stop but Mick said he felt safe knowing the plane was being looked after. The climax for Mick was seeing the White Cliffs of Dover on the last couple of hours. He knew he was home.

The Pac called into Blackpool Airport to get the ferry tanks taken out and put the floor & internal side panels in ready for skydiving. They had just enough time on the Friday night for two lifts, the first one mainly staff (including cameramen & tandem instructors doing FS!) It's a great jumpship and everyone is buzzing!

Mick welcomes feedback from jumpers on the run-in speed as he is keen to get this right. Jump flying this aircraft is still very new to him.

Cark's 8-way team Vision trained in Empuriabrava, have been coached by John McIver in the UK and competed in the Grand Prix at Strathallan, splitting into *Double Vision* and *Blurred Vision* for the 4-way. *Vision* competed in the Grand Prix at Hib and are really looking forward to the Nationals. Best of luck! Bring home a medal!

There was an unofficial competition between Al and Speds regarding landings. Age has caught up with them and they can't outrun their fast canopies (John Willi told me this!). Speds really struggles with his Velocity and John said that out of nine landings Al just beat Speds by remaining on his feet for three!

Congratulations to Gary and Ali Turner, expecting their first baby. This would have gone in the Mag sooner had someone told me - mentioning no names Gary! Congratulations to John and Lynn Howard on their fifth wedding anniversary. They celebrated this by jumping tandem together on John's 1,000th jump.

Welcome back Trish Hayton, all the best, keep progressing girlie! Café owner and family man Roy Carruthers did another tandem. Why? Because he can! Mick, his son was the instructor and he was joined by daughter-in-law Kay, son-in-law Jason and friend Jan.

Our SkyFest is next, its gonna be a fab ten days with our new plane! Ooh I cant wait! Check our website for our events or mail me.



Mick and Martin arrive with the brand new PAC 750XL, all the way from New Zealand.

Below: John and Lynn Howard celebrate their fifth wedding anniversary

Bottom: Roy Carruthers and family after Roy's tandem jump

Photos by Steve Crabtree, Steve Nolan & Pete Hughes



Achievements

First Freefall

Julie Eder
Stuart Thompson

FS1

Wendy Lloyd
Matt Lee
Graham Bell

Jump Numbers

50

Peter Milojevic

100

Wendy Lloyd
Tjebbe Roestenburg
Matt Lee

700

Michelle Meakins

900

Jan Fallon

1,000

John Howard

1,100

Duncan Haynes

1,300

Tony Spruce

1,400

Simon Nath



Chatteris

After a frustrating start to the year due to weather and aeroplane problems we're now running at full strength with two fourteen place Nomads and a Cessna 206. Hello and goodbye to Marco and Milan from Serbia who, after appealing for used equipment for their club back home, returned with lots of stuff including rigs, jumpsuits, altis, etc, kindly donated by club and regulars. We are looking forward to the return visit and the promise of an Mi-8 helicopter to jump. If anybody has any old but serviceable kit they would like to donate, contact Mike or Steve at Chatteris.

A good party celebrated the leaving of Phil Coates to the Falklands and Phil Speight who, after sterling service as club pilot has found a job in the real world – shame he missed his own party being stuck in Belgium with the Nomad! There was a good turnout for Chris Lynch and *Wing Tips* by a very wide range of experience levels. All came away having been made to think about what they do in the sky, *Wing Tips* is well worth attending.

Steve Wilkins



Milan and Marco with their donated kit, photo by Mike Rust

Achievements

Cat 8

Gavin Tampin
Kris Young
Scott Warley

First Freefall

Michelle Herrick
Steve Calf

IC1

David Ney
Greg Wheatley
FS1, IC1 & CF1
Roy Dalville

FF1

Rich Rust
FS1
Caroline Dent
Fiona Law

100 jumps

Fiona Law
Jason Kierman
Matt Baker
Sandra Kempt
Greg Wheatley

200 jumps

Phil Coates
Rich Rust

500 jumps

Heidi King

700 jumps

Chris Bowley

800 jumps

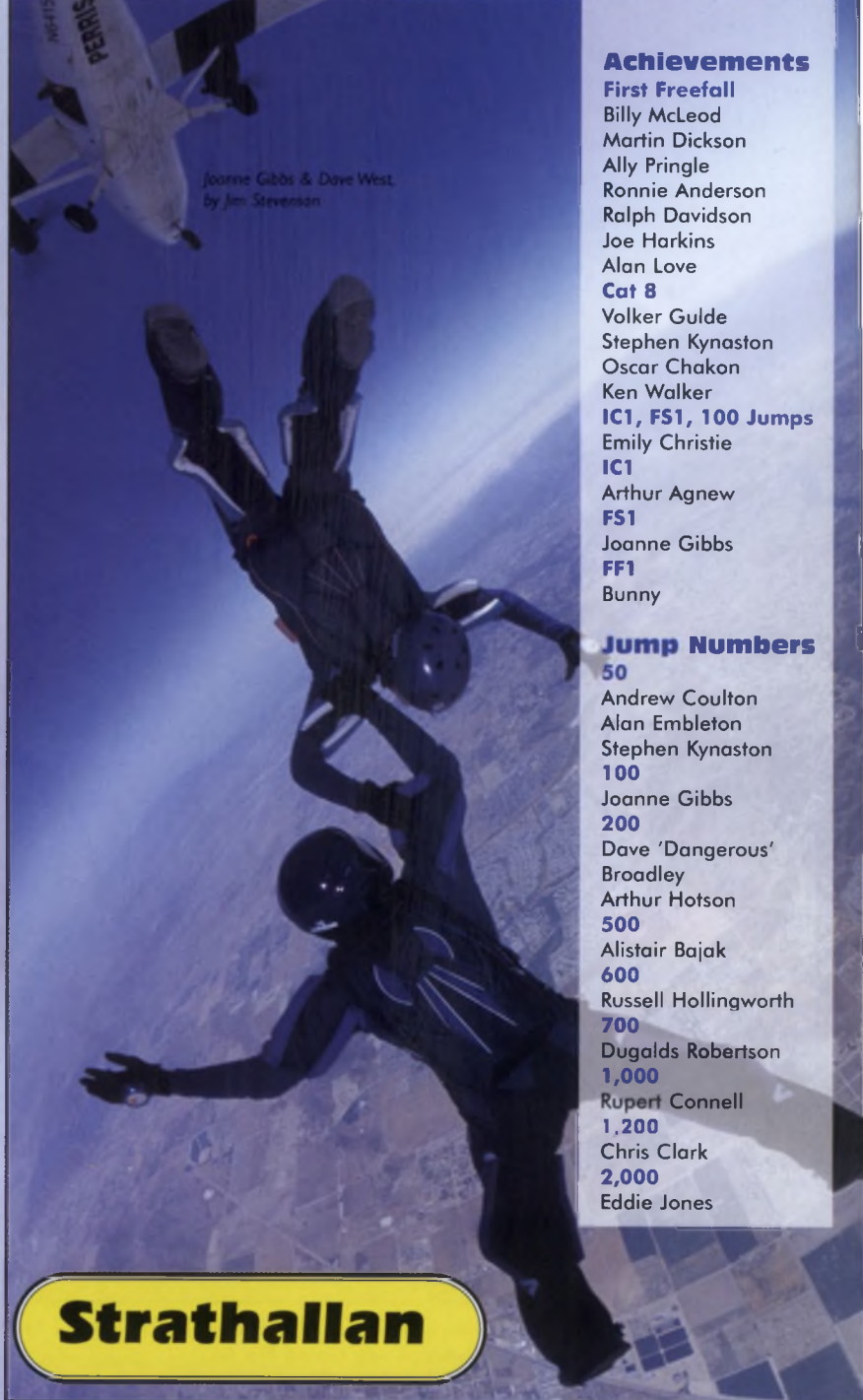
Lloyd Quenby

12 Hrs Freefall

Lloyd Quenby

60 Hrs Freefall

Mike Rust



Achievements

First Freefall

Billy McLeod
Martin Dickson
Ally Pringle
Ronnie Anderson
Ralph Davidson
Joe Harkins
Alan Love

Cat 8

Volker Gulde
Stephen Kynaston
Oscar Chakon
Ken Walker

IC1, FS1, 100 Jumps

Emily Christie
IC1
Arthur Agnew

FS1

Joanne Gibbs
FF1
Bunny

Jump Numbers

50

Andrew Coulton
Alan Embleton
Stephen Kynaston

100

Joanne Gibbs

200

Dave 'Dangerous'
Broadley
Arthur Hotson

500

Alistair Bajak

600

Russell Hollingworth

700

Dugalds Robertson

1,000

Rupert Connell

1,200

Chris Clark

2,000

Eddie Jones

Strathallan

St Andrews

Since the CReW weekend, lots of people have been trying it including Jon Smullen who made his first real CReW jump. It's no longer rare to see people banging canopies together, and a few are now on their way to gaining their CF1.

Congratulations to Ian, Gary, Jim, Dougie and Dave on their new instructor ratings. We look forward to a lot more Cat 8s over the coming months – which should keep the beer supply flowing!

Many students from Glasgow University did lots of jumping and progression on their annual trip to Gap. The highlight was a naked jump from the Porter by Stuart, Viki and Catriona, a first for all involved! Video evidence has since been closely studied.

Sadly, we lost one of the the centre's most respected members, Alastair McLaren. A highly experienced jumper, his work at the club turned the drop zone from a derelict building into a superb, purpose-built facility. He will be greatly missed.

Tom Fletcher

Achievements

First Freefall

Kenny McLintock
Richard Sheen
Steven Pringle
Duncan Birrell
Gordon Wink

First Freefall, Cat 8

Iona Blair
Simon Chittick
Grant Mitchell

FS1

Iain Quickfall

FS1, 50 Jumps

Viki Bingham

Stuart Cameron

FS1, IC1, IS1, 1 Hr Freefall

Bill Hughes

FF1

Catriona Adam

Jump Numbers

50

Ruth Morrison, Lisa Trainer

100

Ewan Cowie

500

Graeme Mackay

3,000

Ian Cessford

200

Tom Fletcher



Stuart Cameron

Headcorn

The juniors only completed one round, where *Quake* scored 9 ahead of *Sod Jumping Let's Party* on 6 and *Airworks* on 5.

Senior 4-way team *Zygosis* organised a junior big-way seminar and everyone made the most of the Turbolet rocket ship (12k in nine minutes!). With the videography of *Zygosis* cameraman Malcolm, the group were given debriefs and briefs on key issues, terms and techniques. With a positive attitude to trying things out, and no fear of an axe, everyone had a go at different slots pushing their flying abilities. A group of the ten 'students' successfully put their own big-way together the following weekend.

We said a final goodbye to Ethen, scattering his ashes at the end of a chaotic big-way – he would have smiled. Blue skies Ethen.

On a happier note, congratulations to Natalie and James Wilson who had a baby on 26 May – Max Ethen. He's been to the DZ several times, charming everyone with his cute looks. Congrats also to Simon Hughes and Tracy Wadson who got married on 28 May. The sun was shining and it was a perfect day – many happy years to you guys.

25 June saw HPC celebrating 25 years. There was a fantastic turnout for the party, which had the theme of 'a touch of silver'. It started with a jump into Chart Hills golf club. David Parker looked like a ringmaster as he gave his after dinner speech in a spangly silver jacket, paying tribute to those who had made the club what it is today. It was fun trying to work out the touch of silver some people were wearing – Jane flashed her silver garter at a favoured few! Baz seemed to think it was 'a touch of rocky horror', and removed his trousers displaying fishnet stockings. Dave Coveney was flabbergasted to be awarded his 1,000th jump certificate. Al Redler's band got people dancing and we eventually made it back to the DZ, some still in their finery in the middle of the following day! Here's to the next 25 years!

Ruth Cooper & Chris Shaw



Liz Hurry's 100th jump

Ruth's 40th birthday jump
by Nigel Rowlan



S-Sense by Nigel Rowlan

Achievements

Cat 8

Sid Pysden
Richard Best
Bill Best
Lyn Campbell
Danny Baker
Dan Sherry

IC1

Mark Bayley
Dan Rofe

FS1

Hans Lehfeld
Alex Turner

FF1 & 100 Jumps

Darren Bull
Macca

Jump Numbers

50

Clare Winter

100

Tim Jones
Liz Hurry
Darren Bull
Macca

200

Al Redler
Jon Abbott

300

Michelle Theobald

400

Dave Hartley

700

Wiggy
Andy Holland

1,300

Baz
Malcolm Darling
Garry Willard

2,400 &

36 Hrs Freefall

Chris Shaw

Competition was fierce as Headcorn hosted the first 4-way Grand Prix on 8-9 May. Sadly the runway was too waterlogged for the aircraft to take off. The unusual step of calling it for the day at 10am on Saturday was taken but seminars were run by leading FS jumpers before discussion forums were held in The Bell (I).

The event had to be run from 9,500ft and only two rounds were completed on Sunday afternoon. In seniors, as three teams tied for first place, *Swingers* won on a technicality ahead

of *V2* and *Spank* in joint second.

Dunno, the staff team of Jane, Mark, Simon, Chris and Paul (on camera) with over 15,000 jumps between them, managed four points over two rounds – that's about one grip per thousand jumps!

Intermediate gold was taken by the Peterborough team *South Parc*, just ahead of local team *S-Sense* (Graham, Graham, Chris, Mark and Nigel), fresh from their training camp with Pete Allum, in silver. *X Chick* took bronze.



Dave Coveney's 1,000th jump certificate was awarded at the 25 Year Ball



Swingers took senior gold, by Nigel Rowlan

Paragon

Alterations to the layout of the area in front of manifest resulted in some confused looking people trying to figure out how to gain access to the office without triggering alarms, setting off mines or incurring Billy's wrath. I think we've got it sorted now. Nobody's been shot for a week anyway!

The barbie for June Mitchell's birthday went exceedingly well with no incriminating reports (or photos) so, although I wasn't there, it appears everyone behaved. I want to know how you kept them under control June!

We've had some great feedback about the new website... and some not so positive. Mainly from certain female members of staff who somehow expected their photographs to make them look like supermodels. Now I have to say I've already typed and deleted numerous comments relating to the last sentence. I have however decided it would be better for my health and my chances of getting on a lift if I say no more. I think your photos look great girls. We are still on the lookout for pictures so dig out the albums and donate a few. They'll be returned unscathed. Promise!

Congratulations to Alan and Emma on their wedding, just shows he can pull more than teeth!

Bob Henderson & Lynsey McLagan

Achievements

300 Jumps

Mike Paterson

Tilstock

At last both planes are working and we are doing lots of jumping. It has been a successful two months, as the list of achievements shows! It was nice to see Tony Houlton back for a few weeks from the States, where he's been jumping off anything that doesn't move.

Congratulations to Scoop, after months of hard work he got his CSBI, and to Ray Parker for becoming a WARP instructor. Many congratulations to Pam Lewtas and Simon Davenport, finally deciding to tie the knot, on a steam train, no less! Hope you enjoy your honeymoon. Good luck to Richard Barron and Dave Cauldwell on their upcoming courses.

Ria Bremner

Achievements

First Freefall

Karoline Vaughan

Paul Morrison

IC1 & 50 Jumps

Helen Lightfoot

FS1, FF1 &

200 Jumps

Neil Long

(he's been busy)

Jump

Numbers

50

Andy Starr

100

Mike Allsopp

Andy Phillipson

1,000

Ray Parker

1,400

Gwyn Ackery

Langar



*Ray Armstrong, Melanie Close & Al Hodgson
Photos by Tony Danbury*

*Katie Woods does
her 1000th jump*

Chris Lynch's *Wing Tips* were well attended, and everybody learned loads. Sam Bailey joined in despite cracking his ankle two days before – unlucky; we should have booked Chris the previous week! Chris proved he was the right guy to teach us, winning the ensuing UK Swoop meet.

Langar jumper Andy Pike placed third out of fifteen at Hibalstow's speed meet, with an average of 214.08 mph. Fourth place was 214.05 mph – how close was that?!

Come along on 14-15 August for the CF Nationals, it's a great spectator sport, you can actually see the action. For Boogie II (28 Aug to 5 Sept) we'll have a SkyVan, a Let 410 and our two Cessna Grand Caravans. Fun jumpers are welcome, and we've got Brit Chicks and 50-way sequential. Milko and Dave have enough names for the 50-way, but if you want to get on the reserve list contact them:

50way@bpslangar.co.uk

Tony Danbury

Achievements

First Freefall

Damian Hewitt

Lee Goodyear

Stefan Price

Graduated AFF

James Nethell

George Monk

Cat 8

Jesse Karadia

Glenn Flaherty

Rich Beazley

Sam Mitchell

IC1

Paul McBrearty

Glenn Flaherty

FS1

Felix Dieckmann

Kate Morris

Nick Shrine

FF1

Martin Hopkins

Darren McGing

Jump Numbers

50

Keith Jarvis

Dan Williams

100

Lucie Fenton

Martin Hopkins

Hannah Betts

Paul Rimmington

Paul McBrearty

(Happy) Harriet Bowden

Andy May

200

Jamie Bestwick

300

Caroline Guest

400

Weed Stoodley

500

Ric Kent

Keith Thomson

700

Fiona Birnie

800

Gus H-Brown

1,000

Katie Woods

1,100

Eliot Martin

1,400

Martyn Score

Andy Brass

8,000

Milko

24 Hrs Freefall

Martyn Score



Target

Shaz & Kay's 100th jump



Achievements

First Freefall

Dan Litman
Max Smethurst

Cat 8

Jason Bates
Mike Taschler
Mandy McGuinness

IC1

Guy Martin
Laura Hillas

FS1

Holly Kilham
David Downham
Claire Murphy

FS1 & 1 Hr Freefall

Davina Butler
FF1 & 100 Jumps
Shaz
Nick Salmon

FF1 & 200 Jumps

Gerv Henderson
FF1
Andy Wesley
FF2
Louis Harwood

Jump Numbers

100

Kay Holford
Jo Bolten (at last!)

200

Geetha
Jim Bellew

300

Rob Gray
Dave Downham

500

Karen Bain

1,000

Rich Baldwin

4,000

H



Optic by Andy Wright

UK's youngest and grooviest CCI, 'H' is now an Instructor Examiner. June saw the welcome of a fourth brand new turbine aircraft (Dornier: H-AVOC) to our centre, making a future Hibble 50-way a very real possibility. We've had a busy couple of months with very special visits and training camps from Tim Porter, Rob Silver, Chris Lynch, Steve Hamilton and John McIver. The level of coaching has been fantastic, in all areas of skydiving and increased our already good record of progression to a new height. A big thanks to them and we'll see you next year.

We bid Nina Barker and Bec Ahmed farewell to their travels on Asian shores. Noel Purcell popped in for a short stay from New Zealand. Thanks for bringing some great weather!

A new tandem record was set and verified by The Guinness Book of World Records. Battling bad weather we easily managed 128 tandems by early afternoon. Plans are already afoot to beat this. A big thank you to all.

June 26-27 saw new records set at the Speed World Cup, VNE winning the 8-way FS Grand Prix, and some old POPS friends getting together, all taking advantage of our new facilities.

Gerv Henderson

Rich Aveyard by Rob Simpson



Chris Spooner's first freefall by Jessica Day



UK Parachuting

Since the last Mag we have held another AFF & RAPS week, also holding a WARP coaches course. Stu Livett was successful gaining his WARP instructor qualification, congratulations! Our recently qualified IC1 student, John Gullen, benefited immensely from this tuition.

Grant Richards

Achievements

First Freefall

Chris Spooner

IC1, 100 jumps

Darren Spooner

Hinton

Helen Carroll



There was a great turnout for the May Ball with even the scruffy ones transformed, Cinderella style, in suits and evening dresses. There were as many hangover casualties as usual but at least we did it with some class! The 'Best Recovery Award' goes to Mike Beeden; the 'Most Interesting Dancer' to Stuart Livett; and the 'Most Inventive Dancer' to Sara, who boogied all night with a broken ankle! Dylan played some great tunes, so too Steve Baldwin's band, 74. Never ones to miss an opportunity (or pay to wear a suit once) the DJs came back out for a tracking dive.

The Parks are back from their whistle-stop tour of the States much to the relief of the rattlesnake population.



Mike Pera, our newest tandem instructor, returned from NZ to escape the sub zero temperatures having done over 500 tandems since November. We wish him all the best for this season – and hopefully he'll clear off again in winter!

Well done to Clare Murphy who now holds the dubious title of fastest female in the UK! This hasn't led to any double entendres at all! Clare achieved an amazing 252mph at the Speed World Cup in Lille, France.

It's great to see so many new RAPS and WARP students. Our CF teams, Hinton-8, and Focus, pooled resources to make a stronger team and will be coaching at the BPA roadshows. Geoff Wood's daughter, Georgina, has started her AFF course

at the tender age of 16. Level one went really well, and we wish her the best of luck.

A big get well to McFly. A gas incident means that Mike is not going to be jumping for a while! Sally is travelling; whilst away she took part in the Alaska Women's FS Record. A fond farewell to Chobba, one of our pilots, who has returned to Hungary after discovering Guinness! A massive thanks to Caroline White who has been our Club Rep for the past four and a half years. That girl can organise feeding the five thousand in five minutes for a fiver!

Brucie Johnson

Achievements

First Freefall

Mark Sharman
Pritesh Uora

Cat 8

Sue Acres
Richard Bromner
Adam Conduct
Sara Fenney
Alan Gayton
Matthew Hackett
Anna Howeski
Ali Karabiber
Natalie Keith
Kevin Stevenson
John Wilson
Corinna Yap
Mark Yeo

IC1 & 200 Jumps

Matt Abram
Terry Johnson

FS1

Andrew Astley
Mark Joyner
Ashish Kalani
Sandy Keith
Aberto Mazzucato
Simon Mitchell
John Yeoman

FF1

James Hutt
Stuart Livett
Bob Miller
50 jumps
Simone Pickrell
100 jumps
Chris Gilbert
Alberto Mazzucato
Mike Pelton
200 jumps
Danny Hogan
Pete Jones
300 jumps
Stuart Livett
600 jumps
Mike Beeden
Bob Miller
1,000 jumps
Ray Parker
1,500 jumps
Maddy Moore
1,700 jumps
Brucie Johnson

Achievements

First Freefall

John Nicholls

Cat 8

Ian Apsey
Charlie Bruce
Dax Baker
Howard Aldridge
John Slaney

FS1

George Clack
Louise Brennan

Jump Numbers

200

Gemma Leek
Mike Collins

300

Wayne 'Airborne' Clark

500

Stuart Miller-Hall
Steve Porteus

600

Gary Stevens

700

Big Al

If you get one they will come. And they have! It took a while for the word to get around about our Turbolet but most weekends now are a real blast. More and more people are coming here, especially freeflyers which gives a real change of pace as most at Silver Stars are FS jumpers. Because of the new life the centre has, every Saturday there is now a barbeque open to all.

It's been a very good couple of months for the team; we spent four weeks at Abingdon training 150 RLC students. We fitted in a week of much needed team training, Clarky still needs to work out how to exit stable from a C182!

On Sat 12 June there were nine women running around in their underwear, for a charity jump in aid of breast cancer research. The girls raised just over £2,000, launching a 4-way and 3-way, followed by two tandems.

Well done Steve Jelf who's done his first jumps since his argument with a tuffet at last year's Armies. A big well done to Carl Williams, Howard Aldridge and George Clack for their success at the Classics Nationals.

Silver Stars



Stuart Miller-Hall



Dunkeswell

With the weather now warm enough to jump in shorts (or whatever takes your fancy) we're seeing more skydivers here not just for the lifts but also the social evenings. Barbeques with lots of beer, at the moment all coming from fines! The entertainment's mainly live with our new instructor Ryan - any song, any rendition, he can play it.

Tandems stride on as well as RAPS, now aided (if that's the word) by one of our new BIs, Tim. If you're looking to make up a small FS/FF team for a bit of a laugh let us know. People keep asking, but no-one does it. Surely there are four people with the same ideas regardless of experience.

D-Day brought many first demo jumps, all went according to plan bar the six minute delay whilst the Mustangs extended their fly-bys (the 5,000 audience didn't know any difference). If anyone is interested in jumping a helicopter then let us regulars know as with enough interest it's possible!

Well done Leanne for cracking her FS1, overdue as a better FS jumper than most!

Uni students, where are you? On 28 August it's fancy dress jumps, barbeque and beers!

Dan Batchelor

Achievements

- First Freefall**
- James Clarke
- Miles Owen
- Babey
- Cause
- Charlotte Harris
- Pete MacMillan
- Daniel Thomas
- Cat 8**
- Phillip Wagstaff
- FS1**
- Leanne Milligan



Weston

Birdman Andy Ford, pictured here by Mike Frost, is running a Wingsuit Weekend at Weston, 9-10 October

Achievements

- Cat 8**
- Nick Etchells
- Andy Lovemore
- IC1**
- Bex Rennie
- FF1**
- Freddie During
- Chrissy Messer

Jump Numbers

- 100**
- Louise Hughes
- 'Ricky' Butcher (pictured below by Nigel Holland)
- 200**
- Jenny Bouquet
- Dusty Telford
- 300**
- Brian Gray
- Nick Whitely
- 400**
- Jon Trevor
- 500**
- Dru Spork
- 600**
- Phil Hartree
- Anna Palmer
- Scouse Green
- 700**
- Chris Lewis



Jon Trevor and Jen Bouquet's big-way, photo by John Ashe

A fab wingsuit weekend was organised by Andy Ford to give advanced flyers the opportunity to jump in impressive flocks. Come along on 9-10 October when Andy will be hosting another event for winged people,

from novice to advanced. They're always popular, all finding new skills and experiences.

whom we share our airfield with, threw open their doors (and cockpits) for us to enjoy an evening of flights and a most excellent barbecue. It was a great evening and gave everyone a good insight into another aerial sport.

Congratulations to Ben Wood and Lucy Robinson on their marriage on 19 June. A warm welcome back to the suave Vince Jones, who some may remember as the Otter pilot a few seasons ago, he returns at the controls of our Islander.

The RAFSPA bar is open again and better than ever as it's even cheaper! So why not set aside a weekend to party with us? A sublime time is guaranteed, with the new prices you're actually saving money by drinking!

A big get well soon to Tom Crawley, recovering after a disagreement with the landing area. Hurry back Tom, the trackers don't know where to go without you at the front!

Alf Batchelor



The Oxford Gliding Club,

Netheravon

In true Nethers style, we partied our way through May, culminating in the late May bank holiday boogie and Wild West party. Everyone made a fantastic effort with the fancy dress although I don't remember cowboy films where the cast stripped down to their underwear (Sharky, Steve? You know who you are!). An entire static line course strutting their stuff on the dance floor clad only in their boxers was a sight to behold. Talking of underwear, does anyone know if Tommy has been shopping at Gossard yet or is Maria still on the warpath?!

Congrats to those who did their first night jumps in May, Wayne 'Handbag', Steve and Phill among them. Thanks to Nige Allen for organising and to Nick O'Brien for flying into the night, far later than someone of his venerable years should do!

Dangerous Dave Hetherington has invented a new side to skydiving. On a recent hybrid attempt to celebrate Dave P's birthday, he made good use of the flat flyers involved – as a set of asymmetric bars! Godders has agreed to destroy the video for a small fee!

Tommy 'twelve rigs' Trindall is temporarily moving into the kit hire business following a slight mishap with the swoop pond at RAPA's 40th anniversary celebrations. Hopefully you'll be on the mend soon mate, along with Ali following his brush with nature...err.. a tree!

Tickets will be on sale soon for the premier event of the year, the APA Autumn Ball, 2 October. Be there... or be somewhere else!

Kath Salisbury

Smudger Smith by himself

Jump Numbers

100
Steve Dove
Pete Brown
John Strong
200
Francois Cathelain
400
Helen (Spaghetti Hoops)
Angove
500
Andy Edmonds
600
Robert Terheggen
800
Bish
1,000
Sooty
1,500
Ruth Green



Party pics: Sandie Nicholson



Achievements

First Freefall
Dean Hollick
Neil Bates
Ewan Barr
Cat 8
Trevor Davies
Hannah Ross
FS1
Chas Sagar-Goldsmith
Pete Brown
Simon Cox
FF1
Simon Wilson

Black Knights



Achievements

First Freefall

Sue Murray
Amelia Walters
Rebecca Griffith
Janelle Morris
Neil Robinson

Category 8

Darren Graham
Richard Koenig
Mike Jameson
Richard Curnow
Nader Anabtawi

FS1

Laura Gray

FF1

Danny Rowlands

IC1, FS1 & 1 Hr Freefall

Beth Richards

50 Jumps

Laura Gray

Tigs's BN Islander visited for May's open week and our experienced jumpers grabbed the opportunity to practice 8-ways for the Grand Prix we're hosting. Unfortunately not all our rapidly progressing students liked the Islander's seated exit, some patiently awaited the return of those nice stable step exits from our trusty C-185! It's fantastic to see so many fresh Cat 8s, many were on their first freefall two months ago.

Julian Story was collared by the fashion police for a knee-length white sock crime that saw him sentenced to immediate public dunking in the infamous farm trough.

Beth Richards has been awarded a bursary from the Royal Aero Club. Beth, who chairs the local university skydiving club, plans to



Jeff Illige
by Mike Pascoe

gain some one-on-one training with Tim Porter at BKPC. Thanks to Mike Ferguson who fixed our wayward roofing that took a little trip around the zone in a nasty spring gale.

July is turbine time with the Porter 'Godzilla' for our monster month, see next issue.

Matt Walsmley

Wild Geese

Photo: John McCourt



We've had a couple of good months with lots of student progression.

Jim decided to take Smiley for a jump, it's hard to see which one's enjoying it the most.

John McCourt

Achievements

First Freefall

Michael McGlinchey
Kevin Lehane

Cat 8

Wendy Simpson
Peter Rice
Gerry Cepelak

IC1

Garth McCann
1,000 Jumps
Francis Mullin

BCPA



BCPA members travelled from around the UK to attend the BCPA Scots meet at St Andrews, with a good showing from local universities too. 3-way and accuracy competitions got off to an early start, despite the good old Scottish weather's best attempts to prevent it.

Nothing follows a good day of jumping better than a good social, and the club regulars were determined to show how the Scots party! Local instructor and certified hypnotist Kevin McPhillips returned with a new show – much hilarity as BCPA members fell under his spell. Few people will ever listen to 'You and me baby' by the Bloodhound Gang in the same way again... Other skydivers had their nipples stolen or answered each other's shoes when the phone rang!

More jumping on Sunday, then medals were handed out to the winners by the CCI. Congratulations to a combined Heriot Watt/Edinburgh 3-way team for winning the FS, closely followed by a team from Newcastle Uni, and a combined Edinburgh/Glasgow team in third. A raffle was drawn, thanks to all our sponsors for their generous contributions. Everyone left tired but happy, another great weekend!

Iain Firkins

Accuracy Results

500+ Jumps

Iain Firkins – UWE

100+ Jumps

Graeme Mackay – Edinburgh
Tom Fletcher – Strathclyde
Alan Mackay – Edinburgh

Pre 100 Jumps

Stuart Cameron – Glasgow
Ewan Cowie – Edinburgh

Pre Cat 8

Richie Dunk – Newcastle

Jump Numbers

50

Yuri Melo

300

David Butterell, Abi Fineberg



Jim Stevenson

Royal Artillery

Non BPA Affiliated centres



It's been non-stop since Christmas leave. The parachute and balloon teams have amalgamated to become the Royal Artillery Parachute & Balloon Team. Many have been away on instructor or career courses so it's been very busy! Most of the team went to Perris Valley for training and to put some gunner novices through AFF.

This year's main training camp was held at Varadero on the island of Cuba. Everybody completed at least 25 jumps, with three AFF students carrying out 20 jumps between them. There were some good display practices onto the hotel beach in front of all the guests – which everyone enjoyed! Also some good sight-seeing experiences with visits to Havana and to the cigar factories, swimming with the dolphins and jeep safaris.

– plus all the balloon shows – so this year is going to be our biggest and busiest yet. We have static line courses planned and more AFF expeditions to California and Australia. The team are really looking forward to this year with help from the charity St Dunstons who care for blind ex servicemen and women, and also the new challenge of the hot air balloon.

We are seeking new members for the 2004/2005 season, no experience necessary. If you're interested in joining the team or in any of the expeditions or courses we run, visit our website or call us.

Carl Jackson

www.skydivegunners.co.uk
mil 94321 8440
01980 628440 /07974 579707



The meet at Hibaldstow had only a low turnout, so we did some fun jumps instead. Julie was stranded in a rape field by a bad spot, Tony just laughed at her attempts to escape leaving hubbie Pete to come to the rescue! Thanks to Julie and Pete for hosting our get-together Saturday evening.

Our next UK meet is at Hinton 11-12 September. We also hope to see lots of you at the meet in Switzerland. We have polo shirts with a superb Swiss cuckoo clock logo for sale, expertly designed by Lenny Mobbs. Contact me on:

0117 9738341
Niels Hansen

POPS

Photo: Pete Shew
Cuckoo Clock Illustration: Lenny Mobbs



Pumpkin

A good event at Sibson run by Pete Farrow saw 20+ jumpers enjoying the good facilities. Windy weather meant not as much activity as hoped, but everyone left safe and happy, with several of the new members getting their introduction to UK jumping.

We threw together a quick visit to South Cerney in June, we were made welcome and the DZ did its best dodging the clouds to get us in the air. I'm not sure why Mike Forbes ended up in the bath

while Kevin Austin slept in his four poster!

Congratulations to all the TP jumpers who are really piling in the jump numbers, also a good number of people buying smaller canopies as experience grows.

Martin Williams

Achievements

Jump Numbers
100
Kevin Austin
Steve Judson
200
Mel Lovell-Knight
1,000
Stu Brown



Tigers

The team training was again held at Sebastian, joined by old colleagues Martin Wilson and Dave Danskin. Many thanks to the Princess of Wales's Royal Regiment Regimental Headquarters, who allowed and supported the Team Commander, Lieutenant Jay Smith, to join and complete an AFF course. He did this with relative ease, so the beers were on him!

The aim was to get up to speed on CF. This was well achieved with surprisingly few dramas. Beer was flowing due to a few firsts. Roly Coleman, team leader, passed 48 hours freefall. We took Keith, resident Zoo Bar owner, for a quick crew intro and a 3-stack. Beer is so much better when it's free!










The team focussed on demo routines for this year's season with many an hour practicing and adjusting to add that desired sparkle. Lee Andrews, our cameraman, has taken some superb pictures, see:

www.ihetigersfft.co.uk.

We enjoyed an excellent trip with all our set goals met and a few personal ones too! So, here's to big arenas, just a little wind and soft landings. Displays have now started in earnest. On a trip to Gibraltar for the tercentenary event we did two jumps. We look forward to the rest of the season.

Dave Danskin

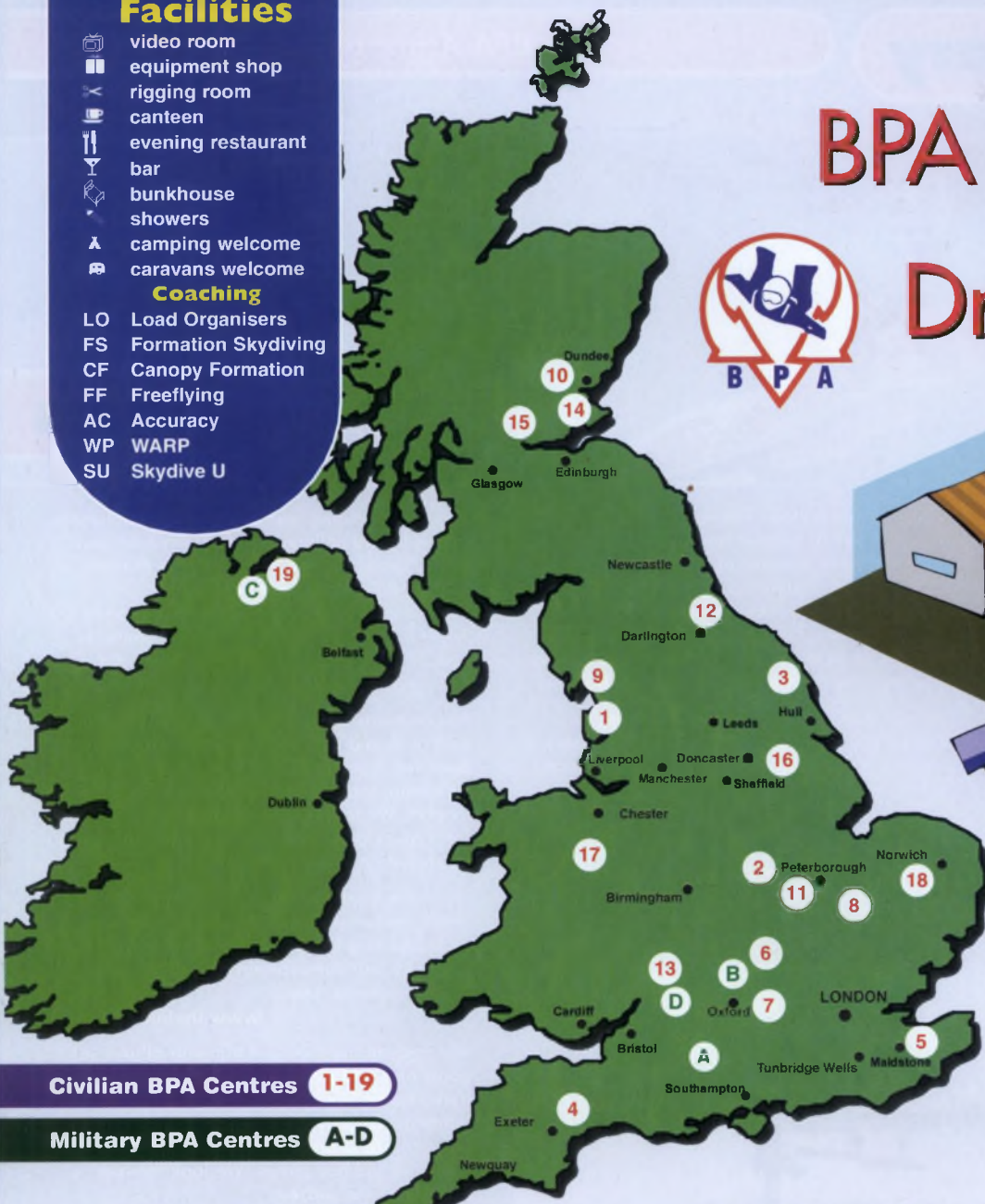
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1 Black Knights

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

Aircraft: Cessna 185

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

Aircraft: Cessna 206, 2 Caravans, SkyVan occasionally

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

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

 LO FS CF FF WP

3 Bridlington

01262 677 367



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Fax: 01262 401 871

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Aircraft: Cessna 206

Open: 8am - 8pm every day

First Jump Courses: RAPS, AFF, tandem

 FS CF AC WP

4 Dunkeswell

01404 891 690



Devon & Somerset Parachute School

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Tel: 01404 891 690 Fax: 01404 891 690
aguest1@compuserve.com

www.parachuting-uk.com

Aircraft: Cessna 206

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

First Jump Courses: RAPS, tandem

 CF SU

5 Headcorn

01622 890 862



Headcorn Parachute Centre

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

www.headcornparachuteclub.co.uk

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

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

First Jump Courses: RAPS, AFF, tandem

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 LO FS CF FF AC WP

6 Hinton

01295 812 300



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info@skydive.co.uk

www.skydive.co.uk

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7 London
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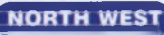
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info@londonparachuteschool.com
www.londonparachuteschool.com
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8 Chatteris
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chatpara@aol.com
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Fax: 01772 787 106 skydive-northwest@totalise.co.uk
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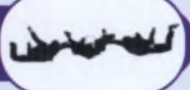
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bg@gollan66.fsnet.co.uk
Aircraft: Cessna 182
Open: 9am - 6pm Sat, 10am - 6pm Sun all year. 9am - 7pm Wed-Fri in summer for courses & tandems only
First Jump Courses: RAPS, tandem
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LO FS CF WP

11 Sibson
01832 280 490



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www.skydivesibson.com skydivesibson@btconnect.com
Aircraft: Turbolet (summer), Cessna 206
Open: 8am - 8pm. Tue-Sun in summer (Mar-Nov). Wed-Sun in winter (Dec-Feb). Closed January
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12 Peterlee
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shottonairfield@aol.com
www.skydiveacademy.co.uk
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FS CF WP

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www.skydivesouthwest.co.uk
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Open: Fri-Sun (weekdays by arrangement)
First Jump Courses: tandem, RAPS AFF
AC WP

14 St Andrews
01334 880 678



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kbrady@fsdbial.co.uk
www.skydivestrathallan.co.uk
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16 Target
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skydive@theparachutecentre.com
www.theparachutecentre.com
Aircraft: 2 x Cessna 206
Open: 10am - dark Fri. 8am - dark Sat. 9am - dark on bank holidays
First Jump Courses: RAPS, AFF, tandem
LO FS WP

18 UK Parachuting
01953 861 030



UK Parachuting
Old Buckenham Airfield, Attleborough, Norfolk NR17 1PU
Tel: 01953 861 030 or 08456 585 544
Fax: 01953 861 031
jump@ukparachuting.co.uk
www.ukparachuting.co.uk
Aircraft: PA-32 (available for displays), Islander
Open: Weekends & weekdays by arrangement
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FS WP FF LO

19 Wild Geese
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parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk
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LO FS CF WP

UK Military DZs

- (A) Army Parachute Association**
APA Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
Tel: 01980 678 250 Fax: 01980 671 026
apa@netheravon.fsnet.co.uk
www.netheravon.com
- (B) RAFSPA & RAFSPA**
Hawks Parachute Team
JSPC (W) RAF Weston-on-the-Green, Bicester, Oxon OX25 3TQ
Tel: 01869 343 343 / 343 201 Fax: 01869 343 676
skydiveweston@aol.com
www.rafspa.com
- (C) Services Parachute Centre**
Shackleton Barracks, BFPO 802
Tel: 02877 721 472 Fax: 02877 721 342
- (D) Silver Stars Parachute Team**
Duke of Gloucester Barracks, South Cerney, Cirencester, Gloucester GL7 5RD
Tel: 01285 868259 Fax: 01285 861344
info@silverstars.org.uk
www.silverstars.org.uk

Overseas Military DZs

- Cyprus Combined Services Parachute Centre (CCSPC)**
Dhekelia Garrison, BFPO 58, Cyprus
Tel: 00 357 2474 4337 Fax: 00 357 2474 4180
skydive@logos.cy.net
www.skydivencyprus.com
- Rhine Army Parachute Association JSPC (L) (RAPA)**
PTC HQ ATG (G), BFPO 16
Tel: 0049 5254 982 2378 Fax: 0049 5254 982 2740
awright91@aol.com
<http://jspc.de> (unofficial website)

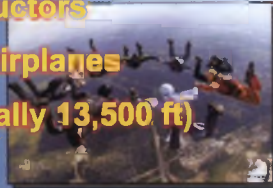
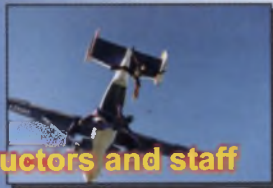


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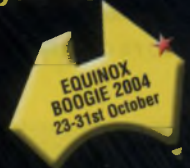
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The following organisations are run under the BPA Operations Manual when operating at BPA Affiliated Centres. The BPA takes no responsibility for training or advice when these organisations operate at other centres.

Active Skydiving

Active Skydiving

Active Skydiving
Glengoynan, St Fillans, Perthshire PH6 2ND
Tel/Fax: 01764 685316
Mobile: 07803 041348
scotty@activeskydiving.com
www.activeskydiving.com
Contact: Scotty Milne
Courses: AFF
Location: Spain, USA

Parachute Training Services

PARACHUTE TRAINING SERVICES

Parachute Training Services
11 Godwyn Close, Abingdon, Oxon OX14 1BU
Tel/Fax: 01235 529570
doug@paratrg.demon.co.uk
www.paratrg.demon.co.uk
Contact: Doug Peacock
Courses: RAPS, progression courses
Location: UK (Hinton Skydiving Centre)

Royal Navy & Royal Marines Sport Parachute Association

RN & RM SPA
Airfield Camp, Netheravon, Wilts SP4 9SF
Tel/Fax: 07811 208929
skydiveandski@hotmail.com
Contact: Phil Elston

Airwaves



Airwaves International Skydiving School
78 High Street, Bexley, Kent DA5 1LB
Tel: 01322 557375
Mobile: 07802 472 566
France: 00 33 (0) 619 605 997
skydive@air-waves.co.uk
www.air-waves.co.uk
Contact: Rod Bartholomew
Courses: AFF, RAPS, progression, tandem
Location: France, USA

PhD Skydiving



PhD Skydiving
Ramsdean House, Ramsdean, Petersfield GU32 1RS
Mobile: 07971 665815
martin@phdskydiving.co.uk
www.phdskydiving.co.uk
Contact: Martin Williams
Courses: AFF, Skydive U
Location: UK, Spain, USA

Skydive Academy

Skydive Academy Ltd.
Peterlee Parachute Centre, Shotton Colliery, Co Durham DH6 2NH
Tel/Fax: 0191 386 5261
skydiveacademy@aol.com
<http://members.aol.com/skydiveamy>
Contact: Ian Roseninge
Courses: AFF, Tandem
Location: UK (Peterlee) & abroad

East Coast

East Coast Parachute Centre
8 Burris Crescent, Chelmsford, Essex CM2 0TS
Tel: 01245 268772
slattery@blueyonder.co.uk
Contact: Val Slattery
Courses: RAPS, progression, AFF, tandem
Location: UK (London Parachute School)

Red Devils



Red Devils
Airfield Camp, Netheravon, Wiltshire SP4 9SF
Tel: 01980 678300
Fax: 01980 678349
oc@reddevilsonline.com
www.reddevilsonline.com
Contact: Captain Edward Paxton
Courses: Tandem
Location: UK (Netheravon)

Skydive Limited

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Skydive Limited
Sibson Airfield, Wansford, Peterborough PE8 6NE
Tel: 01832 280066
Fax: 01832 280067
Mobile: 0785 000 7178
chris@skydiveltd.com
www.skydiveltd.com
Contact: Chris Allen
Courses: AFF, Skydive U, tandem
Location: UK (Peterborough) & abroad

The Freefall Company



FreeFall Company
Sector Aerodrome, Empuriabrava, 17478, Girona, Spain
Tel: 00 34 972 45 45 63
Mobile: 00 34 626 54 53 98
kevin@freefallco.com
www.freefallco.com
Contact: Kevin McCarthy
Courses: AFF
Location: Spain

Pops UK



Pops UK
Flat 14, 21 Victoria Square, Clifton, Bristol, BS8 4ES
Tel: 0117 973 8341
www.thepops.org
Contact: Niels Hansen, Top POP
A society of skydivers over forty. We hold regular national and international meets at host parachute centres.

BCPA



British Collegiate Parachute Association
Tap Flat, 68 Berkeley Road, Bishopston, Bristol BS7 8HG
www.bcpa.org.uk
chairman@bcpa.org.uk
Contact: Tim Cooke, BCPA Chairman
The BCPA aims to promote skydiving at collegiate level. We run regional and national events for over 40 affiliated university clubs. The BCPA provides a community where university skydivers can find like-minded people to jump and socialise with.

Overseas Associated DZs

The BPA takes no responsibility for training or advice given by these drop zones as they do not necessarily operate under the BPA Operations Manual.

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www.skydiveempuriabrava.com

Skydive Spain

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Bullolus DLM, Seville, Spain
Tel: 0034 687 726 303
Fax: 0034 954 153 287
info@skydivespain.com
www.skydivespain.com

USA

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www.floridaskydiving.com

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Fax: 001 772 581 4468
skydivemik@aol.com
www.ffadventures.com

Freefall Adventures/ Skydive Cross Keys

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Fax: 001 856 629 7585
skydive@freefalladventures.com
www.freefalladventures.com

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Fax: 001 909 657 6178
office@skydiveperris.com
www.skydiveperris.com

Skydive Sebastian

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8-9 Freefly Skills Camp
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10-12 Island Freefly Extravaganza 2
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11-12 POPS Meet
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www.thepops.org pete@thepops.org

13-20 Artistics World Meet
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aeroclube@skydome.com.br

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www.skydive-northwest.com

18-19 4-Way Scrambles Meet
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www.skydiving.co.uk 0113 250 5600

18-19 POPS Meet
Jelenia Gora 0048 603 261 496
Poland zmatczuk@poczta.onet.pl

18-24 FS/CF & Classics World Meet
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www.wpc2004.com info@caf.hr

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shottonairfield@aol.com
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richardhayden_crew@yahoo.co.uk
www.skydiveempuriabrava.com

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