



SPORT

PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

**How to Fly Head Down
Intermediate Features
New Grading System**

April 1998

Springo

By Blue Track

Photo Jussi Laine



Fun standard included.



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APRIL 1998

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SPORT PARACHUTIST

Journal of the British Parachute Association

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Cover Photo: Shot taken by Dean O'Flaherty, the jumper is Brian Erler. It is great to see Brian this side of the lens as he's normally the one taking the photos. See page 37 for one of Brian's shots of Dean.

The information in this magazine was, to the best of our ability correct at the time of going to press. Reproduction, printing and despatch takes a total of 3 1/2 weeks so some information may be out of date or superseded.

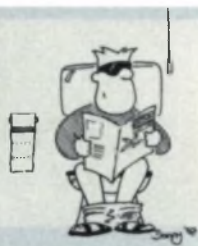
NOTE: Some of the photos contained in this magazine may show skydivers without helmets, in which case they were jumping abroad. In the UK it is mandatory to wear a helmet for obvious safety reasons.



SUPPORTED BY



Ed Speak



Well I know you're all gagging to get the extra pages but I'll just remind you that they don't start until the next (June) issue, when the budget for this membership year kicks in. In the mean time, the production team is working hard to make your extra pages really worth having! We should have much more room to use what you all send in for the next mag. So, to help you to help me to help you (if you got all that), here's a few suggestions to make sure your stuff makes it to print:

Club reps

There are still some drop zones where no-one has volunteered to be the link to the magazine. I would really like to be publishing more about club news, activities and momentous occasions but I receive little information from the majority of DZ's. Could I ask anyone with an interest in this to contact me.

Diary

Can I also ask all the drop zones to mail me your calendar NOW if I haven't included your forthcoming events in the diary to the right.

What's On

If you have a special event coming up, mail me a few paragraphs of information to be included in the What's On section (on page 3).

Make the Copy Dates

There are some new copy dates below for the next year, two for each magazine. The standard copy date is for articles and photographs; the 'Late, Late Deadline' is for last minute news which really couldn't be sent earlier. Do send in your contributions by the due dates, they are more likely to be used.

Photos Plus

Please help your photographs to be featured in the mag by sending as much information with them as possible, a couple of paragraphs will make it ideal for including in Snippets (see page 36).

Looking forward to a big fat postbag!

Lesley

PS Lots for students and intermediates in this issue!

Diary



Date	Event	Location	Contact
April			
1-5	Skydive U Skills Camp; sequential	Skydive Sebastian	00 1 561 388 5672
4-19	Easter Boogie	Ampuria Brava	00 34 72 45 01 11
8-13	Easter Boogie	Arizona, USA	001 520 466 3753
9	Riggers meeting	BPA Office	0116 278 5271
9	STC meeting	County Arms	0116 278 5271
9-13	Easter Boogie	Skydive Sebastian	00 1 561 388 5672
11-12	Easter Boogie 16-way meet	Langar	01949 860 878
16-25	BCPA Progression Week	Gap	01225 314 599
18-19	SPOCK	Strathallan	0141 357 2987
18-19	Lets Party	Peterborough	01832 280 490
21	Council meeting	BPA Office	0116 278 5271
25-26	Flanders Championship	Schaffan-Diest, Belgium	00 32 14 450 850
27- May 3	BI/Advanced Instructor course	Netheravon	0116 278 5271
May			
2-3	POPS International	Oud-Turnhout, Belgium	01253 713841
2-3	Stealth's Formations Load (26-ways)	Langar	01949 860 878
2-4	Southern Regionals	Netheravon	01980 678250
4-8	Exam/pre-Advanced Instructor course	Netheravon	0116 278 5271
8-18	Friends of Skydive Sebastian Boogie	Cancun, Mexico	00 1 561 388 5672
15-17	IPC Judging Course	Switzerland	0116 278 5271
16-24	Espace Spring Boogie	Vichy, France	fax 0033 4 78 75 60 50
18-22	Tandem/AFF Instructor course	Langar	0116 278 5271
19-25	Venezuelan Boogie	Venezuela	001 305 599 2124
22-24	\$2,000 Accuracy meet	Oud-Turnhout, Belgium	00 32 14 450 850
23-24	16-way meet. Skysurf/Freely seminar	Langar	01949 860 878
23-25	Scottish Nationals	Strathallan	07000 467 593
25-30	Progression Week	Tilstock	01948 841 111
28-Jun 2	mini-Boogie	Karlovy Vary	01932 701 321
June			
6-7	16-way meet	Peterborough	01832 280 490
6-7	8-way speed meet	Headcorn	01622 890862
6-14	Style & Accuracy Nationals	Target Skysports	0113 250 5600
6-14	Canopy Formation Nationals	Target Skysports	0113 250 5600
8-14	Student progression week	Headcorn	01622 890862
12- 21	Helicopter Boogie	Moscow	01932 701 321
13-14	Northern Regionals	Target Skysports	0113 250 5600
13-21	KC Freely Week	Peterborough	01832 280 490
20-21	POPS Meet	Sibson	01253 713841
22-27	POPS Meet	Moorsele, Belgium	01253 713841
23	Council meeting	BPA Office	0116 278 5271
July			
2-12	Moscow Boogie '98	Moscow	00 7 095 111 4475
3-12	Large Aircraft Boogie	Langar	01949 860 878
8-10	Training Days, RAPA Championships	JSPC(L), Germany	00 49 5254 98 2378
11-12	4-way meet	Headcorn	01622 890862
11-13	Style & Accuracy Competiton, RAPA	JSPC(L), Germany	00 49 5254 98 2378
11-14	pre-Nationals Training Camp	Peterborough	01832 280 490
14-16	FS Training	JSPC(L), Germany	00 49 5254 98 2378
17-19	4-way/16-way RAPA Championships	JSPC(L), Germany	00 49 5254 98 2378
18-24	Pre-Vichy Boogie	Ampuria Brava	00 34 72 45 01 11
18-26	World CF Championships	Netheravon	01980 678250
24- Aug 2	Formation Skydiving Nationals	Peterborough P C	01832 280490
25- Aug 2	Espace Boogie	TBA	00 33 60749 9150
25 - Aug 2	Espace Boogie	Vichy, France	fax 0033 4 78 75 60 50
August			
3-7	BI/Advanced Instructor course	Bridlington	0116 278 5271
5-16	World Freefall Convention	Quincy, USA	
6	Pilots Meeting	BPA Offices	0116 278 5271
10-14	Exam/pre-Advanced Instructor course	Bridlington	0116 278 5271
15-16	POPS Meet	Target Skysports	01253 713841
18	Council meeting	BPA Office	0116 278 5271
21-30	Boogie	Karlovy Vary	01932 701 321
22-23	Army Championships	Netheravon	01980 633 371
22-23	New Age Regionals	Netheravon	01980 633 371
25-31	Bank Holiday Fun Week	Peterborough	01832 280 490
28-31	Freestyle/Skysurfing Nationals	Target Skysports	0113 250 5600
September			
3-12	Classics World Meet	Croatia	
5-6	LAC Meet	Headcorn	01622 890862
12-13	Woodmouse 4-way meet	Peterborough	01832 280 490
19-27	FS World Cup	Evora, Portugal	
21-25	AFF Instructor course	Weston on the Green	0116 278 5271
26-27	POPS Meet	RN & RM SPA, Dunkeswell	01253 713841
26-27	Central Regionals	Weston on the Green	01869 343 343
October			
3-4	8-way Speed	Peterborough	01832 280 490
6-11	end of season party	Peterborough	01832 280 490
12-17	16-way practice/ fun jumps	Cyprus	00357 9 657 123
17-24	16-way meet	Cyprus	00357 9 657 123



What's On

LARGE AT LANGAR

A large formation weekend will be held at Langar where Steve 'Stealth' Elvy will be organising anything up to 26-ways. Leonid in the Let 410 and Angela in the Porter will do the formation flying and all the action will be captured on film by Gordon Hodgkinson. For more information call Langar on 01949 860 878.

TUNES AT TILSTOCK

The Tilstock progression week will be held on the week beginning 25 May culminating in a birthday party on Saturday 30 May. All students are invited to progress at speed for this dedicated week with no registration fee. Colin Fitzmaurice is sorting out the 'kickin choons' for Saturday night, mail him for more details at colin@tilstock.demon.co.uk or call him on 01948 841 111.

SIXTEEN IN CYPRUS

Dates have been finalised for the 16-way meet in Cyprus run by ex-pat Tony Modebe. The international meet will be held from 17 to 24 October, the aircraft will be available at

Dhekelia (Cyprus Combined Services Parachute Centre) for training and fun jumping the week before. There will therefore be no Cyprus Nationals this year; instead these will be run during 22-27 March 1999. Cyprus is also planning to host one of the bi-annual World POPS meets in November 1999. For details of any of these events contact Brian McGill on 00357 4 744 337 or 744 245. For enquiries about the 16-way meet only contact Tony Modebe on 00357 9 657 123.

VIBRANT IN VICHY

The popular Espace Boogies run by Joel Cruciani will take place this year with the usual line-up of top load organisers. Both events will be held at Vichy, France, the first out of a Casa 212 during 16-24 May; the second from an Antonov 72 from 25 July to 2 August. The organised loads at the Espace Boogie do seem to consistently produce quality skydives.

For details on the boogie, email ReneRoy@compuserve.com or fax 0033 4 78 75 60 50. Or check out their web site on <http://ourworld.compuserve.com/homepages/ReneRoy>

VIVA VENEZUELA!

An Mi-8 helicopter is booked for the Venezuelan Boogie which will be held during May 19-25. Boogie participants are booked into the Fiesta Inn Agusal, an upmarket hotel

with swimming pool and waterfall situated 100 feet from the boarding area. Load organisers will include Jerry Bird, Roger Ponce de Leon, Tony Urage, Mike Haagen-Daas and more. You can find images of the Venezuelan Connection '97 on Keith Larrett's web page at www.visexp.com. For more information and boogie prices email papiru@telcel.net.ve or hotelnet@worldnet.att.net or telephone 001 305 599 2124.

BRILLIANT IN BRAZIL

The seventh Latin American Friendship Cup will be held on Copacabana beach, Rio de Janeiro, Brazil during November 20-29. Events will include Classics and FS (4 and 8-way). For more information email Paulo Zanello on zanella@elogica.com.br or fax 00732 899 1900.

SIMPLY SCOTTISH

The Scottish Nationals will take place in Strathallan as usual over the second May bank holiday weekend (23-25). Registration starts on the

Friday night, wheels off at 10am the next morning with a big party planned for the Saturday night. Events will include 4-way, 8-way, accuracy and much more. Call Anne or Mike on 01259 743 797 or email on aej1972@aol.com for friendly help with accommodation.

SKYDIVE SIBSON

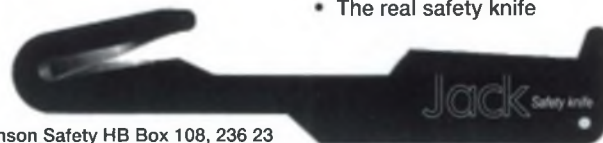
A freefly week will be held in memory of Keiron Clark, during 13-21 June. All levels are welcome as top freeflyers Alex Meacock and Kieran McLoughlin will be there to give out tips and help with flying positions. They are available all year round for freeflying fun at Sibson. There will be a 16-way meet during 6-7 June and a big party on 18-19 April when the Turbolet 410 first arrives. Throughout the summer jumps are £12 on Fridays so it's worth leaving early! Jumps also £12 at other selected special offer weeks. Call Sibson on 01832 280 490 for details of these events and many more.

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SPORT PARACHUTIST

Out on the first Saturday of every other month.

MAGAZINE	COPY DEADLINE	LATE LATE DEADLINE	TO READER
JUNE	22 April	14 May	6 June
AUGUST	17 June	9 July	2 August
OCTOBER	19 August	10 September	3 October
DECEMBER	21 October	12 November	5 December

Ronnie's

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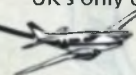
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News

SOLLY IN DELAND

World bronze medallist Solly Williams has become a business partner of Bob Hallett at DeLand. He has started a school there called The Relative Work School with team mate Gary Smith. They have an integrated program that incorporates both belly and free flight with also more advanced programs available. The drop zone will have a full service bar and restaurant by the middle of April.

1999 WORLD CHAMPS WEB PAGE

The preliminary web page is up: www.worldmeet.com. There is also a mailing list available from this site for all interested teams, jumpers etc who may not have the access to official mailing lists.

16-WAY FS RULES

The 1998 Competition Rules for 16-way Formation Skydiving are now available on the FAI web site, at: <http://www.fai.org/~fai/parachuting/documents/fs16.html>.

There has been no change in the FS 16-way dive pool. The World Record of the longest 16-way sequence in competition has been ratified, 9 points set by the Australian Team *It'll Happen*.

ENVIRONMENTAL CODE OF CONDUCT

Following the adoption by the FAI General Conference in Rio (October 1997) of an FAI Statement of Policy on environmental questions, the FAI Environmental Commission has moved quickly to implement General Conference's instruction that Environmental Codes of Conduct be developed for all air sport disciplines.

A general Code of Conduct, applicable to all air sports, has been drawn up by the Commission and can be seen in DRAFT form on the FAI website at http://www.fai.org/~fai/environment/code_conduct.html

FAI Air Sport Commissions are being invited to comment on this general code, and to set about drafting their own specific codes, in amplification of the general principles. A final version of the complete Code of Conduct will be published later this year.

LAPALISSE REOPENS

Lapalisse drop zone in France has reopened after being closed for six years. Well known organiser Alexis Perry is involved in the business.

Reminder to Members

A reminder to everyone to renew their BPA membership if they haven't already.



The zone offers a Cessna Caravan and/or Skyvan plus a Cessna 206. It has a bar, cafe, restaurant facility 'comfortable' bedrooms, heated swimming pool (outdoor), sauna, gym plus the usual skydiving essentials of creeping area, video debriefing rooms, packing and equipment shop. For more information call 0033 75 369 256 or fax 0033 56 337 986.

RN & RM SPA CLOSES

The Royal Navy and Royal Marines parachute facility at Dunkeswell has now closed. The civilian drop zone at Dunkeswell, which used to share an aircraft RN & RM SPA is still operating, they have now bought their own aircraft, a Cessna 206. For enquiries please call 01404 891 690.

CCI WANTED

Skydive Strathallan is looking for a new CCI. Anyone interested contact Keiran Brady on 01698 832 462 or 0836 201 953.



Dave's knotted string altimeter required concentration and dexterity

Moscow Boogie

July 2 - July 12 '98



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E-mail: vg@mpc.aha.ru

ANATOLY ZHIROV • Fax: 095 232 7749

E-mail: skydiver@asz.aha.ru

WANTED!

A NEW CCI

Contact: Skydive Strathallen

Mobile 0374 686161

Weekend 01764 662572

TARGET SKYSPORTS

1998 Events

May 28 – June 28

FS Coaching available by Lee Love, British 8 Way Champion and latest member of Sebastian XL, British 4 Way Champions

June 6-14

CLASSICS & CANOPY FORMATION NATIONAL CHAMPIONSHIPS

June 13-14

NORTHERN REGIONAL COMPETITION

Formation Skydiving, Canopy Formation and Classics

June 15-19

STUDENT PROGRESSION WEEK

Any student jumper welcome, cut price jumps, BOC and leg strap deployment available

June 19-22 (Friday to Monday)

ANNUAL BANDANA BOOGIE!

Load organisers, video men and Freeflying tuition available. £12 up to 13,000ft during 4 Boogie Days

June 27-July 5

BRITISH COLLEGIATE NATIONALS

Cut price jumps, BOC and leg strap deployment available

July 11-24

Pre FS Nationals Training Camp (Competition at Sibson) 4 Way Team jumps £50, 8 Way Team jumps £100 inc. Videoman

Freestyle tuition available by British National Champions most weekends. Freeflying tuition available from mid-April to early July.

Altitude jump prices every weekend from as little as £14.55 (up to 13,000ft) – normally £16 but buy ten and get one FREE

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Council Matters



DEVELOPMENT

The new Development Committee are putting together the next Development Plan. This document is a bid to the Sports Council showing how we intend to progress our sport over the five years from 2000 AD; the last document was worth £450,000 of funding. If anyone feels that they can contribute assistance do contact the Development Chairman via the office.

Computers

The BPA office is looking to update its computer systems again, if any member can help, do get in touch, Tye Boughen is heading up a work group.

Flying Restrictions

There are going to be some operating restrictions on the flying at Weston on the Green this year to appease local complaints.

BPA Review

Now that the AGM is over the BPA subcommittees are getting on with the work that the membership requested. Development is looking at how to help the BPA Review happen. A business such as the BPA needs to gauge how effectively and efficiently it carries out its business. At the AGM, Pete Carroll raised the issue of the Review and the members asked good questions that need to be answered. The Terms of Reference for the review were referred to at the AGM but, as Pete did not have a copy with him (*incredible! - Ed*) it was planned to publish these in this issue of *Sport Parachutist*. However, it turns out that the Terms of Reference referred to were the ones drawn up by

Steven Hoy in 1995(sic). These were correct for the function audit then but now influences have changed with Labour and changes in the CAA's operation. A current Terms of Reference would be the starting point for the Review. The initial stage of the review will be in-house. If needed we would then bring in an outside auditor to further investigate and recommend courses of action.

COMMUNICATIONS

The committee that facilitated the changes in the magazine has been reborn. The Communications Committee will look after the main channels of communication with the BPA's audiences: in other words: *Sport Parachutist* (for full members), *Freedom of the Skies* brochure & the web page (for potential members). The new committee is chaired by Charles Ross, members are Tye Boughen and John Saunders with Lesley Gale co-opted.

RIGGERS

With the advancement of kit, riggers training systems, deregulation from the CAA and safety notices there are an abundance of useful rigging projects on the go. A cash injection into the Riggers Committee will facilitate their completion. 'Apples' is chairing the Committee which is full of constructive ideas.

COMPETITIONS

Omniskore

Competitions Committee is considering the purchase of an Omniskore system to be used at FS National and Regional events. There are also add-on systems which can be used for

freestyle /skysurf events. Chris Allen has researched prices and available systems

Swoop Accuracy

Steve Apps and Chris Allen are investigating the creation of rules for what is termed a new age accuracy competition. This is basically an accuracy competition for people on high performance canopies. Obviously these rules will take a lot of thinking over as the committee wants to make it as safe as possible whilst keeping the fun element. They also see this as a way of entertaining non-jumpers and media.

Classics

John Smyth has now officially taken over as Team Manager for our National Style and Accuracy team. Debbie Curtis is pregnant so Julie Ballard has been recruited onto the team on a self funded basis.

New Regionals Registration

The committee is looking into issuing Intermediate and Junior certificates for teams at regional meets after a log book check. The team then produce this certificate at the next competition they enter. This system will make registration at other regionals and Nationals faster, more efficient and less confusing.

New Age

Following a point raised at the Competitions Committee forum at the AGM, there is to be a test New Age regional to be held over the first weekend of the Army Championships (22/23 August). This is intended to assess interest level and is timed to enhance training for those entering the New Age Nationals which start the following weekend.

The New Age Nationals will take place on 28-31 August at Target Skysports, Hibaldstow. These will not be a selection Nationals. The next World Meet in the new age disciplines is scheduled for 1999 in Australia. As much notice as possible will be given to teams of next year's Nationals to allow time for training.

NEW RATINGS

Judge

National FS - Bob Hiatt

Advanced Packer

Andy Bennett

Pilot Examiners

Patrick Jarvis

Nicholas Gooch

Michael Carruthers

Rules

There are no changes to the Style and Accuracy or CF regional / national rules (apart from the paragraphs relating to national selection).

Changes in the Offing

The committee is currently discussing the attendance of National teams at the non selection nationals (ie the year of the World Meet) and invites input from the membership. As we went to press the committee is considering a proposal to increase intermediate jump numbers to 1,800 for three team members (post Cat 10) and 900 for juniors (post Cat 10). Also a proposal that intermediate 8-way is randoms only. For the latest developments call the BPA office or contact the relevant Chairman.

Judging

In a bid to help trainee judges it has been decided that trainee judges will be able to claim their expenses to BPA competitions (obviously at the BPA standard remuneration) if they attend three or more BPA competitions in a year. The payment to be made at the end of the year.

The committee aims to hold a freestyle judging seminar before the Freestyle Nationals; anyone interested in attending should contact John Saunders.

STC

New Ops Manual

Once again the BPA Operations Manual has been revised, this came into force on 1 April this year. It includes a new system for post Cat 8, see pages 20-23 for details. The Ops Manual and new system can be found and downloaded from the BPA web page on www.bpa.org.uk. Go to *Members* then *Safety and Training* then go to *Information*. A summary of the minutes of STC, Riggers and Pilots meetings are also available here. Alternatively you can purchase an Ops Manual from the BPA at a cost of £4.00

BPA Committee Chairman can be contacted via the BPA office or on the following emails:

BPA Chairman	Phil Gibbs	PCNGibbs@aol.com
BPA Vice Chairman	Chris Allen	Skydive_International@compuserve.com
STC Chairman	Tye Boughen	Tye@mail.com
Development and Communications Chairman	Charles Ross	charles@email.com
Competitions Chairman	John Smyth	smyffy@aol.com
Riggers Chairman	Paul Applegate	Tel: 01869 277 469 (electronically disadvantaged)



VOGUE PHOTO SHOOT

There is, in a secret location in the south of England, a bit of a wind tunnel. This tunnel has been extensively tested by Loz Coleman, Cool Chick and George. Many hours were spent flying in the wind when the machine was first put together, for testing purposes, you understand. And what a device it is. Berni, its 'Dad', started with the back of a fag packet and on 5 February I flew for an hour and a half in its wind. Respect is due. Well, *Vogue* heard about it and came down with a 'Dude' to take some snaps. The dude's name is Nick Knight. I hadn't heard of him either but I had heard of David Bailey and he's better than Bailey! Anyway, Cool Chick is on the deck, scantily clad with 3,000 quid's worth of Raw Silk Designer Dress. It's dark, and very cold. Nick has all his stuff set up, lighting the air column with flash guns and flood lights. Cool Chick is waved into the wind. 15 seconds later she is skydiving nearly naked as the dress comes apart and disappears in an 'Upward' direction. Nick's mouth is open, thumb poised over the shutter...and it is all over before he can shoot one still. Three Grand's worth trashed in a heartbeat!

Soon the faithful *Vogue* Model, Cool Chick is back, with another designer creation, this time woven with real silver threads, *darling, sweetie!* This dress didn't fare much better and neither did Cool Chick as she was flung out of the tunnel, blood on a Chanel never did it any harm. Two more outfits to destroy, £5,000 of frock later and the shoot is over. 40 stills were taken, some should be in the June issue of *Vogue* (we hope). Nick was full of respect for Cool Chick's attitude and skill and left with a copy of the video of the evenings events. This he assured us he would show to a certain Miss K Moss the next time she bitched about breaking her nail on a

photo shoot. Thanks Airzone, *Vogue*, Berni and Nick Knight, for a most entertaining day. To hire or enquire about the wind tunnel call Loz Coleman at AirZone on 01733 270 743.

GREAT ESCAPES

If you have been watching Martin Brundell's Great Escapes you will have seen Ronnie O'Brien saving the life of Mike Smith and his tandem passenger over Sibson, in the early 1990's. This was a magical feat from Ronnie, to get hold of a spinning tandem, and dump the reserve. Mike has decided not to refine his 'Garrotted under a Tandem Drogue' spin recovery techniques, and has 'Hung Up' (no pun intended!) his tandem rig. The pair also appeared on GMTV, when Penny Smith introduced the main man as "This is Ronnie, with his enormous helmet!" The less said the better! Ronnie O'Brien, Nuff Respek!

TRY BEFORE YOU BUY

Alan Hewitt's Sky Science is embarking on the new year with a new service. They have put together a demo program with seven sets of equipment that can be tried by customers. All rigs are fitted with Cypres. The containers are from the major manufactures, and the canopies are ZP and F111 and range from 120 - 190 sqft. The thoughts behind this program are to enable a prospective purchaser to use the equipment that he is considering buying. For the use of the kit, there will be a small admin charge, but you will get a pack job in this fee, AND if you buy it will be refunded in full. For the lower experience jumper there will also be a program of supervision and instruction in both the flight and packing aspects. This program will be up and running by the start of the season. If you are in the market for some new equipment, then give Allan or Martin a call on 01980 844 130.

BABES ONLY

Skydive Sebastian are hosting the first world event that is exclusively open to women only. Andy Grimwade, Brit entrepreneur and DZ owner says "Women's formation skydiving is improving at an incredible rate. We get so many girl teams here, and they are really good!" Andy has set out to give the girls an 'International Arena' upon which to demonstrate their skills. The competition will be held Feb 11-17 1999. Aircraft will be Otters. Events will be 4-way and 8-way Women's FS. For the last 10 days before the Cup, Skydive Sebastian will provide FREE world class coaches to all the registered teams. Prices for training will be heavily discounted. So all you 'HOT' girls, get down, get sorted and strut your stuff! Call 001 561 388 5672.

BIG AIRCRAFT BOOGIE

Once again Langar are holding their annual Large Aircraft Boogie. Dates this year are 3-12 July 98. We are talking multiple twin turbine aircraft. Load capacity will be in the 70's. Altitude will be 13,500ft+. There will be Load Organisers of World Calibre, in FS and hopefully Free Fly too. There may well be an attempt on the British Record of 62. Once again all will be able to 'try out', the organisers will probably be the same dudes as organised the last one, but hopefully this time you'll be on the load! At time of going to press, a record attempt is not yet finalised. Stay chooned to WoTS for more! Book the time off for the boogie NOW. If the record goes down, you've gotta be there to be on it! Call 01949 860 878 for details.

NICE MAG!

The last issue of *Sport Parachutist* has generated lots of positive response. From Willy Boeykens, Kate Cooper, Solly Williams and John Chapman to name drop a few. The fine snap on the front, and the wealth of informative articles inside have made the last issue one of the best. That's not my opinion, it's yours! Keep calling Lesley to tell her if you like it or not and what you want to see. It's our mag, and it's GREAT! (*Nuthin' to do with you being on the cover then George! - Ed - But thanks!*)

SYMBIOSIS SUPER SUIT

The *Symbi Excel*. Features ultra fat grips, double arm grips, super long leg grips, cordura booties and fitted with all the things developed by *Sebastian XL*. Plus of course the 'magic dust' of XL which will make this suit 'hot property.' For all you hard core team people, this suit is the Dogs. *Sebastian XL* do thousands of jumps per year, their gear wears out fast. The *Symbi Excel* won't. Get yours now. Call Symbi on 01622 890 967.

SEB XL

Brit Champs, *Sebastian XL*, now have a business manager, Gary Southam. Like the guys he has loads of enthusiasm and energy, these people are all turning dreams into reality. He will be sorting out as much sponsorship as possible for training. Pete, Toby, John, Lee and Ian are continuing with current equipment sponsorship - they wouldn't swap their *Symbi Excels* for overalls or their Time-Out!!'s for Tamagoochi's! They will be competing in black xl's for the next season. Go Fast Boys. Contact Gary at 28 Pound Close, Hilland Rise, Headley, Hants, GU35 8LU for info about sponsorship packages and promotional clothing, videos and stickers. The guys recently did outstanding at the Valentine's Meet, Arizona, taking the bronze medal only 3 points behind *Vortex*. *Sebastian XL* are still giving the best coaching around, call them on 001 561 388 5672 or 001561 6517 to book NOW!

WORLD TEAM '98

Stop holding your breath, its Off. (Those who didn't know it was ON don't worry about it.) Spring '99 is the next possible 'Gunna', likely venue is Spain. Don't call Rob Colpus!

GO VERTICAL

Train in Spain, the jammin' DZ is having a Vertical Week with cheap jumps over the period from 17-25 of April. Tim Porter and Chris Gauge are down there, handing out their own brand of instruction. So if you fancy some Free Fly in the Sun, get down to Train in Spain! They can SORT you OUT! Call 0034 53 125 233.

THOUGHT OF THE MONTH

There is only one rule in skydiving: **PULL!**

George Pilkington

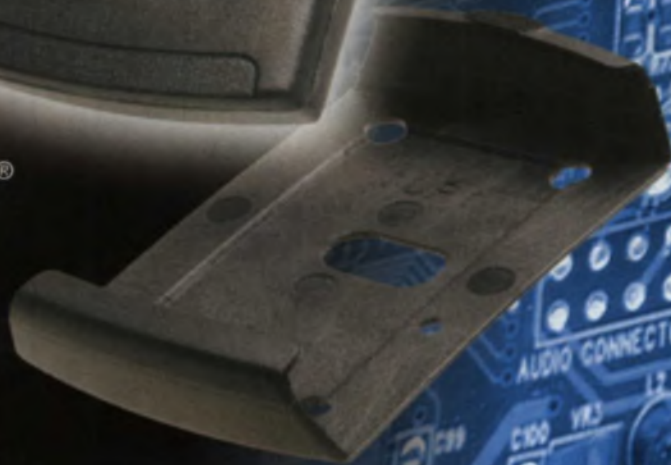
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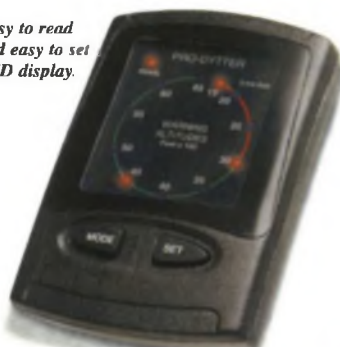


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01622 891236

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4-Way Fax Meet

- No plans yet for the season?
- Got four people, fancy doing some 4-way but nothing too serious?
- Can't travel to regionals?



If this is you, then read on...

We are putting together a 4-way FS Fax meet for interested teams (senior, intermediate and junior) around the country. The idea is to promote regular 4-way competition at all levels, without the time and commitment normally necessary to get to meets. This means you will be doing competition dives, but in your own time, at your home drop zone and out of your favourite aircraft.



ORGANISATION

It is intended for the meets to be as informal as possible. Four dives will be drawn and faxed once a month. You will have the whole month to do the dives, put them onto video and send them in for judging.

The tapes will be scored, results collated, and an updated 'league table' faxed back. There is no limit on the number of attempts allowed on each dive. Rules will be standard BPA 4-way FS rules, scored on 35 seconds working time but exit altitude will be unlimited (9,500ft minimum please!)

HANDICAP

An 'experience handicap' will be applied to all junior and intermediate teams.

This means all teams will be competing together in one league with roughly equal chances of coming out on top. The league table will be published in the mag. We aim to get it up and running for Round 1 in May and plan to arrange an end of season meet/party.



Act Now!

If you are interested in putting a team in, particularly if you would be willing to act as a 'co-ordinator' for your drop zone, please get in touch and register your interest with either:

Tom Scanlon – 0976 249 537
Ian Matthews – 01234 781 882

Did you know?

...that you can download the latest 4 and 8-way dive pools from:

<http://www.omniskore.com>

Crash Test Dummies

Once again the masses at the AGM tried their hands at checking out mannequins kitted out in a seriously suicidal manner. Check out the results...

More participants, more skill, more enthusiasm and above all more success. Almost 80 contenders took part and the figures show a significant improvement since last year. There was a very even experience spread; fewer early student) but a lot more in the 1000+ jump category, plus numerous instructors, right up to Examiner level. Presumably this reflects the cross-section at the AGM.

Improved Performance

I have merged the performance curves for all four dummies to give an overall average measure of success (see diagram) and then superimposed it onto the same graph drawn from last year's data, at the same scale. Two changes are clear. The peak has moved significantly right this year, showing 14% improvement in performance. Also, the peak has narrowed showing more consistency than last year. Few people did extremely badly and nobody cleared any of the (distinctly suicidal) models to jump.

Experience Levels

Perhaps surprisingly, the data confirms (as last year) that experience level makes little difference. Top results came from across the spectrum. Instructors and riggers did well, while some very experienced people missed many errors. One of the best checks was from a Cat 8 jumper with less than 100 jumps. As last year, performance improved as the test progressed, implying that practice is important.

Difficult Faults

No error went undiscovered. Three deserve a special mention. Many checkers managed to miss the pull-up cord left in the closure loop and some of those who did spot it thought it was part of the bridle line. Few spotted the pilot chute fault – it was stuffed down the legstrap rather than into the spandex pocket. An encouraging number spotted that the collapsible pilot chute of rig D had not been cocked.

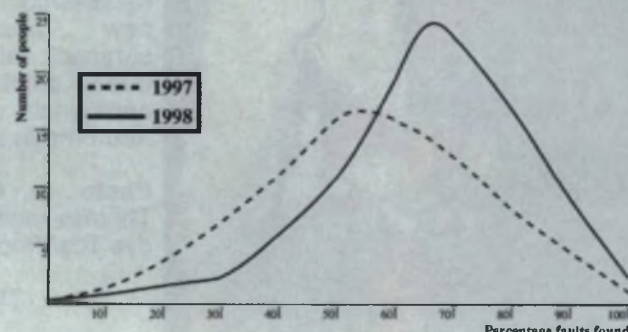
As last year, faults not on the list were spotted. Many of these were not, in fact, wrong, though people were right to query them. There seemed to be considerable ignorance regarding the new headgear rules, and a number of people thought that sealed reserves were illegal in the UK.

Summary

Frankly, the results were exactly as we had hoped. They demonstrate clearly that a pro-active approach to safety does work. This is in line with the findings of the PFA (Popular Flying Association) and the CAA in their similar tests for pilots.

These are the initial results. You can find the full report on www.new-coll-cf.ac.uk/flc98/ or request a printed copy from Chris on 01446 774 624 or email: cjones@new-coll-cf.ac.uk.

Chris Jones



Microline Shock

A French research company have carried out laboratory tests which they claim support the long held belief that *Polyethylene* suspension line (marketed as *Spectra* or *microline*) as used on most high performance ram-air canopies of today can make a parachute open harder.

Polyethylene is used by sport parachute manufacturers because it is more durable and considerably less bulky than Polyester (*Dacron*) line as used on most student or larger low performance canopies of today, or virtually all canopies of the 80's.

The French Government funded company claim that their tests show that 'During line stretch, with the same pilot chute, canopy and line-stowing speed, the jumper may experience an initial opening force, which can be two to four times greater with suspension lines made from the stiffer *Spectra* material'. This is because compared to other fibres, polyethylene is less elastic and therefore has less 'give' when subjected to load. Lines that stretch a bit during deployment spread the opening shock over a longer time and reduce peak forces.



Cost of Safety

The Jump Shack, manufacturers of the ubiquitous *Racer* harness container range have increased the price of their products from 1 February this year. The increase comes because of Jump Shack's recent improvements to their system which includes the new red coloured *Teflon* cutaway cables and their non-compressible cutaway housings which have come at a price considerably above the industry standard items as used in large numbers by all other rig manufacturers.

Jump Shack introduced these items as their solution to the potential problem of unacceptably hard cutaways due to high G loading and other factors, as has been debated comprehensively over the last year or so. (see *Kit News Special*, SP Oct/Nov '97) However Bill Booth of the Relative Workshop, designer and inventor of the three-ring cutaway system does not agree that the red *Teflon* cable is superior to the standard yellow *Lolon* coated cable as used on most other rigs on the market. He claims that it has several drawbacks which *Lolon* does not have, most notably its softer surface.

The new spec *Racer Elite*, *Power Racer* and *Elite Trainer* have gone up by about \$50 US, the *Racer Tandem* has remained unchanged.

Jump Shack - 001 904 734 5867

Intergalactic Teardrop

In addition to their regular parapak or cordura fabric choices, Thomas Sports Equipment are now offering a unique range of abstract colour options for their *Teardrop* harness/container system. The new abstract patterned parapak fabric is available in three colour-ways with the appropriate names of *Cosmos*, *Andromeda* and *Galaxy*.

Photo to left shows Chris Thomas modelling the latest tie-dye *Teardrop* at the AGM.

TSE - 01262 602063



French Mains Inflate

After three years of maintaining or lowering the price of their range of main canopies, Parachutes de France have, from the 1 February announced an increase. However, due to the relatively strong pound to franc ratio, their *Springo*, *Merit*, *Contact* and *Blue Track* canopies are still very competitive on the UK market.

PdF - 00 33 1 34 32 77 77

Photo by Colin Bridges



KIT NEWS



by Rob Colpus

Taken to the Cleaners!

For many years jumpers have used the services of their high street dry cleaners to restore the looks of their work-stained parachute rigs. This has been fairly common practice around the world until recently when the experts from a US fabric company claimed that this may not be such a good idea after all.

Apparently the dry-cleaning solvents used may damage the synthetic materials used to make modern harness container systems and may remove or soften the coatings usually applied to *parapak* or *cordura* fabric. The damage might not be obvious at first, but show up after the rig has been packed for a while. They explained that different fabrics receive different coatings and different cleaners use different dry-cleaning solutions. This means that the effects of dry-cleaning can vary dramatically from rig to rig and cleaner to cleaner without any knowledge of the possible outcome.

Time Out for Time-Out!!



Photo by Colin Bridges

The Cool and Groovy Fridge Company have dramatically reduced the price of their multiple warning audible altimeter, the *Time-Out!* Sales Director George Pilkington said 'In three years in the field we have sold over 10,000 units and have now recouped the development costs. We can now therefore reduce the price to our customers.' The *Time-Out!* will now sell at £79.99.

Cool n' Groovy - 01788 860 882

Dolphins Digress

The *Dolphin* harness/container system manufactured by the Florida company Altico was always from its conception intended as a basic no-frills, fast delivery economy rig available in any colour as long as it is black, with no options. This concept has worked very well for owner Mike Furry (designer of the *Javelin*, *Fury* and *Manta*, to name a few) over the last three or four years, but now Mike sees the need to start adding more of the options that are commonly available on most other, more expensive rigs on the market.

Following last year's addition of custom coloured pop-top caps, these new options include – mini (type 17) risers with mini rings, cutaway handles in custom colours, *parapak* as well as *cordura* fabric, zero porosity kill-line collapsible pilot chutes with leather hacky handles.

More news from Altico is the release this year of *The Dolphin Universal* – this Student Dolphin utilises a new system which is designed to release the main canopy and activate the reserve – whether the jumper pulls the reserve ripcord, pulls the cutaway handle, or pulls both in any order. The new system was designed so that

there would be no training or re-training required between a student used to the dual handle system or the SOS (single operating system) used at different drop zones. At time of writing Kit News had no details of the functioning of this system.

Altico – 001 352 523 0052
or The Kit Store – 01622 890967



Pictures show some of the new colour options for the Dolphin harness/container from Altico



Decisions made at IPC affect our sport at all levels. What went down at February's meeting? Britain's IPC Delegate John Hitchen reports. . .

IPC Meeting

The International Parachuting Commission (IPC) meets annually to discuss the rules for each discipline and determine the venue for future World Championships and World Cups. Forty-two nations were represented at the recent IPC meeting in Portugal

Media Exposure

One clear message of the meeting was that, if our sport is to achieve its aim to become a member of the Olympic family, we must be prepared to look at each of our disciplines and make changes where necessary.

These may be radical in order to increase public appeal and attract media attention. Roland Hilfiker, the IPC/IOC Co-ordinator, gave some examples of the major changes that other sports have had to make in order to become Olympic sports. There is a symbiotic relationship between sports athletes and the TV media; two thirds of the wealth of the Olympics comes from TV and one third comes from IOC sponsorship – which is itself dependent on advertising and TV for its success.

IPC has formed a subcommittee working group, 'IPC 2,000', which is to explore ways of

developing our sport, their initial focus will be on the single most important aspect – 'MEDIA EXPOSURE!'.

Accuracy on Stilettos?

The Style and Accuracy subcommittee, in line with making the disciplines more media attractive, discussed high performance canopies and whether this should be made a separate event. Throughout the next year, the committee will be considering the possibility of including this event in international competition. Perhaps, if the BPA Competitions Committee is in agreement, a fast canopy

competition could be organised within the UK. My gut feeling on this is that there would be a good response to this from the members. (like perhaps George Pilkington? —Ed) The safety of the jumpers, officials and spectators would be a primary concern when considering the rules.

World Games

Reports were given on the Lahti World Games in which the UK were represented by Sebastian XL who came fifth. The games were a great success with parachuting receiving more media attention and TV coverage than any other sport.

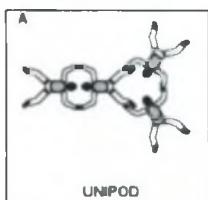
What's new in 4-way?

Lots of changes in the 4-way, mostly bringing in slot switchers. Many of the popular 'weekend' 4-way blocks have been replaced by more complex ones.

The result is a pool which is less accessible, we hope this will not have a detrimental affect on the number of new FS competitors.

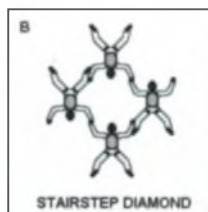
RANDOM A

OUT:
Offset
IN:
Unipod



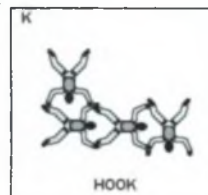
RANDOM B

OUT:
Arrowhead
IN:
Stairstep
Diamond



RANDOM K

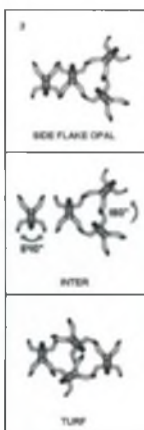
OUT:
Zoo
IN:
Hook



BLOCK 3

OUT:
Crazy →
Diamond
IN:
Side Flake
Opal → Turf

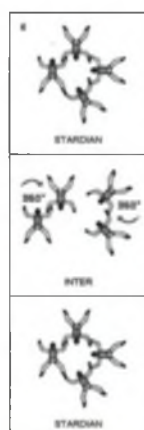
Comment:
"This is like the old crazy / diamond block but the individual does a 540°. Everyone else has time to go to Wendy's for a hot chocolate before redocking!"



BLOCK 6

OUT:
Accordion →
Stairstep
Diamond
IN:
Stardian →
Stardian

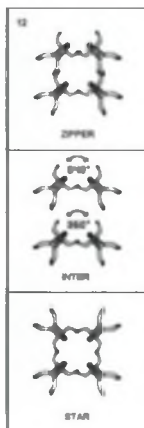
Comment:
"It's okay!"



BLOCK 12

OUT:
Unipod →
Zipper
IN:
Zipper → Star

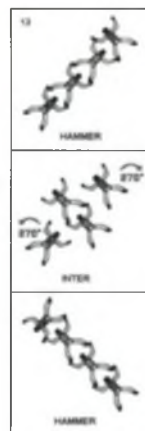
Comment:
"This is a real 'boogie block' with a major vertical!"



BLOCK 13

OUT:
Star → Star
IN:
Hammer →
Hammer

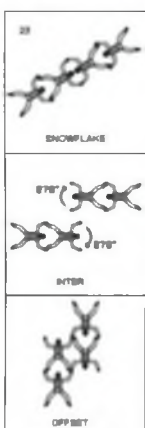
Comment: "The block messes with continuity. There are two ways to do the block; you can either build it straight which will repeat or you can build it curved which will give you a slot switcher."



BLOCK 23

OUT:
Snowflake →
Box
IN:
Snowflake →
Offset

Comment: "This is much easier than the old snow/box; the offset is what you used to end up with when you got the move wrong!"



Comments from Pete Allum, Sebastian XL

World Air Games

The first World Air Games in Turkey were also a great success. The overall winners were Russia with a total of 38 medals; 17 gold, 12 silver and 9 bronze. Second place went to France, followed by USA.

IPC wishes to be part of the second World Air Games which will be held in the year 2001. No decision has been made by the FAI on where these will be held but there are bids on the table from Turkey, Spain, Austria and Poland. The subcommittees for each discipline, other than Paraski, all expressed their desire to have the 'on year' for their World Championships coincide with the World Air Games.

Separate Ladies Event

The World Cup/European Cup in FS will be held in Portugal during the period 19-27 September 1998.

In order to evaluate the demand on behalf of the FS IPC subcommittee, a Ladies 4 and 8-way event will be included, providing there are a minimum of four teams in each event. It is considered that FS is far more physical now than in the past which has prompted discussion on whether ladies should compete separately to men. It was noted that none of the medal-winning teams at the World Air Games had lady members.

Judging

Any Judges wishing to

IPC EVENTS CALENDAR			
Discipline	Event	Venue	Date
Style and Accuracy	World Championships	Vrsar, Croatia	3 - 12 Sept 1998
FS (4 & 8-way)	World Cup	Evora, Portugal	19 - 27 Sept 1998
Freestyle/Skysurfing	World Cup	Evora, Portugal	19 - 27 Sept 1998
16-way FS	World Cup	Spain	30 Sept - 5 Oct 1998
Canopy Formation	World Championships	Eloy, Arizona, USA	1-10 Nov 1998
Formation Skydiving	World Championships	Corowa, NSW, Australia	20 - 30 Oct 1999
Freestyle/Skysurfing	World Championships	Corowa, NSW, Australia	20 - 30 Oct 1999

obtain a Freestyle and Skysurfing rating are advised that there will be a Judging Course in Switzerland during the period 15-17 May 1998. Full details may be obtained from the BPA office. Roger Flinn will be directing this course.

IPC Appointments

Roger Flinn has been chosen as Chief Judge and John Hitchen will be the IPC Controller at this year's Style and Accuracy World Championships. Bob Card is now Chairman of the Canopy Formation subcommittee and John Hitchen remains Vice-Chairman of the Style and Accuracy subcommittee, he is also an Advisor to the Technical and Safety subcommittee. Roger Flinn remains a member of the Judges subcommittee and an Advisor to the Style and Accuracy and Freestyle and Skysurfing subcommittee.

John Hitchen

Britain's World CF bid

The decision *not* to stage the event in Britain was made at an extraordinary Council meeting the morning of the AGM. Our National CF teams were invited and the financial situation was discussed at length.

The budget for staging the event was originally £450,000, of which the greatest proportion (30%) was travel, food and accommodation. Registration was calculated to provide about £100,000 towards the billing so there was a projected shortfall of £350,000. On Christmas Eve 1997, notification had been received that the BPA's bid for

extra Sports Council funding had been turned down. In early January the Army Parachute Association (APA) withdrew its offer of staging the event. Throughout January members of Council investigated other avenues such as commercial sponsorship but nothing was forthcoming; hence the decision to withdraw our bid.

Skydive Arizona put in a successful bid so the World Championships will be held in Eloy, Arizona during 1-10 November 1998. Cross Keys CReW and Team X, who were selected to represent Britain will still do so in Eloy; we wish them the best.

What's new in 8-way?

Hardly any changes, all the randoms are the same, two block changes, a nice easy draw.

BLOCK 3

OUT:-

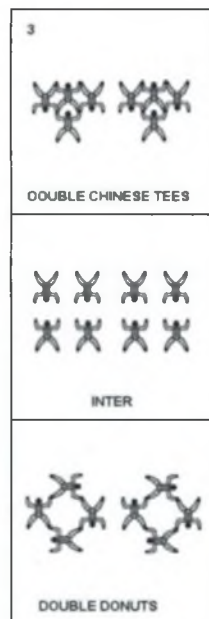
Double Donuts →
Double Chinese Tees

IN:-

Double Chinese Tees →
Double Donuts

Comment: "The new blocks are a piece of cake! Tees to Donuts is done exactly the same way but in reverse."

George Jicha, coach, ex-alternate for Arizona
Airspeed



BLOCK 24

OUT:-

Opal → Opal → Opal

IN:-

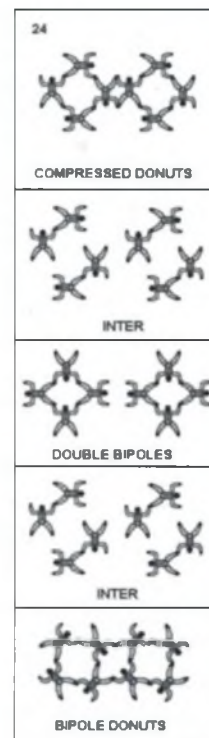
Compressed Donuts →
Double Bipoles → Bipole Donuts

Comment: "The new block takes about three seconds – really easy!"

George Jicha

"At last they've binned the block that takes longer than sex with a Red Devil (12 seconds)!"

Ed



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JAVELIN

In 1997 Skydiving history was made at The World Air Games!

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Stuart Meacock

Like Riding a Bike?

If you've not jumped for five months or so, will it all come back to you 'like riding a bike'? Or will it feel like starting all over again? Advanced Instructor Cornelia Waymouth gives us a few reminders of what to do before you take to the skies again to make it as easy and safe as possible

*"Oh to jump in England
Now that April's here ..."*

Even with the mild winter, who really enjoys jumping when the days are short and it is more often than not cold and miserable? The chances are that, unless you were able to get away from it all in say Spain or the States, you will be one of those people who has pretty much taken the last few months off. Now the season is about to start again, it's time to dig the rig out of the loft, dust off the cobwebs and make that drive back to the DZ. But is there anything else you should do in preparation?

Don't forget your docs!

It is not just a case of 'Will my jumpsuit still fit me after Christmas?'. Check that you can find all your personal documents: logbook, BPA membership (must be renewed by 1 April), FAI licence, medical (is it still in date – no nasty birthdays since the summer, I hope). Then there is the rig. Make sure that the reserve is in date – remember you need both its inspection check list and the packing card.

"Can you put your hands straight onto all the handles with your eyes closed?"

If it has been a few months since you jumped, it would not be a bad idea to take

the main out, air it and repack it, making sure it is dry and any dodgy elastics get replaced. Unless you are cleared to pack it yourself and are confident, leave this task until you are at the drop zone, so you can ask an instructor for help and/or packing checks if necessary.

Get dressed at home

Before you go to the DZ, it would be a good idea to put the rig on and re-familiarise yourself with how it feels, where all the handles are. Can you put your hands straight onto all the handles with your eyes closed? Remind yourself of emergencies – 'What would I do if ...?' Can you remember your reserve drills? Get your brain thinking about skydiving again.





Geographic South Pole, Antarctica.
6th December 1997

Michael S. Kearns, D-16 816

"I dove hard the entire skydive.
When I realized I was very low,
I went for the handle ... but
Cypres opened my reserve
already ... I just had time to
turn into the wind and land."

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Simon Ward

CHECKLIST

- ☐ Find current documents
- ☐ Try on your rig
- ☐ Revise your drills
- ☐ Talk to the staff
- ☐ Plan your skydive
- ☐ Note wind information
- ☐ Run through the jump
- ☐ Be extra safe
- ☐ Have fun!

Keep it familiar

Try to go to your regular DZ. Now is not the time to switch drop zones. For your first jump after a lay-off, it will be far easier to relax in familiar surroundings, jumping an aeroplane you are used to. Also, very importantly, the instructors will know you and will be able to respond to your needs better than if you are a stranger to them. You should not be jumping unfamiliar equipment. If you do not have your own rig, you will have to borrow or hire one. The canopies should be similar to those you are used to and most importantly, the deployment method really has to be the same.

Revision training

What you do after any lay-off is at the discretion of the CCI. Their decision will depend on your experience level, how long you haven't jumped for and how current you were before. If you are very experienced, then a verbal

acknowledgement that you have practised your reserve drills will probably suffice. If you are fairly inexperienced, then a session with an instructor would be sensible, followed by a solo jump.

Adrian Thornton



Run through your planned skydive on the way to altitude. Remind yourself what pull height looks like

They will tell you what delay you should do and make sure that you are happy with the freefall. You ought to pull the main pilot chute a couple of times during this revision. The instructor should ask you for your response to different emergencies and get you to perform cutaway drills in a training harness. The planned jump should be simple:- exit, do a practice pull, stop any manoeuvres well before your planned opening height, do another practice pull, then wave off and pull for real.

The jump itself

Make sure the manifest knows if you are planning to pull a little higher than usual (this is probably a good idea). So, unless you are getting out on your own pass, you probably want to exit at the back end of the load. Before you get on the aeroplane, make sure you know the wind direction and speed and find out where the opening point is. Remember to note the position of the sun (if there is any!) or landmarks relative to wind direction. Make a plan for your canopy control and landing pattern. Put your rig on early and, once again, check you can find your handles easily, especially with your gloves on.

"Get a pin check prior to exit, then throw yourself out and remember why you learnt to skydive!"

Get yourself checked out in good time. In the aeroplane on the ride to altitude, look outside and find the opening point and the DZ. See what the world looks like at pull height. Don't wind yourself up about the skydive, but run it through your mind at some point during the ascent – make a mental dirt dive. Get a pin check prior to exit, then throw yourself out and remember why you learnt to skydive!

Summer is just around the corner!

Cornelia Waymouth



Note the wind direction before you get in the plane

Cat 8 - What Now?

For some time there has been criticism of Categories 9 and 10 which concentrated on formation skydiving to the exclusion of other areas. The progression system has now been redesigned to include the 'new age' disciplines of freeflying and skyurfing.

Initial reaction to the changes has been very positive. Intermediate skydivers have praised the idea of having clear, attainable goals to work for. Here Tony Butler, BPA Technical Officer, gives an overview of this exciting development and answers some of the key questions about the new system

From April this year, the Federation Aeronautic Internationale (FAI) certificates, generally known as FAI licences, have changed.

In line with this, the Category System has also changed, with Categories 9 and 10 being replaced with a Grading System (see below for details of the grades).

Why have the changes been made?

With the 'old' FAI Certificates, hardly anyone applied for one until they were qualified for the C Certificate (Category 10 and 50 jumps), which tended to make the A and B Certificates redundant.

Also, up until now, anyone wanting to progress beyond Category 8 had to go along the Formation Skydiving route, as the category system did not take into account the other disciplines.

What happens now?

Once someone has reached Category 8, (either through the Category System or via

Did you know?

...that certificates and awards are available for 50,100, and 1,000 jumps and many more, all from your DZ or the BPA

AFF), they may then apply for the new FAI A certificate, (dark red, as opposed to the previously dark blue FAI certificates). They then obtain *Grade 1* in what is called *Individual Canopy (IC1)*, which means, the person has achieved the following:

- Been given a safety brief
- Demonstrated the ability to control the canopy using the risers
- Five landings within 10m of a target
- Spotted from 10,000ft.
- Received lessons on jumpmastering, BPA Operations Manual and equipment.

If successful, an IC1 sticker is then placed into their FAI certificate. The parachutist may then continue training to obtain further levels in one of three ways;

- Grade 1 Formation Skydiving (FS1) = cat 10
- Grade 1 Individual Style (IS1)
- Grade 1 Canopy Formation (CF1)

The new grades IS1 and CF1 are the equivalent of Category 10 in style or canopy formation. Again, when one of those Grade 1's has been obtained, the appropriate sticker will be inserted in the FAI certificate.

Once the parachutist has obtained Grade 1 in either formation skydiving or individual style, they may then train to obtain Grade 1 in *Freestyle/Freeflying (FF1)*. 

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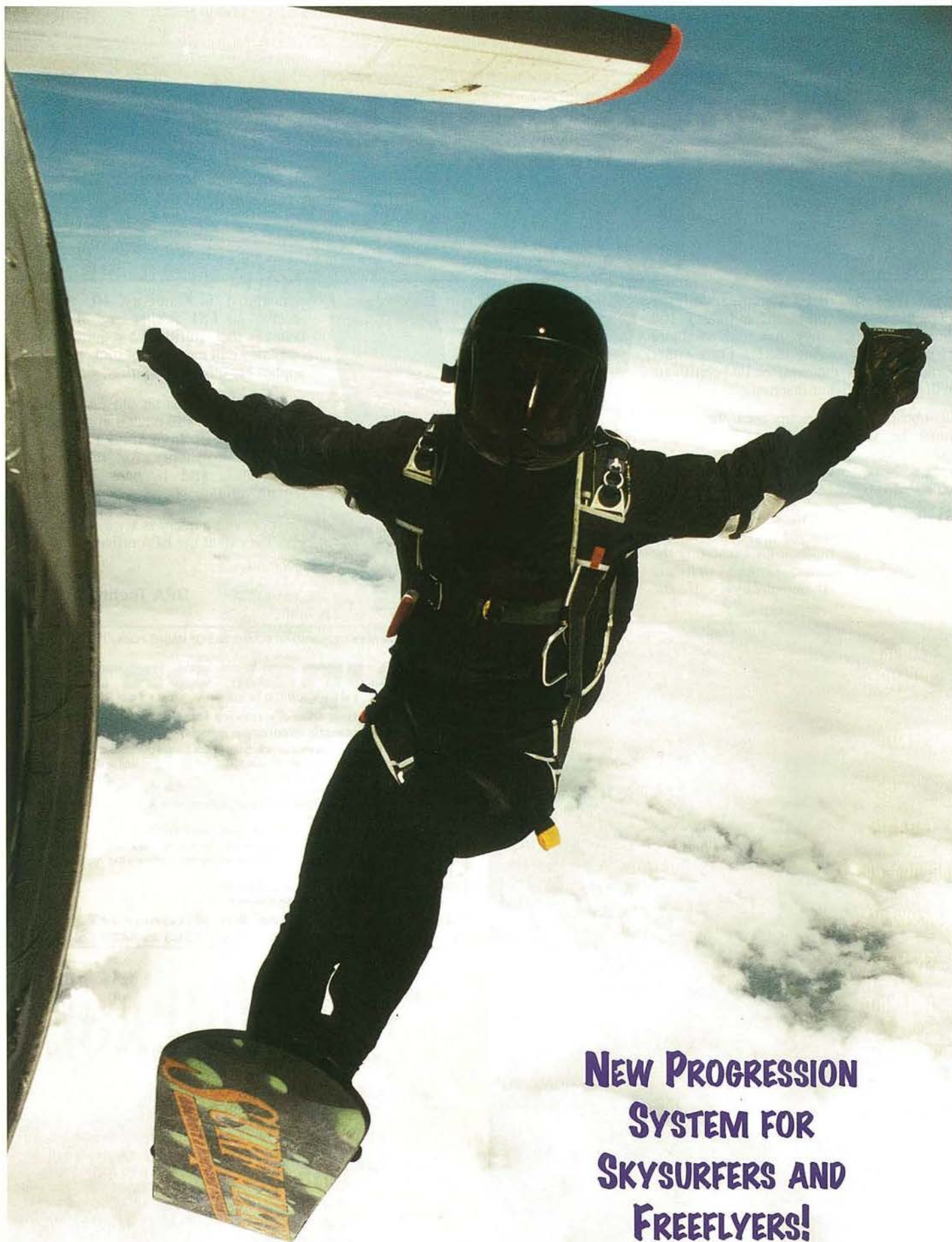
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The Met.Office



Tony Danbury took this great shot of Gilles Fabris leaving Langer's turbojet



**NEW PROGRESSION
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SKYSURFERS AND
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FAI Certificates – What are they for?



The FAI (Federation Aeronautique Internationale) is the international body governing all aerial activities throughout the world. An FAI certificate therefore provides a measure of competence in skydiving which is recognised in all other countries. It is useful to have when travelling and jumping abroad.

There is no absolute requirement to have one to jump in the UK – apart from some specific areas. If you intend to take part in a parachute display you will need an FAI certificate. Also, if you wish to compete in the Nationals or take part in national or international records you will need a current FAI certificate which must also have a current sporting licence plus the stamp of the year in question (see picture on left).

FAI licences can be obtained by sending the appropriate paperwork to the BPA with £10, sporting licences for each year are then added for £1 each time. There is no charge for the new grading stickers.

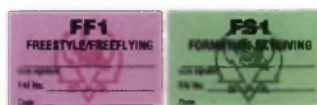
Once FF1 has been obtained and the parachutist has completed a further 100 freeflying jumps, they may train to obtain Grade 1 in *Skysurfing* (SSI). Once either Grade has been obtained, the FAI certificate will have the sticker inserted.

To obtain Grade 1 in any area, the jumper must be introduced to the area by a nominated parachutist; have received a full safety brief and demonstrated specific abilities as shown on the diagram to the right.

Skydivers who have the old FAI certificate can have theirs brought into line with the Grading System by their CCI inserting the new stickers in the Grades that are appropriate to their ability. If the



FAI Certificates
and the new Grading System stickers



parachutist is Category 10, they will receive an FS1 sticker and if the CCI believes they fulfill the requirements for IC1, they will receive that sticker. The same applies for other disciplines.

If a parachutist has an old FAI certificate (blue), they can still have it upgraded from, say, A to B or from C to D. It is not necessary to apply for the new red certificates. Old licences will always remain valid.

Anyone with a query is always welcome to give me call at the BPA office.

Tony Butler
BPA Technical Officer

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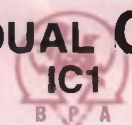
Cat 8 - What Now?

FAI A CERTIFICATE ←

FAI B CERTIFICATE ←

50 jumps and at least IC1

INDIVIDUAL CANOPY



The individual who has demonstrated the ability to:

- Control the canopy using the risers
- Achieve five consecutive, pre-declared landings within 10 metres of a target
- Spot from at least 10,000ft AGL

The parachutist must also have received the following from an instructor:

- A formal brief on the duties of a jumpmaster, including an introduction to the BPA Operations Manual
- A formal brief on parachuting equipment, including packing methods, maintenance and flight line checking

FAI C
CERTIFICATE
200 jumps
and at least one
further Grade 1

FORMATION SKYDIVING



- Control fall rate
- Control horizontal movement (forwards, backwards and sideways)
- Achieve docking techniques
- Turn in place
- Dive and approach a target
- Complete four points of 4-way

Training programmes such as WARP and Skydive U are acceptable for FS1, provided all the requirements of the above are met

INDIVIDUAL STYLE



- Complete a full series with precision in 16 seconds

Guidelines for obtaining IS1 can be found on BPA Form 187

CANOPY FORMATIONS



- Approach a target canopy
- Control 3D movements (up, down, forwards, backwards and sideslip)
- Achieve docking techniques
- Dock fourth on a 4 stack/plane
- Spot for CF from at least 8,000ft AGL

Guidelines for obtaining CF1 can be found on BPA Form 186

FAI D
CERTIFICATE
1,000 jumps

FREESTYLE/FREEFLYING



- Freefall in a controlled sitting position
- Freefall in a controlled standing position
- Freefall in a controlled head-down position

Guidelines for obtaining FF1 can be found on BPA Form 188

100 freely descents

SKYSURFING



- Perform a stable exit on a skysurfing board
- Perform a controlled backloop on a skysurfing board
- Deploy canopy in a standing position on a skysurfing board

Once SS1 has been obtained, the parachutist must not make skysurfing descents with others without CCI approval (a log book endorsement will suffice)

Guidelines for obtaining SS1 can be found on BPA Form 189

Notes:

- The award of Grade 1 in any of the disciplines may only be made by a CCI.
- Grade 1 is awarded by the placement of a discipline specific stamp in the parachutist's FAI Certificate.

Brian Erler, John Dolan,
Viviane Wegrath by
Dean O'Flaherty



- Do you enjoy watching head-down videos?
- Would you like to try it but don't know where to start?

International freestyle coach Tamara Koyn takes you through head-down. Step by step illustrations by John Schuman show the positions. Practice these tips and techniques on a bunch of solo dives and you will have cracked it!

First, it is necessary to learn a good basic flying stance. The function of any basic flying position is to fall straight down; to allow immediate easy adjustments to heading, horizontal movement and fall rate; and to cleanly present or take grips. Because everyone's body is different and there are individual flying styles, the exact positions and techniques in this article will vary from person to person.

Getting started

If you have never experienced head-down flight before, you may want to try a streamlined, completely vertical dive, commonly referred to as a 'no-lift dive.' The purpose of this drill is to get you familiar with being upside-down. While in a 'no lift' dive, the skydiver is positioned with the head and entire body straight into the airflow. The fall rate is rapid – up to 200+ mph. It's much safer to practice no-lift dives on solo jumps.

Once in freefall in a prone position (and facing a heading 90° to jump run as you may slide horizontally), start by bringing your arms to a position alongside your hips. Leaving them spread slightly will help maintain your lateral stability as you proceed with this technique. Straighten the legs and begin to press them downward against the resistance of the air. Just as with the arms, leaving the legs spread slightly will help your lateral stability. Lower your head and begin bending forward at your hips (waist). Don't rush it! You will incline in the direction of your head, first going into a track and then giving yourself the feeling that you are sliding forward, head-first off a giant slippery ball. For those jumpers who have not done this before, you will probably find this sensation strong and exhilarating! You might want to take 5-8 seconds on this; by going slowly, you can find the head-down position more easily without flipping onto your back.

Altitude Awareness!

Pay attention to your altitude as it will be consumed in practically no time! Only jump from above 8,000ft. Wear multiple altitude warning devices. Note that wind noise can mask warning sounds.

When you come out of this dive, the wind pressure against your body will be very strong. Keep your hands closer to your shoulders with your elbows bent as you flare out of the dive. This flaring technique, means the wind will not so easily jerk your arms backwards.

NB: Be sure that you slow your airspeed sufficiently before deployment to avoid a hard opening.

To expand upon your experience in the head-down orientation, you can practice entering the no-lift dive with a slow and

quick diving entry. In the no-lift dive, move your head about and notice how your head position effects the position of your body. Practice both the arched variation and the straight body variation of the no-lift dive and notice the difference in sensation.

Basic Head-down Position

Once you have experienced your first sensations of being head-down in freefall, you are ready to learn the basic head-down flying stance (Figs 1 and 2).



Ian Chick



Visuals

While flying head-down, your visuals will be upside-down, this may take some getting used to. In the beginning, keep your head straight on your spine, this will help you keep oriented. Then, as you progress, you will find that you can move your head to look to the right and to the left. And finally, you will be able to look all around without experiencing difficulty with your balance. You can become more accustomed to viewing the world from this perspective by hanging upside-down on the ground and watching people around you. Another way to become accustomed to inverted visuals is to watch video shot in this manner.

The Legs

While holding the Basic Head-down Position, the legs are spread sideways into a straddle-like position with a slight pike in the hips. The knees point toward the sides and are slightly bent. At all times, you should feel air pressure against both the ankles and knees while spreading your legs against the resistance of the wind. The knees should be pointing outwards, not



forward. You must physically force your legs to spread against the relative wind to give you air to fly on. Even wearing baggy pants and a tight top will not help you if you do not physically use your legs! Your leg usage gives you control of proximity, adjusting level and making pirouettes. On video, you can spot experienced freeflyers by the way they use their legs and ankles. Your ankles should always be further out than your knees, which will be always downstream from your hips. Failing to control the legs can cause them to flop around causing sliding and loss of balance. Holding the ankles stiffly inside the burble of the knees and thighs will cause you to buffet making the position difficult to control.

The Torso

Your spine should be straight (neither arched nor de-arched) with your head straight on your spine, and the horizon straight ahead in view (assuming that you are at terminal velocity). Maintaining a neutral torso position to work from will give you a more accurate feeling for the position and control of the body. The torso is the centre-point from which the arms and legs manipulate the airflow. From this neutral position, you will also learn to manipulate the mid-section of your body more easily. Imagining that your shoulders are the leading edge of a high performance wing, you can use arching and de-arching to change your angle of attack. If you are not vertical, then you will need to reposition your torso straight into the airflow. Use an arching position to recover from leaning onto your back and/or the backs of your legs; use a de-arching position to recover from leaning into your front. We

are so used to arching that this skill in using the torso can be difficult at first.

Pendulum swing drill

The 'pendulum swing' solo freefall drill can help you acquire a feeling for this and help you reduce any stiffness in your body. Stiffness prevents you from feeling and flying on the relative wind.

Starting from a position facing the relative wind (or with your back to it), practice the pendulum action. Starting from face down, bring your arms to your sides and dive the head toward the ground bending at the waist/hips in a manner similar to

Take the Plunge!

The swimming pool can be a great learning aid for the basic head-down stance. While swimming, you can find the inverted position and adjust to the visuals (use a face mask). Have a partner check your accuracy in maintaining your vertical head-down orientation. Once you have learned to find the position in the water, practice a second drill in chest deep water. Assume the head-down straddle, have your partner correct it if necessary. Once you can do this easily, practice a resistance drill where your partner pushes on the sides of your legs as if to close them. With your head near the bottom of the pool and hands on the pool bottom, spread your legs pushing against the resistance your partner gives you with their hands. They must take care to not pull you out of the vertical position.

starting a front-loop. When you get to your back, bring the arms next to the sides of your body and arch, looking backwards for the ground with your head. Make sure your knees are straight when you arch from the position on your back. Note that your palms will always face and feel the airflow throughout your motion. Continue this 'swinging' type action. Play with reducing the amount of swing so that you stay more head-down.

The Arms

The hands are even with the top of the head; forearms straight into the wind; elbows even with the shoulders (neither forward nor backward). You should feel the airflow on your palms. Imagine holding two large dinner plates, one in each hand. This arm position allows you to present or take grips when making contact with your partner. However, be aware that everyone is unique and you will find a position which works best for you. Many freeflyers prefer to fly with the arms swept back (see Fig 3).



On the Ride to Altitude

You can perform an exercise on the way up in the plane to get a feeling for using your legs. If you are by the door and it is open, lie back and press your leg out the door against the airflow; hence get a feel for how the wind resistance should feel on your leg in the Head-down Straddle position. Make sure your head is pointed toward the front of the aircraft so your leg is properly presented to the airflow. Let your foot dangle in the burble of your knee and then press your ankle into the wind and notice the difference. While doing this exercise, be sure that your knee is pointing out of the door and not toward the ceiling of the aircraft.

NB: Communicate your intentions to the pilot and jumpmaster.

Exit drills

While initially learning the basic head-down position, you can use these exit drills to assist your learning. Try the following exits in sequence, trying the next one only after successfully completing the previous.



Ian Chapman over Hildalstow by Goody

Summary

While flying head-down, aim for a relaxed but firm position with deliberate actions. Feel the relative wind and interact with the airflow to adjust your balance, your level and proximity. Overall, you want to be sure that your body position is symmetrical.

Common problems to avoid

If you keep the same habits that you do while flying face-to-earth, arching your body, you will have continuous problems with your position – either backsliding or always falling back onto your face. Another problem is dropping the lower legs backwards with the knees pointed forward (instead of having the knees point to the sides). This causes a constant forward sliding action.

On the first exit, hold a basic face-to-wind position on aircraft heading and feel the transition as you move into the face-to-earth position.

On the second exit, gently exaggerate the feeling of riding the hill by tilting forward into a no-lift dive. Immediately after you exit, look at the ground beyond your feet, with the arms positioned at your sides. Straighten your knees and bend forward at the waist. As you gradually tip forward, allow yourself to view the horizon line upside-down. Do not rush this transition. Relax and enjoy the flow along with any exhilaration you may feel.

On your third exit, exaggerate the feeling of riding the hill just as you did on the second exit. However, this time keep your arms spread wide, with the palms

presented to the airflow, as you tip over to the head-down position. You will probably use more bending at the waist and hips to proceed into a head-low attitude. Keep your legs spread wide and pushing against the airflow.

Entering the head-down position

At terminal velocity, you can get into the head-down position using any convenient method. However, you should get into the position as rapidly as possible to avoid any unwanted horizontal sliding. You can enter the position by performing a half cartwheel, half front-loop, or half back-loop from an upright position such as the 'chair' or straddle stand-up. Because the airflow will be very strong and cause additional strain, do not initially go into the head-down position by spreading your limbs from the no-lift dive explained earlier.

from a half front-loop

When entering the position by performing a half front-loop, this should be brisk, yet you should be able to stop in time for the head-down position. Put the arms into the overhead position during the last quarter of the loop to prevent overshooting the position. If you don't make it to the head-down position, your front-loop was not quick enough and/or your arms were too far over your head. However, if you overshot the position, you didn't raise your arms over your head soon enough. Finding the desired timing will require some experimentation!

from a half backloop

You can use this same technique for performing a half backloop to the basic head-down position. Keep your hips rigid. If you allow your waist to fold you will come out on your back instead of flipping backwards into the basic head-down position.

from a half cartwheel

To enter the position by performing a half cartwheel, shift the legs to the left (for a right cartwheel). As your legs catch the air, flipping you onto your side, position the left leg and left arm into the basic head-down position. As you feel yourself stop, position the right side of your body into the position. Make sure that the axis around which you cartwheel does not tilt forward or backward. Keep your focus on the horizon in front of you. If you are leaning forward when you start from your upright position, you will find that your chest will catch air and cause you to backslide and possibly lose balance. 

S-t-r-e-t-c-h Yourself

If you lack the flexibility to position your knees facing outward, you will benefit from stretching. Lie on your back, place the soles of your feet together with your knees out to the sides and gently press your knees toward the floor. Or: lie on your belly with the soles of your feet together and your knees out to the sides on the floor. **NB:** Stretching should only be done after active exercise.

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4-6 Week Delivery!

Chris Lynch by Simon Hughes



Practice makes perfect

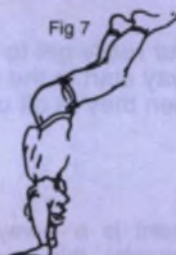
On solo dives, practice assuming the basic head-down position using all the techniques from an upright position. Then practice your balance while holding the basic head-down position; this may take you several dives. As you start to get the feel for holding the position, pay attention to the feeling of the air on your body. If you feel air on your chest, you know you are backsliding. If you feel air on the back of your legs, you're leaning too much onto your back. Use the motion that you learned in the pendulum swing to correct your orientation, ie, if you have air on your chest, bend forward at the hips; if you have air on the back of your legs, arch your hips to get your legs over you.

When you think you have found your balance point, practice pirouetting while staying perfectly vertical and without spiralling. By pointing the fingers of one hand backward and pressing them into the airflow (without distorting your body position), you can make a pirouette in the direction of that hand. Your pirouettes will take on a spiralling action if your torso is not straight into the airflow. This action is your clue that your torso is not directed straight into the airflow and you're horizontally sliding. In other words, you need more practice in controlling the pitch of your body to find your correct balance point.

Forward movement

Once you can balance in the basic body position, you are ready to begin learning to control your proximity and level relative to a partner. You may want to find a more experienced freeflyer to chase you out on a dive (preferably with video) and check your body position. If your position is good, you most likely will be falling nearly straight down with little horizontal

movement. To move forward or backward, use slight adjustments in the lean of your body. To move forward, angle your body with your legs back and torso forward (see Fig 4). To move backward, angle your body with your legs forward and the torso backward (see Fig 5). You may wish to use the position of your legs alone (as illustrated in figures 6 and 7). Be precise and only angle your body slightly.



Fall rate

To fall faster, decrease the leg spread. To fall slower, increase it. You may feel more control with your knees straight, adjusting your fall rate by how much you spread your legs (Fig 8). For someone who just can't seem to learn a head-down straddle, the head-down 'daffy' position may be better. (see Fig 9).



The Head-down Daffy Position

While in the head-down position, you can position one leg forward with the other backward in a head-down daffy. For greater ease in maintaining heading, one leg should be directly forward with the other directly backward and neither leg should be rotated outward from the hip socket. If the legs are slightly off to the sides or rotated in the hip sockets, this can cause you to pirouette. The forward and backward leg spread increases your stability. In order to fall straight down, it is

critical that the legs are evenly separated. It may feel that the back leg is more backwards than the front leg is forwards when your legs are actually even. Applying pressure with the forward leg causes a backslide (Fig 10) and applying pressure with the back leg causes a front slide (Fig 11). Decreasing the leg spread increases the fall rate and increasing the leg spread slows the fall rate.

On some solo dives, practice the head-down position with one leg positioned forward and the other leg backward. Explore and experiment with your balance on the pitch axis by pushing more or less with each leg. Be sure that you always return to the neutral position with the torso and head pointed straight into the airflow. Again, performing a clean pirouette without a spiralling action will help you confirm that your torso is oriented straight into the airflow. Practice the head-down daffy with both the right and left leg to avoid having a preference on which leg you like to have forward.

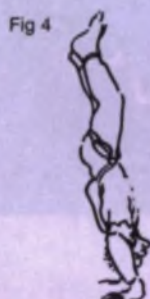
It may take possibly up to 50 dives or so to learn the material covered in this article. It is important that you are patient and don't try to rush through the exercises too quickly. Most importantly, have fun and stay safe.

Tamara Koyn
koyn@fastrans.net

About the author:

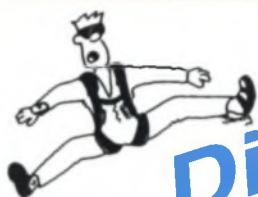
Tamara has a BA in teaching dance with movement science and has been a freestyle pioneer since 1985. She has 1,700+ freestyle jumps; 400+ freefly jumps and has published the first books and video on this area. Tamara has coached since 1988, and is a four-time medallist in world competition.

Illustrations by John Schuman



Claude Tzikansky

K-Ramba freeflying over Ampuria Brava:
Sylvain Turina, Stéphane Fardel, Nicolas Arnaud, Alexandre Gillard, Alexandre Lodite



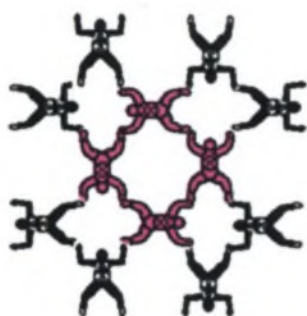
Dive of the Month

This dive was engineered by Pete Allum and carried out by Sebastian XL and friends Team Vibe.

Further contributions to this column are welcome, the aims are originality and fun. Send to: Sport Parachutist, 3 Burton Street, Peterborough PE1 5HA – or email: sportpara@aol.com

Veritably Vertical

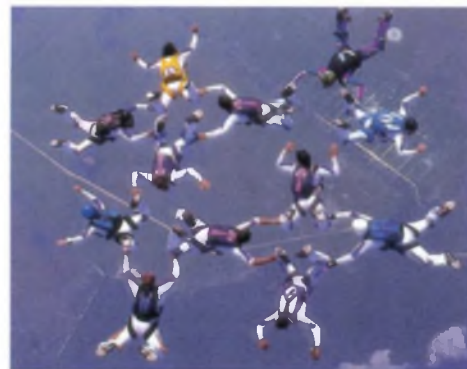
This is a 12-way skydive where the base four really get to fly. A great skydive for a 4-way team, current on verticals, to organise for a sunset load big-way. The 4-way start in the middle and then vertical up-and-over to the outside. A piece transition brings them back to the centre, then they're off up-and-out again. Whatever your slot, the visuals are outstanding!



- 1 **Puzzle**
The first point is a 4-way donut in the centre (shown in purple), this is your 4-way team. Now build bipoles on the outside, like a donut jewel.

Secret Stuff

Good fall rate in the donut, build it square. Outside people doing back-ins, make your approach then STOP before you back in.



- 2 The centre 4-way releases grips and vertical up-and-over to the outside. Yahoo! Remaining people keep their grips and fly the four 2-way pieces into the middle to make an 8-way in-out. The purple guys 180° turn and frisbee flake the outside.

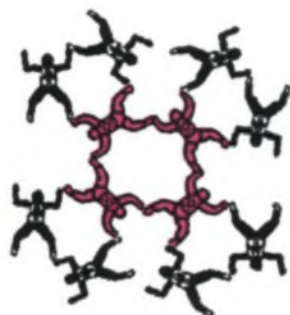
Secret Stuff

2-way pieces

Reference with your opposite clone piece. People facing out, allow your partner to fly you where they wish, be light. Reference over the shoulder on the side you are not gripped on, matching your piece partner's level using your peripheral vision.

People doing verticals

Ensure you gain enough height to avoid collision, we are talking verticals for fun here, not the quickest block move of the century! Don't flake the outside until the centre 8-way core is complete. Fly the position, not grips in the frisbee flake. Don't take your arm grip and swing your leg in!



- 3 Now release into four 3-way donut pieces. Rotate the pieces through 180° to bring the purple 4-way dudes back into the middle for a donut.

Secret Stuff

Reference with your opposite 3-way piece and turn at a similar speed, not too fast! Put the brakes on early and finish the block by flying your purple donut person to the set-up across from their clone in the opposite piece.



Note: We recommend the wearing of hard helmets for any skydive doing verticals

Photos by Piet Skiet



Ready for another vertical? The purple cool 'n' groovies release their grips and hop up-and-over to the outside. The remaining people keep their grips and fly their 2-way pieces to the middle to make an 8-way donut. Purple guys then 180° turn and frisbee flake.



Photo by Piet Skiet

Secret Stuff 2-way pieces

On the break, pick up your clone in the eventual 8-way donut core and fly to set up opposite them. Don't think about picking up grips until you are in the right piece of sky. Be patient and smo-o-oth, don't

underestimate this formation! Any problems getting a grip, don't chase it, everyone push in sideways and work the set-up with your cross partner.

People doing verticals

Same stuff, different formation.

SKYDIVE ARIZONA

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SCHEDULE OF EVENTS

JANUARY 16-18
Mission Impossible I

JANUARY 24 - FEBRUARY 1
Style & Accuracy Camp

JANUARY 24-25
Free Fly Money Meet

JANUARY 28 - FEBRUARY 1
Skysurfing Camp

FEBRUARY 13-16
Valentine's Money Meet

MARCH 12-16
South of the Border Boogie
San Carlos, Mexico

MARCH 13-15
Mission Impossible II

APRIL 8-13
Easter Boogie

MAY 1-3
Mission Impossible III

MAY 23-25
Turbine Madness
& Arizona Challenge

SKYDIVE ARIZONA

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POPS CORNER

Parachutists Over
Phorty Society



Inger Allum

A great turn-out at the POPS meeting at the AGM – can you spot past and present BPA chairmen?

VISIT FROM US MEMBER

It was nice to see a good turn-out of POPS members at the AGM. They included Bill Wood, one of our members from the USA, who was on holiday in the UK and took the time to come and visit us.

BETTER LATE THAN NEVER

Also at the POPS meeting, Mike Allum finally caught up with Lofty Thomas and presented him with his medal for being Meet Director at the World Meet in Jordan last year. Well done Lofty!

Sue Hill Hon Sec/Treasurer

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POPS MEETS 1998

20-21	June	- Sibson
22-27	June	- Moorsele
15-16	August	- Hibaldstow
26-27	September	- TBA

Due to problems at Dunkeswell, the September meet venue will have to change. Suggestions or invitations most welcome

New Members

Please Welcome:

Matt Patrick, Graham Fowler, Trevor James, David Jackson, Sandy Moore, Pete Mitchell, Ian Hutchman

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PEOPLE IN THE SPORT

Doug Peacock

When and where did you start jumping and how many jumps do you have now?

I started jumping in 1956 as a Royal Air Force PJI (Parachute Jumping Instructor) at Abingdon. My BPA number is 125 (they started at 101) and my FAI licence number is D68. My first freefall was at Kidlington Airport in May 1959, a three second delay from a Tiger Moth at 1,500ft!! I was hooked immediately, and to date have 3,500 jumps. I now average about 35 jumps a year.

Are you married?

I am married to Helen, we have two daughters and three grandchildren.

What do you do in the sport?

I have always worked full time in the sport, first with RAFSPA as an instructor and member of the RAF Falcons display team and finally as CCI of RASPA from 1976-1977. I then started working with the BPA as National Coach in 1978 and from 1982-1988 as the National Coach for the Sultan of Oman. I now average four days a week running Parachute Training Services.

Tell me about your four years with the Falcons

The four years with the Falcons (1967-1971) was non-stop. Every year we did selection and pre-season training at Sharjah in the Gulf. April through September was the demo season and we used the C130 Hercules most of the time. Perhaps 1971 was the busiest, we started off with two months in Australia and then jumped at every major air show in Europe; from Gothenburg to Toulouse via Paris le Bourget. We finished the season with three weeks in Hong Kong. These were probably the trickiest demos, particularly the six night demos we did into the Government Stadium; twelve



Photos by Lesley Fitchett

jumpers from three helicopters. The overshoots were 100ft cliffs on three sides and a six lane highway on the fourth. The canopies were long-line Mk 1 Para-Commanders with chest-mounted non-steerable reserves, which I am sure some of your readers will remember. Not much room for error!

from the Red Devils early in 1972 and we were thus the second team in the country to go square.

Is it true you attacked your main canopy with a pair of scissors?

My first personal parachute cost me \$30 by mail order from the States. It was a brand new military surplus C9 (round) canopy in a B4 container. I modified it by cutting two drive slots, a bar and turning windows into it; added control lines; bought a deployment sleeve and installed D rings in the harness for a reserve. It was known as a TU modification, had a forward speed of about 5mph and a definitely illegal descent rate. I used it for about two years and loved every minute.

How many reserve rides have you had and what have you learnt as a result?

I have had about eight reserve rides to date, including two totals. Until you've had one, you're always curious. Dealing with the first gives you a lot of



What was your first square canopy?

My first square canopy was a long line Paraplane. RAFSPA bought three of these

SKY SCIENCE

ACCESSORIES . . . NEW EQUIPMENT . . . USED EQUIPMENT . . . JUMPSUITS . . . RIGGING

New Season

Welcome to the start of a new season which we hope will be even better than last year, Sky Science has grown again and just look what we can offer you this year.

Staff Personalities

THE team is still led by ALLAN HEWITT, but he is now able to take a step back from the running of the office and spend nearly all his time where he wants to be, in the rigging room. Hands on rigging and providing a quality control system others would be envious of.

We have acquired an experienced jumper and an Advanced rigger as a partner.

JOHN RIX as many of you may know is an ex Red Devil and international RW competitor who has many years over a wide spectrum in the sport. He will continue with his 'day job' but is proving to be a strong asset to Sky Science.

Next is MARTIN 'TAFF' WILLIAMS who has just completed his service in the army, his last posting being as a member of the senior staff at the Joint Services Parachute Centre at Netheravon. This was an excellent experience and allowed him to attain the knowledge to gain his BPA Advanced Instructors rating. Martin will be taking over the running of the office and sales at Sky Science, in effect being the first point of contact into the business.

Last but not least is DAVID GOULD who is the other man in the rigging room. He is working hard towards his advanced riggers qualification and is so keen that we have to turn the lights out in the rigging room so he will go home at nights!

So you see we have a broad cross section of experience but all are trying hard to be the most professional and enthusiastic group of skydivers working within the sport.

Netheravon DZ Shop

THE shop is open again after the disruption of the DZ refurbishment. Open every weekend and full of all the skydiver needs to get you in the air and then keep you there. Please pay us a visit any weekend.

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 confidence. What I would say is that you must know your equipment inside out, always pack your parachute yourself and be particular who you jump with.

What about your international competition history?

My first international meet was the European Championships in 1961, held at Leutkirch in Bavaria. Two years later I achieved my first medal, a gold, in the Team Accuracy at the 1963 European Championships at the same venue, where we used the aforementioned surplus C9s to beat the *Golden Knights* into second place. As I recall it, they were not amused. Next medal was a Team Accuracy bronze at the Ninth WPC (World Parachute Championships) held in Graz. These were the first medals ever gained by the Brits at a World Meet. The team was Geordie Charlton, Ken Mapplebeck, the late Brian David of the Red Devils and myself. We also finished sixth overall out of about twenty countries. Coach was Mick Turner. All teams were jumping the ParaCommander or the national equivalent. It was at this meet we saw our first ram air canopy, which had been designed by the East Germans. Nobody was jumping it, however, because they couldn't control the openings.

When did you move onto managing and judging?

After four seasons spent on team duty with the Falcons, I was appointed as Coach/Manager of the team for the 1972 WPC in Talequah USA. Doc Johnson was HOD (Head of Delegation), the team was John Meacock, Bob King, Ken Mapplebeck, Sooty Standring and John Kemley. We trained for two weeks at Raeford and in many ways this was probably the happiest meet I ever attended. The team did great, again finishing sixth overall against great opposition and missing a team accuracy bronze by a few centimetres. Ken scored 4 discs in 5 team rounds in this meet – great jumping when the pressure was on.

What were the highlights of managing and judging?

I managed the team again in Hungary (1974) and Rome (1976). I joined the BPA staff in 1978 and my first international meet as a judge was at the 14th WPC in Zagreb that year. No doubt about the highlight of my judging career, this was it – I was in the pit when Jackie Young scored her tenth disc in the tenth round to take the individual gold at this meet, making her World Champion.

In 1980 I was Style Event judge at Kazanlak in Bulgaria, where Scotty Milne

took Bronze in the individual accuracy after a jump-off with Dougie Young. In September of that year I was Style Event judge in the CISM meet in Chile and in 1982 I was Chief judge at the Dubai CISM.

I allowed my judge's rating to lapse about ten years ago in order to concentrate on my business and spend more time with my family.

Does the Classics area need managers?

Every team of whatever discipline must have a manager, and also a specialist coach, both of whom have clearly defined areas of responsibility. The job of the team manager is all aspects of administration and organisation; from driving the bus and organising the food to motivating the team and fighting the corner for them at the interminable DZ meetings. The manager is there to take all outside pressures from the jumpers and leave them totally free to concentrate on competing. In my experience, managerless teams never operate at maximum efficiency.

Is Style and Accuracy on the decline?

Certainly in this country Style and Accuracy is on the decline. These, after all, are the Classic disciplines and have been around since 1954. Jumpers today have different challenges and a far wider choice of events. Unfortunately for the Brits, the Classics are still going strong in continental Europe and, until we start to encourage style jumpers, we will continue to trail. In my view, the notion that accuracy should be the defining event is totally flawed. Every jumper at a WPC can jump accuracy, otherwise they wouldn't be there. Style jumping sorts out the parachutist from the 'wannabee' and, in my opinion, the event should remain as the '100 metre sprint' of the parachuting world.

What do you get out of training first time jumpers?

I train first time jumpers in order to make a living! Having said this, helping someone to overcome fear and to experience the tremendous buzz a parachute jump creates is always very rewarding. Most feedback from my students is very positive and this gives me much satisfaction.

What do you think of the RAPS system?

The RAPS system is the only way to go. Why subject people to 1960's technology in the late 1990s? Proper training and supervision are always essential, no matter what canopy is used and landing injuries should be virtually eliminated with RAPS.

What made you write *Skydiving Basics* with Andy Allman?

In the 1960's the font of all knowledge was to be found in France, and I picked up a course handbook in Chalon in 1963. This gave me the idea for *Skydiving Basics*. Andy kindly agreed to contribute the FS chapter, incorporating all the most recent techniques, which to my mind rounded the book off nicely. The aim was to make a body of basic knowledge accessible to all jumpers and to date the response has been pretty encouraging, we have averaged sales of some thirty copies per month. (*There are still a few left, available from Parachute Training Services, see classifieds for details – Ed*).

What is your greatest fear?

Never really thought about it. Quê sera, sera.

What is your greatest asset?

My greatest asset is my wife, who has always been 100% totally supportive. Also, good health and physical fitness.

What do you do when not skydiving?

My favourite activity is hill trekking.

Who do you admire in the sport?

Easy. Jackie Young, Scotty Milne, Dougie Young, Jeff Chandler, Alison Jenkins. All epitomise to me, each in their individual way, sheer ability coupled with total dedication and a will to win. I have seen the first four compete at the highest level and come out on top. Ali went from a PPL to flying attack helicopters then a full commercial licence in about eight years. Now she relaxes flying a surfboard. Great stuff!

Would you have any advice for up and coming jumpers?

Never give up, because you only lose when you quit.

Do you have a motto?

Work is play.

How would you like to be remembered?

I would like to be remembered as an enthusiast who achieved his objectives by helping others to achieve theirs and as a man who enjoyed his work immensely.

**Dougie Peacock
was talking to Lesley Gale**

Credit where it's due!

A quick reminder to those of you who haven't yet applied for your BPA credit card. **Do it now!**



The new look card features a classic Simon Ward 'snap' of Rob Harmer sit-flying over Weston. Everyone likes the new photo it seems, particularly Rob himself! The credit card offers competitive terms and no annual fee for the first year with an option of waiving the fee in subsequent years.

**To order or enquire about the card
call 0800 716 097**

Cross Keys CReW website

Well, we seem to have made all the mistakes in one issue! The Cross Keys CReW web site was incorrect, please note the new one.

<http://www.pond.com/~skytribe>

Check it out!

Novice Gold

Our congratulations to Peter Fenton (pictured) who won the BPA Novice Accuracy Regional Overall Award. The photo we printed in last issue's AGM Gazette was not Peter Fenton! Our apologies to Peter and the other, nameless gentleman we featured who has not yet come forward but who also won an award.



Our apologies also to Paul Applegate who was not included in the Council list in the AGM Gazette. We went to press just two days after the AGM so did not have the usual time for checking, hence a few mistakes crept in. Paul Applegate ('Apples') is Chairman of the Riggers Committee and also sits on Competitions Committee as the new age representative.

We would also like to congratulate Apples on his marriage to Mary Eastwood, and wish them both every happiness. Two of Weston's riggers *tying the knot!* Well, at least they'll have *sew* much to talk about, they won't lose their *thread* or *stitch* each other up.

Brian Erler

Watch this Space!



Britain's skysurfing team *Playstation* are on a mission to gain positive PR for skydiving. They have a three part show planned for Channel 5 and up to a six part series on Sky TV called *Wild Spirits*. Ralph Lauren is using a *Playstation* shot as a massive billboard in many shops. Other PR events are planned such as a new wind tunnel opening in Stoke on May 1, flying for the media and interviews with a range of reporters. *Playstation* are working closely with the BPA Development Committee to maximise the publicity to be gained. Surfer Mike Frost said "We are aware of the responsibility ahead and the amount of work required. We just can't wait to start jumping, and producing results."

Lurk of the Devil

Starfish Surprise printed in last issue included British jumper Stuart McArthur on his 4,000th jump. He sent us this rather entertaining story of how he successfully lurked a slot:



"I was due to be working all day and I knew I had to do six jumps to make my 4,000th. I did four tandems for the school then spoke to Kate Cooper and let slip (as you do when you want to get on a World Record) that it would be my 4,000th jump and could I get on her load? She said they don't let people come on for just one jump but as it was a special occasion for me, she would try. I promptly jumped on the 'plane and did a hop 'n' pop which took me up to 3,999. When I landed, the last attempt of the day for the big-way was on a 25 minute call, Kate told me that I was on it if I could make the load.

"As you can imagine I packed like a demon then ran off to the dirt-dive, which was a five minute walk-through because everyone else had been doing these jumps for the past three days. My briefing consisted of 'Follow Shoobi'. It wasn't until I was in the plane on the way to altitude that I realised how little I knew. I didn't know where our plane was in the formation, I didn't know what the base looked like, I didn't even know who was line of flight. I started to ask Shoobi a load of stupid questions and I'm sure he must have thought that I was a complete idiot. There were only 14 people in our plane, which surprised me but gave me a lot of room to get up and look out the window to try to figure out where the hell we were going to be. When the time came to exit, it was all very mellow and people were actually pausing in the door. I didn't know that we were supposed to do this and got a bit panicky. When I finally got to the door, on Shoobi's heels, I couldn't get out fast enough!

"I managed to keep him in view and he made it really easy for me by flying straight to his slot in one smooth dive. When you find yourself on a skydive of this size, you don't really get a chance to see the whole picture; you follow who you are supposed to follow and then when you get there, you're supposed to be referencing across the formation and still concentrating. I was lucky as I knew what this looked like from the ground, having seen it several times throughout the day and now I was in it and all I could see was the twenty or so people flying next to me. It looked spectacular from the ground but as you know, nothing beats being there.

"That was my 4,000th and I will never forget it, after all, how many people get to do a 114-way on their 4,000th jump? Never mind doing a second point which breaks two world records – the biggest ever sequential dive and the first three digit star. Thanks Kate!! And thanks Shoobi!"

Stuart McArthur



Space Man

Was skysurfer Dean O'Flaherty so spaced out he forgot his rig? Or did cameraman Brian Erler take a spare to give to Dean after taking the shot?

Actually, the shirt Dean's wearing opens at the back for deployment and has a velcro breakaway system for cutaway and reserve deployment. Dean O'Flaherty took this issue's cover shot, he now works at Titusville Skydive Space Centre in Florida, doing video, tandem and AFF. Dean is English and grew up in Huddersfield



Ian Chapman and Emma Greyson 'getting a grip' over Hibaldstow (don't tell Baldrick!)

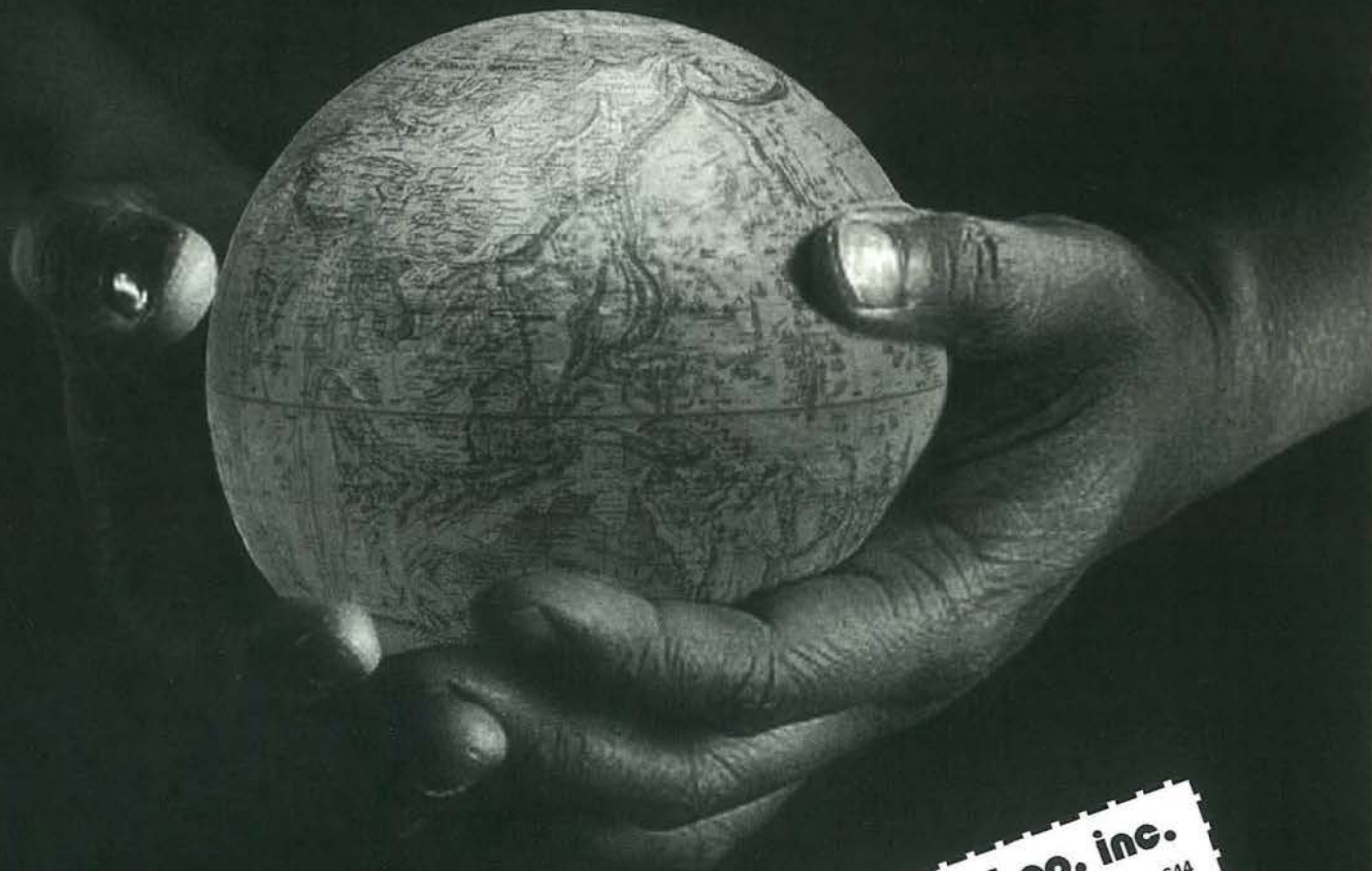
Brian Erler

Goody

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Incident and Confidential Reports



PULLING YOUR LEG

An advanced student finished a 2-way and went in for the legstrap toggle. Despite a firm grip she was unable to pull it and, after a further try, executed reserve drills. With the reserve safely open, she noticed the spare end of her right legstrap flapping around, and realised she had been pulling on that.

Comment: *It happened to me at about the same stage in my career, so I can confirm that they feel very alike, though once I had the sense to look the error was clear. The solution is obvious: stow your legstraps properly.*

BORROWED TIME

Two reports, from Cat 10 jumpers using borrowed kit, detail reserve rides because they couldn't find the main toggle. One system was a legstrap throwaway and it is believed the legstrap was loose; the other jumper was used to a legstrap throwaway, but was jumping a Bottom-of-Container (BOC) rig.

Comment: *Leaving aside why a jumper left the aircraft with a loose legstrap, these underline the danger of unfamiliar equipment. Apart from trying to remember what to do, there is the danger, mentioned in my last reports, of 'reversion' to previous drills under stress. (see box) Anyone jumping new equipment must get a conversion brief – up to C-licence it must be from an instructor. And it is unwise to take on too high a workload – one of these jumpers was doing FS from altitude. Much safer to make the first jump a solo from, say, 5,000 feet, and concentrate on just working the kit.*

Confidential Reporting

If you have any safety related occurrences you would like to report IN COMPLETE CONFIDENCE, write to:

Confidential Report,
Allan Hewitt,
Sky Science
Unit 1, The RBL Enterprise Units
Ordnance Road
Tidworth, Hants SP9 7QD

Tel: 01980 844130
Fax: 01980 844131
E-mail: 100770.402@compuserve.com

FLATLINERS

(via confidential reporting system)

An organised load went poorly and everyone broke off early. The Cat 10 jumper had one of the new generation of electronic audible altimeters, and tracked thinking he must not pull on the first bleeps as they were set for break-off height. He fell through these and in due course heard the deployment bleeps but by this time he was in a 'mind-set' and did not pull on those either. He regained altitude awareness as the groundrush increased; pulled, and heard the flat-line tone during the deployment. He was under a fully developed canopy at around 1,400 feet.

Comment: *Audible altis are great and increasingly sophisticated but they are intended to be backup devices. As soon as you rely on them, they stop being backups. The only computer you should rely on is the one between your ears. Your life depends on the basic survival skill of putting some nylon above your head at deployment height.*

STAY ON THE WIND-LINE

After last year's poor autumn weather, we had several reports of jumpers landing off the intended target or display arena. Several mention allowing themselves to 'get off the wind-line'.

Comment: *The wind-line is an imaginary line running from the target directly into wind, and is a mental aid to basic accuracy. If the spot was good, you should open on it, upwind of the target. If you stay on or near it, you can get home. If you let yourself drift too far off it – if you go 'outside the wind-cone' – then you cannot get to the target no matter how you try. In higher winds the margin of error is much smaller than when it is calm. Talk to your instructor or experienced accuracy jumpers.*

TARGET FIXATION

Several injuries are reported which are all basically down to fixation on the target. Each

jumper was determined to land in the right place and, as a result landed badly; downwind or from a low turn.

Comment: *It is nice to touch down neatly on the cross, and for some (eg display jumpers) it is essential. But the overriding priority in any landing is to walk away from it! Getting on the pad is not worth a broken leg or worse. Keep a sense of proportion, and remember – a reprimand by the CCI, for an off-landing, only hurts if you are alive to hear it.*

SPEED KILLS

In some recent, static-line reserve rides, it seems likely there was nothing wrong with the main. The students looked up and checked their canopies too quickly, saw them in the process of completing a normal deployment, and rushed straight into reserve drills. The incidents were at various drop zones and the reserve rides and landings were without further incident.

Comment: *Students should understand that the progression jump heights are*

designed to allow you time to count properly, recognise a malfunction should one occur, and go through proper reserve drills. You don't have to rush; it is more important to get it right.

NO SWEAT!

A very experienced skydiver was freeflying from altitude. In doing so, his sweatshirt came loose and covered the BOC toggle, so that at pull height he grabbed both. After several (sic) attempts he held onto both sweatshirt and toggle, and deployed the reserve with his left hand, landing safely.

Comment: *I have commented before on a similar incident. All these head-down, bum-down and feet-down attitudes are relatively new (at least on purpose!) and we cannot assume that gear which has always worked well face-to-earth, will continue to serve. No doubt new gear will evolve; try not to be part of the natural selection process.*

Chris Jones

cjones@new-coll-cf-ac-uk

REVERSION

Since it has come up twice in as many reports, let's have a closer look at this psychological effect. A person under stress may unconsciously revert to previously learned behaviour.

Reversion has caused many aircraft and car accidents, and been widely studied. In one experiment, volunteers were taught to tie a bowline knot; later, they were shown a different way. Tested afterwards, roughly half tied the knot by each of the two methods. Then they were placed under stress, and abruptly told to tie a knot. Over 90% tied it using the first method learned.

We've all done it: moving house, for example, and then weeks later going home to the old address when preoccupied. Twenty-odd jumps after converting my

display rig to BOC I had a brief panic when I couldn't find the legstrap toggle. An airline pilot, fully converted to a new aircraft but now faced with an emergency, instinctively did the right thing for the old aircraft... and crashed.

It doesn't matter how careful or intelligent you are, or how well you are trained. It is how the brain works. You can override your instincts, of course, but not if you are concentrating on something else.

So if you are doing something a new way, or with new kit, or new people, or a new plane, certainly you must get a proper brief. But then be extra careful and try not to split your attention. And remember that reversion can happen quite a long time after you thought you had fully converted to the new conditions.

2TH0938
Thailand



Exotic Sky Adventures Boogie



Heaven on Earth

Whilst under canopy I watched a huge orange sun disappear beyond the horizon before landing on a white sand beach surrounded by clear blue water and palm trees. Beaming smiles radiated from the local Thai spectators who rushed forward with cold towels and delicious vodka coconuts – and all this after a 20 point 8-way! This was definitely my idea of Heaven.

The Exotic Sky Adventures *Amazing Royal Thailand Boogie 98* took place from 6-21 February and began with tours of the infamous Bangkok night life. Transfer was arranged on the 9th to the coastal resort of the Regent Cha Am, after which there was a welcome briefing, a cocktail party and an opening ceremony. Over 80 loads and 4,000 skydives were completed. There were a multitude of excellent load organisers including Jeff Ronzevalle (ex-French 8-way), Darryl Moran (ex-British 8-way) and Dieter Kirsch (ex-German 4-way and 8-way) and the level of skydiving and the quality of the dives were extremely high. There were videos on every load and in depth post-dive debriefs.

Sumptuous buffets of local delights were organised most night. Two hour Thai massages were available at your beck and call

for just \$10. The resort had three wonderful swimming pools which were well used following the sunset beach jumps. On our day off we launched formations from the side of one of the pools complete with jump suits and video and proceeded to skydive underwater (a great way to wash our dirty suits!).

There were a few mishaps with bad landings which resulted in broken bones but on the whole canopy awareness was good. A big Get Well Soon to Joe and Max.

The available aircraft were a stretched C132 Herc and two tailgate Fiat G-222s which hold up to 60 skydivers and look like squashed Hercs. They took about 15 minutes to reach a minimum altitude of 13,500 feet and the planes were all air conditioned. There was not a cloud in sight for the entire fortnight, it was

Thailand Video & Stills

Bruno Brokken and Gaby Meis took the shots on the left. They have a stunning video of the Thailand Boogie available.

Price: US\$50 inc shipping

Tel: 34-7245-0111

Fax: 34-7245-0749

E-mail: cpcb@gna.es

hot (mid 30's) and sunny. We jumped at three different airports, all scenic and breathtaking from the air, with sunset beach jumps taking place at various exotic locations on most nights.

The jumping began on a sad note on the first day with a terrible spot which resulted in about 15 people landing in the ocean, 3 miles from the shore complete with Cypres's. Tragically one of the British contingents, Stephen O'Brian, landed downwind without flaring and was killed instantly on impact with the water (from head injuries). The other jumpers were picked up after treading water for over forty-five minutes and were all exhausted but without injury. The whole group held a moment of silence for Stephen and the Thai Government arranged a Royal send-off for him from Bangkok airport complete with military guard. All the participants decided to continue the Boogie in the way that Stephen would have wished but he was never far from anyone's thoughts.

The Boogie ended (unfortunately, as all good things have to) with a closing ceremony complete with fireworks and the announcement of next year's Boogie being in Thailand again. After devouring more delicious barbecued lobsters and prawns, skydivers soon took over from the organised band and jammed the night away.

Hazel Black

SSPA

Strathallan

**23-25 May
(open Fri 22nd)**

Accommodation – B&B or campsite
Contact Anne or Mike
Tel: 01259 743797 or
E-mail: aej1972@aol.com
and we'll arrange it for you!

SCOTTISH NATIONALS '98

Got something else booked???
CANCEL IT!!!

**4 way,
8 way,
accuracy**

Friday 22nd

Register if you're here

Saturday 23rd

8am – Registration

9am – Draw

10am – Wheels off

9pm – PARTY!!!

Non-skydiving activities for those memorable moments

BPA Affiliated Drop Zones



The map shows
**BPA Affiliated
Drop Zones**

Numbers 1 - 24
refer to civilian BPA
Affiliated drop
zones
(listed to the right)

Letters A - E refer
to military BPA
Affiliated drop
zones
(listed overleaf)

All 'Affiliated'
centres in the UK
are run under the
BPA Operations
Manual.

KEY TO SYMBOLS

- opening hours

First jump courses offered

- static line courses
(round parachutes)

- RAPS courses
(square parachutes)

AFF - AFF courses

- tandem skydives

Experienced skydivers

LO - load organisers

FS - formation skydiving coaching

CF - canopy formation coaching

FF - freeflying coaching

AC - accuracy coaching

WP - WARP coaching

SU - Skydive U coaching

Facilities on the drop zone

- aircraft type

- rigging facilities

- video room

- parachute equipment shop

- canteen

- evening food

- bar

- bunkhouse

- camping welcome

- caravans welcome

- showers

1 BLACK KNIGHTS PARACHUTE CENTRE

Patty's Farm, Hilliam Lane,
Cockerham, Nr Lancaster
Tel: W/end 01524 791820 or 0151 924 5560
Weekends, bank holidays 8am - 8pm



Islander, Cessna 185

CF AC WP < > < > < > < >

2 BORDER PARACHUTE CENTRE

Brunton Airfield, Chathill,
Northumberland NE67 5ER
Tel: 01665 589000 Fax: 01665 721053

B&B, camping, bars locally. Beach jumps and barbeques
in summer. Scenic views!

Fri pm, weekends 9am - dark, weekdays by arrangement



Cessna 207 & 206, Islander on call

FS AC WP < > < > < > < >

3 BRITISH PARACHUTE SCHOOLS

The Control Tower, Langar Airfield,
Langar, Nottingham NG13 9HY
Tel/Fax: 01949 860878/860882

Friendly helpful staff. We are here to help you skydive.

Turbines go to 13,000 ft!

Every day 9am to 8pm (or sunset), 10am start Sunday



Porter, Islander & Cessna 206, Turbolet (summer)

LO FS FF WP < > < > < > < >

4 BRITISH SKYSPORTS, BRIDLINGTON

East Leys Farm, Grindale, Bridlington,
East Yorkshire YO16 4YB
Tel: 01262 677367 / 0836 276188
Fax: 01262 401871

Small friendly club atmosphere. Visitors and spectators
welcome.

Every day 8am - 8pm



Cessna 206, Islander

LO FS CF AC WP < > < > < > < >

5 CORNWALL PARACHUTE CLUB

Frans Ranch, Old Naval Airfield,
St Merryn, Cornwall
Tel: 01841 540691

Weekend 8am - dark, Wed & Fri (summer)



Cessna 182

FS WP SU < > < > < > < >

6 DEVON & SOMERSET PARACHUTE SCHOOL

30 Tower Way, Highfield,
Dunkeswell, Nr Honiton, Devon
Tel: 01404 891690

Local accommodation available

9am - dark, Weekends, midweek by arrangement



Cessna 182



7 EAGLESCOTT PARACHUTE CENTRE

Eaglescott Airfield, Ashreigney,
Chumleigh, Devon EX18 7PH
Tel: 01769 560726 / 01769 520552
Fax: 01769 560726

Weekends 9am - 9pm. Friday courses available



Cessna 180

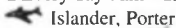
FS AC WP < > < > < > < >

8 HEADCORN PARACHUTE CENTRE

Headcorn Aerodrome,
Headcorn, Kent TN27 9HX
Tel: 01622 890862 Fax: 01622 890641

Progression weeks, competitions, organised jollies.

Every day 9am - dark



Islander, Porter

AC WP < > < > < > < >

9 IPSWICH PARACHUTE CENTRE

Ipswich Airport, Nacton Road,
Ipswich, Suffolk IP3 9QF
Tel: 01473 710044 Fax: 01473 271055

Currently operating out of North London Parachute
Centre. Excellent rigging facility still open.

10 LONDON PARACHUTE SCHOOL

53 Columbine Road, Widmer End,
High Wycombe, Bucks HP15 6BS
Tel/Fax: 01494 712734

Small but friendly club. Catering for complete begin-
ners to experienced skydivers.

Weekends 8am - dark



Islander, Cessna 206

WP < > < > < > < >

11 MERLIN PARACHUTE CENTRE

Alanbrooke Barracks, Topcliffe,
Near Thirsk, North Yorkshire
Tel: Weekdays 01274 631044
Any day 01748 875367

Friendly atmosphere, bring two passport photos for
camp pass. Camping, B&B close to airfield at local
pub.

Weekends and bank holidays 9am - dark



Islander

FS CF AC < > < > < > < >

12 NORTH LONDON PARACHUTE CENTRE LTD

Chatteris Airfield, Manea
March Cambs PE15 0EA
Tel: 01354 740810 Office 01725 513330
Fax: 01725 510690
www.chatpara.com

Airfield is owned by the parachute centre. Large indoor
packing area. Unrestricted altitude, full planning
permission.

Tues - Fri 10.30am - dark, Weekends 8am - dark



Islander

LO FS CF WP < > < > < > < >

13 NORTH WEST PARACHUTE CENTRE

Cark Airfield, Flookburgh,
Nr Grange-over-Sands, Cumbria
Tel: Airfield 015395 58672/58555
Weekdays 01772 720848

In fabulous lakeland scenery, visitors welcome.

Weekends and bank holidays



Islander

LO FS CF AC WP < > < > < > < >

14 OXON & NORTANTS PARACHUTE CENTRE

Hinton-in-the-Hedges Airfield, Steane,
Nr Brackley, Northants NN13 5NS
Tel: 01384 393373 Mobile: 0850 762349
Weekdays 01772 720848

Friendly atmosphere, visitors welcome. good local pub.

Weekends, midweek by arrangement during summer.



Cessna 182 and 206

15 PETERBOROUGH PARACHUTE CENTRE

Sibson Airfield, Wansford,
Peterborough PE8 6NE
Tel: 01832 280490 Fax: 01832 280409
Birdland Bar: 01832 280404

PPC boasts 27 years of experience in running a safe,
fun drop zone. Skydive Sibson!

8am - 8pm, Tue - Sun(summer), Wed - Sun(winter)



Islander, Cessna 206, Turbolet (summer)

LO FS FF WP < > < > < > < >

16 PETERLEE PARACHUTE CENTRE

The Airfield, Shotton Colliery,
Peterlee, Co Durham DH6 2NF
Tel: DZ 0191 517 1234
Tel/Fax: Office 0191 386 5261
E-mail: skydiveamy@aol.com

<http://members.aol.com/skydiveamy/index.htm>
AFF, tandem and video available through Skydive
Academy Ltd. B&B locally from £12.50.
Every day 8.30am to 8.30 pm (phone Mon,Tue,Thur)



Cessna 182

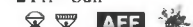
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17 SKYDIVE SCOTLAND

The Parachute Centre,
Errol Airfield, Grange, Errol PH2 7TB
Tel: 01821 642673
Fax: 01821 642004

Friendly, fun centre with emphasis on safety.

Fri - Sun



Islander, Cessna 207, Caravan

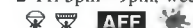
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18 SKYDIVE STRATHALLAN

Strathallan Airfield,
Nr Auchterarder, Perthshire PH3 1LA
Tel: 07000 467593
Weekend 01764 662572

A club run by the members for the members with the
lowest possible costs.

Fri 5pm - 9pm, weekends 9am - 9p



Islander, 2 x Cessna 206

FS WP < > < > < > < >

19 STIRLING PARACHUTE CENTRE

Thornhill, Nr Stirling,
Scotland FK8 3QT
Tel: 01786 870788 Fax: 01786 870748
E-mail: parajump@aol.com

Weekends 9.30am - 9pm, sometimes midweek



PA-32, Cherokee 6

LO FS CF WP < > < > < > < >

20 TARGET SKYSPORTS

Hibaldstow Airfield, Hibaldstow,
Brigg, North Lincolnshire
Tel: 0113 250 5600 or 01652 648837 DZ
Fax: 0113 250 5600

Competitive jump prices, unrestricted altitude, friendly
atmosphere, everyone welcome.

9am - 9pm every day (summer), Wed - Sun (winter)



2 x Dornier, Cessna 206

LO FS WP < > < > < > < >

21 THE PARACHUTE CENTRE

Tilstock Airfield, Whitchurch,
Shropshire SY13 2HA
Tel: 01948 841111 Fax: 01948 840638
E-mail: skydive@tilstock.demon.co.uk
www.tilstock.demon.co.uk

Friendly atmosphere, everybody is welcome. No

Sunday operation due to local planning restrictions.

Sat 8.00am - dark, Fri 8.00am - dark (summer)



2 x Cessna 206

LO FS CF AC WP < > < > < > < >

22 WEST WILTS PARACHUTE CLUB

Kemble Airfield,
Cirencester, Gloucester GL7 6BA
Tel: 01285 770856

23 WILD GEESE SKYDIVE CENTRE

Movenis Airfield, 116 Carrowreagh Road,
Garvagh, Coleraine,
Co Londonderry, N Ireland BT51 5LQ
Tel: 012665 58609 Fax: 012665 57050
E-mail: parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

Every day 8am - dark



Cessna 206, Porter

CF WP < > < > < > < >

BPA ORGANISATIONS

AFFILIATED MILITARY DROP ZONES

A ARMY PARACHUTE ASSOCIATION

The Commandant, JSPC
Airfield Camp, Netheravon, Salisbury
Wilts. SP4 9SF
Tel: Bulford Camp 01980 633371
Tel: ext Commandant 8245
Chief Instructor 8229 Staff 8277

B RAFSPA

& RAFSPA Hawks Parachute Team
JSPC (W) RAF Weston-on-the-Green,
Nr Bicester, Oxon OX6 8TQ
Tel: 01869 343343/343201 Fax: 01869 343676

C RN & RM SPA

Dunkeswell Airfield,
Dunkeswell,
Honiton, Devon
Tel: 01404 891697/891716

D SERVICES PARACHUTE CENTRE

Shackleton Barracks,
BFPO 802,
Tel: 01504 - 721472 Fax: 01504 - 721342
Mobile: 0802 - 328755
E-mail: SPC NI@aol.com

E SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks,
South Cerney,
Cirencester, Gloucester GL5 5RD
Tel: 01285 861344
01285 860551 x8259

FOREIGN MILITARY AFFILIATED DROP ZONES

CYPRUS COMBINED SERVICES PARACHUTE CENTRE (CCSPC)

Contact: Club CCI,
Dhekelia Garrison, BFPO 58, Cyprus
Tel (from the UK):
Office 00 357 4 744337 DZ 00 357 4 744245
Fax: 00 357 4 744180

HONG KONG PARACHUTE ASSOCIATION

c/o JSPC (HK),
Borneo Lines, Shek Kong, BFPO 1
Hong Kong,
CCI: Mr. Gary Lai
Tel: 00 852 2488 5447
Fax: 00 852 2488 9341
(Not operating at present)

RAPA JSPC(L)

(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, British Forces Post Office 16
Tel: 00 49 5254 98 2378 or 98 2740
Fax: 00 49 5254 98 2740

ASSOCIATED ORGANISATIONS

The organisations listed below, when operating at a BPA Affiliated Centre, are run under the requirements of the BPA operations manual. The BPA takes no responsibility for training or advice given by those organisations when operating at non affiliated centres.

AIRWAVES

43 Baldwyns Road, Bexley, Kent DA5 2AB
Tel/Fax: 01322 557375 Mobile: 0802 472566
E-mail: src13xxi@airwaves.source.co.uk
Operated by Rod Bartholomew with 17 years experience
BPA AFF, RAPS, tandem and FS instructor/coach rated.
Offers professional/personal skydiving package holidays at the best Florida (Sebastian), French (Soulac + La Roche) and UK drop zones using highest quality equipment. RAPS progression and course conversions available at our French resorts. Individuals, groups and families welcome.

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Darren Hipwell - Chairman, BCPA
4 Lome Road, Oldfield Park
Bath BA2 3BY
Tel: 01225 314599
E-mail: jason@bcpa.u-net.com
Affiliations: Bristol University, Exeter University, Lancaster University, Loughborough University, Newcastle University, Nottingham University, University College of St. Martin, University of East Anglia, University of Plymouth, University of Portsmouth, University of Sheffield, University of St. Andrews, University of Surrey, University of Sussex, University West of England, Warwick University.

COTSWOLD SKYDIVING CENTRE

Hangar SE15, Gloucester Airport,
Staverton, Gloucester GL51 5SR
Tel: 01452 616667
Mobile: 0468 887277
Static line, RAPS courses arranged. Come train and jump in the Gloucestershire countryside. A smile and a warm welcome awaits you.

EAST COAST PARACHUTE CENTRE

8 Burns Crescent,
Chelmsford, Essex CM2 0TS
Tel: 01245 268772
Currently sharing facilities with the London Parachute School at Lewknor drop zone.

THE FREE-FALL COMPANY

Sibson Airfield, Wansford,
Peterborough PE8 6NE
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Mobile: 0370 575621
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Tel/Fax: 01264 335636
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Tel: 01980 678212 (Students)
Tel: 01980 678203 (Rigging)
Fax: 01980 678349

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Anne Johnson (Secretary, SSPA),
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http://members.aol.com/skydiveamy/index.htm
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E-mail: 100722.2744@compuserve.com
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E-mail: cpcb@gna.es
<http://www.gna.es/dileure/Paraca/cpcb.htm>
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E-mail: skydiveseb@aol.com
SebastianXL:pete_allum@compuserve.com

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Letters



AFF IN SPAIN

Just before the official Christmas boogie in Ampuriabrava, Kevin McCarthy and friends had their own 'pre-boogie boogie'. (You will of course remember Kevin from that nearly famous photo in *The Guardian* when he was instructing Richard Branson in readiness for his around the world in a balloon attempt. Was it sheer coincidence that the balloon left its moorings the day after Kevin left or did he fancy a second trip to Marakesh to re-instruct Richard!? Anyway, about fifteen skydivers in the formative stages of our skydiving careers descended upon Ampuriabrava to further our experience and take in some winter sun at the same time. Experience levels ranged from novice up to a few tens of jumps – apart from Kevin who has lost count!

Ampuriabrava is set on the coast of Spain and the views from 12,000 feet are breathtaking – the snow-capped Pyrenees stretch away to the East and the Mediterranean disappears off to the West. The club is extremely well equipped and maintained and arguably better than many UK facilities. Accommodation was available at £8 per night only 400 yards away and the beer was cool and plentiful. People from all walks of life were in our group which included estate agents, plumbers, teachers and engineers. The names of those I can remember included Dave, Billy (Narcel), Mark, Paula & Brian, Kirsty, Julian, Roy, Shaun, Rich & Sarah, Johnno, Mike, Phil and me (Ray). Between us we managed to get in around 150 skydives and in terms of achievements Paula & Brian got their Cat 8, Sarah had her first tandem and Kirsty her 100th jump. Kirsty also managed to perform some 2-ways with Rainier (oo-er missus!). My sympathy goes out to Paula who managed to

injure herself on the go-karts – obviously too much risk involved on those things! Also Julian had a problem with his sinuses on the way up to altitude and did a brilliant impression of Buster Bloodvessel!

Before I sign off just a quick thank you to Kevin Pete Jones and Rainier on behalf of all of us for a great couple of weeks.

Finally, as a relative novice to the sport, I suppose the message I am trying to get across to those who are thinking of becoming involved is that you don't need any experience to begin visiting other drop zones, it is relatively easy even if you are abroad. There is always someone to help out and provide instruction so for all you good people who are thinking of having a go – get off your butts and do it – you won't regret it!

Ray

THANK YOU

Back in August '97, I was seriously injured during a competition in Switzerland. In an effort to raise money, Skydive Space Center in Titusville hosted a contest and raffle.

I would like to take a moment and thank all of you that came together and not only bought raffle tickets but also showed up at Skydive Space Center, Titusville and participated in the Swooping contest. All this would not have happened if it hadn't been for Marc Tripari – you are the man! To all the different manufacturers that gave away gear and jumps so generously, my deepest appreciation.

I enclose a list of the lucky winners:

1. Rigger Bill from Z-Hills won a Pilot chute a la Tony Torres
2. Kathy Backus won 50% off a Time Out from Cool 'n Groovy Fridge Co

3. Viviane Wegrath won 50% off a Time Out from Cool 'n Groovy Fridge Co
4. Chris Tripari won a Tony suit from Airtime Designs
5. Viviane Wegrath won a Merlin suit from Merlin's Closet
6. Carlos Vilchez won 50% off a Javelin from Sun Path Products
7. Nicklas Gumeson won 50% off a Racer from Jump Shack
8. Cliff Burch won 50% off a Mirage from Mirage Systems
9. Michelle Deasily won 50% off a Vector from Relative Workshop
10. Billy Weber won 50% off a Vector from Relative Workshop
11. Doug Parks won 50 free jumps at Skydive Space Center from Skydive Space Centre

12. Rich Cohen won 100% off a PD Canopy of choice from Performance Designs

Like they do in the movies, I would like to mention some of the people that deserve some extra credit:

My good friend Kelly Farrington, John LeBlanc and the folks at PD, Skydive Deland, Gus Wing, Dazzle and Emma Moran, Angie McGreevy, Mike "Hagen Daz", Skydive City, Janis & Josh, Joan, Brian Erler, Chris Tripari, Bob Greiner, Viviane Wegrath and last but not least Brevard Community College's Dr Albert Koller for the pond!

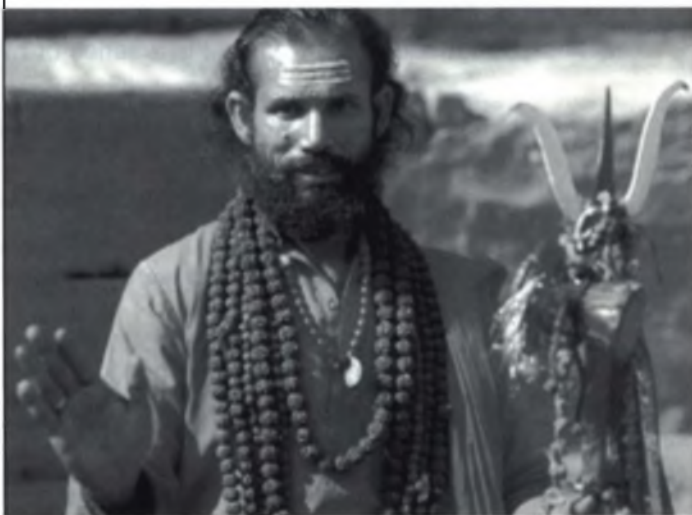
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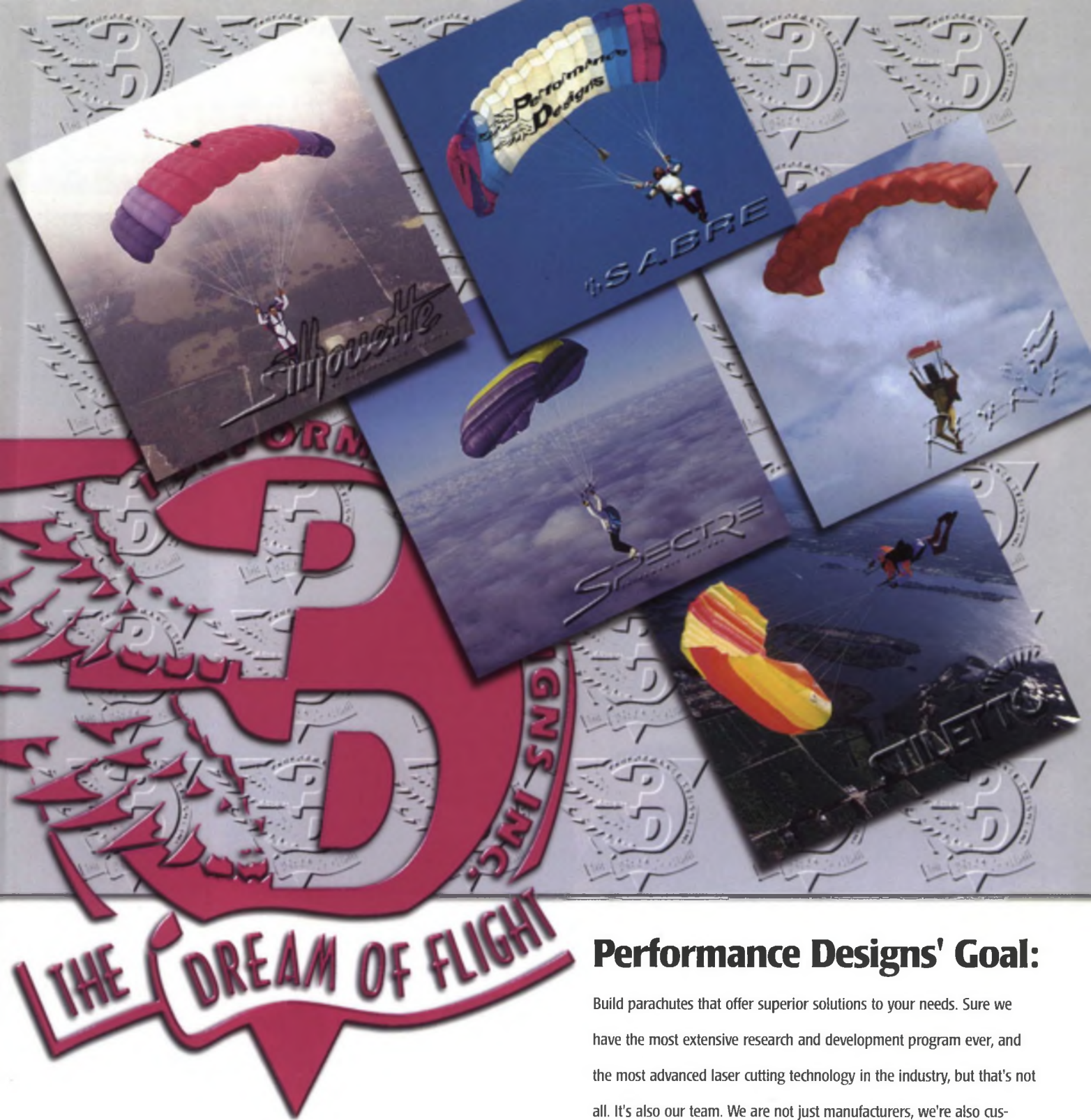
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