

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**Brit100 Latest
Diving Skills
XL on Exits**

April 1999

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Mike McGowan



Cover Photo: by Keith Larrett shows 4-way train exit over Sebastian



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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.

Features . . .



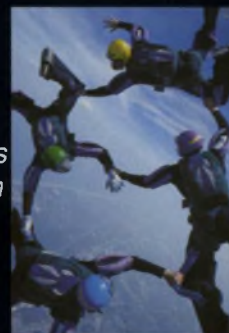
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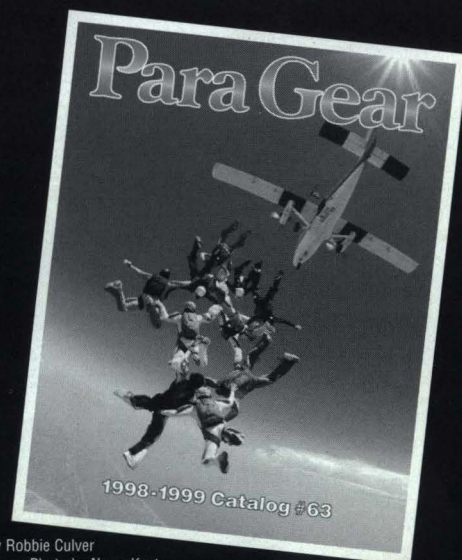
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Ed Speak

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PA to above officers Trudy Kemp
Financial Administrator Jon Gretton
National Administrator Sharon Norris
Administration Co-ordinator Jane Doughty
Membership Services/Subscriptions Karey Goodwin

**NB: BPA officers and representatives
are listed on page 7**

Wot no Skydive UK!

We're still using the Sport Parachutist name as we ran into some problems with Skydive UK – there is already a company of that name. We're still investigating other ideas, if you have one get in touch!

SP on the web

The big news of this issue is that we have an up and running website, address below, enjoy! Amongst other attractions we've included all the 'timeless' articles written for SP since I started three years ago. So the site provides a permanent record of the best of Sport Parachutist.

Movin' and Shakin'

This is the last issue with Pagefast (thank you guys!) and the June edition will be printed by Warners of Bourne. We're very excited about the move and have drawn up a new schedule which brings out your Mag in the middle of the month. Please respect the deadlines or your contributions won't be used!

Sunshine and
Smiles!

SPORT PARACHUTIST

Journal of the British Parachute Association

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June	12 May	19 May	26 May	19 June
August	14 July	21 July	28 July	21 August
October	8 September	15 September	22 September	16 October
December	10 November	17 November	24 November	18 December

Copy Deadline: For all articles and photos
Club Deadline: For all club news and events
Late Deadline: For late happening events
and news items

Fun, Travel and Skydives

Interested?

Then read on...

The Style and Accuracy Nationals together with the Canopy Formation Nationals are to be held at the Wild Geese Skydiving Centre in Northern Ireland from 14-21 August 1999.

Jumps are only £6 !!! Zero entry fee. What a great deal. Where else in the UK are you going to skydive for this kind of money?

Not only that, but Wild Geese are offering free pick up from any Irish port. Free accommodation, free travel to and from DZ and the potential for some incredible

an oversize Foil then why not have a go at swoop accuracy? Jump that Stiletto 97 and put your money where your mouth is! Surf in and land in the right spot like you boast you can in the bar. Give it a go. At these prices you'd be daft not to.

You don't have to be a serious competitor to enter either. If you just fancy doing a few jumps and sampling the local ale, then come along. That's what we're all there for as well. To enjoy ourselves and have a good time.

What about the CF? Why not get a few mates together and make up a team. All you've got to

do is fly at each other and grab hold. (Eh? - Ed) Seriously though, give it a go. Watch this space for an article about starting CF in the next edition of *Sport Parachutist*.

Alastair Macartney

Only £6 a jump, free pick up from any Irish Port and spending a week in Ireland. For more information contact Wild Geese on 012665 58609 or email parachute@wildgeese.demon.co.uk



hospitality, this has the makings of a great Nationals.

Why not go along? Even if you are not even Cat 8 yet you can still compete in the accuracy. And for those super swoopers with thousands of jumps who can't bear the thought of jumping



This awesome breakoff shot was taken by Mike Skeffington after POPS jumpers successfully built a 91-way POPS world record in November 1998

Council Matters



BPA OFFICE

The BPA Office will now be open on Saturday mornings from 8am to midday, manned by one member of staff for telephone enquiries only. Please note this does not include bank holiday weekends such as Easter. This is a new initiative introduced by Sharon Norris, National Administrator, who is confident that the service will be advantageous to DZ operators and members alike.

BPA STAFF

We apologise for the inaccuracy in last issue's Council Matters where we stated that Jane Doughty had worked for us for years – in fact Jane just joined us last September, her job title is Administration Secretary. Sue Allen works for the BPA on a part time basis and she is the office worker who has been with us off and on for over twenty years. Sue helps out Karey Goodwin with Membership Services.

Our Financial Administrator, Jonathan Gretton, has been promoted to the role of Company Secretary. David Oddy has been awarded lifetime Associate membership to the BPA as thanks for his years of loyal service.

COUNCIL

The Development Plan has taken a lot of work to bring together and Council are happy with the document which has gone to the Sports Council for their comments.

CLUB REP

The Club Representative this year is Mike Allum who will be trying to create a better link between members and the decisions of Council and its committees. He will contact DZs in advance of any visits and is especially targeting those which do not have a locally based Council member. Keep your eyes open to see if Mike is venturing to your DZ if there are questions that you

have always wanted to have answered. Or contact Mike on 01394 460 887

michael.allum41@freeserve.co.uk

DZ MANAGEMENT

Some newer faces in Drop Zone management: Steve Apps is now the CCI of the APA to be run alongside JSPC at Netheravon now that new Commandant John Horne has moved across from RAPA; John Saunders is the CCI at Weston-on-the-Green; whilst Scotty Milne's company 'Active Skydiving' has become associated to the BPA.

ASSOCIATION

A working party is now investigating the various Associated Organisations linked to the BPA, to examine the criteria required to be Associated to the BPA.

AGM

The millenium AGM has been confirmed for January 22 at the same hotel in Hinckley: this time we have been promised more staff to help meet the bar demand!

COMPETITIONS

RADICAL CHANGE

At the Competitions Committee meeting held on Tuesday 9 February a number of radical decisions were taken. The aims of which were, in principle, to bring the BPA's approach to competitions, both national and international, in line with current Sports Council philosophy. One of the reasons for the changes was that the Sports Council are not funding 'Performance and Excellence' as they have in the past.

WAG 2001

It was decided that, after this year's World Championships are over, the Competitions Committee would concentrate its full attention on the World Air Games (WAG) to be held in Spain during 2001. This is because these will be the first World Championships where

ALL the skydiving disciplines will be represented at a full IPC World Championship status. With all the other airports also there, the implications for publicity, sponsorship and that elusive Olympic status are obvious.

COMBINED NATIONALS 2000

The Association therefore wishes to hold a Combined Selection Nationals in all disciplines in the year 2000 to select competitors for the WAG 2001. There will be a consultation period between the committee and drop zone operators, competitors and other interested parties. If anyone has opinions on this, write to John Smyth BEFORE the next meeting of the committee on April 14. Bid forms will be sent out to all centres which ask for them and a decision made at the June comps meeting, (exact date tbc) on the successful bid. This will give a year to fully inform the membership so they can plan and train for the major event in the year 2000.

FUNDING NATIONAL TEAMS

For the first time the BPA has received no funding from the Sports Council towards 'Performance and Excellence', ie, funding our National teams to World Meets. John Smyth, Chairman of Comps committee will attempt to get funds released (from BPA central reserves) for competitors who met the criteria, to at least cover entry fees for the World Championships in Australia 1999, but obviously cannot make any guarantees to the qualifying FS teams, *Junction 9* (8-way) and *Sebastian XL* (4-way).

NATIONAL CF AND CLASSICS TEAMS FOR 2000

A motion was passed that teams attending World Championships in Classics and CF in 2000 will be totally unfunded by the BPA or the funds from the Sports Council (should such funds become available); any such funds will be channelled towards the World Air Games in 2001.

SEBASTIAN XL

Because of a costly engine failure at Skydive Sebastian, Andy Grimwade has had to withdraw the free jumps he was giving to *Sebastian XL*, the

British 4-way team. The team is still located on Sebastian drop zone, are available for coaching and one-on-one and are still Sebastian's 'flagship' team. Competitions Committee wanted to fund Sebastian but had no monies available from the Sports Council.

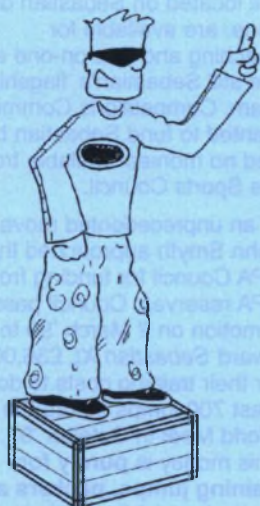
In an unprecedented move, John Smyth approached the BPA Council for funding from BPA reserves. Council passed a motion on 2 March '99 to award *Sebastian XL* £36,000 for their training costs to do at least 700 jumps before the World Meet in October '99. This money is **purely for training jumps, packers and limited coaching**, it does not cover any living expenses such as eating, travel or rent! The Council felt that *Sebastian XL* are Britain's best hope of winning a skydiving medal for many years and, as such, should be supported by the National governing body. They have already not only pushed their own averages to unprecedented heights (18's when we went to press) but also improved the standard of British FS through their coaching skills and inspiration.

It was felt that members would be behind the move as there is clearly great support for the team and immense national pride in their achievements to date. The motion for support was put forward by John Smyth, Competitions Chairman and Classics competitor who stands to personally lose out for the move as he has ruled out any hope of funding Classics teams in the year 2000. John will be reviewing progress of the team and overseeing the staged payments.

CLASSICS AND CF NATIONALS 1999

The bid from the Wild Geese Skydive Centre to host the Classics and Canopy Formation National Championships 1999 was accepted. These will be held during 14-21 August 1999 (see box to left). It is worth noting the exceptional jump prices and other generous offers from Wild Geese. We apologise for the mistake in the last *Sport Parachutist* which wrongly stated the CF Nationals would be held at Target Skysports.





On the Soapbox

It really winds me up to see some AFF graduates return from courses abroad totally unprepared for skydiving. These poor people have paid out a lot of money and suddenly discover they need help, they can't pack, they need to borrow a rig but are last in the queue for it and you just hope that they are safe to jump.

I fully understand people wanting to do their AFF course abroad, I take my own students to Spain regularly. And even countries with the best climate cannot guarantee the weather, so sometimes it turns into a race against time to finish the course.

But this is no excuse for sending a student back to the UK with an incomplete log-book, no packing instruction and barely the skills to exit, fall face to earth and pull. There are also the ten consolidation jumps to consider which require kit hire and instructor supervision. There is far more to an AFF course than eight jumps.

Dave Morris



REGIONALS 1999

The dates and locations for the Regionals are as follows:

Central Regionals

22-23 May '99 Target Skysports

Northern Regionals

29-31 May '99 Strathallan

Southern Regionals

18-19 Sept '99 Netheravon

Netheravon agreed to host the Southern Regionals to assist the BPA, as there were no bids from any civilian clubs. Target Skysports and Strathallan are aware their Regionals are on consecutive weekends but these were the only possible options due to other commitments.

RULES

As there were no major changes at IPC level to any disciplines, the rules for this year's Regional and National competitions will be virtually unchanged from last year. There is one new formation in the CF pool which will be used.

JUNIOR AND INTERMEDIATES

Jump numbers to qualify for Junior and Intermediate status

in FS will remain unchanged for '99. However, the committee will be reviewing the qualifications for the year 2000. If anyone has any input on this please can they pass it to John Saunders.

JUDGING MATTERS

Kate Charters was confirmed as the new Judges Co-ordinator. New rules regarding free memberships were passed. Judges will now receive free Associate BPA Membership, if they attend three published events in the UK (not necessarily BPA events like Regionals and Nationals which used to be the case). If trainee judges attend three competitions (in the UK) in a year and qualify during that year, they will then be entitled to free Associate Membership for the following year. Trainee judges will need to spend a minimum of one year in training and attend a minimum of three events to qualify, they will be able to have their final assessment during the last event.

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COMMUNICATIONS

BPA Logo

The BPA logo has been updated, removing the front-mounted reserve, chest mount alti and stopwatch (!), whilst the skydiver now has a full-face helmet and bootees. It is intended to introduce the newer logo gradually as current stocks of items such as BPA letterhead and forms run out; there might not be full integration for several years.



FIRST TIME JUMPER MAGAZINE

This major project will become a reality this summer. The publication will be given to everyone who tries our sport. The aims are :

1. to encourage these people to continue in the sport
2. to recruit further people into jumping
3. to give better value for money for P6 membership

4. to show that skydiving is a sport as well as an adrenaline activity

5. to provide quality information on skydiving progression

WEB SITE

The web site is expanding onto its second phase where it now features additional information from the magazine aimed at the current jumper in this country and abroad. Lessons have been learnt from the initial running of the site and more is planned for later in the year if the membership survey reflects that the website is a popular tool.

CO-OPTED MEMBERS

The committee has recruited two keen members to help manage the workload: Regan Tetlow & Jason Brister. The various media need guiding advice from people with experience of using them, and the composition of Council doesn't always allow that: the co-opted members are assisting with this.

Contact Your Council

BPA Chairman	Chris Allen	skydive_international@compuserve.com
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STC Chairman	Tye Boughen	Tye@mail.com
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Competitions Committee Members

Chairman / Judges Liaison	John Smyth	smyffy@aol.com
Vice Chairman / FS Rep	John Saunders	JAPA-John@SkydivingSchool.com
New Age Rep	Paul Applegate	tel/fax 01869 277 469
Classics Rep	Tim Andrewes	skydivenorth@email.msn.com
Canopy Formation Rep	Ian Marshall	marshallCF@aol.com

Development Committee Members

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	Pete Carroll	MadPierre@compuserve.com

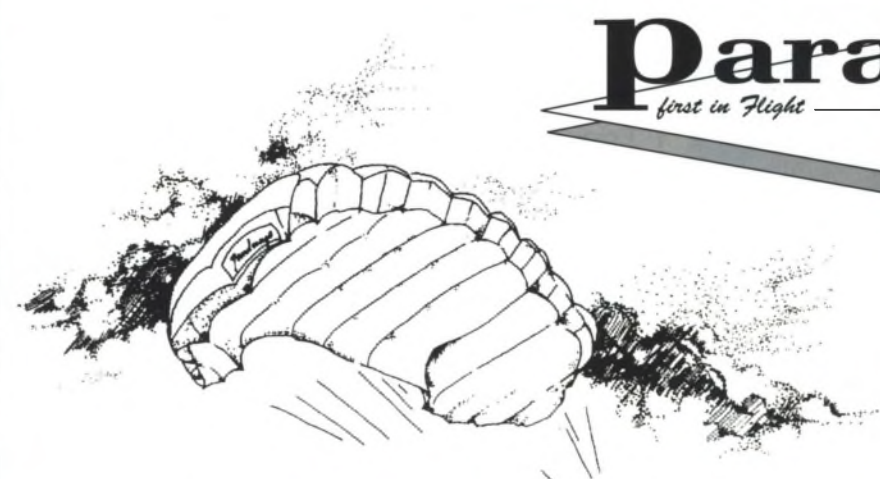
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Lofty Thomas	Lofty<TSE@skydive0.demon.co.uk
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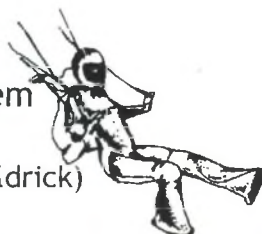
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Wings Unlimited main Canopies (ask Dave Morris)

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The Art of vRW – The Way of Freefly

This book and video package seem to be the 'talk of the town' at present. Newcomer Tom Gordon reviews this skydiving resource. Experienced freeflyer Mark Swarbrick adds his thoughts, to cover all ability levels...

The book starts by examining the differences between flat flying and freeflying, in particular the effect of higher wind speeds. High speed instability results in a sudden reduction in fall-rate, known as 'corking', often accompanied by an unpredictable lateral movement, known as 'zooming'; both can be hazardous!

"The safety issues that surround freeflying could be emphasised more. I was left feeling like this was mentioned in the preface and then again near the end, whereas it should be continuously stressed."

Mark Swarbrick

The next chapters deal with the different modes of solo freeflight; namely sit-flying, stand-up, and head-

down. Basic positions plus fast/slow fall, turns, loops, rolls, etc, are discussed with the appropriate techniques. More advanced skills are introduced next; back-flying, tracking, carving (rotation around a centre) and transitions (going from one freefly mode to another).

The next chapter deals with relaxation techniques and breathing exercises, to achieve the calm, relaxed, yet alert and focused mind-set needed for optimum freeflying. Then the author describes 'skydance', ie, choreographed freeflying. The final chapter deals with safety matters.

"I liked the section talking about meditation / relaxing and focusing the mind. This is something I do and I think is really important."

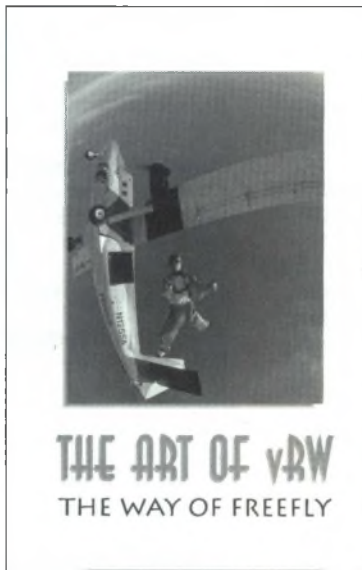
Mark

The video accompanying the book demonstrates the basic freeflying skills in practice, namely sit-flying, stand-up, head down, back flying, tracking, carving and transitions. Most of the video is devoted to freefall footage, with some short sequences of computer animation, and a few tips from experienced freeflyers. I was a bit disappointed by the video, which was beautifully filmed but lacking in substance. The freefall footage had a music backing, which was

"The video footage is wicked! However, I'm not sure it is tied closely enough to the way the book is structured. But, the flying is very cool."

Mark

Overall I thought that the book was well-written and informative with plenty of diagrams to illustrate the various points being made. Although there was a good deal of scientific theory and technical information included, I did not find it at all intimidating.



"I did like the way the book tried to explain the 'feel' of various aspects of freeflying. A lot of others tend to focus too strongly on the mechanics."

Mark

The author has attempted to make his book accessible to a wide range of people by adopting a schizophrenic style of writing. A combination of aerodynamic engineer and New Age philosopher, with a hefty dose of self-deprecating wit and a talent

for truly dreadful poetry. The first time I read the book I did find the style entertaining but it was starting to wear a bit thin on the third time through.

However, there is a lot of good stuff in the package and I would recommend it to anyone who is interested in learning about freeflight.

Tom Gordon

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BPA XL'ENT

The BPA have just given a whole load of dosh to *Sebastian XL*, our national 4-way team. XL, Pete, Toby, John, Lee & Ian, were ecstatic to say the least. The boys had had a few 'moments' in the preceding few days when it was all looking a bit pear-shaped with regard to funding. Things at times were a little stressful. Well once again the BPA have come to the rescue and have given XL the help they were looking for. Now the guys can train their ass's off in preparation for the World Meet in October. GREAT! BPA, you are going off! One good decision after another. Go XL, Go!

SPACE GAMES

Skydive Sebastian were host to Olav Zipser's Fun-Filled FreeFly FreeFall competition. The Space Games are refreshingly different.

They started on 4 March, attended by about 30 'Atmosphere Dolphins'. The AD test is a prerequisite for entry to 'Indy 500' and the Atmosphere Dolphin Challenge. Unfortunately, just prior to the games, a space ball got dropped on deployment. It thundered in, not too far from some dude mowing his lawn...he was not best pleased!... and as a result, Space Balls are not allowed on any of Andy Grimwade's DZ's or aircraft. This ruled out the AD Challenge, which uses a space ball, and made Indy Car a little more challenging as the 'Pylons' had only themselves to reference from, which can induce a backsliding course. (For those who have no idea what he is talking about refer to page 4, February issue of SP). But this games was the exhibition event for the 'Fastest Man in the World' speed event. A

brand-new event that is only possible with the advanced features of a certain altimeter. (*this copy edited slightly George, I'll teach you not to send Wots last issue!* - Ed)

The event is run over a measured one mile which starts at 11,280 ft and ends at 6,000ft. This is the first time we have been able to judge freefall speed with any degree of accuracy. During the training rounds, John Loken ripped a blistering 292.38 mph average speed for the mile! Evolution said he was open at 1,575ft ... so we moved the start and end gates up 1,000ft. This made us all feel a little happier. During practice dives, good speeds were over 220 mph. So far, and at the time of writing the meet is not over, we have seen over 100 attempts at a totally new event. It's not a normal skydive. The excitement level is high. It was very special when Olav, dressed in his Sector skin-tight suit turned to me and said "I'm Excited here!" I wonder when was the last time that happened to him on a 1-way?! In the aircraft, you can see the racers; they are focused, scared, excited, all at the same time. Wicked. Chris Lynch is keeping the Brit end up by being the current leader in the competition, with a top speed of 276mph. Elliot Clarke has put in a blinding

258mph, he can certainly go down, and Wots achieved 232mph. Special mention must go to Reto with 116 jumps who achieved 228 mph, and Terry who on his 16th jump ripped a 132mph run! Good stuff boys! Fastest Man in the World. A real fun event that any skydiver can enter (*as long as they have bollocks George?* - Ed). Thanks to Sebastian and the Space Games.

HIBBLE BIBBLE SPEED MEET

Hosted this summer 13 & 14 of June, is the first ever British Speed Meet. Not Speed 8 but Vertical Speed. Now that we have sorted out the rules in the Space Games, we are running a similar event, to find the fastest man and woman in the UK. All qualified skydivers may enter, you just have to be Cat 8 or more. Target Skysports will be providing a Tasty Trophy and there will probably be some Evolution 2000 up for grabs too. Training for the event is available from Swalty's Turbine G92 Rocket Ship that goes to altitude in 9 minutes, so you won't have too long to get scared! For the whole of the preceding week is the FreeFly Skills week with Tim Porter, Chris Gauge and Sven Zimmerman, so come up and improve all your flying skills. It should be one excellent week.

George Pilkington



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KIT NEWS

by Rob Colpus

Atom Options

The prospective Parachutes de France *Atom* harness/container customer now has the choice of a couple of additional options as yet unavailable from other manufacturers. Most rigs on the market are now available with a ringed or articulated harness, but PF have gone one further with the option of front or back adjusting – this means you can have the hardware and loose end of the leg strap at the backside, allowing styles and freestylers the comfort of having no metalwork to dig into their groin when in a knees-down tuck position.

Another unusual option is a transparent reserve pin flap which allows the pin to be checked without the removal of the flap. This feature should preserve the integrity of the flap's tuck tabs which tend to get bent out of shape and lose their essential stiffness due to the constant opening and closing of the flap for pin checks.

In addition, Parachutes de France have released the next version of their popular *Atom* harness container system. The French company introduced their proposed improvements at the PIA symposium in San Diego, USA. Although PdeF's main market is not the USA, the PIA Symposium is attended by movers and shakers from all over the skydiving world.

What they were shown was a smoother, softer, more 'Poire' shaped *Atom* with narrower shoulder pads, a wider reserve pin flap and a binding tape free collar or yoke. The new *Atom* will not incur a price increase.

PdeF – 0033 01 34 32 77 77

The Eyes Have It!

Another cool little item from the trendy Italians at Parasport Italia has been launched into the goggle collective. Called *Z1 Eyes* these smart looking goggles are available in a range of coloured or mirrored lenses and more resemble a pair of shades than a pair of goggles. They come equipped with comfortable foam lined frames and a broad elastic strap.



Not so hot for eye contact, but great for street cred.

Parasport Italia – www.parasportitalia.com
The Kit Store – 01622 890967

£ \$ £ \$ PD Price Rise



For the first time in ages, Performance Designs have increased their retail prices – of all but their most recently released products. The small increase which affects, amongst others, the popular *Sabre*, *Stiletto* and *PD 9-cell* range came into effect from 1 February.

PD – 001 904 738 2224

Symbi Skin Up

Symbiosis Suits have added to their range of under-jumpsuit warmwear with the introduction of a lightweight, high-necked, fleecy spandex top. Although worn by Chris Lynch and me for the past two years, they have only recently made it onto the shelf at Symbiosis. Called *Symbi Skins* these tops are not intended to take the place of the original all-in-one fleece lined *Warmwear*, which is many times more effective, but are there to take the edge off those chilly dives without any noticeable increase in bulk or weight, or restriction in mobility.

Symbi Skins are available in small, medium or large, in black or navy with a touch of additional colour on the shoulders and external stitching. The tops retail at £28.

Symbiosis – 01622 890967
symbiosis.suits@btinternet.com

Precision Fight Back!

For the past several years Performance Designs of Florida have easily dominated the number one slot in the main canopy market with canopies such as the *Sabre* and *Stiletto* to name but two. But now, with the help of the mad New Zealand inventor Jyro and his company NZ Airports, the long standing US canopy manufacturer Precision Aerodynamics are making a concerted attack on PD's leadership. Up till now Precision have been best known for their *Raven* series of reserves. Although the company has always built main canopies as well, they have never really found the kind of universal popularity and success that PD have. Precision mains like the *Falcon* and *Batwing* are perfectly good canopies but somehow they failed to find that certain something that the discerning ram-air pilot was looking for. Now however Precision claim they have the products that not only match the competition but go another step further.

Icarus Safire – This new release from Precision is a lightly elliptical, all zero P, 9-cell main called the *Safire*. Also developed by NZ Airports and now manufactured under licence by Precision, the



Safire will be competing with the likes of PD's *Silhouette* and PdeF's *Merit* although these last two are both hybrid, half zero P and half standard fabric canopies. Precision tag the *Safire* as an all round, no hassle, performance canopy. It will give modern elliptical flying characteristics without getting radical or requiring any special skills. It will be popular with the turf surfer when heavily loaded (up to 1.8 pounds per square foot) or when lightly loaded (below 0.8psf) is suitable as a first canopy or anything in between. Like all Precision's canopies it is available in any size you choose but standard sizes are also available.

Icarus Omega – Another product from Jyro's drawing board is the *Icarus Omega* – a 7-cell, lightly elliptical, zero porosity main. Designed as an all round FS, fun accuracy, demo jumping, fun CF canopy, Precision tell us that the *Omega* has the benefit of nice, smooth, on-heading '7-cell' openings, easy packing and gentle landings (*but they would say that, wouldn't they!*). 🖐️



New Must-Have Camera Extras

Those clever little bods at Sward Snaps in Swindon, UK, have come up with some nice little accessories for the discerning camera geek. *Vision-On* is a funky little fibre optic device which fits onto the indicator light on the video camera and, without electricity, magically beams the light into the cameraperson's goggles to tell them if the thing is running or not. The *Vision-On* requires no batteries, no maintenance and there is no need to block out surrounding light.



The *Step Ring* – a useful little device that screws onto the new *Sony PC1* camera and allows you to use a far wider selection of lenses common to other camera such as the *PC7* and *PC10*. It converts the 33mm thread size to a 37mm size allowing the fitting of the more popular wider angle lenses available.



The *Camera Lock* – a crafty little video mounting screw with two knurled rims and a deep waisted centre allowing an elastic bungee strap to be mounted in order to doubly secure the camera in position.



Sward Snaps – 01793 771037

Heads You Win



Yet another open faced hard hat has hit the scene, this time manufactured by Parasport Italia. Called the *Z1 Alpha*, this new addition to the successful *Z1* range of helmets looks a lot like the *Gath* or *Gecko* helmets made popular by freeflyers. The *Alpha* is available in a number of solid colour options.

The UK price is around £90, which sets the new helmet somewhere between Skysystem's funky looking *Nvertigo* and the surfing helmets.

Parasport Italia – www.parasportitalia.com
The Kit Store – 01622 890967

More KIT NEWS

✍ Since the introduction of Aerodyne's *Triathlon* and later PD's *Spectre*, ZP 7-cells have been slowly gaining popularity mainly due to their ease of use and low hassle factor. They are outperformed on bad spot recovery and landings by 9-cell (and greater) canopies, but their ease of use, display accuracy and canopy formation capabilities are what some people are looking for.

The Icarus Omega is a truly elliptical canopy, but the shaping is very light. Precision state that its planform has been optimised between enhancing the canopy performance and feel, yet maintaining easy flight characteristics and consistent controlled openings. The Omega's cells vary in width across the canopy to maintain a constant cell aspect ratio and to consistently control the airfoil shape across the canopy.

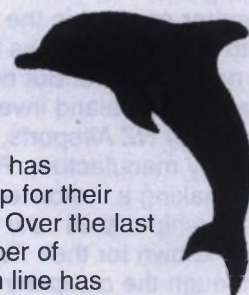
At lighter wing loadings (below 0.9 pounds per square foot) it's a good student transition or first canopy or for someone who just wants to take it easy. At heavier wing loadings (up to 1.5psf) it will get zippy and fun while maintaining cruzy openings and reasonable landings. Being a 7-cell of conventional construction the pack volume is relatively small.

As with all Precision canopies the Omega is available in any size you may choose, but they recommend wing loadings from 0.75 to 1.5 pounds per square foot.

Precision intend to turn up the heat again in June when they release the new *Icarus Extreme VX* (see next issue's *Kit News*).

Precision Aerodynamics – 001 423 949 4688

DOLPHIN FRIENDLY



Altico, the Florida rig manufacturer, has developed a safer main closing loop for their *Dolphin* harness container system. Over the last year or so there have been a number of incidents where a main suspension line has become hooked up on the grommet which attaches the closing loop to the inside of the main pack tray, resulting in a nasty main-in-tow malfunction which cannot be cut away. This should only become possible if the grommet has not been set properly during manufacture or has pulled open slightly with use. But, as the potential problem exists, Altico have designed an attachment point where most of the grommet is hidden behind a short length of webbing preventing possible snagging – a simple but effective solution. A retrofit of this mod is a quick and easy job on most rigs.

Altico – 001 352 523 0052

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padding packing area (well, if Greenwich can have a Dome!)

Freefly Sibson

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Sven Zimmermann 17-22 Aug

If you want to enter the New Age Nationals and don't have a team, contact Alex Mencock

Free ground coaching for Nationals participants

For more info on coaching & seminars contact Alex on 0973 639043

Photo of Alex & Year
by Sven Zimmermann

1999 Events

April 23 Turbolet arrives - Jumps £12 every Friday

May 1-3 & Bank holidays with FS local organisers,

May 29-31 freefly coaches, fun & frolics

June 19-20 8 way FS competition

July 24 BPA FS Nationals (training camp from

Aug 1 17 July, team jumps £12)

Aug 20-22 BPA New Age Nationals

(training & free coaching from 14 Aug)

Aug 28-30 Bank Holiday with FS local organisers

Freefly coaches, fun & games

Sept 18-19 Woodmouse 4-way FS meet

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Body Flying School

Dave Howerski is operating his new venture, Body Flying School, in France and Florida, offering primarily one to one coaching up to and including FS1, BPA Cat 10. This is done in a 15 to 25 jump package which is tailored to individual requirements. The emphasis is on coaching and an individual approach. Each course is different and structured towards the person concerned. Dave says he is 'au fait with up to date techniques being in the *Sebastian XL* environment for the last four months'. Contact dlhowerski@aol.com or telephone 0410-205608

Web sites of the month:

www.skydivemag.com
our very own website

www.relativeworkshop.com
product service bulletins now available here

www.skydiveaz.com
newcomers can check out the glossary of skydiving terms

www.skyzine.com/skyzine/home/asp
a brand new, high quality internet magazine on skydiving

www.square1.com
a large site with lots to see and do including colouring your own canopies

www.normankent.com
some fabulous images and advice from leading photographer Norm Kent

www.proskysurf.com
Brian Rogers and friends with a great selection of photos

www.royalaeroclub.org
not the most exciting site but interesting to read about other governing bodies

Terminal Velocity

Terminal Velocity, the company currently building a wind tunnel in Stoke on Trent, had a period when they lost their finance through a high street bank. However the good news is that a private investor has been found so Terminal Velocity is back in business. A new, larger drive shaft and gearbox have been fitted to the wind tunnel. Everyone is working as hard as possible to get the building ready for customers, they expect to be running an open day within the next three to four months. The people who joined Terminal Velocity as members have been written to and will be invited to the open day. Call Phil Roberts on 01785 859 177 for details.

G92 Turbine

Target Skysports at Hibaldstow has bought a Turbine G92 which climbs to altitude in 9 minutes! Email helen@targetsky.demon.co.uk for more info.

Updates!

Form previous issue

RAPA Date Changes

The RAPA meet dates have now changed, see diary for details.

Shotgun Boogie

Rockin' Dave has now changed his email address. Anyone interested in contacting Dave following the review of his CD, *Shotgun Boogie*, by Rob Colpus, can find Dave at Rockindave@midnightrock.demon.co.uk

Did you know . . .

..that polar bears are left handed

IPC Information

IPC Development Working Group has launched a new web-based discussion forum service:

'Development of skydiving as a sport'. The purpose of the forum is to share views on development in the IPC, give direct input to the Development Working Group and to promote development work in the skydiving community. Announcements of a commercial nature, discussions not specific to development and personal attacks are prohibited. The forum can be found at the following address:

<http://board.fai.org>

Situation Vacant

Airtec, manufacturers of the Cypres AAD, seek a full time secretary/assistant to work with their team in Wunnenberg, Germany. Apply in writing only to: **Airtec GmbH, Mittelstrasse 69, 33181 Wunnenberg, Germany, fax +49 2953 1293.**

New Met Fax

MetFax, the fax service providing detailed and specialised weather information, has changed their contact numbers to: Tel 08700 750 075, Fax 08700 750 076, Email metfax@meto.gov.uk

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- Costs of recovery to hospital following a parachuting accident.
- Buildings/content insurance. • Car insurance.

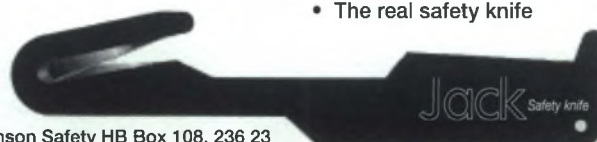
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Bits n Pieces

The XLR-8 FreeFlyFilmFest

The first European Freefly Festival will be held in Gruyeres, Switzerland, July 21-5 1999. It has a totally novel concept. XLR-8's goal is to emphasise creativity and, by doing so, open new dimensions in human flight. Sixty freeflyers from around the world are being invited to the XLR-8 FreeFlyFilmFest in Gruyères. In addition five special guests (renowned skydivers) are being invited. A special thank you to **BaByLoN!** For more info: www.xlr-8.ch

Millenium Boogie

Great Lakes Skydiving Centre is hosting a **Millenium Boogie**, 28 December 1999 – 2 Jan 2000 at Tolaga Bay on the east coast of New Zealand. This location on the east cape right on the beach will be the first place on the Earth to see the rising sun of the new century. They will host between 100 to 150 international skydivers, load organisers, Patrick Passe and Wendy Smith are confirmed with answers pending from Jack Jefferies, Knut Kreckler and Olav Zipser. Aircraft to date are three Cresco 750 Turbines which are skydive-friendly, take 10 jumpers in each and only 10 minutes to altitude. How fast can you pack? The organisers promise beach jumps, parties, big screen entertainment, surfing, swimming, sun, seafood and international load organisers.

And to see out '99, the **End of Year Madness Boogie** at the Great Lake Skydive Centre – above the beautiful Lake Taupo and volcanic plateau – will be held one week before the Millenium buses pull out of Taupo on 27 Dec on route to Tolaga Bay, via some of the most dramatic landscapes, and beaches.

Hosts for both events are Greg Smith, Patrick Passe and Wendy Smith, Great Lake Skydive Centre, PO Box 1523, Lake Taupo, NZ. Tel **0064 7 378 4662** Fax **0064 7 377 4851** Email Greg (Wendy's brother) greg@freefly.co.nz



Quote of the Month

"Reach for the moon – even if you miss you will land among the stars"

Les Brown

Sent in by Emma Moran

Seminar Plus

10-14 May 1999 will see a seminar run by ex National Champion Kevin McCarthy at Empuriabrava, Spain. The seminar is unusual in that it will cover not only freefall skills but all the other stuff you need to stay alive and in the air. Canopy skills, landing patterns, ZP malfunctions, choosing gear, packing, aircraft procedures, exit order and much more ... The week will be pitched to cover all skill levels from Cat 10 to competitor. Contact Kevin on **0034 619 356 202** or email KevinMcMad@aol.com

Jump for the Cause

The Women's World Record attempt, run by Kate Cooper and Tony Domenico, scheduled for 1-6 September in Perris Valley is forging ahead. Donations to the Komen Foundation (for breast cancer cure research) are pouring in. Tryouts and practice weeks are being run at Perris, check out

www.jumpforthecause.com for details or email lesley@jumpforthecause.com if you would like to help with donation ideas.

FXC's

When setting FXC's be aware that there must be a minimum of 1,500 feet gap between the planned main opening height and the activation height set on the FXC. Any queries contact Dave Ballard at APA, Netheravon.

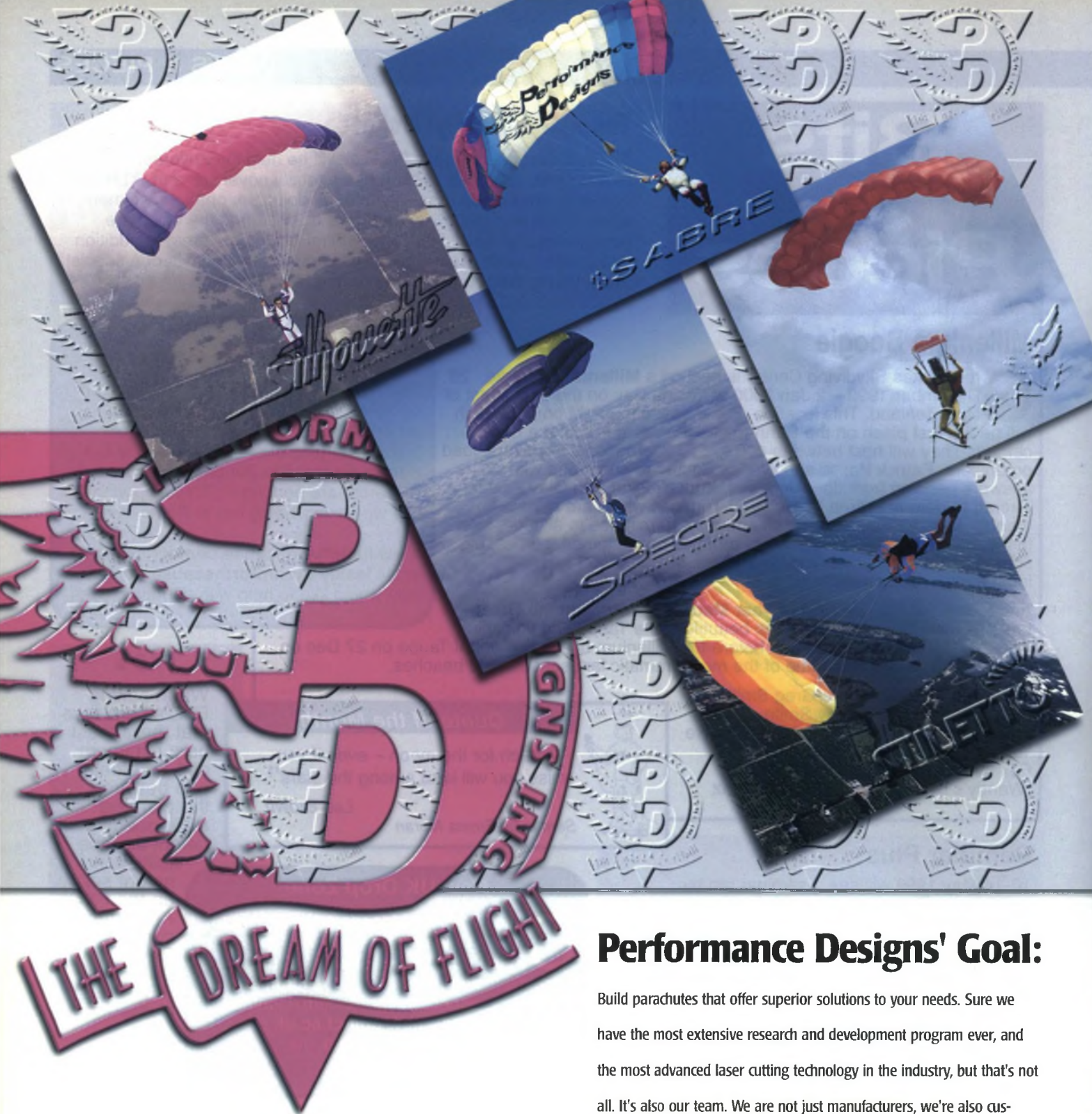
New UK Drop Zone

Chris Jones and friends are planning to reopen Swansea as a BPA drop zone in the not too distant future. Chris is currently looking for a CCI, an aircraft and instructors, especially for tandem. Contact Chris on cjones@new-coll-cf.ac.uk or tel/fax **0144 677 4624** or check out: www.new-coll-cf.ac.uk/sws/



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**At Performance Designs,
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Club News

Kit Off in Cornwall



Taken at the Christmas Ball, the scene shows staff and regulars strutting their stuff during their version of *The Full Monty*.

L-R: Chris Westcott, Steve Nundy, John Fisher (CCI), Pete Nichols and Jamie Burgess

Dunkeswell Delight

Last year was a very busy and successful first season. 45 students arrived at the beginning of this season for their refresher course, really enthusiastic to continue their progression

CONGRATULATIONS!

AFF

Paul Palmer and Andy Lock
Cat 8

Jonathan Teal and Clare Madeley
FS1 & 100th jump

Ryan Mancy (Eco)
400th jump

Henry Chow

Our congratulations also go to **Gary Harbirds** (16) who has finally done a tandem. Gary has spent four years hanging around the DZ and has, at last, achieved

his life's ambition. He starts AFF in March.

Robin Hill and Alison Harkins got engaged on New Year's Eve and celebrated at Skydive Deland.

Dunkeswell has loads to look forward to with a Cessna 185 on the way, giving us two aircraft operating on a regular basis. We will have the Islander for the four days of the Easter bank holiday. Because of the good response to night jumps last October these will be continued at various times this year.

We are looking forward to an exciting year and to meeting new members.

Alison Harkins

DISC Reunion

Sat 29 May
at Dunkeswell Airfield

This is it – the event you've been waiting for

Open to everyone who ever jumped at DISC and want to remember the best days of their lives! Bring your memories, photos and your drinking heads!

For more details contact:

Ian Louttit at
ianlouttit@eclipse.co.uk
or tel 01297 553 300

Wild Geese

EVENTS

June – Beach jump and BBQ on Portstewart Strand.

July – Trip to Empuriabrava, Spain.

4-11 Aug – Trip to World Freefall Convention, Quincy.

14-21 Aug – National Classics. Free coaching and seminars for club members.

Nov – Night Jumps

Francis Mullin

North West News

Best wishes and many thanks to **Alan and Joyce Morris**, who after 27 years partnership of running the club with **Dave and Doreen Prince**, retire in April. Their enthusiasm and commitment to the sport is much appreciated by all. Congratulations and good luck to **Stuart and Martine Morris** who will step in and forge a new partnership and era for the club,

A fond farewell to **Pam and Craig** who are off to live and work in Ohio, U.S.A. May the grass not grow too long before you visit.

Our 'I DID IT FIRST' award goes to **Tony Spruce**, who on an off landing in Empuria, walked away

unhurt (unfortunately the horse was unconscious for some time afterward!?!)

Congratulations

1* Freefall **Julia Clayton**
Emma Holroyde
Cat 8 **Ruth Newton**
Cat 9 **Jack Smith**
Paddy Doyle

Cark now has 33 RAPS rigs, cameramen, a rigging facility, and an Islander; now all we need are more students, visiting jumpers and good weather.

NORTH WEST (not as Jurassic as you may think)

Doug Summers

Bang On Target

Target Skysports now operate a Turbine G92 and it's here to stay. It carries 15 jumpers, takes nine and a half minutes to 14,000ft (that's four loads an hour), has an up and over door (similar to the Otter), floater rail, step, heater, benches, exit lights and a 6'5" tall, dark and handsome Hungarian pilot! Come and check it out!

We welcome New Age Champions **Vice Versa** (Tim Porter and Chris Gauge), who will be training and coaching full-time at Hibaldstow all summer. They will be available to train YOU!

Helen Swallow

The Price is Right



At Langar's 'do' in January, **Dilys Price** was recognised publicly for her achievements. Dilys is, at the age of 67, a powerhouse of enthusiasm and an inspiration to everybody, she's our oldest freestyleist and sit-flyer – and now she wants to learn to skysurf! What a lady, what a life!

Pic & words by Tony Danbury

Langar LET's 'em at it



Captain Leonid Sukhovskiy (above) and **Engineer Ivan Kovelurin** (below) our regular LET 410 crew, both completed their AFF at the end of last season, their fourth with us! Both had done tandem jumps and caught the bug, so we gave them AFF courses – a small thank you all the fun they've given us – both in the air and the bar! They're back with the LET on March 25. Now all we've got to do is keep them keep them in the aircraft.



Pics and words by Tony Danbury

The Royal Aero Club Trust

This trust was set up in March 1998 as a charity, with a set of objectives and, unsurprisingly, very little money to do the job. The board of 12 trustees were drawn from the 'air sports' organisations of Great Britain and are all members of the Royal Aero Club

The Trust has three objectives: to help young people in their chosen air sport; to encourage them; and to make air sports accessible to everyone, including those with a disability and who may not realise what they are able to achieve.

We hope to advance public knowledge of all aspects of aviation; including conservation of objects related to flying and its history.

We will promote research into air sports and publish the findings.

Our agenda is 'young people' and especially those who are disabled. Many disabled people

have done tandem jumps and we have seen the jubilation of these people afterwards. We are planning events where several air sports combine in a public way and offer information and experience. The main point is to mount a show that is attractive, informative and where there is possible public participation. There are also planned social events to raise money for the trust.

The Trust and its activities give the BPA an excellent platform for promoting our sport.

You don't have to reach into your pockets – the BPA will make a small donation towards the start up costs of the Trust. As things start to develop, perhaps BPA members will be willing to help by attending events and taking part in displays or instructing newcomers to the sport. And of course, the events are a platform for those with products or services to sell.

Rowland Whitehead

HEADS-UP AT LANGAR

Giles Fabris (freely champion with *Future Freesurf Langar*) wintered in Skydive Arizona sharpening up his flying skills with the hotshots over there. He's coaching at Langar's May Freely Seminar, emphasis on feet-down skills (or maybe that's head-up, planet down? Stand-up type stuff, anyway!)

Tony Danbury

What You Hinton At?

Plenty of activity over these chilly months, not to mention the large amounts of freely and CRW going down and Biff's video is now on sale.

ACHIEVEMENTS

1st Freefall	James 'Fitz', Sean Frewin,
	Marty Baker
Cat 8	Mark Johnston
FF1	Shane Wood
CF1	Biff
100 th Jump	Chas
1 st CRW	Rachel Gray

On 24-25 April the Tandem Record Attempt is on and we will try to beat the record of 98 tandem jumps on one day – wish us luck!

During the April FS skills camp, Hinton are having a WARP week, so make a note to come and enjoy.

Rachel Gray

Viva Strathallan

SERVICES RENDERED

Keiran Brady and **Billy Somerville** have received much deserved lifetime membership awards for all their hard work for the club.

CONGRATULATIONS!

Mike Strachan and **Kelly Halliday** married in Barbados in October. A no jumping hol! (skydiving that is). **Kevin McPhillips** and **Marian Shearer** have become engaged and we wish them well in their new home.

George Todd achieved 12 hours freefall in Arizona.

Local team, *Perfect Speed* are training really hard, they are George Todd, Kelli McKinven, Doug McLelland and Dave West, and are the new talent to watch out for. Sorry to hear that Kelli injured her foot training in Arizona – we wish her a speedy recovery.

SUTURE YOU SIR?

Strathallan can now boast three female doctors among their jumpers, these include a surgical consultant and a radiologist. So feel safe, feel very safe!

Kelly Strachan

You're All Right Jack!

Our son, **Jack Lemmick Tyler**, arrived on 15 Feb weighing 8lb 8oz. Mother and baby are doing very well. Al Macartney and his dad plan to take Jack to France on his 5th birthday for a tandem jump – Mum hasn't agreed yet!

Dave & Heidi Tyler

POPS CORNER

Parachutists Over Phorty Society



AGM SNIPPETS

Good turnout of members, the most we have had attending the Pops meeting for a long time. As our Chief Judge is now residing in Quito, and it's a bit far to commute to the Pops meets, John Peck has volunteered to act as Chief Judge for the two UK meets this year. As for the year 2000, there will be vacancies for Chief Judge and judges/helpers, also as I will have done my stint as Treasurer/Hon Sec we will need someone to take over this position. Anyone interested in these vacancies, please let me know.

1st MEET OF THE YEAR

This will be at Devon and Somerset, Dunkswell 22-23 May, camping/caravans welcome, local B&Bs, contact DZ for info. There will be the usual Hit & Rock for Pete's Pot, and accuracy for the Doncaster Plate. As Andy Guest has arranged for an Islander that weekend, there should be plenty of opportunity for some fun jumping too. Andy has also reserved the restaurant at the Royal Oak for us on Saturday night and for some local entertainment.

Sounds like it's going to be a good weekend, so the more the merrier!

FUN FS WEEKEND

Quite a few members have asked me to arrange an informal FS/fun jumping weekend. OK, its done. 26-27 June at Langar, large A/C, so come along and fill your boots! (Northern expression). I'm sure we can get a load organiser to help out, and maybe also video if you want. As I said it's informal but will give members a chance to jump together and maybe try for a new Pops UK FS record?

CHILLIWACK

A bit more info has come through regarding the World Meet. The DZ would like people to register as soon as possible - jumpers and non jumpers, so they have some idea of numbers attending. I have registration forms, so contact me if you require one. No payment yet, but once you get there, the competitors registration will be \$86 (Canadian) to include, amongst other things, T-Shirt, BBQ, two free beers each evening. Non competitors/Pups, will be \$30 (Canadian). If you are going and require any more info, contact me and I will send you any updates direct.

NIGEL BOWS OUT

Nigel Yonge (POP 75) has decided to hang up his jumpsuit and sends his thanks and a fond farewell to the many friends he has made during 32 years of skydiving.

(ps. He asks if anyone wants to buy his kit?)

Sue Hill

Hon Sec/Treasurer
www.pops.org.uk

NEW MEMBERS

Bernie Bamber, Mike Brownridge, Ian Rostron, Peter May, Ron Wands

In the Sibson Spirit



Check out the 'face' on the static line bag!

CONGRATULATIONS

1* Freefall - Kevin Woodrow, Dan Golob and Mike Marinfeld

IT'S HIP TO BE SQUARE

Progression and first jump courses are now all on RAPS kit.

STARRY NIGHTS

We started the season early with a combined congratulatory and birthday bash for Auntie Lou and Keith Ellis. A great cabaret night in Birdland Bar with Frank Davies - excellent as ever. Rhino, accompanied by members of *Dirty Toys*, surprised and entertained us all with his excellent singing.

Meanwhile, in Eloy Alex Meacock did us proud by winning the Arizona Freestyle Money Meet, along with Yoav Gabai and Sven Zimmermann - team name *UN Safety Officers*. Alex is available to train YOU here at Sibson.

Sibson welcomes Chris Allen, who's offering AFF here from the end of April.

Cornelia Waymouth

Headcorn Highlights



Simon Hughes

Alex Fixsen filming a tandem over Headcorn

The Turbolet 410 is at Headcorn from 1 April (honest!) and we are now open Mondays from 1pm.

Break for the Border

We now have our website up and running:

www.borderparachute.co.uk

CONGRATULATIONS

500th jump Rick Woolfall
Cat 10 (FS1) Gary Pringle

We send lots of love and our best wishes to Nikki Parry following her bone marrow transplant. We wish her a speedy recovery and to see her back jumping soon.

Katherine Andrewes

Club Reps

Border	Katherine Andrewes	skydivenorth@email.msn.com
British Skysports	Mai Richardson	01377 254 142
Black Knights	* WANTED!	
Cornwall	* WANTED!	
Cyprus	Pete Smith	j6cisepi@diaf.cylink.com.cy
Eaglescott	* WANTED!	
Devon & Somerset	Alison Harkins	alison.harkins@virgin.net
Headcorn	Simon Hughes	Airaffair@btinternet.com
Hinton	Claire Tuckett/Rachel Gray	info@skydive.co.uk
Ipswich	* WANTED!	
Langar	Tony Danbury	bpslangar@aol.com
London	* WANTED!	
Merlin	Mike Jeng	Mikefizio@aol.com
Netheravon	Martin Williams	martinwilliams5@compuserve.com
N London	Richard Johnson	gravaddict@aol.com
North West	Doug Summer	drs37808@GlaxoWellcome.co.uk
Oxon & Northants	* WANTED!	
Paragon Skydiving	Linda Ross	0973 746 929
Peterborough	Cornelia Waymouth	LillaW@smithz.clara.co.uk
Peterlee	Geoff Mason	0191 586 5278
RAPA	Jim Scarratt	jscarratt@compuserve.com
Services PC	* WANTED!	
Silver Stars	Richard Olpin	richard.olpin@tmc.u-net.com
Strathallan	Kelly Halliday	Mike&kelly@bluesky0.demon.co.uk
Stirling PC	* WANTED!	
Target Skysports	Helen Swallow	helen@targetsky.demon.co.uk
Tilstock	Colin Fitzmaurice	colin@tilstock.demon.co.uk
Weston	Bev Ford	Bev@oxfordtc.co.uk
Wild Geese	Francis Mullin	fmullin@ee.qub.ac.uk

* Email Trish Jones at ClearTrish@aol.com if you want to volunteer to be a club rep



Skydive Israel

One Monday morning I received a call from a friend in Israel who had spotted a DZ on his travels. I decided to go and check it out.

The drop zone is in Netanya, 35 minutes from Tel-Aviv. I found a very nice set-up, offering AFF, freeflying, Skydive U, tandem, FS, video and static line



jumping. The staff are very friendly and there is even a rigger on site. They were really fascinated with my Teardrop Super Fly as they hadn't seen one before.

Docs checked, I was airborne within 15 minutes and on my way to 12 grand in the club Porter, which sports a cartoon type paint job. The view was breathtaking – serious scenery, with turquoise seas and golden beaches. I could see 50 kilometres north past Haifa and south to Tel-Aviv.

Open Tuesday to Saturday in summer and Wednesday to Saturday in winter (what winter?), the centre has a large, sheltered packing area, creeper pad, packers, team rooms and even a pub!

Landing are a bit tricky as the landing area is of postage stamp proportions so it's perhaps for the experienced jumper. Radios and help with your canopy are readily available.

There's plenty to do and see in the area with Jerusalem and the Sea of Galilee an hour from the DZ. The Dead Sea and Tel Aviv are only 90 minutes away. Drive for 35 minutes and you reach the old town of Jaffa. I found you could get a 50 minute flight for £70 return, which will take you to Eilat which lies on the Red Sea and has some of the best scuba in the world (whispers were that a new DZ was to open in Eilat).

The Israeli Skydiving Association has over 1,000 members – not bad for such a small patch of land!

Anyone wanting contact names or numbers, give me a call.

Oren Zeloof

0973 221 518 or 0171 431 5587



Per for the Course

As a balloonist, my interest in high altitude jumps stems from the need to save my neck if my balloon should fail. I saw high altitude jumps at Davis, California advertised and thought it was an excellent opportunity to test the actual emergency equipment which was used on the Global balloon attempt during December '98.

The drop zone is SkyDance at Yolo County Airport about ten miles west of Sacramento, efficiently run by Dan O'Brien (Tel 001 530 753 2651). The aeroplane fleet is a King Air 90 and a Cessna Caravan. High altitude jumps from the King Air are from 30,000ft with six jumpers – quite an impressive performance, although the climb rate is pretty modest after 25,000ft.

SkyDance provides all the oxygen equipment for jumps but I brought my own (and so did Dave Jackson, the Global back-up pilot). The main components are helmet (whose primary purpose is to be a receptacle for the oxygen mask), oxygen mask, demand regulator, and bail-out bottle. Three jumps were scheduled: the first from 14,000 ft (with full kit for familiarisation); the second from 24,000ft, and finally a jump from 30,000ft.

To avoid 'the bends' at high altitude, it's essential to carry out a pre-breathing session on 100% pure oxygen to de-nitrogenise the blood system. For 24,000ft you need about half an hour of oxygen, for 30,000ft you need a full hour. The pre-breathing session is carried out in the aircraft – at first on the ground and then during the climb to altitude. You breathe from a main storage bottle in the aircraft, when jumping, you disconnect the storage bottle and bring the bail-out bottle on line. The latter has about 150 litres of free oxygen,

which means around ten minutes of breathing time.

Skydiving from 24,000ft feels similar to jumping from 14,000ft but 30,000ft is quite different. You also have to realise the temperature at this altitude is -40°C!

It is exciting when you open the jump door and realise you are level with a 737 which is leaving a thick



Per Linstrand (right) and Janet Folkes in the King Air during the pre-breathing session

Per Linstrand



condensation trail behind it! Once stable at 28,000ft, the scenery is exhilarating – you can see from the Pacific Ocean to the Sierras. The altimeter (a good one) will simply wind three revolutions, this is slightly confusing as it presents exactly the same information whether you are at 15,000ft or 25,000ft. I must admit that after the event, I bought a 0-30,000ft altimeter!

Surprisingly, temperature is not much of a problem, mainly due to the short time you are exposed and that you are in a warm aeroplane.

Dan's operation is impressive. The high altitude instruction is given by a very experienced specialist from the US Special Forces, who exercises the highest level of professionalism. The cost is very modest at around \$700 for the entire package and I would highly recommend it.

Per Lindstrand

(You can also do high altitude jumps at Airspace Centre in Russia, email rosto@engels.san.ru)

warning

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- May 22-23 **CENTRAL REGIONALS**
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- June 5-13 **TOTAL SKILLS CAMP***
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Chris Gauge and Sven Zimmerman

JET TURBINE G92
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and there's more

- | | |
|----------------|---|
| June 12-13 | SPEED FREAKS
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Run by George Pilkington |
| June 26-27 | 4 Way FS MONEY MEET
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| June 28-July 2 | BCPA NATIONALS
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| July 5-9 | STUDENT PROGRESSION WEEK
Any student jumper welcome, cut price jumps.
Free Seminars, great vibes! |
| Aug 7-15 | HIBBLE BOOGIE
1st weekend – 26 Way competition. Freefly Convention (15000ft) during week. 2nd weekend 8 Way competition |
| Sept 20-24 | STUDENT PROGRESSION WEEK
All levels of students welcome, cut price jumps |
| Sept 25-26 | END OF SUMMER FIASCO! |
| Oct 30-31 | HALLOWEEN 10 Way SPEED MEET |
| Dec 31-Jan 2 | BIG NEW YEAR'S EVE MILLENNIUM PARTY
New Year's Skydives – Watch this space!! |

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Just for Hippies?

Freeflying is for long haired, hippie, pinko, pot-smoking louts that can't even get out of the plane stable. They only do it to look cool. They're either on their heads or off their heads! They zoom around and many are downright dangerous... Right?

Wrong. Freeflyers are just like any other skydivers; they do it because they enjoy! Just like others of you out there that swear by your discipline, freeflyers love theirs. It is the part of the sport that they prefer. The part that they find themselves good at. The part that gives them more satisfaction. They are no different to any other skydiver and, believe it or not, most are actually quite normal!

Freeflying is a difficult discipline to master. Although predominantly thought of as head-down flying, it actually involves flying the body in all positions. Not just the one position like in Formation Skydiving, moving your body around on your belly, but also upside down, on your feet, sitting, on your back and even tracking. It gives you all-round flying control at different speeds and is beneficial training, whatever your discipline.

Tracking

How many of you FS jumpers out there need to improve your tracking? With these new faster canopies, greater separation is needed before canopy deployment. Freeflying is a great and fun way to learn this skill. Freeflyers often spend a whole skydive just tracking. It's a relaxing way to finish a day whilst improving your skills at the same time. Probably the easiest freefly jump to start on, just don't forget to let the jumpmaster know so that he can adjust the spot accordingly and ensure that you don't interfere with other groups. Or, if you can track well already, can you do it on your back? Why not try?

Safety First

Make sure that you stay safe. Before attempting to freefly, you must receive a brief from an instructor or freefly coach. A lot of freeflying is done at higher speeds than conventional flying due to the body orientations. Before you start, modifications may need to be made to your gear. The deployment system should be either BOC (Bottom of Container) or pullout. Freeflying with a legstrap throwaway is asking for trouble! If you have a BOC, ensure the spandex is in good condition, especially the mouth of the pocket. Ensure the closing loop is tight and all bridle line is adequately tucked away leaving only the minimum amount exposed. The last thing you want is a premature deployment at 180 mph!

Baggy clothing is popular but make sure that you tuck the top into your bottoms and secure it with your legstraps in order to prevent it from riding up over your handles. Many rigs have riser covers that blow open, this sometimes can't be helped. Paying attention when packing to the way you route your risers can help to stop them coming loose even if the riser covers do blow open.

Dean O'Flaherty



Safety Tips

- ✂ Use BOC or pullout deployment
- ✂ Closing loop tight, fully inserted pin
- ✂ Check risers secured
- ✂ Velcro in good condition
- ✂ As little exposed bridle as possible
- ✂ Baggy clothing – tuck securely away
- ✂ Audible altimeter!
- ✂ Hard Hat
- ✂ AAD? A damn good idea!

Audible altimeters are a 'must'. Any body clock developed from belly flying is wrongly calibrated because of the shorter time freeflyers spend in freefall. An AAD is advisable because of the altitude factor and the potential for high speed collisions. There are many experienced freeflyers that can tell you of 'near misses' they have had whilst in freefall. Don't let that happen to you. Jump in smaller groups



Wendy Smith

Sit/Stand

So it's time to have a go! It is a good idea to talk to someone experienced about what you intend to achieve during the dive. No need to bite off too much at once. Try and be disciplined with what you do. This will put you in good stead when you start to jump with others.

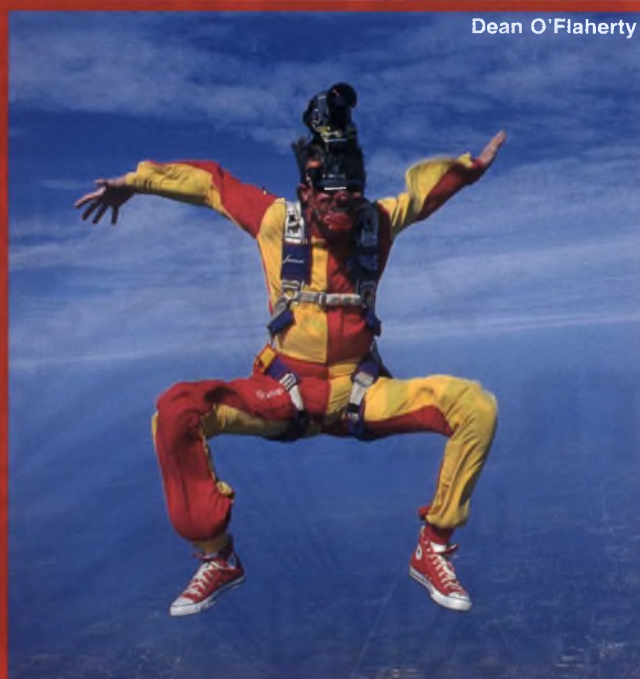
If you have never tried freeflying before the logical place to start is Sit/Stand-up flying – this will give you the feel for the vertical nature of freeflying. Spend some time on the ground thinking about the where the wind will be coming from up there. A good exercise is to sit upright in a chair and feel the muscles in the front of your legs, back and stomach that you use to stand up out of the chair – this is what you will need to feel when you are in the air.

Exit the aircraft with your back to the wind in a seated position and pick up a heading on the ground. This will feel really easy and comfortable for a while until the airspeed increases. You keep the seated position by keeping your feet pressed into the airflow as you pick

up speed. This is the hardest part! Pay attention to the relative wind. You can make things easier by using your arms to create drag high on your body, lowering your centre of gravity. If you find your feet popping up, instead of trying to drag your feet and lower leg back



Keith Larrett



Dean O'Flaherty

through the airflow, try pulling your knees close in to your chest and pressing your feet down through the air – think about getting up from that chair and keep those arms out. Again, pay attention to heading; this will do wonders in helping to eliminate spins and orbiting. Experiment with the airflow by squishing your feet into the wind, try moving from a sitting position to a standing position – How ?? Remember the chair! Feel the increase in speed – YAHOO!

Be sure to stay altitude aware as even sit/stand-up will burn altitude in a way you may not be accustomed to – I mean really fast! Initially you should aim to go flat/break-off no later than 5,000-4,500 feet. This will allow you enough time belly-to-earth to slow down and deploy stable. Flipping over and dumping straight away will hurt – I guarantee you!

Mark Swarbrick

with skydivers that have the necessary skills not to 'take you out'. Wear a hard hat. There are any number of helmets around now designed specifically for freeflying. With increased speeds this will afford more protection than a leather 'blood-bonnet'.

There are many different theories on the exit order and whether freeflyers should go out first or last. If you are unsure about which to do, don't worry about it. As long as a sufficient length of time is left between groups (not just a few seconds), then it should not matter what type of flying the groups are doing. Be aware that with your extra freefall speed you will probably be under canopy before others on your load. Make sure you don't fly beneath their intended opening area and be conscious of the position of all canopies.

Give it a Go

If you've mastered one aspect of body flying, on your belly, maybe it's time to learn all the 



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other aspects. Or are you scared of failure? Worried that you won't be able to learn a new discipline? Scared that people of lower experience whom you're 'ahead of' in FS will be better than you at head-down? There's no humiliation there, it's all in your mind. People will respect you more (not less) for trying it. Have you got the 'I can fly on my belly, so why should I need to fly in any other position' attitude? Well there is no reason why you should. But if you try it, you never know, you might even like it. Your life – your choice.

Al Macartney

Al would like to thank Thomas Sports Equipment and Performance Designs for their sponsorship and ongoing support.

Wendy Smith pics were taken at the Freely Kiwi Festival, Dec 98 at Great Lake Skydive Centre, Taupo (founded by Wendy) Organisers included Wendy, Patrick Passe and Knut Krecker.



Wendy Smith

Head-down

If you've been sitting/standing on your own two feet for a while and feel comfortable with it you should try flying on your head. Although there is some perceived difficulty in flying head-down, once you have cracked it you'll what all the hoo-haa is about. Between sit/stand and head-down it is fair to say that most people find head-down to be the more natural position.

To get started get someone more experienced to take you out head-down a couple of times. This will allow you to orientate yourself and get the feel for the differences in body position, air flow, etc. Even when you are being helped to fly head-down by someone else you still need to fly your own body.

Initially it will be easier to exit the aircraft in a head-down orientation. Just the same as a belly-to-earth exit, you need to present your body to the wind straight out the door – in this case your head! After rolling out the door, head into the wind, first thing is to get those legs out wide – as a rule, if you feel like your legs are wide enough, spread them some more! Have a look at your legs. Try not to have your hands and arms too high, this will create instability and you don't really need them to fly anyway.

Pay attention to where you are feeling the air on your body; all the pressure should be on the sides of your legs, arms and hands. If you feel wind in your face and on the front of your body you are 'backsliding' or in a steep track on your front. If you can feel air pressure on you back or the backs

of your legs and arms you will be driving forward. Try arching and de-arching a little with your hips and feel the effect. The amount of movement required is very subtle and this is the hardest part to get your head around; the subtleties of falling 'down the tube'. Taking a heading and looking at the horizon will help a lot too!

Pay attention to altitude – make a point of doing alti checks – this might be harder than you think! As with any freeflying, give yourself the time to get flat and slow down. While you're learning, be aware that you can really cover some ground if you're not falling down the tube and the speed difference could have you passing other groups in freefall. Therefore, at break-off, clear your own airspace (even as a solo) before you dump.

The most important thing is to be safe and have fun! Catch the buzz – it's fast and furious but most of all, it's a wicked amount of fun!

Mark Swarbrick



Dean O'Flaherty



EXIT EXIT EXIT!

General Exit Tips

- ◆ Have a picture in your mind of what you want to look like and where you want to be on the slipstream. Then place yourself into that frame on exit (use your own videos or those of other teams to help get this picture in your mind).
- ◆ On exit, keep a certain amount of strength in your body to keep the formation rigid and presented, this can sometimes save a launch from poor timing or presentation.
- ◆ It's never too late to get presented; if you leave in a poor position, immediately get into the right position and box it out.
- ◆ Some people say that certain exit positions make or break an exit. In fact, any position can make or funnel any exit, but if you do your job 100% you can help an otherwise ropery launch.

Pete

Meeker Exit From A Left Hand Door

Outside Centre (Mr Green)

As **outside centre** on a meeker exit, I get balanced in the centre of the door, my left hand gripping the bar, directly above my right foot, with my left leg trailing, my right hand grips the rear float's leg (Mr Blue). I keep my hips and head close to the plane, this keeps my centre of gravity over my feet, making it easier for me to stay balanced and get a better launch. I aim to never put my weight on anyone else.

I used to give the exit count (we have recently changed due to competition training). I recommend that most groups still have the outside centre give the count, as it is very easy to see and read. I would first ensure that I am calm and ready, then check that my team mates are ready (not shuffling around to get into position or take grips). Then I give a small shake on the grip to let them know the count is coming and with a steady rhythm I pulse Up, Down and Out, trying to place myself parallel with the wing and presented into the relative wind. Because of the grips I have I will get rotated a further 45° downwards.

Initially this seems like an aggressive exit but with only a small amount of practice it becomes a matter of balance and timing; the rotation of the right shoulder down and the left knee up, allows you to be presented.

Pete Allum

pete_allum@compuserve.com

Tail (Mr Blue)

As **tail**, stand at the rear of the door, shoulders square on to the aircraft. Place your right foot approx. 12" from the back of the door and then jam your head inside the aircraft.

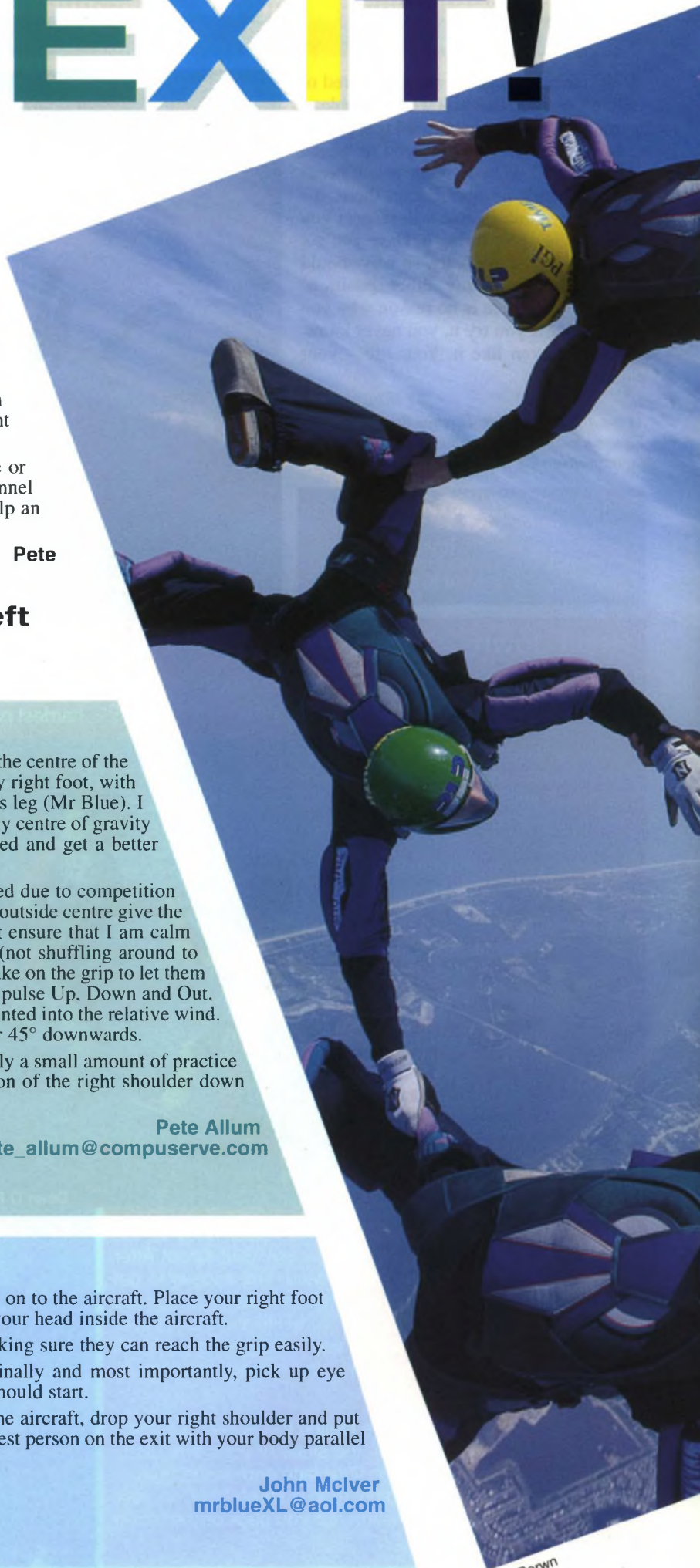
Now offer your left leg grip to the outside centre, making sure they can reach the grip easily.

Take a grip on the inside centre at the knee, then finally and most importantly, pick up eye contact with point, as this is when your referencing should start.

When you leave, kick your legs out and away from the aircraft, drop your right shoulder and put your belly to the relative wind. Make yourself the lowest person on the exit with your body parallel to the wing.

John McIver

mrblueXL@aol.com



Ian Borwn



Point (Mr Yellow)

As **point** in the 4-way, 70% of all exits are done from the front dive exit very similar to the meeker exit. Here are some tips on doing your job in the meeker exit:

When moving into the door, pick the grip up (left hand onto outside centre's left leg) and lower your left shoulder so as to be presented square on with the relative wind. The right hand can be placed inside the door to hold there or, if you find you're balanced all right and not moving, then you can have it up ready in position for the exit move. Have no tension on the grip you're holding as the person you're on will only be hindered by your pushing or pulling grip. Look in the direction that the count is coming from and, as you leave, scan straight through the formation to the tail person so that good communication is established instantly.

It is often thought as a front diver you have to 'dive out'. If you dive or jump out onto the air you will create momentum and could cause the formation to turn (sound familiar?). Try to imagine the air which is there for you to use. It's the same stuff when you're in freefall. It's like a wind tunnel outside the aircraft. So as the exit count comes and you see the outside centre starting to leave the plane, there will be a space for you created straight away, just simply 'place' yourself parallel to the wing in this space.

Lee Love
leelove1@compuserve.com

Inside Centre (Mr Purple)

The **inside centre's** job is predominantly aggressive on the exit timing. The aim is to arrive in the slipstream at the same time as the floaters are dropping off, otherwise a common problem like counter-clockwise rotation of the formation can happen. To achieve this timing I find it important to give myself adequate room in the door, if I crowd the door I have no distance to build momentum – plus, I end up stepping all over my team mates! So, aim to be comfortable with a solid stance. Most of the time your left foot will be near the door-sill, right leg will be a couple of feet back inside the aircraft; remember it is the right leg that the push power will come from.

Presentation angle depends on the formation, but a good 75% of my inside exit slots require me to be 45° up line of flight, as in a meeker. For this formation I already have the 45 degree angle inside the plane, with my left foot near the sill and upwind of my right a few inches. My shoulders also are at this angle, with my right shoulder slightly higher, my focus through the exit is to place my torso (right shoulder high) to the relative wind.

The secret (\$250) tip of the day is this; as you push hard with your right foot, lift up and step through the door with the left, this ensures that your centre-point travels down and through the door. A very common problem is pushing off with the left foot, this causes your lower body to be poorly presented and the last thing to exit which causes a counter clockwise rotation of the formation.

You can practice this slot on your own on a low cloud-base day. Set yourself the objective of exiting with this 45 degree angle and maintaining it neutral and relaxed through the next 5 or 6 seconds of the flyaway. As you master this, move on to 90 degrees across line of flight. Just allow yourself to relax further on exit from the 45 degree to the 90 degree picture staying neutral throughout, don't forget the presentation (right side up) to the relative wind!!!

Toby Stafford
tobystafford@compuserve.com

Help For Learners:

A *Meeker* is one of the formations in the dive pool used for 4-way FS, shown in the photo.

Line of flight of the aircraft is directly up the page fold.

Mr Green (Outside Centre) and Mr Blue (Tail) are *floaters*, they hang outside the aircraft before exit. Mr Purple (Inside Centre) and Mr Yellow (Point) leave from inside. Taking grips as described and adopting the correct presentation on exit ensures the formation flies as a whole rather than *funnelling*, ie collapsing in on itself.

Tubes

These were invented by the guys from BaByLoN Freefly, Stefane Fardel and Sylvain Turin in Empuriabrava.

Tel/Fax 0034 972 451 417
babylon@mail.dotcom.fr

Basically the tube is a giant windsock that is attached to the flyer's feet with straps. The leading edge of the tube is a semi-rigid hoop that keeps the bottom end of the tube open to the airflow and inflated.

The 10-15 foot material section of the tube is rolled up so not to interfere with anyone/anything on exit. The tube flyer(s) sit in the door, exit the aircraft and get on their heads, immediately releasing the rolled-up section of tube to trail above them.

The tubes have a simple cutaway not unlike that on a skysurf board binding, ie, a cutaway cable routed up the flyer's inside leg with a toggle at waist level. Typically, break-off to the participating freeflyers is at 5,000ft leaving plenty of time for the Tube flyers to cutaway, get some separation themselves (eg if there are two tube flyers) and slow down before deploying.

Tubes are interesting to fly with mainly because they seem really big. Tube jumps often take place at sunset and then all the crazy colours come into play – looks great on video and stills. It's great fun to get right up close to the tube! They are firm to touch or poke or bump into and the tail of the tube is usually wobbling and jumping around a fair bit – looks like it could beat you to death if you got near it – but it's okay!

Tube dives need to be very disciplined! The last thing the tube flyer (or anyone else) needs is to be taken out. Funnily enough there isn't usually a problem because most people are just happy to stay in the one spot and gawk!

BaByLoN Freefly have also made an unmanned version with a plastic water-tank which mimics a person flying head-down. The tank is fitted with a AAD that releases the water, allowing the tube and tank to hit the ground with little more effect than the tube on its own. It can be immediately reused.

Mark Swarbrick



Photo courtesy of
Babylon Freefly

SIBSO



**Freefall raft shots
by Mike McGowan**



Sven Zimmerman



David Bailey



ON GO WEST



Peterborough Parachute Centre, as most of you know, has an active freefly community. We decided to go for a winter trip to Arizona, to hone our skills and return current, refreshed and prepared for Britain's summer jumping...

Skydive Eloy, Arizona was marvellous. There were four Otters, a DC3, a Skyvan, Porter, Beech-18, Stearman and a balloon, which was the scariest jump I've ever done! Situated an hour south of the airport in Phoenix, Eloy is smack in the middle of a desert with a corresponding climate. In winter the nights are cold so those who were sleeping in 'tent city' resorted to wearing gorilla suits to keep warm. This was the dodgy explanation given for several unsubstantiated sightings of a gorilla on Christmas eve! The days are often warm enough to take advantage of the heated swimming pool. At altitude (between 10am and 3pm) there is no need for gloves. Before or after this temperate window you're advised to wear ALL your clothes! (Some sensible skydivers avoided the cold bits by staying in bed until 9:55 and hitting the bar at 3:05.)

Eloy is a big base for freeflying. If you want to learn, *Arizona Freeflight* has some of the best instructors you'll find. If you're half decent there'll be lots of people to fly with. During boogies the instructors organise freefly groups. They do 





☞ tracking dives, formation dives and tube dives which are excellent fun and great for skill building (especially collision avoidance!).

The other DZ worth mentioning is Coolidge, just half an hour from Eloy, which has got to be experienced. It's just a shed in the middle of a desert (they have showers and snacks) but it has *the most* relaxed atmosphere. In theory you need a rig to get on the 'plane but that's about it. They jump a *super* King Air, we're talking 7 minutes to 14,000ft and all for \$10 a jump!

We had a fabulous time, kept alive the 'Brits abroad' stereotype and managed (between hangovers) to get some superb jumping in as well. Freeflying is going from strength to strength at Sibson, jumps are only £12 on Fridays and we hope to see you there over the summer.

Penny Vos

PHOTOS

Top left: **Rob Titchner** (standing up) and **Penny Vos** (head-down) by **Steve Curtis** of Arizona Freeflight.

Right: Freefall shot shows

Alex Meacock and **Yoav Gabai** by **Sven Zimmerman** (UN Safety Officers)

Prizegiving shot: **Petra Wolf**

Below: **Sven Zimmerman**
(sz@writeme.com)



Arizona Freefly Money Meet

Only in Eloy could an international gold medal collector, Omar Alhegelan, relax about the completion of a competition before it had started. The weather was perfect.

The competition ran 'as smooth as Omar', learning curves went through the roof as teams concentrated on the difficult compulsory rounds 1 and 3, which included Totems (standing on each other's shoulders), Jokers, Spocks, Mindwarps and Compress Compress. Renowned Israeli freak, Yoav Gabai and I had the advantage of meeting the year before at Eloy and then in Vichy and improving our flying skills with 2-way dives. Concentrating on steady, controlled flying in the compulsory and more energetic free rounds, we took a lead which was held with glee. As Sven Zimmerman, our cameraman, was German we called ourselves *United Nations Safety Officers*.



Gold medal winning team *UN Safety Officers*

A celebratory big way was organised at the end of the meet with 20 competitors – the dive marked Omar's 6,000th and Mark Stein's 4,000th! The award ceremony was completed, with prizes of Aviator Helmets, Pro-Dytters, 50% off a Reflex and cheques for all medal winners. DJ 'RC' later completed proceedings with a wicked party to finish an excellent meet. Thank you Arizona FreeFlight.

Alex Meacock

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F H E H S I M O I C E N N
J M V V C N X R D W R G G
A J N M O G E D S N R H A
S Q X O T T G E U L O S R
E P E F T O K R A C L L S
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Cornwall
Errol
Langar

Get Fleeced!!

The address for entries to the puzzle page competition was incorrect. Please send entries (this issue's or last or both) to:

Malfunction Skydive Clothing
11 Gordon Avenue, Gosforth,
Newcastle upon Tyne NE3 4DH

Because of the mistake the closing date for the competition has been extended to 24 April. Those who have not yet got involved can do it now. A warm, snugly, quality fleece from Malfunction Skydive clothing is STILL up for grabs!



DINGBATS - Solve the pictorial clues to give skydiving phrases



-----/



-----/-----

Well my Teardrop's
got one!



-----/-----

skydive langar



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PEOPLE
IN THE SPORTDave
Morris

How long have you been skydiving Dave, how many jumps do you have and what sort of work do you do in the sport?

I started jumping in November 1977 at Eagle Sports, otherwise known as the Ashford Para Centre (which is strange because it was really close to Folkstone). I have 6,700 jumps, mostly Tandem and AFF which have been my main source of income since they were introduced into the UK. I have also managed to get a lot of solo display work over the past eight years with Virgin Airship & Balloon Company.

Sounds fun – tell me about the demos

All my displays revolve around accurate, fast swooping but my favourite must be when I play Action Man. My arch enemy, Dr X, has usually set the scene by teasing the kids and parents alike. He kidnaps the balloon crew and ties them to a generator, threatening to electrocute them. Just in the nick of time Action Man swoops in and breaks a dummy power line (silver ducting pipe which has been pre-cut and joined) which explodes with a very loud bang. Action Man saves the crew and captures Dr X much to the delight of the audience – and the sponsor!

As a BPA Examiner, how do you think our ratings and courses compare with the rest of the world?

I am biased but genuinely believe that the way courses are run here takes a lot of beating. We have a wealth of experience within our organisation which is tapped every time an Instructor comes onto a BPA course. If you gain a BPA rating you have really earned it.

You're known for being a tough AFF examiner, any comments?

I look at the candidate and imagine they will be leaving the course and teaching my sister. I rest my case.

What do you enjoy most about teaching AFF?

Watching students go 'lights-on' just after



exit. Seeing their face when they have just gained control and still don't quite believe it yet. Looking back at the people I have trained and proudly enjoying what they are doing now.

Are most AFF students frightened?

Of course they are frightened, they're terrified! Every student who gets into the door of an aircraft goes through a tug of terror, 'I'm not going...I am...I'm not going...I am...'

How have you seen the sport change over the years?

When I stop to think how the sport has changed since I started I really feel old! Square parachutes were rare and weren't much better than rounds. Everything was ex-military, khaki or green and very basic. Next time you are at your DZ ask one of the senior instructors to show you a B4 container – you'll be amazed!

How would you like to see the sport grow?

I have always wanted skydiving to get Olympic recognition and enjoy regular slots on TV but I don't think we will be so lucky for some time. Freeflying and surfing have really helped the sport to grow. Sometimes I wonder who will come up with what next!

What's the most memorable jump you have done?

The largest-formation-at-the-time, 216-way in Bratislava where the formation punched a hole in a layer of cloud at 8,000ft. We could see the hole for a long time afterwards. One third of the formation experienced a strange, electrostatic charge that ran through grips and up arms, it was suggested we picked up the charge from the cloud. Fred Ryland thought he was having a heart attack and found himself wondering if the record would still count if he died whilst in the formation!



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Milko

Dave and his wife Maggie do a tandem over Spain. Dave has also jumped with his daughter Kylee as passenger, once when she was 9 and once at 11 (obviously outside the UK)

What do you enjoy about big formations and what's the largest you've been part of?

297 was the biggest. I enjoy it most when it is over. I'm not sure why I go on these adventures. It's the hardest work in the sport I have ever experienced and it doesn't happen unless we all whoop and holler along with a bunch of crazed Americans.

You're an organiser for Brit100, what appeals to you about the project?

In 1998 it was just building the 100-way, but now it's getting that amazing feeling again that we all experienced last year. What a team!!

You're known for radical canopy handling and precision swoop landings, would you have any advice for wannabe turf surfers?

It's been said many times and many ways. People like myself have been swooping for 15 years plus, we usually have thousands of jumps and thousands of swoops. You don't get good by hurling yourself at it and hoping for the best. Take advice. Start slowly. Never attempt a fast landing if you are not 100%. Choose your canopy carefully because there are parachutes out there now which will give you all the speed you need without having to do anything more than a direct approach.

Would you have any advice on choosing the right canopy?

No. Ask the person on your DZ who knows you and you trust. Not Mr Flash (unless he or she have been flash for many, many years).

Do most people underestimate their canopy?

Yes.

Are there any classic mistakes people make?

Even the best get caught out trying to get back from a deep spot and end up too low to turn into wind. If that happens to you, then suffer the embarrassment of a downwind landing and I promise you will walk away. It's far better than impacting with the ground halfway round the turn.

You're a popular organiser at Empuriabrava and Vichy, what's the secret of your success?

Realising early mistakes and remembering that the people I am jumping with are there on holiday. It's never easy to axe someone who is not performing so doing that as diplomatically as possible makes a big difference.

Do you enjoy organising?

Oh yes! It's a paid holiday, if sometimes hard work.

Do you ever get bored with skydiving?

No.

How come, after so long in the sport?

Because it's the best thing there is. I have always loved aircraft, I like to be up in the air looking out over such varying and beautiful views and you get to be with some of the best people there are.

What is your greatest fear?

Crawling along a dark tunnel which is getting smaller, with no chance of turning back. Sump diving comes close to that I think.

What is your greatest asset?

My Harley Davidson – or maybe you mean the skydiving skills I have been able to accumulate.

What trait do you most deplore in yourself?

When my thoughts are elsewhere I can walk by my closest friend and not recognise them. Without meaning to I can seem very unapproachable.

What is the trait you most deplore in others?

The inability to listen.

What do you do when not skydiving?

I like to create, I play the mandolin for example, but sometimes I am very happy just to slob out and watch movies.

What is your idea of bliss?

A hot bath after a cold day, sunshine and mountains, a long run of powder on a mono-ski or snowboard, a BJ in the morning... (don't print that!) (*sorry Dave, you should never have said it!* – Ed)

Who do you admire in the sport?

John & Sue Meacock, Dave & Angie Hickling, Ronnie O'Brien, Chris Harrison, Olav Zipser, *The Flyboyz*, Bruno Brokken, Willy Boeykens, Wendy Smith, Patrick Passe, *Sebastian XL*, *Another Planet*, the Aussies who beat their record (*It'll Happen*) – and you Lesley. (*gobsmacked, thank you!* – Ed)

How would you like to be remembered?

In yellow and smiling! 😊



Milko

Dave Morris was talking to Lesley Gale

Our Sponsors

Personal

I was completely gobsmacked when Nigel Moore, an instructor from Northern Ireland, called me with a donation for £1,100 simply because he wants to see the record work. Unbelievable generosity. We'll see you at the *Brit100* weekend at Wild Geese to buy you a pint!

Precision

Parachutes has come in with a great offer, four canopies of our choice. You can try winning one right now on the website, good luck. The other three will take some investment, you have to start by buying a raffle ticket or jumping with the *Brit100* crew at one of the weekends.

Precision
aerodynamics, inc.

DZ Sports is a brand new company started by Steve Mursell who's well known in the UK. At a time that Steve will be really hurting for investment into the launch of DZ Sports, he's agreed to donate £1,000 in readies – Top Man! In addition to that he's donating one raffle ticket to every order he takes between now and *Brit100* – and he's putting together some goodie packs too. Generous offer, thanks Steve from everyone and good luck with DZ Sports.

DZ
SPORTS

Microsoft Networks (MSN)

www.msn.co.uk has agreed to get involved and will be making *Brit100* into a Web Event as it happens, with daily hit rates in the hundreds of thousands. This will be great exposure for skydiving and we intend to offer prizes to drive traffic to the BPA website and secure more interest in the sport. We'll also create a great database as well.

Other serious sponsorship includes Thomas Sports (TSE), Symbiosis Suits, Sky Science, Hinton Skydiving

Fund Raising

We've had great support with designing and printing, thanks to **Alan James** and **Steve Fairbrass** and we've had more great help from the whole team.



UK Skydiving Record

We had a blast at the AGM and it was great to see so much positive feedback and support. By the time you read this we will have done our first Brit100 weekend, who suggested Scotland in February?! The schedule of Brit100 weekends is now complete (see dates below) with plenty of interest from our DZ operators.

Langar Update

Putting together the record is no easy task from a logistics point of view, here's the latest from Dave Turner at Langar on the subject. . .

Having taken the sensible option to split the Langar Boogie up from *Brit100*, it will give us the chance to do everything well. I know I speak for all at Langar when I say that we just can't wait to welcome you all to UK skydiving's last and best party of the 20th Century!

Dave Hickling is working hard on aircraft. Application has been made to the CAA for the licence required to operate the Casa, and the heavy Skyvans, and all looks to be going ahead just fine. The oxygen systems are well on schedule too.

To the 120 jumpers who are lucky enough to be selected for the 1999 Brit100 team:

Simon is doing a magnificent job and is available for you any time to give you all the help and advice you need to raise personal sponsorship for *Brit100*. There's no better feeling than when I come out to you guys at a dirt dive and say "This load is free!". **Now** is the time to do the work. Get out there and win those free skydives by giving your best contacts a real hard time till they give in and cough up! Do it, so that everyone can reap the rewards in July. Just make that extra effort to help us to help you have the best time ever.

Dave Turner

The Aircraft

Booking the aircraft entails more paperwork than 'War and Peace'! But as we went to press, this was the plan:-

Fleet of Aircraft

1 x Casa 212 3 x Skyvans 3 x Turbolet 410.

Standby Aircraft (in case we are let down)

1 x Porter 1 x Skyliner
1 x G92 Turbine 1 x Turbine Islander

**Update by Simon Ward
Brit 100 Chairman**

Prize Raffle

The latest project is the raffle of the year!! *Brit100* has already secured great prizes including:

- * a Javelin rig from Sunpath
- * three (yes, 3!!) canopies from Precision
- * an Aircare jumpsuit
- * a half price Thomas Sports Rig
- * an *Evolution 2000* from Cool & Groovy
- * a Symbiosis jumpsuit
- * five altitude jumps at Hinton Skydiving
- * a jumpsuit from Sky Science
- * a *Time-Out!* from Cool and Groovy
- * a *Brit100* Jacket from Stitch 'em Up
- * and loads more (check out the website!)

You can get involved in several ways;

- * Buy some tickets
- * Sell some tickets
- * Donate some prizes.

We can consider any prize of value and the greater the value the greater fund-raising. Remember it doesn't have to be material eg, flights in exotic aircraft, experiences etc. If you're a DZ or tandem operator, how about some tandems or first jump courses for non-jumpers and jump tickets for skydivers. We will do some special draws for skydivers and non-skydivers so everyone gets a fair crack.

Tickets will be £1 each, available in books of ten. Best of all, for every jump you do as part of a *Brit100* weekend, we'll give you a free £1 raffle ticket. We give a *Time-Out!* to the person selling most tickets.

How do you get hold of them?

- * From the website
www.Brit100.co.uk
- * Call Simon if you need tickets
01793 771037
- * Send a cheque to *Brit100* for as many as you need: **Brit100 tickets, Mill Farm, The Fox, Purton, Swindon, SN5 9EF**

Brit100 Dates

1-3 May	Target Skysports
8-9 May	Black Knights
29-30 May	Langar
29-30 May	Sibson
15-16 June	Headcorn (tbc)
22-23 June	Wild Geese
26-27 June	Hinton (base practice)
tbc	Carik

WWW.brit100.co.uk

More great news on the state of *Brit100*. Check out the website for all the latest including video, prizes, competitions etc.

Stop Press . . . Stop Press . . . Stop Press . . .

The first *Brit100* seminar was held at Srathallan in February. Despite bad weather the weekend proved to be very successful, with 45 skydivers attending and attracting very good media coverage. Several well prepared talks and video shows were presented by the *Brit100* Team Captains highlighting all aspects of the project.

DIVING

A Dying Art?

Good diving skills are essential to the success of any large formation load. *Brit100* is just around the corner and demands skills that we don't get to practice every weekend. Soon we're going to be asked to deliver. Do you know what's required?

It could be argued that diving is a dying art. About fifteen years ago the DC-3 was the most common large jump aircraft. With its tiny door you had to get a great exit and dive like an express train to hell in order to build a 40-way. The majority of today's big formations are built from one or two aircraft with large doors (tailgates for example). *Brit100* will take place from at least five aircraft, up to three of them Turbolets which have a strung-out exit, so hot diving skills are needed. How often do you get the chance to do some hard core diving? We all do the odd boogie or 16-way competition but when did you last push your limits?

Some of the information here may sound obvious but for that I don't apologise. In order to deliver at *Brit100*, we should think about what extra will be required and take this opportunity to remind ourselves of what we already know. The better we prepare ourselves in advance, the greater chance of realising our goal: 100 skydivers united in the skies over Britain.

General Tips

Pictures

Mentally prepare yourself as best you can. Picture your exit and presentation to the slipstream. Have in your mind's eye a picture of where you expect the base to be. Imagine every detail of your dive, flare, approach and docking. Include flying the formation and tracking off to build a complete mental video of the skydive. This will be easier once you've done some

build up dives, you'll have a better idea of the anticipated pictures and angles.

Down the Wire

Head for where the formation *will* be, not where you initially see it as it leaves the lead aircraft. Imagine a straight line from you to this point and fly 'down the wire'. Be efficient by sticking to it without fishtailing.

References

Recapping on Darryl's *Brit100* article (*SP December 1998*), use references. Pick up your reference(s) in the formation, (eg, line of flight, quadrant markers etc), as soon as possible. Follow the person in front of you to the formation but don't totally rely on them. Be aware they may be going to the wrong place (George!) or be peeling off from your path at some point. Pick up any other key references relevant to your slot and keep an eye open for traffic.

In the Aircraft

Sit in the aircraft in order. Don't find yourself at the wrong end of the aircraft on jump run, having to manoeuvre around people. Stay focussed, conserve your oxygen and be able to move swiftly into the line-up with minimum effort. If you're near the door, make sure you're warm enough by wearing more clothes.

Line-up

Think about the placement of your feet, head and hands, even your elbows and knees if you're jammed in the door. It can make the difference between a slick or slack exit. Mould yourself to the person in front. Use individual coloured tape to indicate foot position in the aircraft if you wish. Have your head off to the right and low if you're in a side door aircraft. Have the length of your forearms up the outside of their pack and tuck the top half of your fingers underneath the yoke. You don't need a death grip, just move with them. It's very tempting to try and look out of a window to see what's going on. There will be appointed 'base spotters' in each plane to keep an eye on the lead aircraft. Remember this is a team effort. Have faith, remain focussed and listen for the shout.

Exits

We always refer to leaving the aircraft as an 'exit'. Think of it more as an 'entry' into the skydive. We must ensure that we get off to a good start. 100m records aren't broken if you're slow off the blocks! The skydive starts *inside* the aircraft.

Lead Casa

22+, all on the tailgate, no CofG limits

We are depending on the divers in the lead Casa to get a real tight exit for a quick base. If all the divers pack together like sardines, there should be hardly any distance to go. You will find yourself doing more of a fast fall than a full-on dive.

Skyvans

8 on the tailgate, 2 on ramp threshold, 10 Divers, 3 abreast on C of G line. The divers behind the C of G line should be 'giving it the Linford's' as soon as they hear the 'Go! Go! Go!' from the designated base spotter(s). Don't worry about those on the tailgate – they'll be gone by the time you get there. If they're not, you need to take them with you anyway!

Turbolets

9 in the door, 6 divers in single file behind C of G line on starboard side, 3 divers in a line on port side, they feed into the other line

As soon as you have an audible or visual signal to go, you should be moving towards the door. As the line progresses to the door keep to the left side of the aircraft (as you go down it). Don't be tempted to cut the corner in a more direct route to the door; this will narrow your angle, effectively making the door smaller.

Going Through the Door

You can stay tight without pushing. Move with the person in front, don't allow them to get away to full arm-stretch. This 'gaps' the exit and can put you on the edge of their burble. You're also more likely to get a boot in the face! A strung out exit compounds problems further down the line-up exponentially. Use peripheral vision to see where the door is. Don't get fixated. You might worry about hitting your head on the door if you're too close to the person in front. Bear in mind that when they reach the door, there's only one way they're going and that's down. If you're tight on them you go down with them and so on down the line. With a good exit from a Turbolet, the end of the line actually accelerates towards the door rather than slowing down.

Whatever the aircraft, give full commitment. Ride your buddy out of the door. If you find yourself still on them in the slipstream this need not be a problem, just ease yourself off to one side. Similarly, if someone is on your back don't kick or fight them, trust your teammates to do their job and get off.



In the Slipstream

You're out . . . what are you waiting for? You should have gone already! Pick up

your references immediately, use your momentum out of the door and go for it! Have an awareness of hitting the slipstream and be ready to react quickly. Adjust your position, maintaining stability whilst heading straight to where you want to go. *Don't* flare out of the door and look for the base before you start your dive. *Don't* wait to 'see where you end up'. Bad exit? Deal with it!

Diving Positions

There is no way to describe exactly what position(s) you are going to need. Do what you need to get to where you want to go, adjust your position as required. Having said that here are some basic positions that can be modified according to your angle on the base. These are not rigid positions, one flows naturally to the next in a steady transition.

No-Lift Dive - Steepest Angle

Inherently a steep dive building up maximum speed in the minimum amount of time. Make yourself as streamlined as possible to minimise drag. Arms tight against pack, hands clasped underneath is the most efficient position. Only use a no lift dive if the picture allows. You will not spend the whole dive in this position but it's good to employ at the top end of the skydive as it really gets y o u

going.

This is often useful for later divers from trail aircraft or if you find yourself steep on the formation. Be warned . . . in a true no-lift dive you are practically in a head down position and speed increases dramatically!

Delta/Dive Position

A traditional delta gives a variable angle with high speed. With legs straight and arms casually swept back your comparatively large surface area gives good directional and pitch control. The majority of diving is done in this position. You may find you adopt it after an initial no-lift dive or immediately out of the door, depending on the picture.

Tracking - Flattest Angle

Adopting a more classic, track-type position, dearched with arms down and legs straight, you have high lateral speed for low loss of altitude. This is handy if you find yourself flat on the base; this often happens in formation loads if you are one of the first divers out of the trail aircraft.

Steering in your Dive

Lead with your head. Your head weighs about 10lbs. Point this in the direction you want to go and you're off to a good start.

All photos by Simon Ward

Pitch Control

Your attitude can be controlled by arching/dearching and forcing your arms and hands either way into the slipstream.

Flaring

Due to the nature of the formation you will be flaring out earlier than you would on say a 16 or 20-way. Sheepdog the diver in front and flare on them. Keep an eye on the divers further ahead too, if they suddenly go mighty big there's probably a good reason for it! The closer you are to the diver ahead, the faster you will need to react. Don't flare too early. If you flare unnecessarily high it hoses people further back down the line and it takes time to build up momentum again. It can also be dangerous. Use that speed while you've got it. If you need to stop quickly, stick it all out! If you still have some distance to make up you may be better off just relaxing your position a bit, slowing down gradually to a flare.

fast. The end of your dive will be spent in more of a fast fall position using your legs for forward movement. What you should see is the formation with tiers of jumpers stacked up on their final approach. If you are 'in the groove', you should find your final approach a steady cruise. Control your forward speed and rate of descent using legs and adjusting your arch. Respect the formation. If you over-boogie, get the hell out of there. Our primary concern is safety. We don't need someone taking out the formation or zooming around underneath it because they've over-cooked it.

Docking

Fly to your slot and STOP. Assess the formation, adjust your fall rate as necessary and pick up your grips using peripheral vision. What can you get away with? Not much! A hard docking on a load this size can have serious consequences, maybe even in another part of the formation. Take pride in what you're doing and give it 110%. Expect your team-mate behind to be right on your heels.

Flying the Formation

You must continue to fly once docked. Think about whether you want to wear your booties. They are excellent for diving, steering and stopping but can sometimes be a hindrance when trying to keep a formation flying level. They can give you too much lift at the back. The automatic response is to tuck your booties out of the slipstream which puts tension on the formation due to a backsliding position.

Kev Waterhouse starts a flat approach

Flaring

Techniques

When flaring you can use any or all of these positions: dearch; knees down; booties out; shoulders rolled; elbows down; teeth gritted; cheeks inflated (Rob!). You can also adopt a backslide to wash off forward speed. In a good flare you can physically feel the deceleration. If you load up with more lead during the week, bear in mind that it is going to take longer to stop that extra inertia. No matter what techniques you use to dive down to the formation you must come to a complete halt before making your final approach.

The Final Approach

Dockings need to be precise and care should be taken on the final approach. We don't need any heroic arrivals! The formation, by its very design will be falling

Directional Control

Movement around the axes is controlled by air deflection. Steer mainly with your shoulders and legs although anything you do with your position will have an effect. Basic physics means that when you're travelling at high speed, tiny moves such as hand deflections make a difference.

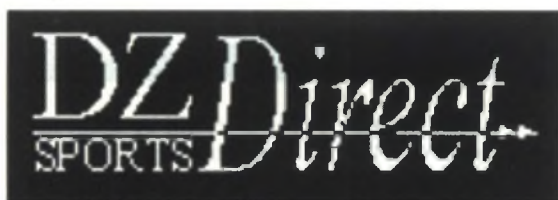
Dave Smith (red) and Rhino (pink) take it steep

Tim Homer makes a steady final approach

Practice Makes Perfect

As you probably know, *Brit100* seminars have been taking place throughout the country since the end of February (in Scotland – Brrr!). There are more scheduled in the lead-up to the record attempt, check page 38 and *Brit100* web site. This could be your best opportunity to try different techniques and hone your diving skills before the big event. Use these practice dives to push your envelope! There will be dives where you will have carte blanche to go for it, so use it while you can. *Brit100* does not begin on 12 July . . . it's already started!

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LETTERS

BRIT 100

Hi Lesley,

I would like to send a short note regarding the Brit100 weekend we have just held at Strathallan. No doubt you will hear the stories about the hellish Scottish weather from the likes of Dave Morris and Simon Ward but I'm sure they will also tell you they had a good time nevertheless. (Damned good snowball fight outside and occasionally inside the Star Hotel!) Everyone who attended learned a lot from the seminars and impromptu chats from Dave, Simon and Graham Harris. The weather was indeed the worst I have seen for many years - sadly no jumping but a very worthwhile exercise all the same. From Simon's spiel we learned just how much effort you guys, the BPA and the Brit100 committee are putting in to this venture. I feel this weekend has given a lot of people a surge of enthusiasm and encouragement for the record attempt. Obviously not jumping put a major downer on things but I'm sure next time round will be a blast. Keep up the great work on both the Mag and the Brit100 coverage and pass on our thanks to Simon, Dave, Graham and Kieran to name but a few.

All the best
Gerry McNally

ON THE SOAPBOX RESPONSE

Dear Lesley,

We felt compelled to respond to Mr Cooper's *On the Soapbox* article in February's Mag. Though we realise these are probably the views of many jumpers, it was still disappointing to see it in print.

It is the same old faces competing in the Classics every year, a fact we lament ourselves. We would love to see some new blood in the discipline. However it is those same faces that are still doing well at world level. Dave Ballard came 5th in Accuracy in the Hungary World Championships in '96, Jeff Chandler is currently World Pops Champion, and last year in Croatia, Katherine Andrewes was in 6th place going into the semi finals.

Other countries do not have this negative attitude to the Classics. Many of their jumpers are young and often fully funded for training and competitions, which is why they do so well at world level. Over the last two years, four members of the Classics teams have been unfunded. However, the Classics have won more medals for Great Britain at world level than any other discipline. In the world, more countries compete in Style and Accuracy than any other discipline.

All of 'H' Troop have competed in Formation Skydiving and some in Canopy Formations, but we chose to train and compete in the Classics. All competition is a

challenge and we should all respect and support all disciplines with the common aim of bringing as many medals back to Britain as possible.

Yours sincerely,
'H' Troop

THE GREAT AAD DEBATE...

Hi All,

You may or may not have heard by now that I have been appointed as the new CCI at RAFSPA (Weston on the Green). I would like to perhaps pre-empt and answer a few questions from anyone considering jumping at Weston. I want to add that, while I am very much looking forward to the challenge of the new job, I am saddened by the circumstances which brought about the vacancy in the first place. Like so many others I continue to wish Nigel Rogoff a speedy road back to health from his injuries.

Firstly, and probably the most frequently asked question so far, is how I intend to deal with the much publicised decision made by Nigel last year to insist that all jumpers must wear some form of AAD to jump at Weston. Well, to put it simply, it is not my intention at this stage to enforce this action. I do however want to make the following points in respect of this issue:-

1. I do not wish this in any way to be seen as a criticism of Nigel's view or decision. (I am in complete agreement with many of the arguments put forward by him).
2. I have spoken to a number of knowledgeable people about this issue and have not taken this decision lightly.
3. I will continue to actively encourage all jumpers to incorporate an AAD as a standard item of their own equipment. All

club kit is already fitted with Cypres.

4. This decision is the result of a number of considerations and has not been influenced in any way by commercial or peer pressures.

5. I am more than willing to discuss this with anyone who wishes and will be happy to expand upon the reasoning behind my decision.

On to other issues... the intention is that the Shorts Skyvan will be in attendance at Weston on a regular basis again this year although we still have to take into account local considerations about noise levels and hours of operation. Once I get my feet under the table I will be looking forward to arranging some fun weekends, competitions and other events.

RAFSPA will still be closed for a two-week period at the back end of August. This it seems is normal practice with the RAF and regular jumpers will already know this.

As a word to all the regular Weston jumpers, it is not my intention to try to re-invent the wheel. I simply want to quickly establish a working relationship with RAFSPA and the membership and, maybe in time, add a little of my own signature to what is already an excellent parachuting facility. I'll be at the drop zone just about every weekend from now on and am always willing to chat with anyone about issues relating directly to Weston or about any other BPA matters.

Last point - don't even think about asking me to bend rules. A verbal kick in the butt may not be the answer you were expecting to receive. Have fun, but keep it safe. I'll finish off by saying that I am looking forward to the new job and hope I get to see a lot of you there over the coming season.

John Saunders

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Photo by Simon Ward

Junction9

British 8-way Team

'97 Goals

Junction9 was formed in late '97 with three goals in mind:

- to win the British Nationals
- to achieve the highest average ever for a British 8-way team
- to represent the UK in the World Meet

'98 Nationals

Whilst we didn't win the Nationals, we were very pleased with our overall performance. The team had a change in line-up just before the meet, which is always unsettling for a team, but still managed a very close second to *XL8* (*Sebastian XL* and friends) with an average of 9.2. We achieved this with only one training camp (100 jumps) and weekend training at Weston. As the current BPA rules stand, a jumper can only represent the UK in either 4-way or 8-way. With *Sebastian XL* doing 4-way, it meant that one of our goals had been realised – we had become the British 8-way team and would go to the 1999 World Meet in Australia.

'99 Plans

We knew that only hard work and a huge commitment in both time and money would realise our other two goals. The team sat down after the Nationals with John Hamilton, our coach, and discussed what it would take to achieve a 12-point average. This we hope will help us to win the Nationals in '99 and set a new benchmark in British 8-way averages. Whilst winning the Nationals is obviously important to us to go to the World Meet as British Champions, the main focus of the team is now achieving our 'dream' average of 12.

Roggy

Any discussions about *Junction9* would not be complete without mentioning Nigel Rogoff, a team member from the beginning. Roggy was an inspiration to the team in 1998, his energy and enthusiasm is infectious. All of the team wishes Nigel a speedy recovery from his injuries. We are grateful to Martin Soulsby, last year's alternate, who has stepped in at very short notice and given total commitment to the team.

Training

As a team, we plan to work on several aspects of our skydiving:

- Block technique
- Building clean crisp randoms
- Speed
- Mental Strength

The last two deserve special mention. We found ourselves skydiving tentatively at the '98 Nationals. So to improve our average we need to simply skydive faster and, more importantly, work on the mental strength to not be afraid of making a mistake. As the saying goes 'If you're not making mistakes, you're not trying hard enough'. I think this mental strength is what separates great teams from good teams. Going into a competition with only positive thoughts and skydiving freely, along with sound technique, is the key to increasing our average.

We are very grateful to our sponsors and to Wayne Loxton who has done a fantastic job co-ordinating everything. But this still leaves each of the team spending around £7,500. So, if anyone wins the lottery, you know who to call!

Tim Homer



Photo by Lesley Gale shows Junction9 with the RAFSPA 8-way cup which they won in '98

Training Programme:

February	3 weeks in Elsinore	150 jumps
April	Langar 8-way meet	
May	2 weeks in Elsinore including the Americas Cup	100 jumps
July	British Nationals	
March-October	Weekends at Weston	100 jumps
October	World Meet, Australia	

Tim Homer

Age: 38 Jumps: 3,500
Previous teams: *RAFSPA 4-way, XLR8*
Nationals medals: 4-way: '92 bronze, '93 silver, '94 gold 8-way: '92 bronze, '97 gold, '98 silver
Time in the sport: 17 years

Trevor Cannell

Age: 35 Jumps: 2,500
Previous teams: *No Purchase Required*
Nationals medals: 4-way: '97 silver 8-way: '97 silver, '98 silver
Time in the sport: 7 years

Julie Cannell

Age: 34 Jumps: 2,000

Who are Junction9?

Previous teams: *No Purchase Required*
Nationals medals: 4-way: '97 silver 8-way: '97 silver, '98 silver
Time in the sport: 7 years

Nigel Rogoff

Age: 39 Jumps: 7,000
Previous teams: *Jack, RAFSPA 8-way, XLR8*
Nationals medals: 4-way: '87 gold 8-way: '92 bronze, '97 gold, '98 silver
Time in the sport: 15 years

Darren Birkin

Age: 31 Jumps: 2,000
Previous teams: *No Purchase Required*

Nationals medals: 4-way: '97 silver 8-way: '97 silver, '98 silver
Time in the sport: 10 years

Andy Pook

Age: 32 Jumps: 2,500
Previous teams: *No Purchase Required*
Nationals medals: 4-way: '97 silver 8-way: '97 silver, '98 silver
Time in the sport: 12 years

Nigel Allen

Age: 33 Jumps: 3,500
Previous teams: *Army FS Team*
Nationals medals: 8-way: '98 silver
Time in the sport: 15 years

Sharon Allen

Age: 37 Jumps: 2,000
Previous teams: *Touch & Go*
Nationals medals: 8-way: '98 silver
Time in the sport: 13 years

Martin Soulsby

Age: 33 Jumps: 2,000
Previous teams: *Touch & Go*
Nationals medals: 8-way: '97 silver, '98 silver
Time in the sport: 13 years

Bob Spratley (Camera)

Age: 37 Jumps: 1,500
Previous teams: *No Purchase Required*
Nationals medals: 4-way: '97 silver 8-way: '97 silver, '98 silver
Time in the sport: 10 years



Springo

*fun
fun
fun
and fun
again*

Self portrait Jussi Laine



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Royal Aero Club Awards 1998



ROYAL AERO CLUB GOLD MEDAL

Awarded to **Jackie Young** (formerly Jackie Smith), who has been Britain's most successful parachute competitor. She has won 37 gold medals and 9 silvers, in individual freefall Style and in team competitions. When winning the World Championship in 1978, she is the only person ever to have achieved ten dead centres.



Jackie Young

The BPA is delighted that three of its citations were successful in gaining prestigious Royal Aero Club awards. These include the RAeC Gold Medal and RAeC Diploma of which only one is granted each year. Two other RAeC awards went to members of the skydiving community. The presentation of the awards by HRH the Duke of York was held on 17 March.

ROYAL AERO CLUB BRONZE MEDAL

Awarded to **John Hitchen**, who has been parachuting since 1973. For the past 16 years, he has been the BPA's National Coach and Safety Officer, and also UK delegate and safety adviser to the FAI Parachuting Commission. He has been appointed by FAI as the Controller at three World Championships.



John Hitchen

ROYAL AERO CLUB DIPLOMA

Awarded to **John Meacock**, who has been parachuting for 35 years. He was British Champion for five years and served for ten years on the BPA Council, including three years as Chairman. He started the Peterborough Parachute Club in 1971 and has developed it so that it is among the leading civilian clubs in the country.



John Meacock

FAI DIPLOMA FOR OUTSTANDING AIRMANSHIP

Awarded to **Tim Barnby**, who is a Captain of Airbus A-340s for Virgin Atlantic Airways (and also the current British Aerobatic Champion). On arriving at London from Los Angeles the port main undercarriage failed to extend, and a series of manoeuvres failed to free it. Despite poor light, drizzle and a cross-wind, Tim achieved a successful emergency landing with no injuries to the 114 people on board. As well as his skilful handling, Tim calmly kept the passengers fully informed and so minimised the risk in a most professional manner.

Note: Tim is an occasional jump pilot at Headcorn

Stuart Meacock

ROYAL AERO CLUB SILVER MEDAL

Awarded to **Ian Ashpole**, who has a wide experience of flying, including 300 hours piloting aircraft, 1000 parachute drops and over 2500 hours in Balloons and Airships. He is a member of the BBAC Flying Committee and a CAA Examiner. He has been involved in many balloon experiments and film stunts, including tightrope walking, trapeze and abseiling from balloons, while earning a reputation for safety.

Praying Mantis

When reading Joe Trinko's article *Tips from the Top* in your December '98 Mag, I noticed an error which I thought was worth bringing to your readers' attention. The article refers to a 'Manta' body position being coached in some circles. In fact



Gus Wing

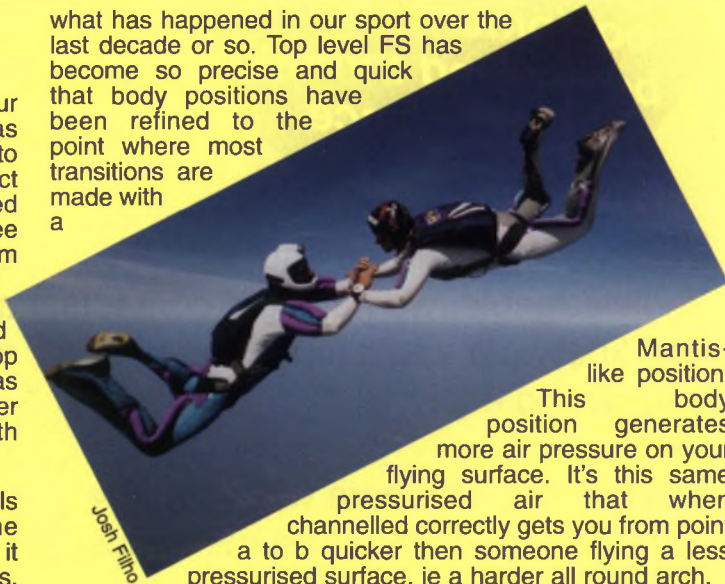
it is the 'Mantis' position, named after the Praying Mantis (see photo); our 1997 team (*Equanimity*) labelled this position. I am a strong proponent of the concept and have been teaching this to top competitive teams as well as basic one-on-one jumpers over the last three years with outstanding success.

While there are some schools that label the Mantis the 'advanced position' and teach it to more experienced jumpers, our philosophy is different. The Relative Work School (our new school) here at Skydive Deland teaches the Mantis right off AFF.

The theory being that it's better to grasp the fundamentals of a more dynamic position immediately and learn to perform skills in it rather than relearn them later when upgrading to the more advanced position.

Flat flying has evolved tremendously. For most skydivers it's hard to comprehend the thought of making five thousand skydives in their lives let alone five thousand concentrated jumps only doing 4-way in the same slot. But that's exactly

what has happened in our sport over the last decade or so. Top level FS has become so precise and quick that body positions have been refined to the point where most transitions are made with a



Mantis-like position.

This body position generates more air pressure on your flying surface. It's this same pressurised air that when channelled correctly gets you from point a to b quicker than someone flying a less pressurised surface, ie a harder all round arch.

As Joe Trinko said, the hard arched, elbows-up body position is gone! A less arched upper body requires more all-round balance. You can relate it to riding a bicycle with stabilisers (hard all-round arch) or binning them and start taking corners faster than you ever could. It's like being a kid all over again! But beware – moving around quicker requires good brakes!

Solly Williams
The Relative Work School
Skydive Deland
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Photo shows Juliana Se and Solly Williams working the Mantis over Deland

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Some good reasons why your next set of equipment should be ordered through Sky Science

You would not buy a new car without a test drive so why a parachute system! Now you can try out the equipment you are thinking of buying prior to the order. Visit our shop at Netheravon parachute centre or have a look at our large stock of used equipment on show.

We are experienced and knowledgeable, we have the contacts and know our way around the pitfalls of ordering equipment.

Our prices compare well with any organisation, do not assume it must be cheaper buying direct from the States, phone us and you may be pleasantly surprised.

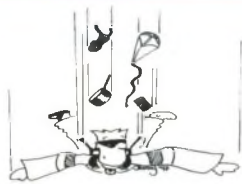
We do this for a living so we are available at any time to help and remedy any problems.

Our backup service is the best, we provide packing lessons, flight instruction, and a good introduction into the peculiarities of any specific rig. Our 12 month guarantee includes accidental damage.

THE ROYAL BRITISH LEGION ENTERPRISE UNITS, UNIT 1, ORDNANCE ROAD,
TIDWORTH (NR NETHERAVON)

Mid-week 01980 844130 • Weekends 01980 671116 • Fax 01980 844131
Mobile 0385 784748 • Email: skyscience@compuserve.com

Incident Reports



GETTING IT RIGHT

A fairly new 'B' licencee tried to deploy her main at 3,000 feet but could not get the pilot chute out of the BOC pouch. She made two attempts, then went immediately into emergency drills, and landed uneventfully under the reserve.

Comment: Textbook! Other incident reports have concerned loss of altitude awareness in this situation, and a number of AAD saves can be traced to the same misguided determination to get the main out. This is how it should be done.

GETTING IT WRONG

An Intermediate Parachutist 'fell off' a backloop during a solo dive and could not recover a face-to-earth position. Losing altitude awareness in the struggle to regain stability, he eventually pulled low, achieving full main deployment just as the AAD fired at around 750 feet. He pulled in the reserve pilot chute to halt its deployment, and landed safely.

Comment: At this stage people do sometimes lose stability as they become more relaxed, try new things, and (perhaps) get just a little bit blasé. Remember when carrying out exercises that altitude awareness is

paramount. Don't forget to check your alti before and after each manoeuvre and be aware that non face-to-earth activities burn altitude very quickly. If you do end up low it is better to pull unstable than not at all.

MIND YER HEAD!

The student was doing revision training on an aircraft in the hangar when she hit her head on the aircraft fuselage, causing a cut to her scalp.

Comment: Instructors be aware that you have a duty of care to students at all times. All parachutists should be aware of potential dangers when dirtdiving around aircraft.

CAN'T SEE MAIN?

An advanced student rolled at pull-time, inducing very severe and asymmetric twists right down behind his head. He was unable to look up and check the canopy and therefore cut away, deploying his reserve which he landed without further incident.

Comment: Good decision. If you cannot check your canopy, the only rational assumption is to assume the worst. I know the point has been made before, but it's worth repeating.

Chris Jones

cjones@new-coll-cf.ac.uk

Fit to Drop?

Consider a few common conditions below. Most people would take these for granted but they are likely to make you temporarily unfit to parachute – a potential danger to yourself and to others.

1. Head Cold, Sinus Trouble or Ear Infection

Inability to equalise pressure may cause severe pain, and possibly permanent ear damage.

2. Dental Abscess or Cavity

Air expansion in these may cause intense pain

3. Scuba Diving

Any use of pressurised gas automatically bars you from flying/jumping for at least 24 hrs.

4. Giving Blood

Blood volume is quickly replaced, but oxygen-carrying capacity is not. If you do give blood, you should not jump for at least two weeks.

5. On Medication

Do not jump without a doctor's approval.

6. Possible Pregnancy

If you're trying for a baby, it is probably wise to skip jumping.

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

HOOK TURN HAZARD

Consider this incident report from the US which shows how quickly hook turns can take a life. This is still happening – don't let it happen to you!

Age: 33

Number of Jumps: 300+

System: Sun Path Javelin

Reserve: PISA Tempo 210

RSL: Not reported

Sex: Male

Time in the Sport: 2 years

Main: PISA Viper 172

AAD: Airtec Cypres

Description: This jumper exited at 14,000 feet for a routine 4-way freefall formation skydive. The group broke off at 4,500 feet and opened without incident above 2,500 feet. As he approached the landing area at an altitude of approximately 100 feet, this jumper initiated an aggressive right front riser turn. He did not have sufficient altitude remaining to complete the turn safely. In spite of immediate medical attention by a doctor on the drop zone and EMT personnel, the jumper was pronounced dead on arrival at the local hospital.

Comment: If skydivers are not willing to dive out of vehicles moving at 50-60 mph, why would they perform hook turns at impossibly low altitudes? After all, the results are the same.

Conclusions: Intentional low turns for high performance landings resulted in at least ten US fatalities in 1998. The equipment used included both medium and high performance canopies (judged by design and wing loading). Very few jumpers have sufficient combined overall and recent experience to engage in safe high performance landings. The average experience of jumpers killed from hook turns is well over 500 jumps, with some individuals having thousands. Drop zones would be well advised to encourage a program of canopy handling skills training and an aggressive campaign to advise jumpers whose landing techniques suggest an imminent accident. Jumpers be aware you are flying a potentially lethal weapon which can kill you and others if not handled correctly.

DROP ZONE DEFENCE FUND NEEDS YOU!

A mere seven people turned up to the Drop Zone Defence Fund meeting at this year's AGM, a matter for real concern when nearly £8 grand is on the books!

What is the DZDF?

The Drop Zone Defence Fund (DZDF) is probably the oddest part of the BPA – a substantial sum of money, donated by members but totally independent of Council. It is a 'fighting fund' when parachuting is under threat at any UK club – grants may be made at the committee's discretion provided they are matched at least pound-for-pound by the club. We can also use the money for related purposes and for the last two years have made a donation to the General Aviation Awareness Council in recognition of their experience and action in fighting aerodrome restrictions and closures.

Funds

Opening balance '98	£6631.99
Interest during '98	£ 312.36
'98 Donations	£1026.45
TOTAL:	£7970.80

You give us the money, mainly as donations at membership renewal

time; over £1,000 last year (THANK YOU!). Your control over what we do with it is exercised annually at the AGM. And this is not being done very effectively. When I became a committee member last year the fund was, frankly, in a mess, with nobody apparently even knowing how much money there was, or what it could and could not be used for. Over the year this has been changed; we now have a separate interest-bearing account and a legal constitution. But we still need effective oversight.

New Members Required!

I am urgently seeking additional members. The job is not hard. Unless we get an appeal for help, it will only entail attending the annual meeting at the AGM. But you will be providing a safeguard for the money placed in trust with the fund by British skydivers. If you are one of those who gives each year – and even if you are not – please go the extra mile and help us guard and use it properly. Become a committee member and, if you can't do that, at least turn up next year and make sure we are doing our job.

Do It NOW!

I urge you to contact me. Donations can be sent to the BPA who will pass them on.

Chris Jones

0144 677 4624

cjones@new-coll-cf.ac.uk.



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

- LO** - load organisers
- FS** - formation skydiving
- CF** - canopy formation
- FF** - freeflying
- AC** - accuracy
- WP** - WARP
- SU** - Skydive U

- rigging facilities
- video room
- parachute equipment shop
- canteen
- evening restaurant
- 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
www.geocities.com/pipeline/dropzone/5352

Open: Weekends, bank holidays 8am - 8pm
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander, Cessna 185

LO FS CF AC WP     

2 BORDER PARACHUTE CENTRE

Brunton Airfield, Chathill,
Northumberland NE67 5ER
Tel: 01665 589000 Fax: 01665 721053
Email: skydivenorth@email.msn.com
www.borderparachute.co.uk

B&B, camping, bars locally. Beach jumps and barbecues in summer. Fantastic views!

Open: Wkends winter, any day by call in summer, 9am-dark
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 182, larger aircraft on call

FS AC WP  

3 BRITISH PARACHUTE SCHOOLS

The Control Tower, Langar Airfield,
Langar, Nottingham NG13 9HY
Tel/Fax: 01949 860878
E-mail: bpslangar@aol.com

Friendly helpful staff. We are here to help you skydive. Turbines go to 13,000 ft!

Open: Every day 9am to 8pm (or sunset), 10am start Sunday
First Jump Courses: squares, AFF, tandem
Aircraft: 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.

Open: Every day 8am - 8pm
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206, Islander

LO FS CF AC WP      

5 CORNWALL PARACHUTE CLUB

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

Open: Weekend 8am - dark, Wed & Fri (summer)
First Jump Courses: squares, tandem
Aircraft: Cessna 182

FS WP SU 

6 DEVON & SOMERSET PARACHUTE SCHOOL

30 Tower Way, Highfield,
Dunkeswell, Nr Honiton, Devon
Tel: 01404 891690 Mobile: 0850 032767
E-mail: AGUEST1@compuserve.com

Local accommodation available

Open: 9am - dark, Wkends, midweek by arrangement

First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206

FS CF WP SU     

7 EAGLESCOTT SKYDIVING CENTRE

PO Box 1728, Salisbury, Wilts, SP4 9UY
Drop Zone: Umberleigh, Devon
Tel: 01769 520552 Mob: 07887 532490
www.bluechilli.co.uk/eaglescott

Small friendly club with emphasis on safety, fun and progression in the sport through quality skydiving. Beginners through to experienced welcomed.

Open: Weekends 9am - 9pm, midweek by arrangement
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206, Islander

FS CF FF AC WP SU      

8 HEADCORN PARACHUTE CENTRE

Headcorn Aerodrome,
Headcorn, Kent TN27 9HX
Tel: 01622 890862 Fax: 01622 890641
Email: skydive@headcorn.u-net.com

Progression weeks, competitions, organised jollies.

Open: Every day 9am - dark

First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander, Porter

AC WP    

9 HINTON SKYDIVING CENTRE

Hinton Airfield, Steane,
Brackley, Northants NN13 5NS
Tel: 01295 812300 Fax: 01295 812400
E-mail: info@skydive.co.uk
www.skydive.co.uk

Small but friendly DZ with the emphasis placed on fun. Low membership fee.

Open: 10am - 7pm Tues - Fri, 8am - late Sat and Sun
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Cessna 206 (larger aircraft for summer)

WP  

10 LONDON PARACHUTE SCHOOL

31 Green Street
Hazlemere, Bucks HP15 7RA
Drop Zone located off Junction 6 of M40
Tel: 01494 459500 Fax: 01494 444326
Mob: 0958 695199

Small but friendly club. Catering for complete beginners to experienced skydivers.

Open: Weekends 8am - dark
First Jump Courses: rounds, squares, tandem
Aircraft: Islander, Cessna 206

WP 

11 MERLIN PARACHUTE CENTRE

Alanbrooke Barracks, Topcliffe,
Near Thirsk, North Yorkshire
Tel: Weekdays 01204 391860
Weekend 01845 578971

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

Open: Weekends and bank holidays 9am - dark
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: 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.

Open: Tues - Fri 10.30am - dark, Weekends 8am - dark
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: 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.

Open: Weekends and bank holidays
First Jump Courses: rounds, squares, tandem
Aircraft: Islander

LO FS CF AC WP     

14 PARAGON SKYDIVING

Errol Airfield, Grange, Errol PH2 7TB
Tel: 01821 642454
Fax: 01821 642656

Reopened under new management Friendly, fun centre with emphasis on safety.

Open: Wed - Sun
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Cessna 206

CF WP AC   

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!

Open: 8am - 8pm, Tue - Sun(summer), Wed - Sun(winter)
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: 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

AFF, tandem and video available through Skydive Academy Ltd. B&B locally from £12.50.

Open: Every day 8.30am - 8.30 pm (tel. Mon, Tue, Thur)
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 182

FS CF WP    

17 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.

Open: Fri 5pm - 9pm, weekends 9am - 9pm
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Islander, 2 x Cessna 206

FS WP  

18 STIRLING PARACHUTE CENTRE

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

Open: Weekends 9.30am - 9pm, sometimes midweek

First Jump Courses: rounds

Aircraft: PA-32, Cherokee 6

LO FS CF WP   

19 TARGET SKYSPORTS

Hibaldstow Airfield, Hibaldstow,
Brigg, North Lincolnshire
Tel: 0113 250 5600 or 01652 648837 DZ
Fax: 0113 250 5600
E-mail: helen@targetsky.demon.co.uk

Very competitive jump prices, unrestricted altitude, turbine goes to 15,000ft, friendly atmosphere, everyone welcome.

Open: 9am to dusk every day
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: G92 Turbine, Domier Sky Servant, Cherokee 6

LO FS FF WP      

20 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.

Open: Sat 8am - dark, Fri 2pm - dark (summer)
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: 2 x Cessna 206

LO FS CF AC WP      

21 UK PARACHUTING

Old Buckenham Airfield
Attleborough, Norfolk NR17 1PU
Tel: 01953 861030 Fax: 01953 861031
E-mail: ukps@keme.co.uk
www.keme.co.uk/~ukps/

Newly set up by ex Ipswich Parachute Centre team. Currently only jumping midweek and awaiting planning permission for weekends. Good rigging facilities.

Open: Weekdays 9am - 8pm (best to phone first)
First Jump Courses: squares, tandem
Aircraft: PA-32 (available for weekend displays)

FS CF WP   

22 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

Open: Every day 8am - dark
First Jump Courses: rounds, squares, tandem
Aircraft: 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
ext CCI 8229, Staff 8277
Email: apanethers@aol.com

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 SERVICES PARACHUTE CENTRE

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

D SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks,
South Cerney,
Cirencester, Gloucester GL5 5RD
Tel: 01285 861344
01285 860551 x8259
www.skygod.u-net.com

FOREIGN MILITARY AFFILIATED DZS

CYPRUS COMBINED SERVICES PARACHUTE CENTRE (CCSPC)

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

RAPA JSPC(L)

(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, B F P O 16
Tel: 00 49 5254 98 2378 or 98 2740
Fax: 00 49 5254 98 2740
E-mail: 100550.2171@compuserve.com

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.

ACTIVE SKYDIVING

Glengoyan, St Fillan
Perthshire PH6 2ND
Tel/Fax: 01764 685316
Mobile: 07803 041348
E-mail: scotty@skydive.prestel.co.uk
http://www.commercepark.co.uk/skydive/
Run by Scotty Milne, ex Red Devil, 5 times British Champion, over 6,500 jumps, 25 years experience, Advanced Instructor, AFF Instructor, Tandem Instructor, Examiner and FS Coach. Offering Accelerated Freefall (AFF) courses in the Costa Brava using state of the art equipment.

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, 19 years experience BPA AFF, RAPS, tandem and FS instructor rated. Provides professional / personal skydiving holidays at Royan and Soulac (France) and Florida. AFF, WARP, one-on-one, RAPS and RAPS progression are all available at our summer French seaside resorts. Operating full time in France from May to September and Florida November to May.

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Paul Channin – Chairman, BCPA
72 Park Road
Liverpool L37 6AQ
Tel: 0956 395680
E-mail: paul.channin@kinesis.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 OTS
Tel: 01245 268772
Currently sharing facilities with the London Parachute School at Lewknor drop zone.

THE FREE-FALL COMPANY

Box 194, 17487 Empuriabrava, Spain
Tel: 00 34 619 356 202
or 00 34 7245 0111 (centre)
E-mail: freefalluk@aol.com
http://members.aol.com/freefalluk
Operated by Kevin McCarthy, National Champion with over 5,000 jumps and over 15 years experience. Probably the best AFF school in Europe. State of the art equipment and professional, personalised training gives you safe, rapid progression to Category 10 and beyond! Videos with all jumps. Courses available all year in the Costa Brava. Flexible payment to suit YOU!

MANCHESTER PARACHUTE SCHOOL

23 Heywood Gardens,
Prestwich, Manchester M25 1FW
Contact: Chris Miller
Tel: 0161 798 6895
Mobile: 0370 575621
E-mail: chris.miller@zetnet.co.uk
Based in Stockport, Manchester with 2,000 sq ft of full time, fully equipped premises for the teaching of RAPS courses (Ram Air Progression System). We also offer tandem jumps and AFF courses. Train weekdays or midweek evenings, jump at weekend. Presently running in conjunction with Target Skysports, Hibaldstow.

NATURAL BORN THRILLERS

10 Wetherby Gardens, Charlton,
Andover, Hants SP10 4DH
Contact: David Cassidy
Tel/Fax: 01264 335636
Mobile: 0410 907512
Operating at Netheravon every weekend, weekdays by arrangement. 20 minute skydiving courses a speciality! AFF, RAPS and progression by arrangement either at home or abroad. Easy payment terms available and significant discounts for group bookings. Video available for all tandem courses at a very modest rate.

POPS UK

Hon Treas/Sec: Sue Hill
40 The Hamlet, St Annes, Lancs FY8 3LE
Tel: 01253 713841
E-mail: pops@shew.clara.net
http://www.pops.org.uk
A society of skydivers over forty. Regular national and international meets at host parachute centres.

THE RED DEVILS

Airfield Camp, Netheravon,
Salisbury, Wiltshire SP4 9SF
Tel: 01980 678211 (Chief Instructor)
Tel: 01980 678212 (Students)
Tel: 01980 678203 (Rigging)
Fax: 01980 678349

SCOTTISH SPORT PARACHUTE ASSOCIATION

Anne Johnson (Secretary, SSPA),

Strathallan Airfield,
Auchterarder, Perthshire PH3 1BE
Dedicated to the promotion and development of parachuting in Scotland. Services provided include equipment grants (fan trainers, parachutes, aircraft, accuracy pits, etc), sponsorship of the Scottish National Championships and other competitions, provision of the only student progression, WARP, and CF training subsidy system in the world; riggers' and instructors' training grants and much much more.

SKYDIVE ACADEMY LTD

P O Box 192, Durham DH1 5WD
Contact: Ian Rosenvinge
Tel/Fax: 0191 386 5261
Mobile: 0860 156779
E-mail: skydiveamy@aol.com
http://members.aol.com/skydiveamy
Run by Ian Rosenvinge (BPA Advanced/AFF/Tandem Examiner & USPA AFF JM/I). Offers AFF, tandem, video and FS coaching at Peterlee Parachute Centre. AFF courses also run in Florida and Southern Europe, autumn through spring.

SKYDIVE INTERNATIONAL

45 Legge Crescent,
Aldershot, Hants GU11 3NT
Tel/Fax: 01252 331326
Mobile: 0850 007178
E-mail: 100722.2744@compuserve.com
Chris Allen, Ex Red Devil, CCI, BPA AFF/Tandem Examiner, USPA Safety and Training advisor and Skydive University UK coordinator. Offers AFF courses in America, Spain, Germany and the UK. Also available: team coaching, Skydive University one-on-one programme and tandem.

SKYDIVE UNLIMITED

618a Thorne Road, Netheravon,
Salisbury, Wilts SP4 9QG
Contact: Andy Parkin
Tel/Fax: 01980 670100
Mobile: 0468 037671
E-mail: jablquinto@aol.com
www.geocities.com/pipeline/3810
Professional, full time BPA AFF, static line and tandem instructor can offer AFF, static line courses and tandem skydives 7 days a week near Salisbury (75 miles from London). AFF courses in the UK, Spain, Florida and Germany (package includes flights, accommodation, car hire and BPA).

FOREIGN ASSOCIATED ORGANISATIONS

The organisations listed below do not operate in accordance with the requirements of the BPA operations manual. The BPA takes no responsibility for any training or advice given by those organisations.

CPCB

P O Box 194, 17487 Empuriabrava, Spain
Tel: 00 34 972 45 01 11
Fax: 00 34 972 45 07 49
E-mail: cpcb@gna.es
http://www.gna.es/dileure/Paraca/cpcb.htm
Skydive Spain! AFF courses (1 tandem, 7 jumps with air-to-air video), tandem flights, freestyle school, Babylon freestyle school. Skydive U, free load organising, team coaching (special rates), gear hire (with Cyprus). 2 Pilatus Porters all year and other aircraft. All jumps from 12,500ft. Open all year – and now club house, tennis and pool!

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)

LAPALISSE PARACHUTING CENTRE

Aerodrome F-03120 Lapalisse,
France
Tel: 00 33 4 7099 1803 Fax: 00 33 4 7099 2856
E-mail: info@Lapalisse-aero.com
www.Lapalisse-aero.com
Open March 15 to Nov 15. Facilities: packing hall, AFF, tandem. Shorts Skyvan, jumps from 14,000ft, creeping area, team rooms, videographers, gear hire, 25 bedrooms, free camping, restaurant, bar, pool, sauna, volleyball.

SKYDIVE CROSS KEYS

300 Dahlia Avenue, Williamstown,
NJ 08094, USA
Tel: 001 609 629 7553
Fax: 609 629 7585
skydive@freefalladventures.com
www.freefalladventures.com
Home of future World Champions! All new in '99: full time Super Casa, Super Otter, King Air and hot air balloon. A/c team rooms, fully equipped gear store and rigging loft, 6,500sqft camped, indoor packing. Team rates available. Full time packers and videographers.

SKYDIVE CITY / Z-HILLS

40440 Chancey Road, Zephyrhills, FL
33540, USA
Tel: 001 813 783 9399
Fax: 813 782 0599
www.skydivecity.com
Visit Skydive City / Z-Hills – Florida's number one drop zone! Five Twin Otters this season, Sunshine Factory on site, rigging, covered packing, free camping, showers, food, bar, climbing wall. One stop skydiving!

SKYDIVE SEBASTIAN

400 W Airport Drive, Sebastian, FL
32958, USA
Tel: 001 561 388 5672 Fax: 561 388 2105
E-mail: skydiveseb@aol.com
SebastianXL: TobyStafford@compuserve.com
Offers BPA and USPA qualified training. Aircraft – Super Otter, Super Casa. AFF, tandem, home of Skydive U, freely coaching, team training from Sebastian XL. Equipped team rooms, gym, volleyball, bunk-house, camping, beach jumps, load organising, rigging service, accommodation arranged.

TRAIN IN SPAIN

Aerodromo Sierra Morena,
Carretera Bailen – Motril, 6km,
E-23710 Bailen (Jaen), Spain
Tel: 00 34 953 125 233 Fax: 00 34 953 125 231
E-mail: TrainIS@aol.com
Open 15 October – end April. Skydive in Spain this winter from Europe's fastest climbing Twin Otter, also Pilatus Porter. Team coaching, FS courses, one-on-one, AFF and tandem. Freeflyers welcome. Small shop and rigging. Cafe/ Tapas bar. Free team rooms, video debriefing. Large creeping platform. Cheap hotels. Freefly/Skysurf coaching.

DO YOU ALWAYS KNOW
WHERE YOUR HEAD IS?



Photo: Marcus Heggli



AIRTEC
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Fax +49 2953 1293

SPORT PARACHUTIST

classified coupon

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KIT FOR SALE

STILETTO 150, no jumps, brand new, colour bright, £750. Tel 0802 246935 (Glos). (P4/004)

COMPLETE RIG. Royal blue 2 pin Teardrop with Cypres and pull-out. ZP 150 sky blue main, unused Swift reserve, fabulous condition, will sell with Cypres £1500 or without Cypres £900. Tel Walt on 01226 240464, leave message (S Yorks). (P4/005)

ATOM, STILETTO 135, Techno reserve, unused, Cypres fitted and ringed harness, 400 jumps, £2100. Telephone Craig on 01933 650555 (Northants). (P4/006)

COMPLETE KIT. Fury main, blue/silver, Swift reserve, Chaser container, black/blue trim, 4 months left on reserve. Matching container/kit bag, BOC, 180 jumps, excellent condition, ideal all-round kit, £630 ono. Mike on 01670 362244 (Northumberland) or Email: mike@tag.co.uk. (P4/007)

COMPLETE RIG. Zeroz container, Wildfire main, Micro Raven reserve, unused, 80 jumps, good condition, £850. Telephone 0113 293 8670 Email stuclapham@aol.com (P4/008)

TWO TANDEM VECTOR 421's, (both relined), approx. 200 jumps each. Plus one Tandem Vector 360, approx. 350 jumps. Tel Maggie on 012665 58609 (Co. Londonderry). (P4/009)

EVERYTHING TO JUMP, must sell due to work. 150 Sabre, Javelin J1, Tempo 150, Cypres, Oxygen (never used) Terminal Tom helmet, Time Out, jump suits plus all accessories. Tel. Tom on 01778 570627 or 0403 540640 or www.btinternet.com~buoys/rig.html (P4/012)

SONY PC7, warranty, hardly used, wide angle adaptor, blank tapes, soft case £790. Bonehead Mindwarp helmet, top and side mounts, choice of two, POA. Chin cups for camera helmets, selection available. Mobile 07970 657696 (Oxford). (P4/013)

COMPLETE SYSTEM. Raven III, Raven III reserve, black racer, 170 jumps, excellent condition. Plus DZ bag, packing matt, Dytter £1150 ono. Tel 01753 712677 (Bucks). (P4/014)

COMPLETE RIG. BT 40 Transfair reserve, one pin Teardrop with Cypres, £1700. Tel Suzie on 01554 779627 work or 01792 208915 after 6pm (Swansea). (P4/024)

DZ SPORTS. Email Mailing List. Put yourself on our Email Mailing List. Contact us at DZDirect@aol.com for a full list of Skydiving Accessories and new product updates. (P4/035)

COMPLETE RIG. Racer Elite BOC, purple/green/pink. Sabre 135 purple / pink/white. Micro Raven 150 reserve, 270 jumps, £1100. Tel Emma on 01277 356829 (Essex). (P4/028)

JAVELIN NJ STILETTO 135, 200 jumps. PD 126 reserve, unused, Cypres (May '98), BOC rigger owned and maintained, excellent condition, need quick sale for family reasons, therefore only £1650 complete. Tel 0116 224 6899 or Mobile 0498 807434 (Leics). (P4/016)

COMPLETE KIT. Teardrop container, black, 2 pin. Coe-D 190 main, rainbow, 70 jumps, new risers, soft links. Swift Plus reserve never used, excellent condition, well maintained, seldom used, £850. Tel Nick on 01892 619803 or icarus.uk@virgin.net (Tunbridge Wells). (P4/019)

ALTIMASTER III PRICE DECREASE. This popular altimeter with a lifetime guarantee has now been reduced in price to £109. Now available in a variety of colours. DZ Sports on 01869 324178 or Email DZDirect@aol.com. (P4/036)

B.T. PRO 120. Pink with white cell walls, relined once, jumped twice since, great condition £450. May swap for slightly less radical canopy, offers. Tel Spencer on 01978 664422 Ext 144 Mon-Fri or Pager 04325 396574 anytime (Wrexham). (P4/020)

COMPLETE KIT. Two pin grey Teardrop, small to medium harness, throwaway deployment, purple. Sabre 135 Transfair reserve. Tel 01252 714542 (Surrey). (P4/021)

COMPLETE RIG. 1997 Teardrop Super Fly, stainless steel hardware, 1992 Transfair, no jumps. BT 40, 350 jumps, shark's teeth, very good condition, £1000 ono. Tel George on 01788 860882 (Essex). (P4/022)

VECTOR 2 and Micro Raven 150 reserve, 500 jumps on rig, Cypres ready BOC, rigger serviced recently, £700 including spare freebag and pilot chute. Tel Gill on 0141 339 4763 (Glasgow). (P4/023)

TWO COMPLETE RIGS. Javelin, Sabre 170, PDR 160, Cypres, 400 jumps, AFF instructor owned, £1800. Quasar II, Triathlon 160, PDR 143, Cypres, 20 jumps, £2300. Tel Jim on 01223 881503 home, 01223 336834 work or Email jah52@aol.com (Cambs). (P4/025)

ONE PIN TEARDROP, purple/green, BOC, main Heatwave 120 ZP, elliptical, multicoloured, 156 jumps. Reserve 130 Cricket unused, excellent condition, may split, quick sale required, hence £800 ono. Tel Martin on 01262 670064 (E Yorks). (P4/026)

TALON CONTAINER, grey/electric blue. PD 210 main, blue. Raven 1 reserve, mini risers, micro line, Cypres ready, 220 jumps, excellent condition £950. Tel Sheridan on 0589 752203 (Ipswich). (P4/027)

TWO PIN TEARDROP, 300 jumps. Esprit 150, 200 jumps. Tempo 150, no jumps, Cypres. BOC, kill-line pilot chute, mini risers, complete check and repack Dec '98. Manufactured '94, good condition, £1850, £1200 without Cypres. Seeking Stiletto. Tel Astrid on 01223 363038 (Cambs). (P4/030)

TWO JUMPSUITS, excellent condition, Merlin suit, black and turquoise. Tony suit white/black/green. Both ladies size 10, height 5'4", Mega booties, both suits good as new. Tel for prices on 07971 272102 (Newcastle). (P4/031)

COMPLETE KIT. Atom 01, BOC, BT40 Mayday reserve, Cypres, 350 jumps, excellent condition, requires reserve repack and new Cypres batteries, £1995. Also Coe-D 170, 200 jumps £200. Tel John 01256 893889 work or 01488 684814 home (Berks). (P4/032)

COMPLETE KIT. Atom 01, BOC, 200 jumps, Mayday reserve, Sabre 135, no jumps, Cypres. Superb condition but requires reserve repack and new Cypres batteries, £2350. Tel Mandy on 01488 684814 (Berks). (P4/033)

WOULD YOU LIKE TO WORK AT AIRTEC?

Airtec is looking for a full time secretary/assistant to join their team in Wünnenberg, Germany.

The ideal candidate will have excellent fluency in English, a second language is desirable but not essential. Computer literacy is a must, as is the ability to formulate correspondence for all areas of the business and to work on their own initiative.

The chosen candidate will be responsible, organised, reliable and flexible. Shorthand will be an asset. A skydiver or knowledge of skydiving will be an advantage but not a requirement.

Prospective candidates are invited to apply in writing only, including c.v., to:

Airtec GmbH
 Mittelstrasse 69,
 33181 Wünnenberg, Germany,
 Fax +49 2953 1293

Diary Dates

APRIL

3-4 RAPA Easter 4-way Scrambles

Bad Lippspringe, Germany. Tel 0049 5254 98 2378 Fax 0049 5254 98 2740 Email jscarratt@compuserve.com

3-4 Timeout! Trophy 4-way Challenge

Train in Spain Tel 0034 953 125 233 Fax 0034 953 125 231 Email trainis@aol.com

3-5 FS & CF Seminars. Skills Camp

Wild Geese, N. Ireland. Tel 012665 58609 Fax 012665 57050 Email parachute@wildgeese.demon.co.uk www.wildgeese.demon.co.uk

3-9 Student Progression Wk

Wild Geese, N. Ireland. Tel 012665 58609 Fax 012665 57050 Email parachute@wildgeese.demon.co.uk www.wildgeese.demon.co.uk

5-9 Student Progression Wk

Target Skysports. All welcome. Cut price jumps. Tel/Fax 0113 250 5600 or 01652 648 837 Email helen@targetsky.demon.co.uk

8 BPA STC/Riggers Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

11-18 Go Vertical 1999 Freely Fun Week

Train in Spain Tel 0034 953 125 233 Fax 0034 953 125 231 Email trainis@aol.com

12-16 Advanced Riggers Course

Gainsborough. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

14 BPA Competitions Committee Meeting

BPA Office. 6.30pm Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

14-23 Skydiving Expedition to North Pole

Nathalie Chudiak, The Hague, Netherlands. Tel/Fax 0031 703 836 687 Email chudiak@gironet.nl http://www.skypole.eu

16-18 100-way Meet, Sebastian

Speed over 3 rounds. Tel 001 561 388 5672 Email skydiveseb@aol.com www.skydiveseb.com

17-18 SPOCK, Strathallan

3-way Speed, Student Progression, Accuracy (rounds & squares). Contact Paul Channin Tel 0956 395 680 Email paul.channin@kinesis.com

19-23 BPA BI Instructor Course

Target Skysports. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

20 BPA Council Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

24-25 Tandem Record Attempt

Hinton. Attempt at 100 tandem jumps in a day Tel 01295 812 300 Fax 01295 812 400 Email info@skydive.co.uk www.skydive.co.uk

26-30 FS Skills Camp

Hinton. Also WARP week being organised. Contact Steve Mursell. Tel: 01869 324 178 Email SMursell@aol.com

MAY

1-3 Anniversary Boogie & BBQ

Wild Geese, N. Ireland. Hit & Rock Accuracy competition - POPS, Experienced & Intermediate

categories. Tel 012665 58609 Fax 012665 57050 Email parachute@wildgeese.demon.co.uk www.wildgeese.demon.co.uk

1-3 Brit100 Training W/end

Target Skysports. Hibaldstow. Loads up to 28-way. Tel/Fax 0113 250 5600 Email helen@targetsky.demon.co.uk

1-3 Formation Load & Freely Seminar

Langar. Tel 01949 860878 Fax 01949 860882 Email bpslangar@aol.com

1-3 Bank Holiday Sibson Special

Peterborough. With FS load organisers & freely coaching. Tel 01832 280 490 Fax 01832 280 409

1-3 BCPA Northern's

3-way FS. Student Progression and Accuracy. Venue TBA. Contact Paul Channin Tel 0956 395 680 Email paul.channin@kinesis.com

8-9 Brit100 Training W/end

Black Knights, Cockerham. Tel: 0154 791 820

10-14 CSBI/Advanced Instructor Course

Langar. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

10-14 FreeFall Company Seminar

CPCB, Empuriabrava. Run by Kevin McCarthy, a complete skills camp covering all possible aspects of skydiving. Tel 0034 619 356 202 or 0034 72 450 111 (centre) Email freefalluk@aol.com

15-23 Moscow PC Boogie

Moscow. Tel 00 7 095 111 33 15 Fax 00 7 095 111 44 75 / 00 7 095 111 214 4036 Email vg@mpc.aha.ru

17-21 CSI/Pre-Advanced Instructor Course

Langar. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

22-23 Central Regionals

Target Skysports. Hibaldstow. FS, CF & Classics Tel/Fax 0113 250 5600 or 01652 648 837 Email helen@targetsky.demon.co.uk

22-23 Brit100 Training w/end

Wild Geese, N. Ireland. Tel 012665 58609 Fax 012665 57050 Email parachute@wildgeese.demon.co.uk www.wildgeese.demon.co.uk

22-23 POPS Meet

Dunkeswell. Contact Sue Hill Tel 01253 713841 www.pops.org.uk

22-23 Beach Jumps & BBQ

Border PC, Brunton. Tel 01665 589 000 Fax 01665 721 053 Email skydivenorth@email.msn.com

22-24 BCPA Southern's

3-way FS. Student Progression and Accuracy. Venue TBA. Tel 0956 395 680 Email paul.channin@kinesis.com

22-31 Student Progression Wk

Border PC, Brunton. Tel 01665 589 000 Fax 01665 721 053 Email skydivenorth@email.msn.com

22-30 Espace Spring Boogie

Lapalisse, France, with 3 Casa 212 and a Skyvan. Contact Pascal Nicoli Tel/fax 0033 478 756 050 Email nicoli-p@imaginet.fr

24-28 BPA AFF/Tandem Instructor Courses

Langar. BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

29-30 Brit100 Training W/end

Sibson, Peterborough. Tel 01832 280 490 Fax 01832 280 409

Key to Colours

BPA Events
Formation Skydiving
Canopy Formation
Style & Accuracy
Freeflying & Skysurfing

Boogies & Fun Events
POPS
Collegiate
Unclassified

JULY

1-11 Moscow PC Boogie

Moscow. Tel 00 7 095 111 33 15 Fax 00 7 095 111 44 75 or 00 7 095 111 214 4036 Email vg@mpc.aha.ru

2-4 RAPA Meet 4/16-way

Bad Lippspringe, Germany. 1 July Briefing 8pm. 2-4th Meet, 3rd Party, 4th Prizegiving at 11.30am. Tel 0049 5254 98 2378 Fax 0049 5254 98 2740 Email jscarratt@compuserve.com

5-9 Student Progression Wk

Target Skysports. Hibaldstow. All students welcome. Cut price jumps. Tel/Fax 0113 250 5600 Email helen@targetsky.demon.co.uk

3-11 Langar Boogie

Langar. Turbolet. Casa 212 and more. Load organising, freeflying, skysurfing, parties. Tel 01949 860878 Fax 01949 860882 Email bpslangar@aol.com

3-12 Skydiving from the Stratosphere

Chkalov Air Space Centre, Moscow. Jumps from 40,000ft under a sophisticated skydiving training programme. Side excursions in Moscow, party and meals included. Limited slots available. Contact Valera Belousov. Email vvbki@globalnet.co.uk

9-11 RAPA Style & Accuracy

Bad Lippspringe, Germany. Briefing 8pm on 8th. Meet 9-11th. Party 10th. Prizegiving 11.30am on 11th. Tel 0049 5254 98 2378 Fax 0049 5254 98 2740 Email jscarratt@compuserve.com

10-11 4-way FS Meet

Headcorn. Tel 01622 890 862 Fax 01622 890 641

12-16 Brit100 - British Record Attempt

Langar. Contact Darryl Moran on 01252 712284, emdazzle@aol.com or Simon Ward on 01793 771037, simonw@musicradion.com

17-25 CF Spektakel 99

Moorsele, Belgium. CF teaching week for beginners to experts. Contact Roel Roeloffzen Tel 0031 23 531 117 Email CF_Spektakel@yahoo.com

21-25 Freely Festival

Gruyeres, Switzerland. www.xlr.ch

24-Aug 1 FS Nationals

Sibson, Peterborough. Training week before. jumps £12. Tel 01832 280 490 Fax 01832 280 409

31-Aug 1 POPS Meet

Black Knights, Cockerham. Contact Sue Hill on 01253 713841 www.pops.org.uk

31-Aug 8 Espace Boogie

Vichy, France, with the Antonov 72 jet. Contact Pascal Nicoli Tel/fax 0033 478 756 050 Email nicoli-p@imaginet.fr

AUGUST

5 BPA STC/Rigger/Pilots Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662 Email skydive@bpa.org.uk

6-8 Open Cup of Russia in Skysurfing

Moscow. Tel 007 095 111 33 15 Fax 007 095 111 44 7500 7 095 111 214 4036 Email vg@mpc.aha.ru

7-15 Hibble Boogie

Target Skysports. Hibaldstow. 7-8 Aug 26-way competition, 9-13 Freely convention (15,000ft), 14-15 8-way competition. Tel/Fax 0113 250 5600 Email helen@targetsky.demon.co.uk

14-21 Classics & CF Nationals

Wild Geese, N. Ireland. Tel 012665 58609 Fax 012665 57050 Email parachute@wildgeese.demon.co.uk www.wildgeese.demon.co.uk

DIARY

17 BPA Council Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

19-21 16-way FS Meet

La Ferte, France.
Tel 0033 164 755 5555 Fax 0033 164 75 5550

20-22 Skysurf, Freestyle & Freestyle Nationals

Sibson, Peterborough. Registration 19th.
Training and free coaching from 14th.
Tel 01832 280 490 Fax 01832 280 409

21-29 Moscow PC Boogie

Moscow. Tel 00 7 095 111 33 15
Fax 00 7 095 111 44 75 or 00 7 095 111 214 4036
Email vg@mpc.aha.ru

27-29 16-way FS Meet

Hoexter.

28-Sept 5 Invitational 16/18-way FS Camp

Empuriabrava. Dave Morris, Richie Hornig,
Jeff Ronzevalle Tel 0034 972 450 111
Fax 0034 972 450 749 Email cpcb@gna.es

30-Sept 3 BPA CSBI/Advanced Instructor Courses

Bridlington. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Email skydive@bpa.org.uk

31-Sept 1 POPS Meet

Black Knights, Cockerham. Contact Sue Hill
on 01253 713841 www.pops.org.uk

SEPTEMBER

1-6 Women's World Record Attempt

Perris Valley, USA. Organised by Kate
Cooper and Tony Dominico. Contact UK
organiser Lesley Gale Tel/fax 01733 755 860.
Email sportpara@aol.com

4-5 Beach Jumps & BBQ

Border PC, Brunton. Tel 01665 589 000 Fax 01665 721 053
Email skydivenorth@email.msn.com

4-5 Headcorn LAC Meet

Tel 01622 890 862 Fax 01622 890 641
Email skydive@headcorn.u-net.com

6-10 BPA CSI/Pre-Advanced Instructor Courses

Bridlington. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Emailskydive@bpa.org.uk

6-10 BPA Tandem/AFF Instructor Courses

Bridlington. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Emailskydive@bpa.org.uk

10-12 16-way FS Meet

Texel. Tel 0031 222 311 464 Fax 0031 222 311 414

10-12 Companies Championships

France. Contact Mrs I. Tranchant, President,
Commission of the Companies Parachute Clubs
Tel 0033 153 466 868 Fax 0033 153 466 868
Email ffp@ffp.asso.fr

18-19 Woodmouse 4-way FS Meet

Peterborough. Tel 01832 280 490 Fax 01832 280 409

18-19 Southern Regionals

JSPC, Netheravon. FS, CF & Classics
Tel 01980 633 371

20-24 Student Progression Wk

Target Skysports. All students welcome. Cut price
jumps Tel/Fax 0113 250 5600 or 01652 648 837
Email helen@targetsky.demon.co.uk

21-26 POPS World Meet

Chilliwack, Canada. Contact Sue Hill on
01253 713841 www.pops.org.uk
Ted Rose Email trose04@texhoma.net

OCTOBER

4-14 Pre-World Meet 4/8-way Training

Empuriabrava. Tel 0034 972 450 111
Fax 0034 972 450 749 Email cpcb@gna.es.

7 BPA STC/Riggers Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

11-15 Basic Riggers Course

Gainsborough. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Email skydive@bpa.org.uk

19 BPA Council Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

20-30 World Championships Freestyle/Skysurfing

Corowa, NSW, Australia
Tel 0061 2 9791 9155 Fax 0061 2 9791 9101
Email russell@worldmeet.com www.worldmeet.com

20-30 World Championships FS, Freestyle/Skysurfing

Corowa, NSW, Australia
Tel 0061 2 9791 9155 Fax 0061 2 9791 9101
Email russell@worldmeet.com www.worldmeet.com

25-29 Riggers Exam Course

Gainsborough. BPA Office Tel 0116 2785 271
Fax 0116 247 7662 Email skydive@bpa.org.uk

30-31 Halloween 10-way Speed Meet

Target Skysports. Hibaldstow. Tel/Fax 0113 250 5600
Email helen@targetsky.demon.co.uk

NOVEMBER

5-6 Night Jumps

Border PC, Brunton. Tel 01665 589 000
Fax 01665 721 053
Email skydivenorth@email.msn.com

15-19 CSBI/Advanced Instructor Course

Peterlee. BPA Office Tel 0116 2785 271 Fax
0116 247 7662 Email skydive@bpa.org.uk

22-26 CSI/Pre Advanced Instructor Course

Peterlee. BPA Office Tel 0116 2785 271 Fax
0116 247 7662 Email skydive@bpa.org.uk

DECEMBER

2 BPA STC/Riggers Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

7 BPA EGM/Council Meeting

BPA Office Tel 0116 2785 271 Fax 0116 247 7662
Email skydive@bpa.org.uk

11 Wild Geese Christmas Dinner/Dance

N. Ireland. Tel 012665 58609 Fax 012665 57050
Email parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

11 Tilstock Christmas Party & AGM

Tel 01948 841 111 Fax 01948 840 638
Email skydive@tilstock.demon.co.uk
www.tilstock.demon.co.uk

20-27 End of Year Madness Boogie

Great Lake Skydive Centre, New Zealand.
Tel 0064 7 378 4662 Fax 0064 7 377 4851
Email greg@freestyle.co.nz

28-Jan 2 Millenium Boogie

Great Lake Skydive Centre, New Zealand. 3
Cresco750 turbines. International load organisers,
beach jumps. Registration limited. must be paid in
full by 30 Oct '99. Registration includes return
coach trip, 20 meals, 10 jump tickets, load
organisation/video and T-shirt. Tel 0064 7 378 4662
Fax 0064 7 377 4851 Email greg@freestyle.co.nz

31-Jan 2 Big New Year Millennium Party

Target Skysports. Tel/Fax 0113 250 5600
Email helen@targetsky.demon.co.uk

31 Millenium Night Jumps

Border PC, Brunton. Tel 01665 589 000
Fax 01665 721 053
Email skydivenorth@email.msn.com

Email your event to
ClearTrish@aol.com
by 26 May (latest) to be included
in the June issue

Skydiving that's out of this world!



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www.skydiveaz.com - jump@skydiveaz.com

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ONE HEIGHT : 14000 FEET

AIRCRAFT : SKYVAN FULLTIME

OPENED : MARCH 27th

TO NOVEMBER 14th

Team and groups discounts :

RW/Freely/Skysurfing/CRW/Freestyle
Large creeping area (creepers available)

AFF : independant instructors are welcome
Freely, RW and skysurfing school.

Swimming-pool, bar, restaurant,
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EASTERN FESTIVAL : April 27th to May 11th
14 000 feet : 110 FF / 1999 registration fee : 70FF
Freely, RW and Sit flying organizers from may 3rd.

SPRING BOOGIE FROM espace Boogie :

May 22th to 30th, Two CASA, two SKYVAN,
15 000 feet. Freely, Skysurf, RW and Sit flying organizers.

HALLOWEEN BOOGIE : October 23th to November 1st.
14 000 feet. October 31st : Halloween crazy night.

Centre européen de chute libre / European freefall center
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email : info@lapalisse-aero.com web : www.lapalisse-aero.com

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