

skydive

The Mag

August 2000

What's in RESERVE?

Scottish Nationals

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Why Free Fly?

HEAD UP FLYING

"How-to" article by Giles Fabris



The British Parachute
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Freefly Circus members Olav Zipser, Stefania Martinengo, Filippo 'Ippo' Fabbi and Mike Swanson, with Max Cohn, Francisco Nari and Dave Padyjasek flock over Skydive America. Photo By Steve Utter.

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Photo: Tony Danbury

Well, a disappointing showing at the FS Nationals - just one senior team in the 8-way event, during an 'on year' as well. Why is this?

Other Arenas
For sure, many youngsters are being tempted away from FS by free flying. The up and coming teams now have FS events of their own to enter: junior and intermediate 4-way and intermediate 8-way. Maybe the lure of a medal in a lower category has seduced would-be entrants away; three teams entered the 8-way intermediate event. But what of participation levels overall? In 4-way, six senior teams, six intermediate and just three junior is a fairly low attendance.

What are the FS Nationals For?
The BPA must ask itself the question - what are we holding the Nationals for? The primary answer is to select the country's best athletes to represent us at the world meet, with the ultimate dream of a medal. The secondary answer, and the one which has caused all the problems, is that it must be open to all members so they can participate in the premier skydiving event of the year.

Fun teams don't enter the Nationals
Well it's time to face facts and understand that the Nationals isn't about 'fun' teams any more. 'Fun' jumpers don't want to go to the Nationals and sit around on call for 12 hours a day waiting for that weather window. 'Fun' teams would rather enter weekend meets or take advantage of cheap airfares to go abroad to boogie. The junior and intermediate events are now of a very high standard and don't really include scratch teams either. The vast majority if not all of the teams in the Nationals have trained hard and spent lots of money being coached abroad.

Go Abroad
Isn't it time to take the Nationals abroad? The argument used against this is always (a) that this would prevent the average jumper from attending and (b) that the BPA does not want to upset UK drop zones by taking the event elsewhere. Well, as stated above, the average jumper does not attend the Nationals now and would probably be more drawn to a week away in a warm country than the 'fun' atmosphere of a wet and windy DZ in the UK. And as regards the second point, there was only one bid for this year's Nationals so it hardly seems that many other UK drop zones would be upset.

High Standard
My final point is that the standard of jumping has risen dramatically in FS over the past three to five years. Junior, intermediate and senior 4-way scores have gone through the roof as teams have invested heavily in professional international coaches, including flying them over here for the UK Nationals. Let's address the needs of these dedicated few and take the Nationals abroad to give them a forum to show their talents without being subjected to weather and manifest limitations by the very nature of skydiving in the UK.

PS: Anyone with opinions on the combined nationals please write in for the next mag.

Lesley

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The Mag

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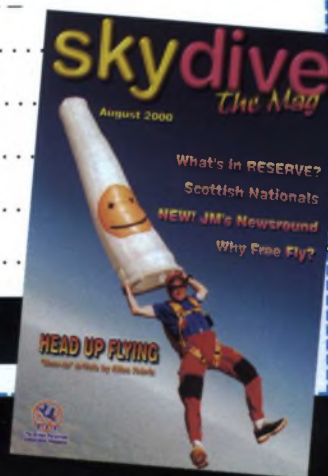
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skydive
August 2000

editorial

skydive

The Mag

regulars. . .

NEW!

JM's newsround	19
Council Matters	25
Incident Reports	47
Letters	49
Kit News	51
Classified Ads	53
Puzzle	57
Club News	59
BPA Clubs and Centres	69
Advertisers Index	72
Diary	IBC

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.

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

SUPPORTED BY



Photo: Mike McGowan



Front Cover

Taken by Clloydy, it shows Giles Fabris doing the first tube jump in the UK, over Langar.



features . . .

Umm! Ahh! Oooh!

5

Atmospheric shots from the boogie at Umm Al Quwain



Why Free Fly?

7

George Pilkington says why he's turning to free fly



Scottish Nationals

13

Round up of events and medals



Go Digital

23

Simon Ward offers advice on camera digi-technology

Head Up Flying

27

Eight pages of sit and stand positions from free fly coach Giles Fabris

Negative G

37 (centre)

Dean O'Flaherty's shots from the Space Centre



What's in Reserve?

39

How to gain a reserve packer's rating by Andrew Hilton



Tim Bettin – A Tribute

55

Moving words from Nick, his brother

Umm! Ahh! Oooh!

Pete Marsden organised a terrific boogie in Umm Al Quwain, a small country approximately 40 minutes from Dubai. The weather was consistently hot, but it wasn't a problem as everything was air-conditioned (clubhouse, packing area, etc). The clubhouse would be the envy of any club in Europe, newly built by Brigadier Sheikh Mohammad Bin Rashid Al Mualla, who is a keen skydiver at the club. He joined Pete and 12 others for a 13-way dive on one of the evening jumps.

This was the most relaxed skydiving trip I have ever been on. There was so much to do when not jumping. Lounging around the swimming pool, going to the gun club (we all explored our Rambo side by firing AK47's, MP5's, Assault Rifles, and 9mm Semi Automatic Pistols), playing in the water park, go karting and motor cross. We averaged five jumps a day; as expected, the sunset loads were beautiful. Thanks to Mickey Doyle we had video and stills on almost every jump. We could have done without the after-jumping video; this was blackmail footage! The only person to really worry will be Terry Glanfield who single-handedly

Pete Marsden



Umm Al Quwain
Next boogie
February 2001
contact Pete Marsden
pete@boogieclub.co.uk
01932 701 321



Pete Marsden

destroyed the Style and Accuracy team from Oman. At the beginning of our trip they were a serious, teetotal, training team; by the end they were building human pyramids in the pool and forever having "just one more!"

The highlight of the holiday for me was the jump onto Sheikh Mohammad's private island, which was my first beach landing. We jumped at sunset, all very focused on canopy control after the lecture from Pete and the thought of those hungry sharks! It was beautiful. By the time we landed the ground crew had the barbecue set up and the drinks chilled. Then it was back to the mainland by boat and another night drinking in the swimming pool.

This is a brilliant trip to go on if you want a holiday, perfect for jumpers with non-jumping family, there is so much else to do. The trip was well organised – thanks Papa Bear! There were no reserve rides and no injuries other than Pete's little finger being broken in freefall by Diccon (bully!) and Clay feeling a bit bruised after his first base jump. Before you all write in, this was off a camel! The trip was all a bit surreal, summed up well by Sam on his first day's jumping. Looking rather dazed, as we had just mistaken an Indian brothel for a restaurant, he said "It's all too much, I jumped out of a plane three times today, fired machine guns and now I'm here!"

Pollyanna Lenkic

umm al quwain



Pete Marsden

Shaker and Pollyanna (author)



Pete Marsden

Terri Meller and AK47

Main Photo by Sam Tuck



Mickey Doyle

13-way with Sheikh Mohammad Bin Rashid Al Mualla



Sam Tuck

Jumping on to Sheikh Mohammad's private island

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August 2000



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WHY Free

Fly

At the recent FS Nationals, why was there only one senior 8-way team?

A big factor is the number of new jumpers taking up free flying. Plus, many long time FS jumpers are now turning to free fly for their fun. Why is this?

George Pilkington takes a look at what free flight has to offer...

why freefly ?



Photo: Mike McGowan

WHY
Free

Fly

Free Flying 99.9% Wicked Fun!

Your buddies wish you a good jump before exit. They touch your hand, you feel the energy as you look into their eyes. Smiles and laughter. Your mind calms, the good time is nearly here. Breathe. Exit. Deep breath. Exhale. Look into your mate's eyes, smile. His hand moves and you leave together. The slipstream is smooth, you fly together and dock. Transition, dock, transition, carve. Stop and transition. Smile and laugh. Spin around, tumble and laugh some more. Just free your mind and the moves come on their own. There is no thought other than yippee. Eye contact, big smile, thumbs up, peace brother! It's over, track and dump. Yahooooo! Hook that canopy and surf. Another 'lucky' landing puts you in front of your mate. He is smiling like you, a big grin. He walks over and slaps your hand, gives you a hug, thanks you for the dive. Yabber, Yabber, Yabber! This was ace, that was wicked. You looked so cool in that carve, and did we laugh at that transition? Shall we do another? You bet dude, let's get packed!



Photo: Steve Utter



Formation Skydiving 70% Disappointment

After 2,000+ 'flat' jumps I am now able to look at FS from a new perspective. What a good time I have had. Lots of very memorable dives, from 2-ways to 300-ways. But now I see it a bit differently. Flat dives are about 70% of the time a disappointment. Either I screwed up, or someone else did. I'm more often than not spending lots of time waiting. Waiting for the base to build, for someone to dock or for the key. When the key comes, I make my move and then wait again. The better my friends are, the less I wait – or else they are waiting for me! The buzz is still there, I'm happy. But we land and then debrief the dive. Often something could have been better. So we walk away thinking that the dive was not so good...

Photo: Jim Stevenson



Photo: Dean O'Flaherty

Tracking Dives

Most excellent fun, no thinking required, just get out of the door and fly. Look and go, brain off! Ask anyone who jumped with me tracking last year at Brit 100 roadshows. They will tell you how much fun it is, how much they laughed and enjoyed it. Get on it, go tracking, you'll love it too!

Hassle Free

No dirt-diving. No more time spent lying on a trolley; neck and back aching. No more 'brain-strain' trying to puzzle that 20 point non-repeater. Just a quick walk-through. Narrrce! Nothing to remember in the plane on the way up. No more 'Old bone, amoeba – star, star – block move from hell'. You can find the time to chat to your buddies, look out of the window at that awesome view, check your gear and quell your fear. Yes! Happy Vibes.

The People

Free flyers are the nicest skydivers I have met in my jumping career. There are very few egos, and no cliques, which can seem like an issue in FS. People just want to have fun. Anyone will jump with anyone, because it don't matter if you are crap, the guy you jump with will have his skills stretched, so he won't mind. He will learn just as you will.

All Flying Time

It's all working time. I never wait for anyone, I'm flying all of the time, every second. I may have cut my freefall time to 45 seconds but – hey, it's 45 seconds of intense activity. 45 seconds of full-on fun flight.

Fun Factor

FUN is the only aim of free fly. Fun, fun and more fun. Playing in the sky with your friends and learning. Every jump, my body learns some more. The more I learn, the more fun I seem to have. Free fly, FS, style, freestyle. It's all skydiving and it's all good. But all I want these days is fun. There is no 'bad beer', it's just that some beer tastes better than others. All skydiving is fun, it's just that freeflying seems more fun to me than other areas.



Photo: Mike McGowan



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IT'S ALL HERE JUST WAITING FOR YOU



Challenge

The challenge is the same as any in skydiving, or in life for that matter. To increase your ability. To have more control. That's what it's all about! Do you remember your first FS docking like it was yesterday? Do you recall how it made you feel? I do, and I remember my first head-down one, my first free fly 10-way, and the first time I 'spocked', my first carve... What I'm trying to say is that you will get to do loads of new 'firsts'.

All Positive

Free fly is only positive. You never see anyone come down from a jump without a big, fat smile on their face. No-one ever points a finger. There is never anything negative said. After all, you jumped from a plane, flew with your mate, laughed and smiled and you're still alive to do it again. Where's the negative in that?

More Jumps

The more you do the faster you learn. Even if you do 10 jumps a day, there is nothing to think about, it's the easiest day's jumping you'll ever do. I now understand why free flyers do 10+ jumps a day, so that they get more of the fun drug with none of the hassle.



Conclusions

If you can relate to some or all of the above, then why not try your hand at free flying? Free flying has renewed my enthusiasm for skydiving. Without it, I might not still be jumping. It's all the great things in one big package of fun. I smile when I free fly, I smile when I land. Once I was pissed off after a free fly jump, but that was only 'cos I flailed like a total geek. The other 225, I have been happy! Can you say that about your last 225 jumps? Think about it. If you can't then maybe have a look into the free fly box, and see how much fun is in there waiting for you.

Most photos were taken at the Space Games
Next Space Games is 23 Nov - 2 Dec
ffclown1@aol.com

George Pilkington
george@coolngroovy.com

Photo: Steve Utter



Scottish Nationals

Skydive Strathallan basked in the hot summer sun as it shone through blue, cloudless skies... no-one on the zone had any sunscreen left... the weather of skydiver's dreams...

Sadly, the above is pure fantasy! Few of the 200 competitors, judges and competition organisers had any dry clothes left by the end of the Scottish Nationals, also the Northern Regionals. For the previous four days we had, together, endured the most unpredictable and frustrating weather conditions. Despite this, we managed to make enough skydives to complete at least two rounds of (nearly) all disciplines, meet old friends and make many new ones.

Top Turnout

There was an excellent turnout of teams: twenty 4-way FS; three 8-way FS teams; five accuracy; four freefly and four 4-way CF speed! So we could all catch up as it rained on and off for most of Saturday morning.

Sponsors

Not everyone on the DZ had time for chit-chat.

Thomas Sports, Symbiosis Suits and Original Lizard, some of the meet's sponsors were there. Chris, Rob and Chappy each set up stall in the hangar and seemed to be doing good trade. Warm, funky, snugly Original Lizard hats were the more popular items on sale!

Game On!

Around mid afternoon, conditions improved enough for competitors' eyes to be cast skyward for the WDI run.

The promise of a vintage contest for the Chandy Trophy attracted a good tuffet-side crowd; Harry Morgan was back to compete and had persuaded a certain Billy Sommerville to swap his hot, new PD canopy for a Foil to come back with – and without – a Vengeance! Andy Bremner, Dave Burns & Alan Wilkinson made up *Morgan's Organs*.

The afternoon continued with accuracy lifts flown between – and during – downpours! Some FS jumpers spectated, others danced in the hangar, dirt-dived, coached junior teams or chilled out. Others understandably wanted to jump and the first signs of frustration began to show. Kieran Brady, as Meet Director had the unenviable task of deciding when to call the meet for the evening – on the one hand understanding the exhausted nerves of those who wanted to switch off and wind down in the Star – and on the other, knowing that the weather at Strathallan can change dramatically in a matter of minutes and that with Steve Swallow's fast climbing aircraft we could take maximum advantage. There were some relieved faces (nay, cheers!) when the FS was called around 7pm. It was agony rather than relief on other faces about half an hour

later when Ned Blyth of *Golden Lions A* injured his ankle after landing awkwardly on the tuffet. Kieran decided to call the Accuracy and CF for the evening. Hope you're recovering well Ned!

Karry on Karaoke!

Actually, Kieran had been warned the SSPA had arranged karaoke in the Star and was really just trying to put off the moment when we would be subjected to Karen Farr's 'singing'. She knows the words folks but she doesn't care about the tune. We at Strathallan have had exactly a year to get used to this now and I'm sure I speak for all club members when I say – er – what a great CCI she is!

Karen and Regan Tetlow hogged the karaoke – sorry, kept the crowd entertained all night. Occasionally

they graciously allowed lesser mortals up and all had a total blast.

Free Fly

Sunday morning's weather was even less inspiring than Saturday's. After a couple of sucker's gaps had tantalised us, some real breaks in the weather arrived and the free fly contest kicked off. Four teams had entered this Original Lizard sponsored event. Tim Porter provided coaching and video for all. It was great to see Strathallan's free fly dudes taking part and excitement was provided courtesy of local coach Callum Grant's first reserve ride!

Air Miles in 4-way

The long, uncertain Saturday seemed to have taken its toll as *MIG* and *The Band* tied for first in the senior event, with 7 points followed by *Cheers Tom* on 6 and local team *Nae Chibs* on 4. Frustration was the flavour of the day as the

weather teased unmercilessly. By that evening *Expede* were leading the intermediate division with a score of 10 after a rejump, *Angels* were second on 7 and *Grip Switch* third on 5. *T4ce* had been given a rejump too and, along with a couple of aborted run-ins and enforced descents in the G92, they had spent enough time aboard to clock up a few dozen air miles!

In the Junior division *Carpet Eaters* were clearly setting the pace with a storming 11 points followed closely by *Sepukanga* on 9 and Strathallan team *Square Go* on 6 alongside *Norfolk* and *Chance*. (Read that name aloud! – Ed)

Video Viewing

Chief video flyer Eddie Jones and Dave McKelvie of *World Team* and *Brit100* video fame had joined forces for the weekend to make sure all the action was captured on tape. The front room of the Star was packed out as Dave's cool edit of Saturday and Sunday's proceedings was screened! Nice one guys!

Video Video

A Dave McKelvie 'special' Scottish Nationals edited 2000 video is now available for just £8! Anyone who has seen Dave's videos will realise what a bargain this is! Thanks Dave!

To Order

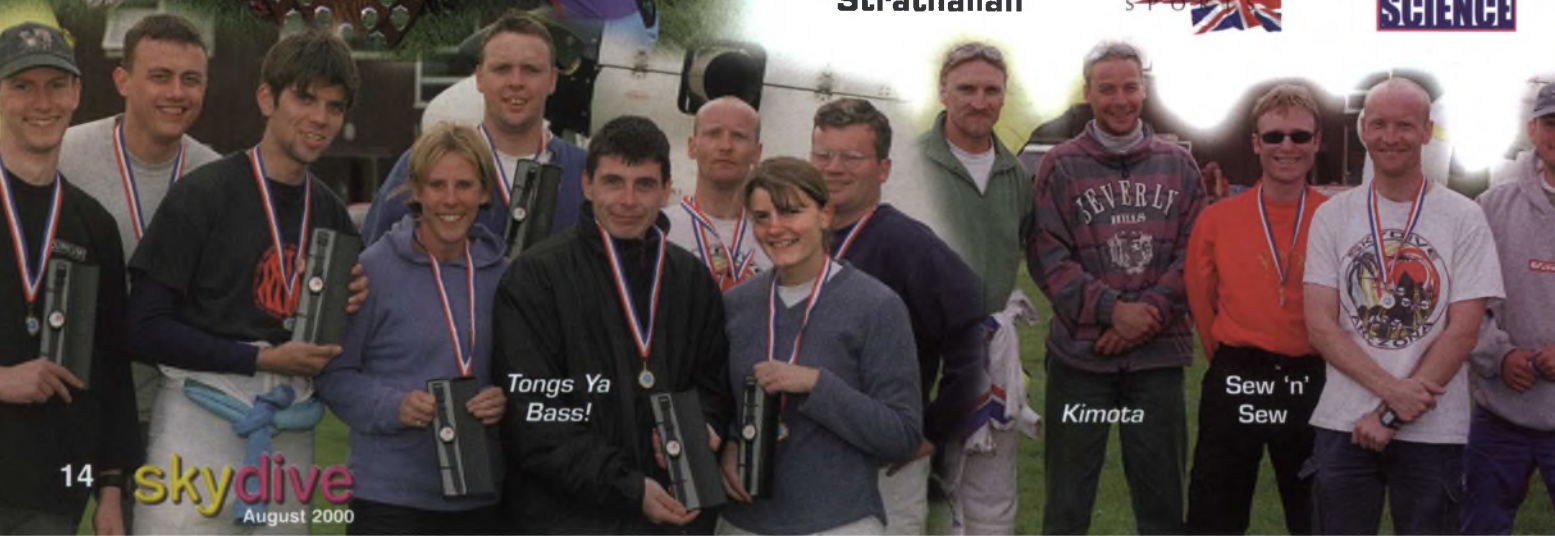
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Strathallan Airfield
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Article by Pete Allan

Photo: *Square Go* and cameraman Colin Bridges, taken by Jim Stevenson

Photos:
Chris Clark



Despite the weather, at least two rounds of each event excepting 8-way were completed and the meet was called early on Monday evening. Prizegiving had an added bonus this year thanks to the generosity of the competition sponsors. As well as the **Chandy Trophy** and **Bowl**, the oldest trophies in UK parachuting, jumpers had been contesting for half price Tear Drops, four Symbiosis Excel suits and **Original Lizard**, **Sky Science** & **DZ Sports** vouchers!

4-way

MIG were victorious over **Cheers Tom** and **The Band** in senior 4 way FS and took home (!) four **Symbiosis Excel** Suits. A single point separated **Expede** from **Angels** at the top of the intermediate 4 way table, just ahead of Grip Switch. **Expede**, a Hinton team took away half price **TSE TearDrop** vouchers. In the junior event, **Carpet Eaters** had a superb first round dive scoring 11 but had to settle for bronze in the end. They had a disastrous second round (O!) which left them tied for third place with **Raz** and **Norfolk and Chance**. With no time for a jump off, the team with the highest scoring round took third. Local team **Square Go!** scored more consistently to take silver and **Sepukanga** were Scottish junior champions with the gold.

8 way FS

This was the only competition not to have two rounds completed. **Expd8** scored a 2 as did **Air Angleterre** after a rejump. Time ran out so no prizes were forthcoming. **Tongs Ya Bass!** went unchallenged (any takers for next year?) to take intermediate.

Free Fly

Andrew Hilton and **Andy Ford**, alias **Sew 'n' Sew**, scored highest in and were rewarded with **Original Lizard** discount

Skydive
Strathallan



Tongs Ya
Bass!

Kimota

Sew 'n'
Sew



Morgan's Organs

REME

Team Focus

scottish nationals

vouchers. **Pie Men** (Jim McKee and Noel Purcell) were second with **Callum Grant** and **Russell Hollingworth**, as **Kimota**, in third.

Canopy Formation

Friday's practice jumps obviously paid off as **Team Focus** won the senior event whilst **Golden Lions B** beat their own team **Golden Lions C** in the intermediate class. The CF teams collected prizes from **Sky Science** and **DZ Sports** along with their medals. **Team Focus** were particularly understanding of the stops and starts, thanks for your patience guys!

Accuracy

Glenn Stephenson had retained his early lead in the **Sky Science** senior accuracy to win the **Chandy Trophy**. **Harry Morgan** kept **Andy Bremner** off the silver medal spot. Intermediate accuracy was won by **A Hamilton** beating **Gillies Pagon** and **S Miller**. Whilst junior accuracy sponsored by **DZ Sports** saw a 1, 2, 3 for **Bickerton**, **Carter** and **King**. **Morgan's Organs** won the gold in the team accuracy event. **Golden Lions A** took home the silver and **Golden Lions C** the bronze.

That's all Folks!

As the G92 departed into the setting sun and the victors surveyed their spoils, there was a sense of disappointment at what 'could have been' had the weather not prevented the competition really developing – especially in FS where several interesting battles seemed likely to emerge. **Angels** and **Expede** for example are two teams to keep an eye on!

CCI:	Karen Farr
Meet Director:	Kieran Brady
Chief Judge:	Bob Charters
Meet Organisers:	SSPA
Number of Descents:	2216
Cups of tea/coffee sold:	2200

This must be duff info because we all drank more tea than we made jumps! – Ed

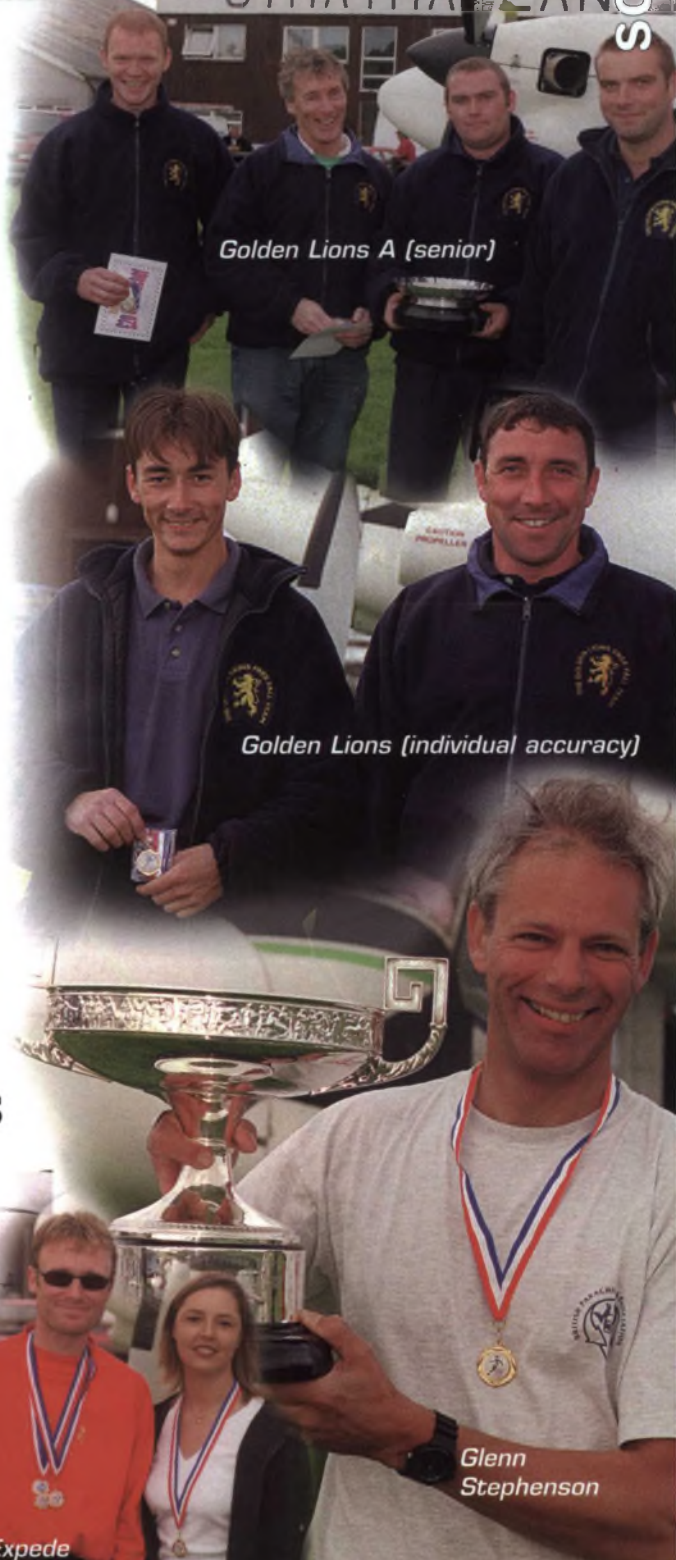
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HOMAS



Golden Lions A (senior)

Golden Lions (individual accuracy)

Glenn Stephenson



Pie Men

Golden Lions A (intermediate)

Expede

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JM^{Is} Newsround

Compiled by John Mayo

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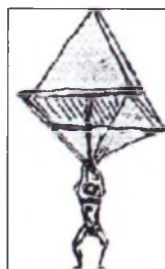
Smallest Ever Canopy

The smallest canopy ever successfully flown and landed, an Icarus EXTreme VX '46', was jumped five times on 24 July at Skydive Elsinore by Luis (Luigi) Cani. "46 Sq/ft !!!! Who would have thought it? Parachute technology has come a long way." said Simon Mundell from Icarus simon@icaruscanopies.com

NB: "Jumping a canopy of this size should not be attempted by anyone who does not have approval directly from the manufacturer" warns Icarus

(You don't say! – Ed)

Da Vinci Proved Right



Adrian Nicholas, who attempted to test Leonardo Da Vinci's parachute design in the UK earlier this year, finally succeeded on 26 June after being dropped from a hot air balloon at 10,000 feet over Mpumalanga, South Africa. Adrian commented that the ride was smoother than with modern parachutes, although Adrian preferred not to land the device fearing the 85kg (187lb)

contraption may land on him. Adrian cut away at 2,000' and deployed a normal (to us) canopy. The original design was scribbled by Da Vinci in a notebook in 1483. An accompanying note read: "If a man is provided with a length of gummed linen cloth with a length of 12 yards on each side and 12 yards high, he can jump from any great height whatsoever without injury."

Feel the Speed



Full results of the speed skydiving event

at Lapalisse can be seen at: www.speedskydiving.net

Brits attending were Jude Haig, Ian (Chappy) Chapman, and Craig Poxon. Other countries taking part: France, Germany, Switzerland, and New Zealand.

If you fancy a try then go to Hibaldstow on August Bank Holiday weekend where Chappy is organising.



Kenya Boogie

The Kenya Skydivers Club is again hosting its traditional Malindi Boogie between 4 - 11 November. Improvements will be made to ensure the boogie runs smoothly, without losing its 'relaxed' character. Hotels are 3 or 5 star, Aircraft is, a DHC 6, 300 Series Twin Otter. Flights for jumpers and 'groupies' Nairobi/Malindi/Nairobi in Twin

Otter jump aircraft (including jumping in at each end): \$75 each way. Tours to the Kenyan wildlife parks can be arranged and an 'assault' on Kilimanjaro, Africa's highest mountain, is planned before the boogie, led by Dale Nelson.

FFI: www.skydivekenya.com In the UK: Dave Haygarth, dave@reef-edge.com

World POPS Meet 2002

John Crowhurst – World TOP POP No 3, advises us that plans are proceeding for the next POPS World Meet which takes place every second year. Negotiations are ahead with both New Zealand and Thailand, for February 2002, to be confirmed in the next issue.

Chris Gauge Celebration Weekend

Due to a large number of fellow skydivers being unable to attend the weekend celebration of Chris Gauge in June at Hibaldstow, the event was postponed and has now been re-scheduled for September 9. So, no excuses, join us then for a fun meet with skysurf/free fly competition for the Chris Gauge memorial trophy.

Toni Gauge



Photo: Simon Ward

Brit Flies with Dolphins



Janine Hill became the twentieth person in the world and the second woman, to pass Olav Zipser's Atmosphere Dolphin 'B' test. Janine became AD B20 in May shortly after competing in the Space Games.

The test involves the Spaceball, which has to be caught each time after six different transitions in 40 seconds working time. Janine, originally from England, was recently granted a sports visa from US immigration, which entitles her to work for the Total Body Pilot School for the next three years.

Net Trawl

Craig Poxon's site asks the question:- Is your DZ visible from space?

www.poxon.org/Craig/Skydive/IsYourDZVisibleFromSpace.html

PS Don't bother unless you jump at Headcorn!

If you fancy a laugh and have plenty of spare time and bandwidth, check out www.johnandjanine.com

It's our very own Janine (Dolphin B20) Hill and partner John. A well constructed and extremely funny website.



Out of our League

An interesting site for competition FS goodies with useful training material www.skyleague.com

SSI Protour

Excellent for anyone considering skysurfing or freeflying professionally including details on TV and media exposure www.ssiprotour.com



Photo: Brian Vacher

Nationals Results

Not complete when we went to press, full report next issue, see website for more results

8 Way Senior FS		10 rounds	
Team		Score	Average
1	V.N.E	92	9.20
8 Way Intermediate FS		5 rounds	
Team		Score	Average
1	4PAK to Manifest	29	5.80
2	Speed 4 Play	28	5.60
3	Big Black One	5	1.00

4-way Senior FS		10 rounds	
Team		Score	Average
1	XL	148	17.80
2	4 Pak	135	13.50
3	VMax	125	12.50

4-way Intermediate FS		8 rounds	
Team		Score	Average
1	Expede	89	11.13
2	Angels	78	9.75
3	All 4 One	62	7.75

4-way Junior FS		8 rounds	
Team		Score	Average
1	Carpet Eaters	102	12.75
2	Reme Red	27	3.38
3	No Illusion	17	2.13

Skysurf		5 rounds	
Team		Score	
1	Clockwork Orange	400.3	
2	Skysurf X	347.0	
3	Gazbo	261.9	

Freestyle		5 rounds	
Team		Score	
1	LDAdventure.com	375.9	
2	110	226.3	

Freefly		5 rounds	
Team		Score	
1	Playboys	435.3	
2	DDT	361.3	
3	XPortL	354.4	

Shoddy Weather For Record

Bad weather was the main culprit at the Women's 50-way record attempt held at BPS Langar in early July. Despite moving their annual boogie by a week in an attempt to thwart the kind of weather reminiscent of Brit100 over the last two years, a low pressure system settled over England and

brought low cloud to Langar over the four days of the attempt. George Pilkington got out the sugar on the Sunday and managed to clear the clouds away long enough for Langar to get two club lifts up, but then the cloud returned and the girls' loads never got off the ground. Next time maybe?



Photo: Tony Danbury

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| • Southern Regionals
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FS | Sept 23-24 |
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Photo: Oscar Oczkowski

Simon Ward runs through skydiving stills available in the digital age of 'the noughties'

The advent of video did no favours for skydiving photography. About 15-20 years ago we had a number of brilliant photographers who would solely concentrate on taking pictures (the results of which could be seen in three editions of *Skies Call* by Andy Keech). When video first arrived, the demands on photographers were to take different angles and remain on the subject for the complete skydive. The imagery changed from creating pictures to recording a skydive. We all know of the benefits in terms of learning and training. The creative side took a while longer before video became an acceptable format over film for the media.

This also changed photography in the sport. Camera slots were primarily for video and stills cameras were often an afterthought. At the same time cameramen with little photographic knowledge were using automatic settings on fabulous new cameras and their angles were less exciting owing to the dictation of the video requirements. Now, I'm a great believer in change so none of this is negative stuff, and it just gets better...

Along comes the digital age in an affordable way at exactly the same time that our sport radically changed. We found colour, skysurfing, freeflying, media acceptance and more. All the time we are accompanied by tiny video cameras that do more than their predecessors. So, where do we start in this sweet shop full of 7 year-olds? I intend to leave video at this point and concentrate on the creation of stills images

Stills Images – Consider Output

For stills work, we need to concentrate on input and output. Firstly – output; what is the image for? Individuals, media, library, or don't know? If a publishing medium, is it for newsprint, magazine, website, reprint, or on-screen projection?

Input

Input is quite easy as it is defined by output. Once we know where the picture will end up, we can decide on the format. Even better is that nowadays we can often match differing qualities and electronically enhance images.

Choices in this area are all about film format (size, speed and type) and storage medium.

The table shows which format (input) is suitable for different sorts of output.

Format (Input)	website	small print	8x12 print	poster print	newspaper	magazine	advertising
happy snap film camera	✓	?					
35mm film camera	✓	✓	✓	✓	✓	✓	✓
medium format film	✓	✓	✓	✓	✓	✓	✓
cheap domestic digital	✓	✓	?				
top domestic digital	✓	✓	✓	✓	?		
pro digital SLR	✓	✓	✓	✓	✓	✓	✓
digital video camera	✓	✓					
slide/negative scanner	✓	✓	✓	✓	✓	✓	✓

Notwithstanding technical challenges of some of the above, you will note that if we can get light onto film (or now a chip), we can do something with it. I have scanned over 1,000 of my images onto disc in a medium quality and this can be done with many flat-bed scanners for prints or specialist film scanners for slides and negatives. The web is a whole new medium for our work and, whilst the technical quality only need be at the low end, a good photo is still required to impress.

Options for Digital Output

There are four ways to achieve digital output;

1. **Captured from video**
2. **Consumer digital cameras**
3. **Scan prints, slides or negs**
4. **Professional digital cameras**

1. Captured from video

Anyone with the ability to capture an image off digital videotape will have a ton of material to choose from. However, to date the quality is very low, **completely unsuitable for our Mag**, for example, but acceptable for a website. You can make a difference by ensuring that all frames are shot on a minimum shutter speed of around 500th/second for freefall or other fast action shots.

2. Consumer digital camera

The best option may lie in a consumer digital camera. Downsides are normally electronic such as finding a good firing mechanism, setting manual settings and speed of writing files to disc. However, the speed of development on these new cameras is astonishing. You should be looking for the best available quality with a couple of provisos;

- make sure the camera has a photographic heritage, this will almost certainly mean better optics and more appropriate functions.

- try to find out if the camera uses interpolation. This is really a software solution

to create additional pixels from surrounding original pixels, a 'best-fit' solution and means that the camera is likely to be inferior to others with a similar amount of 'raw' pixels.

I have done a few jumps with the Olympus C-2000 – 2.1 megapixels (2.1 million pixels). I used it at the world record in Thailand until a Norwegian boot took exception to it during a Herc exit. I have to say it was quite fantastic in spite of its domestic beginnings. I intend to move onto the new Olympus 3030 – 3 million (+) pixels. Another great feature of this camera is the ability to shoot short video sequences.

3. Scan prints, slides or negs

Option number three is to scan your existing work. Unless you have a good scanner you are limited. **Magazines, including our own, will prefer original material** as they use an expensive drum scanner for optimum quality. If you own an Olympus or Nikon film scanner this will probably suffice; they are certainly fine for newsprint and some magazine jobs, like small shots. Everything reproduced on *Brit100* was originated this way, other than 'people' shots, which came off the Olympus digital.

4. Professional digital camera

The final option is a professional digital camera. They are still a bit bulky for jumping and certainly very costly being north of £5,000. But – watch this space as we'll see the serious skydive photographers investing within the next twelve months, I reckon.

So, what's the answer? Well that depends on the question I suppose, which is all about what you want to do with the picture. I would advise you to use a good quality consumer camera. All you need worry about then is mastering the technical and photographic skills!

Background image: Stuart Meacock

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3. Please **don't** send us images downloaded from the web or a video camera, as they are not suitable. Neither are your own scans **unless** you have agreed the format with us.

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Images by Simon Ward on an Olympus C2000 digital camera

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COUNCIL MATTERS

Sports Council Grant

A grant of £45,000 has been awarded for the year 1 July 2000 – 30 June 2001. This has been specifically allocated to the cost of the BPA's Operational Plan for Safety (£20,000) and Competitions (£25,000). See April 2000 Mag, page 23 for the complete Action Plan. Council has achieved 90% of their goals in the various Matrix Plans.

No More Saturdays

The Saturday morning opening of the BPA Office has been cancelled due to lack of response. Despite the recent survey stating that 47% of BPA members found it useful then, in fact, only 3 or 4 calls a day were received. Of these, two were usually to enquire about the weather!

First Jump Vouchers

Council has agreed that jump vouchers can be sold on the website of the BPA Shop. The vouchers are for first time jumpers; tandem, static line rounds or RAPS and can be used at all participating drop zones.

"Look at that, same again! It's about time Rob changed his Ad!"



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New BPA Staff Members

Two new people have joined the BPA staff, based in Leicester with a third on the way. **Glen Turnbull**, our new Development Officer, is a sports studies graduate; one of his tasks has been further development of the BPA website. Check it out on www.bpa.org.uk He is also involved in sponsorship seeking, competitions, event management and PR. Feedback for committees or the website is always welcome, to GlenT@bpa.org.uk.



Glen Turnbull
Development Officer

Martin Shuttleworth has joined us as National Administrator and Office Manager. Martin has wide experience working for membership organisations and is looking forward to getting to know everyone in the BPA.



Martin Shuttleworth
National Administrator

Jane Doughty has resigned, we wish her all the best in her new career in marketing. One of Martin Shuttleworth's first tasks has been to interview replacement people to work with him! Just as we went to press, Susan Waterfield was appointed in Jane's place as Administration Secretary.

Michael Allum
michael@thepops.com

New Ratings

Category System BI

Phil Lyall
Chris Beattie
Gary Stevens
Marie-Anne Stevens
Graham Harris
Jim Hynds
Billy Gollan
Andrew Bee
Jeff Montgomery
Eddie Jones
Paul Black
Paul White
Wayne Costello
Dean Hoskins

Tandem BI

Steve Watson
Dave du Plessis
Mark Maynard
John Reid

Tandem Instructor

Simeon Lott
Steve Watson
Mike Carruthers
Paul Grundy
Michael Morgan
Tony Smith

AFF Instructor

Glen Morris

Category System Instructor

Chris McCann
Jim O'Kane
Andy Ford
Ian McAuliffe
Danny Branstons
Richard Smith
Paul Floyd
Jason Thompson
Chris Good
James White

Advanced Instructor

Barry Buck

Instructor Examiner

Carl Williams

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Photo: Chris Norton

Head Up Flying

head up flying

If you want to start freeflying, most people will give the same advice – master head-up flying first. Here is the first in a three part series by Giles Fabris.

Head-up is initially easier than head-down as there are no orientation problems and most FS jumpers have tried it before.

Gaining control in head-up positions will allow you to go on sunset big-ways. As long as you are safe and in control, you will be welcome and can gain knowledge just by being there.

"The most beautiful dream that has haunted the heart of man since Icarus is today reality"

Louis Bleriot

Freefly Survival

Vertical Relative Work (vrw) requires a whole new set of skills. Do not assume you have these skills just because you have experience in other disciplines – although freeflying will benefit from the skills that you do have.

Rules around the world

Examine safety and other issues both in your home country and abroad. It's useful to look at that different knowledge, skills, training and equipment. Some associations have more rules than others. Most regulations are well intended, were designed to try and ensure people's safety

and reflect the general level of awareness of freeflying in that organisation.

On the flipside of the coin is an attitude with less rules. Individuals look after themselves and have more choice in their decisions (eg number of low experience freeflyers per group etc), more freedom to hurt themselves or others. This article does not give opinions on either system; just be aware that other ways exist.

When on a new DZ

Find out how and why they work to different rules or lack of them. A good start

is local people with experience. Locals seem to get hurt less than visitors because they know all these important rules as well as special stuff relevant to their DZ. Stuff to note:

- Do they have a load master plan?
- When do you exit when freeflying?
- How do you decide who exits first?
- How do you decide who exits last?

Accidents usually occur due to really simple things not being known or forgotten. Think of freeflying as a new way of flying.

	Belly	Free
Can you always see the planet whilst in freefall	Yes	No
Can you pull without slowing down first?	Yes	No
Need not change body position to pull?	Yes	No
Little danger on break-off from above?	Yes	No
Group all on one level at break-off?	Yes	No
Freefall lasts 60 seconds or more?	Yes	No

Looking at these examples, freeflying can be dangerous to the uninformed; yet, with a small amount of common sense and information, it can be much safer.

Learn to ask these questions:

- Is my equipment safe?
- Is the equipment of others I'm jumping with safe? (no matter how many jumps they have)
- Can I do this myself / with others on a bad day?
- Am I / others I'm going with, tired / current / skilled etc?



Just because someone says they're safe does not mean they are!

A New Way of Flying

Equipment

Every freeflyer's nightmare is a premature opening. This is much more serious than our 'slower brothers and sisters' flying face to earth. Firstly, the jumper may be transitioning and become entangled; secondly, they will be going faster than the recommended canopy opening speed; potentially fast enough to hurt, seriously injure or even blow up the reserve.

Deployment System

Bottom of container (BOC) throwaway or a pullout deployment are vital as the pilot chute and bridle must be stowed tightly away from the airflow. Freeflying with a leg strap throwaway is just not acceptable. Keep your closing loop tight and in good condition, inspect it for any wear on a regular basis (every pack job) and check any velcro for wear.

Be Secure

Make sure that your jumpsuit or clothing cannot blow up and cover all your handles. Tie bottoms off and tuck

tops in, secure ankles. Whilst obvious that equipment such as bridles and risers should be secure, do not forget the minor items need tightening too – shoelaces, helmet straps, video bungees, goggles.

Altimeters

Altis can be worn where comfortable, as long as you can read them in the flying position you're using. Most people know there is a burble (low pressure area) created above the chest when sit-flying, and a head burble when in a head-up position. Hence, an error of a few hundred feet on a helmet-mounted audible, should come as no surprise.

I strongly advise the use of an audible altimeter and I've found the best to be a Pro-Dytter Protrack. Some associations require that an audible alti must be worn on freefly jumps. I do *not* advise beginners to use a chest-mount alti as an early problem for a lot of head-up flyers is a reclined, on-the-back position. **Remember, all altis can fail.**

The Right Gear



Main and reserve flaps and riser covers should be secure so they will not move during the higher speeds of freeflying, to guard against premature openings.



Chest strap excess is stowed away, secure all loose ends

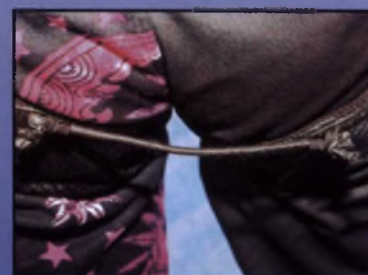


A reserve pillow handle instead of a D ring is highly recommended, this virtually eliminates the possibility of an accidental deployment due to contact in freefall



Pull out or BOC are vital so the pilot chute cannot get caught in the airflow

A strap connecting the leg straps is a really good idea, preventing them slipping to your knees.



Clothing

1. Winged suits or drag on top, tight legs – this is great if all you want to do is sit-flying or stand positions, but useless if for head-down flying. These suits are perfect if everyone has got one. They are also great for doing sitflying with belly flyers and filming tandems in sit. Be careful with the wings at pull time (spinning), do a couple of practice pulls up high first.

2. Freely suits are a good choice – although beginners may find them more difficult to stand up in to start because of the extra drag around the legs. They also have more all round drag for more ease in many different positions.

3. The cheap option – buy a cheap sweatshirt and pants; ones with a drawcord at the waist and tight ankles. Tuck your top into the bottoms and tie tightly to avoid the nightmare of clothing blowing out and covering your handles.

Webbed gloves – are okay for some freestylers and skysurfers, and great to slow down to film tandems whilst freeflying. Try them first and do lots of practice pulls on all handles and knives. They are not recommended for head-up flying – well, not by me anyway!

If it goes wrong

If you get into a spin or fall off a position – get stable, check your altitude and, if height permits, try again. Try new bursts of skills in ten second intervals. You will tend to

drift across the sky when first learning, so turning around after ten seconds and going back the other way will help.

It is helpful to practice being 'unstable'. Your body and mind need to learn that face-to-earth is not the only way to fly.

For example, if you do get into a spin and are confident that you can handle it, why not throw in a barrel roll as well? The overall object is to be in control in any way – that's what 'stable' really means. On your early jumps, if you are out of control and solo, get face to earth, it's what you are used to.

Make sure there is no-one above you before you go belly-to-earth or you run the risk of 'corking' (see later) and will go up and collide at a very high speed with anyone above you. This is why it is essential to be

able to recover into a faster position (head-up or head-down) before going on to jump with others. Learn to tuck into a tight ball if you go unstable in order to keep up the fall rate. Practise this skill on your own first.

Stay Small

Only do solo jumps until you are skilled in basic positions and can revert to them in times of stress and instability. Spend a few jumps on just one move until it becomes second nature. Don't become disappointed if it doesn't happen all at once.

Master the skills of recovery, turns, fall rate, forward and back movement before going out with larger groups, or go out with experienced freeflyers who will be happy to help. Do lots of 2-ways first with experienced freeflyers. 2-ways with both inexperienced freeflyers are dangerous. There is a very high risk of collision at high speed.

With the added third dimension to flying, the chances of a 'zoo' dive become greater so it's best not to have too many people to start with.

The Wrong Gear



Freeflying with a leg strap throwaway is just not acceptable



Check any velcro for signs of wear, replace it if needed



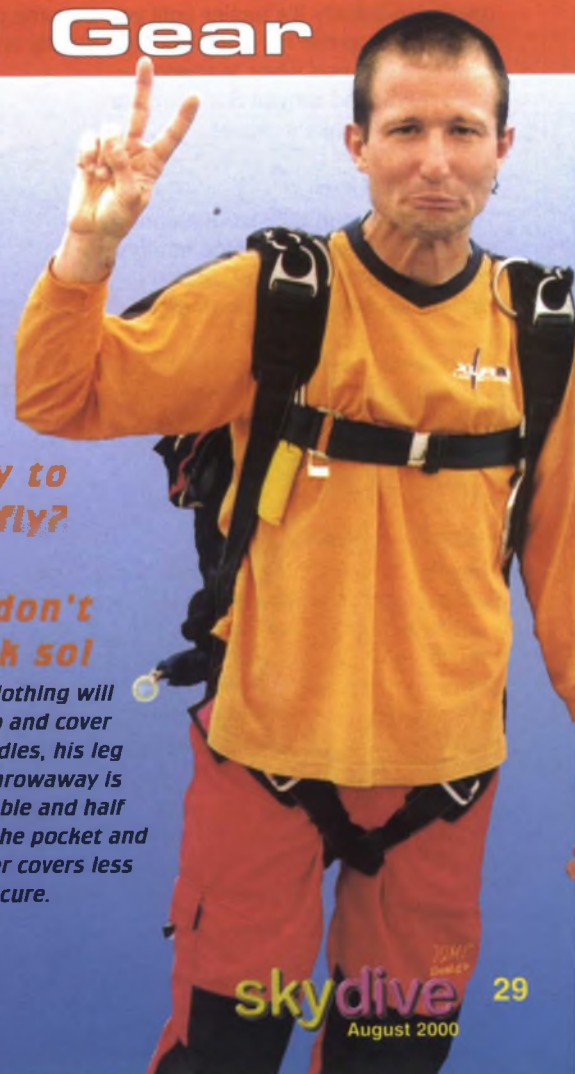
The riser and pin-covers may look secure but the style and the worn velcro mean they are likely to blow open in freefall, the increased freefly speed will make sure of that



Okay to freefly?

We don't think so!

Giles' clothing will blow up and cover his handles, his leg strap throwaway is unsuitable and half out of the pocket and the riser covers less than secure.



Altitude Awareness

Freeflying can be as much as 50% faster than belly flying, so it's particularly important to keep good track of altitude as you've probably developed a body clock based on belly flying.

Break-Off

Have a plan, even a rough safety idea. Determine break-off and deployment altitudes. Break off heights need to be a little bit higher as you need time to:

- (a) get belly to earth
- (b) slow down
- (c) track away before you pull.

Allow time for people to look first before tracking off
Do not break off randomly; keep slots on break-off too.

On bigger ways use staged break-offs and deployments; leave first, track off and pull a little higher.

For beginners, I recommend breaking off at 5,000ft for the first few jumps. Think of barrel rolling whilst in a track to check the airspace all around you – a really good general survival skill.



Learn to barrel roll whilst in a track to check the airspace all around you – a really good general survival skill.
Practice this technique alone first!

Remember, do not rely on audibles if you cannot read your altimeter or see the ground in freefall. If you totally rely on your audibles, what will you do if this fails? Some manufacturers advise the use of two – although some sceptics would call this a sales ploy!

Have fun – stay safe to do it again!

Head Up Flying (Sit and Stand)

Think of sit and stand as being a combination of head-up speeds – with sit being the slower position and stand-up being the faster fall rate – with all the subtle variations of speed and body position in between. This will avoid those dives when many people tend to begin in 'sit' and then change to 'stand-up', radically altering their fall rates – without really getting what they want.

Work on learning a skill in the slower speed range – 'sitting' – this also seems to have a lower centre of gravity so initially it's easier until you become proficient, then speed up the fall rate – this will greatly improve your balance and when learning more advanced moves (for example carving) will make it easier.

The Position

This position can consist of a series of angles – keep your spine straight and 'think tall' – push your hips forward slightly (just an inch or so).

For a faster position, keep the position as before – straighten your legs and have them a comfortable width apart (about shoulder width).

Centre Point

Now you have an idea of head-up positions, imagine a 'centre point' just a few inches below your belly button (this is where you initiate movement from. Focus on this point in your body – notice how it affects the whole way we walk, run, jump. Notice how your body seems to follow this point, this centre of gravity.



Try This!

A good exercise to feel this centre point of balance is:

Kneel on the floor, keep a really straight spine and close your eyes. Now get a friend to rock you from side to side, large movements to start (not too fast), let your friend keep rocking you, just make the side-to-side movements smaller until eventually you stop.

Feel how losing your balance helps you understand where your balance is. Focussing on this point will help you understand movement in freefall.

Legs Blowing Up

When learning to fly head-up, remember to push your legs down into the airflow, think of the angles you need and keeping your hips forward a little and your centre of gravity. People often ask, "How hard do I push my legs down?" The answer is – until they are down!



Someone in a radical position or moving around is probably on the edge of control so give them a wide berth

On Your back??

If you end up in a reclined position on your back – don't worry – just relax and smile! – check that your body is in symmetry – arms, elbows, knees, feet (if it is, you will be falling back to earth and stable). Roll back your shoulders and arms, so that your arms are level with your head and

push your hands against the airflow (sort of like rowing a boat). Push down with your legs at the same time – don't forget to keep your legs pushing down. This should place you in a more vertical position (ie, spine vertical in the airflow).



New Arm Position

Try this: hold a weight with your arms outstretched and now, with a 90° bend. See how much easier it is to lift. In the same way, when head-up flying, use your arms a bit closer to your body. This will make it easier to fly head-up (and also later on will help you going forward, back, slipping to the side, and taking grips). Palms against the wind feels easy too.

I cannot over emphasis the need to keep elbows below the shoulders – in all but the fastest flying, if you let your arms blow up you *will* go faster. A lot of stand-up dives become a race to the ground, with everybody looking at each other, arms right up and movement can become erratic in this position.

It's easier to read your alti too:



Look at the experience of the lowest in the group

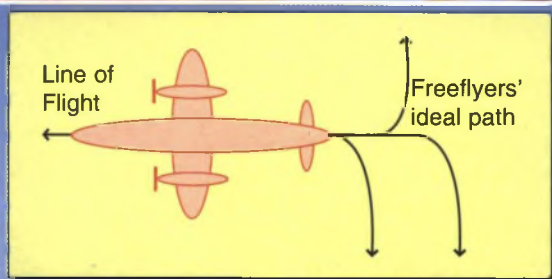


"To confine our attention to terrestrial matters would be to limit the human spirit"

Steven Hawking

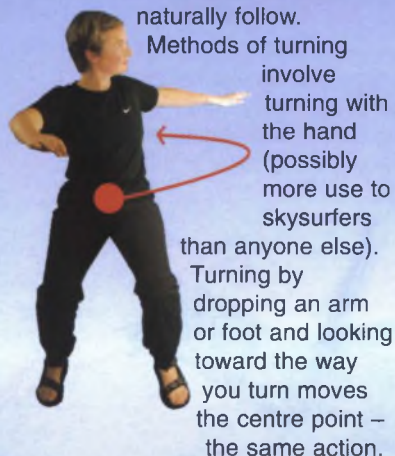
Holding a Heading

Learn to find a heading and hold it. Pick an object (the sun or any reference point that will not move). After exit, turn 90° from the direction the aircraft is going (the line of flight), either way is good. This makes things much safer. If you track up the line of flight, you risk collision with others, either in freefall or under canopy. When starting to learn to freefly, you will tend to drift around the sky a bit, so try bursts of skills and then turn around and go back the other way.



Turns

We move around our centre points – if we turn our torso to the left or right, we move this point so the rest of our bodies naturally follow.



Methods of turning involve turning with the hand (possibly more use to skysurfers than anyone else). Turning by dropping an arm or foot and looking toward the way you turn moves the centre point – the same action.

Look towards an object, you will normally turn towards it.

Using the 'follow your feet' principle works but is more useful for winged suits and in more advanced flying, I believe, has its limitations.

It's important to recognise a 360° turn as a combination of moves:

1. Am I stable? Check symmetry of body (feet, knees, hands, elbows). Straight back (are my legs wide enough for stability to start?).
2. Initiate small torso (one point) turn, look where you want to go.
3. Stop on heading, check stability.



I find it helpful to think of the body in two zones – the upper wing and the lower wing. When head up, learn first to fly the upper wing which is the top half; head-down flyers would use the upper wing too, the legs in that case.

Forward and Backward

Remember your centrepont – move it forward and you will follow – move it back and back you will go.

Allow for fall rate changes too. In the first position you will slow down so raise your hands or get a little less wide to compensate.

Aerial photos show Monkey Claw, taken by **Chris Norton**
Ground shots show Emma Grundy (positions), Ruth Covell and Giles Fabris (equipment), taken by **Tony Danbury**



Author **Giles Fabris** is supported by Larsen and Brusgaard (Pro-track), Jump Design (skydive wear) and Cypress equipped. Giles thanks Omar Alhegelen & Arizona Free Flight, Emmanuelle Cellicout, Alex Meacock, Phil Halper and Tony Danbury

Fall Rate

To increase gently, stand up a little, push your feet down into the wind (hips forward a little to counter a slight natural backslide). Keep your arms by your sides – putting them over your head will make you go really fast.

To decrease, gently widen your legs – arms, recline a bit for really slow fall.

Try to remember whenever possible – arms below shoulders.

For really fast – put arms flat to the body, feet together, look at the horizon.

Basically, the slower the fall rate, the greater the stability, the faster the position, the more balance it requires.



SLOW



MEDIUM



FAST



BALLISTIC



Corking and Zooming

Soon after beginning to freely, you'll notice that beginners go upwards or 'cork' in relation to others when they lose a sit, stand or head-down position. They suddenly pop up, drag increases (as the position they are in is no longer vertical) and their profile goes from small to large. This change turns anyone into a very fast moving, out of control problem to anyone near, but specially above them. Even a momentary flail will shoot you upwards about 40-70ft in a heart beat – anyone above you and you are both in trouble.

People have been killed because of this, people I know, not just a far away story. A really light person can vary their speed from 120 to 220mph when freefalling. Even being conservative in estimating, there is a danger of 50-70mph collisions between inexperienced people. This is why it is important to get good stable positions before jumping with your friends. Go out whilst learning only with people who have the knowledge and experience to get out of the way if required.

Corking, as this movement is called (imagine the speed a cork travels out of a bottle of champagne) is often accompanied by an amazing lack of control on the horizontal, called zooming.



Hot Tip

Eye contact is an essential skill. Maintain it. If someone is looking at you, do not assume that they can see you (the sun may be behind you)

Lots of people going out alone when beginning to freefall, are blissfully unaware that this is happening, even though they may be tracking up the line of flight into others. As said before, practice bursts of skills and then turn around and try the other way, try jumping with those who you know have a safe level of awareness to begin with.

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Reserve Repacks

Parachute equipment has become more sophisticated in both the technical and cosmetic sense. Reserve packing has become more specialised, the inspection of your reserve and container requires a considerable level of background knowledge and experience. It is essential that reserve packers stay current and up to date. We are very current, with over 400 reserve repacks every year. All are checked against over 900 safety notices that we hold on file.

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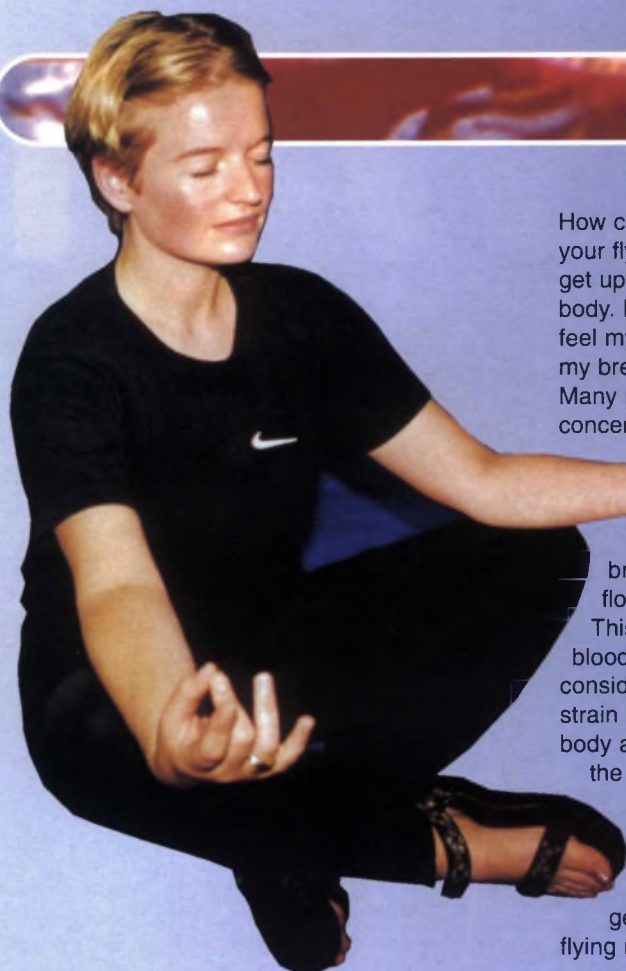


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Breathing



How can breathing technique help your flying? Simple; when people get uptight it takes over their entire body. I know that I am tense when I feel myself holding my breath.

Many people concentrate

their efforts by doing the same. But when

you exert yourself, holding breath in merely blocks the flow of oxygen to the lungs.

This is not a good thing. Your blood pressure can rise considerably, and an unnecessary strain is placed upon the whole body as a result. Try breathing from the bottom of the chest. Relax the muscles of the face, head and neck. Let your body work. By breathing naturally you can relax and get back to thinking about flying rather than stressing out.

Breathing out hard

Another area where breathing helps is with the extension. This is the case in karate, where the punch or kick is emphasised by a shout. The act of forcing out the breath contracts a great deal of muscles inside the chest and the trunk. From inside out, this serves to stabilise the upper body and trunk. It involves the muscles of the whole body, not just the limbs. Think of hitting a punching bag. If you use only arm muscles, you won't be able to apply much force to the strike. If you use your whole body with forceful exhalation, you can move the bag around quite a bit. Using this breathing technique, you can add rhythm and power to your flying, for example, fast forward movement. By concentrating on forceful exhalation you will expel more carbon dioxide out of your lungs and allow more room for oxygen to power your muscles and your brain.

Relaxation

We are much more receptive to new information and movement patterns when relaxed and also move much more efficiently. Consider a cat. Typically cats are considered to be very relaxed animals. They can lie in one spot for hours on end; yet, when they hear something that interests or frightens them, they move almost instantly. When relaxed, muscles can react more quickly and forcefully.

There is no need to draw a division between the concepts of 'ready' and 'relaxed'. Relaxation is a state of being that varies among individuals. Some people are wound up tight all the time so that even when they 'relax', they are still a bundle of nerves. Others are so relaxed to begin with that, when they kick back, they fall asleep.

Sometimes when you try to relax, you end up more tense because you are trying so hard to loosen up. I equate relaxation with letting go. When I let go of tension I feel it leave my body. This release may be subtle, there may be no visible change – but it can be felt. The exact sensation is specific to each individual.

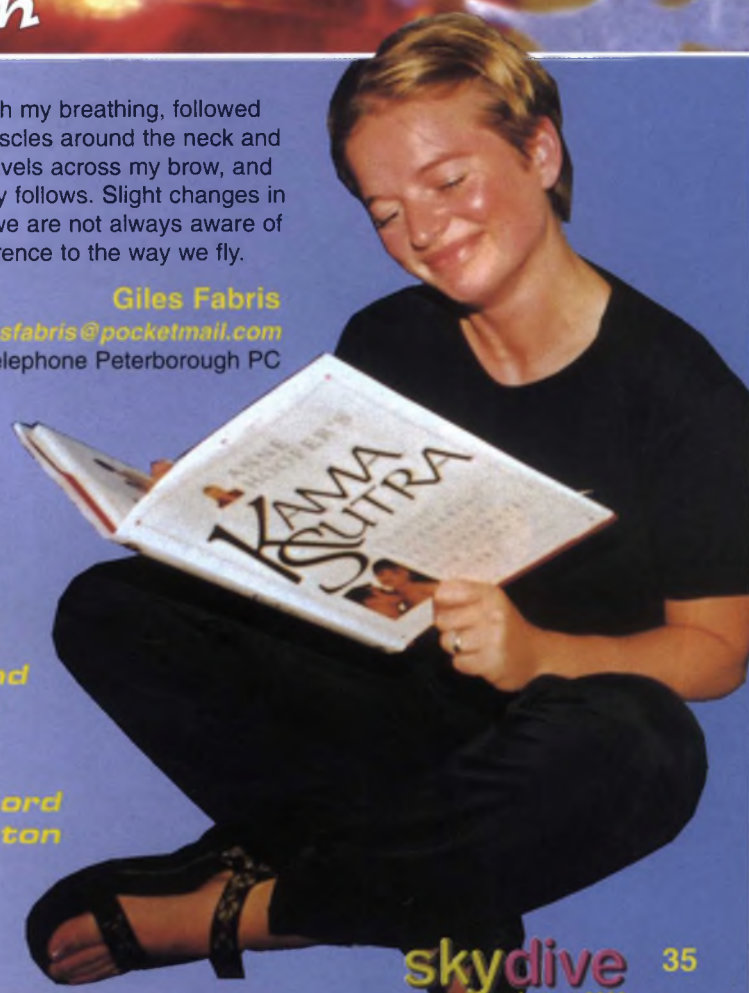
For me it starts with my breathing, followed by relaxing the muscles around the neck and shoulders, then travels across my brow, and the rest of my body follows. Slight changes in parts of the body we are not always aware of make a huge difference to the way we fly.

Giles Fabris

gilesfabris@pocketmail.com
or telephone Peterborough PC

*"We want
the air to
unite the
peoples and
not divide
them"*

**Lord
Swinton**



NEGAT



LIVE

G



It's not just the freefall you pay for, it's the ride in the aircraft too. You can check out the view, you can sit there scared, or you can have some fun. Mike Maguire and Jasmin Richter were going to play footy until the pilot pulled some negative G. They were captured having a ball by Dean O'Flaherty who is resident photographer at Skydive Space Centre, Titusville.

This is in the USA folks, we don't condone this activity over here. We would like to remind readers not to copy some of the activities featured in Skydive Mag. We do not recommend surfing on lakes, landing in high heels or swooping under small bridges. We warn that it is forbidden to skydive with space balls, coconuts or pigeons (dead or otherwise). We caution you not to jump a 46 square foot canopy and definitely advise against jumping into volcanoes.



The Ed

skydive
August 2000

Icarus CANOPIES



Photograph - Glen Sturt



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**How are they
chosen, why do
they do it, what
do you have to
do to qualify?**

BPA Advanced Rigger Andrew Hilton answers these questions and more...

You don't *have* to be a rigger to pack reserves, you can gain a BPA Advanced Packer's rating. This allows you to assemble and pack reserves other than tandems. It does *not* qualify you for stitching or repair work which must be done by a rigger.

Packing reserves is one of the greatest responsibilities in our sport. Other jumpers will trust you with their lives. Literally. Are you prepared to take on that kind of responsibility? A mistake could seriously injure or even kill.



Why Learn?

- Being able to put something back into the sport, your club or centre
 - Gaining further knowledge and understanding of equipment
 - Doing something worthwhile on bad weather days and midweek.
- But don't expect becoming a reserve packer to make you a fortune. Though a lot of time and effort goes into learning how to pack reserves the financial rewards are fairly minimal.

High Standards

If you intend becoming an Advanced Packer, you will be expected to set and follow very high standards of equipment safety.

Inspection

The title 'Advanced Packer' belies the fact that, not only are you packing reserves, you must *inspect* them as well. To just repack a reserve without inspecting it is both illegal and pointless. Your job is to certify that, at the time of packing, the parachute equipment is airworthy. To do that you must examine the system thoroughly; inside and out; component by component; stitch by stitch. Equipment problems could come to light in two main ways:

- inspection on the ground *or*
- during equipment failure in the air.

As a jumper, which would you prefer? As a packer, the answer is the same.

Anyone who does not *thoroughly* inspect a system during a repack is seriously endangering the user of that equipment. **No-one** is qualified or justified in packing the system without a thorough inspection – whether the equipment is brand new or old; round or square; big or small; expensive or cheap; just deployed after a terminal velocity mal or in for a routine repack. Anyone is qualified to question their actions if you see a reserve being packed and not inspected.

How do you qualify?

Stage one – develop your interest and initial knowledge in this area
Whilst you could go straight into stage



two (the teaching course), you may then discover that you're really not interested in packing reserves after all. So, before you spend all that money, get to know how reserves are packed and see if you want to continue.

- **Watch reserve packers at work.** Ask as many questions as you dare. Although realise that they may be justifiably reluctant to talk whilst repacking so they can concentrate.

- **Obtain documents from the BPA:**

Reserve Packing Guide – to be studied before your teaching course

Operations Manual – essential reading to understand the regulations that apply to the sport

Safety Notices and Safety Information Bulletins & *Safety Notice Index* – most importantly, these two documents are a listing of all the safety notices issued by the BPA; both advisory and mandatory. Reserve packers must be familiar with this information and know how to apply it to any equipment they are dealing with.

- **Increase your equipment knowledge.** Are you completely familiar with your own rig? With the 3-ring release? Collapsible pilot chutes? Reconnecting main canopies? Student equipment at your centre? You can never know too much about skydiving equipment. This knowledge is both free and beneficial to your skill set as a reserve packer.

- **Start to acquire the tools and information you will need.** My own personal tool collection has cost several hundred pounds, but has been built up gradually (see photo). You will also need stocks of certain materials to help you do basic servicing. These include: Cypres and main closing loop material; Cypres silicone gel; hand-tacking thread; leg strap elastic keepers; packing cards; BPA reserve inspection sheets and more.

- **Start to build a comprehensive set of packing manuals for containers and canopies.** Both before and after qualification you need to have access to the respective manuals for the canopy, container and AAD during the repack. You cannot pack the equipment without these, so start collecting as soon as you



can. The best source is the manufacturer of the equipment. Some manufacturers charge for their manuals whilst others don't. Some place this information on the Internet too, then it is free.

- **Acquire a copy of the Riggers' bible – *The Parachute Manual* by Dan Poynter.** There are two volumes with such an enormous amount of equipment information, you cannot afford to be without them.

All photos courtesy
of Sunpath
by Bruno Brokken



Stage two – teaching course.

These are run by Rigger Examiners and Advanced Riggers and last for four days. During this time you will get hands-on experience of inspecting and packing reserves under supervision. This is the time to learn from your mistakes. This is when you realise that it can be a lot more difficult than it looks – even if you think it looks difficult to start with!

You will also be instructed in other aspects of reserve packing including:

- **General rigging** and assembly of parachute systems – to enable you to put a system together from the raw components.
- **Equipment compatibility** – to show you why all canopies don't fit in all containers and why this is important. This is more than a case of sizing. Some systems aren't designed to accept round reserves, and others can't accept squares, for example.

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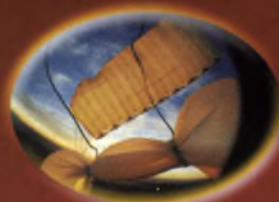
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- **Basic equipment design** and construction criteria; equipment inspection techniques; inspection and installation of AAD's and RSL's – to help you identify problems with equipment during your inspection of a system.
- **How to utilise information** in the Safety Notices File and Index.
- **BPA rules and regulations** – which parts of the BPA Operations manual affect your work.
- **Packing tool control** – which tools help you pack a reserve, and why you should keep track of them during the repack. Some tools will prevent a reserve from opening if left in during the repack, so it is critical that you know where your tools are at all times. This should explain why your rigger won't lend you any of his tools or even his pull-up cord.
- **Documentation** – how to keep the paperwork in order.

The four day course should cost several hundred pounds, though actual prices will vary. The price reflects the expert skills that the course instructors are passing on to you. It may seem a lot of money, but once you are qualified you can recoup these costs during your initial repacks.

Stage three – gain experience.

During this time you must be supervised by at least an Advanced Packer who will sign off all the work you do. During this stage, it would be an idea to seek out anyone temporarily not jumping and beg for the use of their equipment to practice on. Locate equipment whose owners are not in a hurry to get it back in the air (perhaps the owner does not need it for three or four weeks) and *practice, practice, practice!*

Make sure you do as many real repacks as you can as well, and get a feel for the responsibility. Aim to pack a wide variety of equipment. This stage should last for at least three months and, the more time you spend and the more experience that you gain, the better. You will need to pack 30-40 reserves for real to acquire the minimum knowledge for the exam course.

Stage four – attend exam course.

You will have to demonstrate that you know enough to be able, and have the right attitude to be trusted, to pack reserves on your own. This course will last at least two days and be run by an Advanced Rigger or Rigger Examiner. The final exam consists of four reserve repacks with a variety of equipment, plus a written test. The exams are not



Photos show stages in packing a reserve, all on this page by Andrew Hilton



A complete riggers tool kit like Andrew Hilton's above will cost a considerable amount. But this is all part of doing a professional job and, once established, your packing tools and manuals will last forever

designed to trip you up but, if you are not confident or capable to pack reserves, you will not pass.

After Qualifying

You must keep up to date with the ever-changing world of skydiving equipment. You will need to prove your currency each year to have your rating renewed. It is not a good idea to get out of practice with the fine art of packing reserves.

Conclusion

There is a lot more than meets the eye to packing reserves, so I hope you understand why your repack costs 'so much'. If you are interested in becoming a reserve packer, contact your local reserve packer and the BPA to find out when the next courses are, also see diary on inside back cover.

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INCIDENT REPORTS

Photo: Simon Ward



by Allan Hewitt

Hard Cutaways

We have covered this topic before but, instead of blaming a poorly designed soft housing system, another cause can be severe twists which twist the riser and trap the cutaway cable in its soft housings.

Conclusions

Anyone with a high performance or a highly loaded canopy is at risk here as violent twists are getting more common all the time. Give some thought to the preventative methods available from the manufacturers.

Recommendations

If you believe you could be at risk ask a rigger to fix the hard housing kits supplied by the manufacturers. Prevention is better than having a problem!

See also Food for Thought in **Kit News**, page 50.

Poor Maintenance

A rigger was given a rig for a reserve repack and, on deployment, the reserve pilot chute did not leave the container, suggesting the outcome could have been a total on the reserve.

Conclusions

After investigation the main cause was the plastic stiffeners on the reserve flaps had deformed so much with use that they caused a very strong curve on each side, locking the pilot chute under tension of the spring.

Recommendations

*All riggers and reserve packers should be looking for these faults. This should have been picked up before it became a problem. Always remember that a reserve deployment is somebody's last chance and **any** deviation from the initial design is not acceptable.*

Leg Strap Adjusters

During a normal reserve and repack the rigger noticed that one of the leg strap adjusters was installed incorrectly. The problem caused was that the leg straps could slip during deployment and normal movement.

Conclusions

This rig had gone through many repacks so the problem should have been picked up. The owner had also complained in the past about the slipping buckle. This is not the first time this has happened and it will not be the last as this problem seems to recur every few years.

Recommendations

The initial inspection when the rig was put into service is one when all these faults are looked for. So the first inspection and repack should be especially thorough as riggers are looking for manufacturing errors. If this is the first time you have packed a particular rig, then treat as if it's the first time the rig has been put into service, so look for possible manufacturing faults.

Old Pilot Chute

A jumper deployed the throwaway pilot chute and ended up in a pilot-chute-in-tow situation. The jumper initiated reserve procedures and landed safely under the reserve.

Conclusions

The pilot chute had insufficient lift to pull the bag out of the container and was well past its 'sell-by' date. In other words it looked and felt very old and did not perform when required.

Recommendations

Buy a new pilot chute before you really need it. Without a good start on your deployment system, all sorts of problems can occur. Some manufacturers recommend 100 jumps per pilot chute; we all know they last longer, so the decision is yours. If in any doubt, change it as soon as possible.

Illegal Repacks

During a reserve inspection and repack, a rigger noticed that the last inspection checklist was done by him and that the rig had no Cypres in it at that time. However the rig definitely had a Cypres installed, dated one month previous. The reserve packing card had been altered below the line that he completed with the words 'Cypres fitted, no new repack'.

Conclusions

The owner said he bought the Cypres while abroad and the local rigger fitted it. It is **illegal** to tamper with anyone's reserve repack; therefore if a reserve has been opened, then it must have a complete repack.

Recommendations

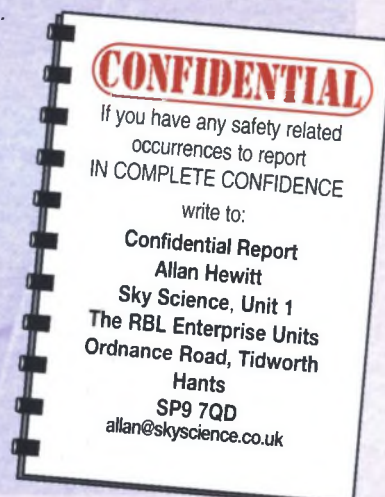
Never tamper with a reserve deployment system if it's not your reserve repack from start to finish. When checking documents, ensure that the paperwork matches the rig installation.

TIP OF THE MONTH

Take Responsibility

Many jumpers leave the maintenance of their rig entirely to the rigger at every six month repack. It is **YOUR lifesaver**, learn to cherish it:

Give your kit a once-over routine check every morning you jump
Don't delay in having any potential problems fixed
Ask a rigger about anything you are unsure of





Be careful out there

Photo: Wendy Smith

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dear skydive...

dear skydive...

AAD's – Mandatory or Choice?

Last year I moved to Salisbury, all was kushti until, after eight jumps at Netheravon, I was rejected for not having an AAD. As a FAI B licence holder, with IC1 and 120 jumps I had not experienced this before. To add insult to injury, I had to suffer an arrogant lecture about how much my life is worth – as if someone in their late thirties hadn't considered that maybe skydiving could be dangerous! In a mass drop situation, AAD's probably do have a place but I think it should be the individual that makes this choice.

This year, I rang Netheravon again and was told FAI B was okay and it was my decision – great! After one jump I was told that to jump without an AAD, you must have FAI B, BPA IC1 and one other grade 1 – but that I could hire their kit if I wanted!

Unless I can find another DZ that does not insist on AAD's at my level, I may not carry on. In summary, I have spent £1,500 on AFF, travel and accommodation, £3,500 on kit

(including a Foil as I wanted to try accuracy) and now another £1,400 is expected for two Cypres. Difficult to justify, especially for a jumper who jumps alone 99% of the time.

Is it possible to publish a chart of local rules at UK DZ's? I'm sure that I'm not the only would-be jumper in this trap. I am very frustrated that a sport I love is being placed out of my reach.

Steve Leighton

stevemleighton@netscapeonline.co.uk

In response:

Student status at Netheravon used to be B Certificate (50 descents & at least IC grade 1). At the APA STC meeting in February 2000, it was changed to add one other grade 1. It was felt by the APA STC that just B Licence was not quite enough experience to jump without an AAD. This is an APA STC decision, primarily to look after the increasing number of AFF graduates that still have very little real experience. It's the CCI's decision and if he decides that AAD's are to be worn then the APA will support him.

Gwyn Burton

Netheravon Staff

dear skydive...

British Women's Record Attempt

So, the weather was bad for four days in June/July... can't do anything about that, except admire the spirit and camaraderie of an absolutely wonderful group of the nicest people I have ever had the honour to host on a DZ. The girls were terrific, staying positive throughout, and not complaining once. I hope the party did something to make up for the disappointment. We look forward to you returning in August, with a promise of warm sunny conditions. (huh? – Ed)

David Turner

bpslangar@aol.com

dear skydive...

Correction!

My advertisement in the last Mag implied that Icarus Canopies, and Precision Aerodynamics are the choice of Olav Zipser's First School of Modern Skyflying. The statement was a designer's error and should not have used Olav's name. Olav Zipser only uses Performance Designs parachutes. Our apologies.

Andy McCormack, A & B Rigging

andy@parachuterigging.com

dear skydive...

Response to 16-way editorial

In the 80's and early 90's, most people were jumping small aircraft. So, when places ran a 16-way meet, people came to jump the big aircraft. Now big planes are the norm, so jumpers do larger skydives all the time. AFF has introduced a new breed of jumper who hasn't sat on a drop zone all winter waiting to do one jump. With the advent of cheap airfares, this new jumper goes abroad to do 40 jumps in a week. Why should they travel to a different DZ in the UK? They are happy at their home DZ and can go overseas to do the bigger stuff. So the number of people who want to do 16-way meets is getting smaller. In addition, new disciplines such as freeflying are polarising jumpers to other extremes.

In about '96, the standard had been static for several years. We had big aircraft but people weren't using them. We couldn't practice for the competitions because we had no idea what to expect. Speaking to Rob, Darryl and George, we created a pool for 16-way, to encourage people, this was prior to IPC sanctioning 16-way, see June '96 mag. I spent many hours trying not to have 'samey' pieces with people sitting still, plus we included a few challenging pieces. In my opinion, when IPC published their dive pool a year later, they missed these key issues of fun and challenge.

In '97, Rob showed me the French pool which had a huge number of formations. Perhaps this is the direction we should go – a huge collection of different 16-way blocks and randoms; people with imagination can add to it. Teams could not practice the whole pool (too big) but they could train as a team. Perhaps this would bring back that 'seat of the pants' flying you talk about.

Richard Hamblen

rhamblen@microsoft.com

You raise some interesting points but I stand by what I said last issue – bin the pool and let's just enjoy 16-way as a fun event – Ed

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STOP PRESS – Sad News

Kev Waterhouse

The Red Devils hates to announce the sad loss of one of its ex-members. Sergeant Kevin Waterhouse died on 24 July 2000. Kev was one of the nicest and most genuine blokes you could ever wish to meet. He will be greatly missed, not only by the Red Devils but the whole parachuting community. Our condolences go to Sue his partner and Ben and Josh, his two lads. We will remember him.

Roy Charters

Nigel Thomas

It is with great sadness that we report the untimely death of Nigel Thomas on Friday 21 July 2000. 'Not scared Nigel' came into the sport two years ago and has been a familiar figure at Headcorn ever since. We are all very saddened by his death and would like to pass on our condolences to his wife Vicki and family.

Colin May

Full obituaries will be published in the next issue.

Food for Thought

Have you ever looked at student harnesses and wondered why they have the larger of the two available sizes of 3-ring systems?

Because the larger ring set has a four to one mechanical advantage over the smaller set and is therefore much easier to pull, you perhaps concluded that an inexperienced student is going to be physically weaker than an experienced jumper. But then you may have looked around and seen some pretty hefty students on the zone and some pretty scrawny experienced jumpers. Also, because you know that wing loading has an appreciable effect on the pressure exerted on the cutaway cables, and because student canopies are relatively large, then you may rightly conclude that there will be less load exerted through the risers of a student system than through those of an experienced system given the same suspended weight. In addition to this you are aware that when a large docile student canopy malfunctions it does so in a relatively stable manner, whereas when a small highly wing-loaded zero-P semi-elliptical malfunctions it usually spins like a thing possessed, often generating a couple of extra Gs through the risers and 3-ring system, increasing the pull-force required to cut away.

So you're left in a bit of a quandary! Why are all experienced rigs that are generally heavily wing-loaded fitted with the small ring set? There must be some sensible reason. Why would all these knowledgeable, safety conscious experts produce and jump a system which appears to be the inferior choice from what's available.

Well, there is NO sensible reason. Surprise, surprise, the only reason is... fashion. Hard to believe but true. Safety is compromised by a spurious fashion statement. We would prefer to risk the potential of a very difficult cutaway (as happens regularly somewhere in the world) than wear large 3-rings.

A major manufacturer has recently released the latest version of their popular rig with the large ring option removed! This is a mini rig which only accepts very small ZP canopies – the very canopies that create heavy cutaway loads during malfunctions! Yet we are not even offered the sensible choice of a large ring set for this system.

My small 120/120 rig has had a large ring set for two years now, and you know what? Nobody has noticed, nobody has refused me a slot because of my unfashionable 3-rings, no one has laughed at my rig as I walk to the aircraft.

We need to have a very serious look at ourselves, and not bury our heads in the sand. If more experienced jumpers changed to large ring sets on their small funky rigs, within a short time this pseudo fashion will disappear. Don't get me wrong, fashion is great, it adds colour and style to sports today but, surely when it compromises safety, something is definitely wrong.

Note: Kit News is an editorial feature, not advertising. Inclusion of a product does not constitute a recommendation.

Rob Colpus

Kit News



by Rob Colpus



ALTICO

Dolphin Bulletin

The year 2000 has so far been a record year for harness / container service bulletins and safety notices. Now one from Altico of Florida relating to their *Dolphin* system has joined the list.

Apparently a stiffener with pointy corners is able and willing to wear it's evil little way through the fabric of the underside of the Dolphin's main flap and grab hold of any passing main suspension line it can get its hands on. One such incident in fact took place in December last year with the reserve fortunately managing to deploy passed the hung-up main. In January this year Altico changed the design of their top flap, but existing Dolphins should be modded according to their service bulletin ASB 060700 which, in a nutshell, involves the sewing of a length of nylon tape over the rogue stiffener.

Altico have offered to update older rigs for \$30 plus return shipping. Bet the guy in December was pleased to pay up !

Altico – 001 352 523 0052

www.altico.com



X Jacket

Yet another nice little camera trinket has been created by Sky Systems of *Factory Diver* fame. Called the *X Jacket*, this light weight, sleek profile, clam shell box is designed for the Sony PC-100 camera and may be attached both upside down and right side up, upon the left, right or top of almost any model of helmet.



Skysystems – 001 303 779 9042

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Caught in the Crossfire

Since Precision teamed up with NZ Airsports to form Icarus Canopies Inc, they've had a self confessed gap in their main canopy range. At the very cutting edge they've competed strongly with their *Extreme FX* and *VX* cross braced tri-cells, and at the beginner to medium performance end with their mildly elliptical *Safire* which competes well with the *Sabres*, *Silhouettes* and *Merits* of this world. But up till now they've had nothing to compete with the *Stiletto*, *Vengeance* or *Springo* type high performance ellipticals. This is no longer the case say Icarus. With the release of their much awaited *Crossfire*, they expect to take the Stiletto market by storm. The *Crossfire* is what Icarus call a 'heavily shaped, truly elliptical ZP without air-locks or cross bracing'. The design has elliptical shaping in both the leading and trailing edges. The cells vary in width across the canopy, maintaining a constant cell aspect ratio in order to control distortion, and drooped wingtips are incorporated to minimise wingtip drag. Icarus claim that the nose is 'partially formed' to give the canopy a more efficient leading edge (much

like an aircraft's wing) They go on to claim that their new nose design also assists in controlling the openings because the structure of the nose diagonally supports the non-loaded ribs during flight creating further rigidity at the leading edge and reducing distortion during the flare.

Icarus make a pretty emphatic claim when they say they 'have almost completely eliminated the tendency for HP elliptical canopies to dive off to the right or left during deployment'. They say that 'the *Crossfire* openings are among the most consistent and comfortable, stress-free openings available' (Where have I heard that before?) without losing the snappy turns and powerful turf-surf and flare we've come to expect.

As with all Icarus canopies the *Crossfire* is available in any size you choose, but they recommend wing loading of 1.00 to 2.00 pounds per sq foot. *Crossfire* prices are closer to PD's *Vengeance* than to the slightly cheaper *Stiletto*.

Icarus – 001 813 783 3366
www.icaruscanopies.com



Separation

NASA once spent thousands of dollars developing a pen for their astronauts to write in zero gravity... the Russians solved the same problem – they used a pencil.

Giles Fabris has solved another long time problem with equal simplicity. The problem of telling whether your camera is in fact running or not before exit has spawned technological solutions such as LED's set into goggles, ring-sights and fibre optic cables running from camera to eye. Or the more basic and frustrating practice of having to ask other jumpers to check the camera's running for you on jump-run. Giles has dumped all this for a tiny piece of mirror (half a fingernail size) stuck with super glue onto the middle of his wrist-mount alti, then he simply holds it up to see the reflection of his camera-on light – simple, cheap, reliable.

Send Giles a quid or even an old 50p coin (for the showers at Sibson) and I'm sure he'll make you one.

gilesfabris@pocketmail.com



Wings & Things

Birdman International, makers of large wing horizontal swoop suits, have recently released onto the market the latest model of their *Birdman* suit. Called the *Birdman GTi*, the new suit's arm wings are larger and the leg wings longer and narrower than their original (classic) design which we reported on in Kit News sometime last century. The *GTi* wings reportedly give the suit more lift and a faster horizontal speed, but apparently make the suit less stable, and are therefore recommended for the experienced wing-suit flyer only. Recent improvements to both models include double zippers, a lighter, more breathable fabric on the body of the suit, a reinforced bum area, sturdier booties and more colour options.

The *GTi* retails at around £500.

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Tim Bettin

31 July 1961 – 28 May 2000

A Tribute



Tim was simply the best brother and friend that anyone could have wished for. I am very privileged as we shared many activities so I spent a lot of time with him over the last 15 years. If you needed a hand with anything, Tim was your man. He was incredibly generous with his time, a rare quality these days.

As an experienced DJ, he did events for Capital Radio and many for the JSPC at Netheravon. Until last year he ran his own business selling sound and lights to the entertainment trade; he sold this to pursue other interests. Through running this business in Farnborough, he became more actively involved with parachuting through the Red Devils who practiced on Queen's Avenue in Aldershot. This was where Tim did his first jump for charity in '79.

Tim ran his own fireworks display company. He was a skier, a bungee jumper, a sub-aqua diver and a water-skier who owned a boat. He also had his own balloon which he had been learning to fly. Skydiving, ballooning and water-skiing operate in the same sort of weather; blue skies and sun, of which we don't get much in the UK. So Tim had to decide which was his first love and he chose skydiving. I too started jumping and Tim was the best spotter and companion I could ever have wanted.

Tim spent many years as a loyal and dependable crew member for the Concorde hot air balloon and for a champagne balloon ride company. It was through ballooning that he got to know Jon

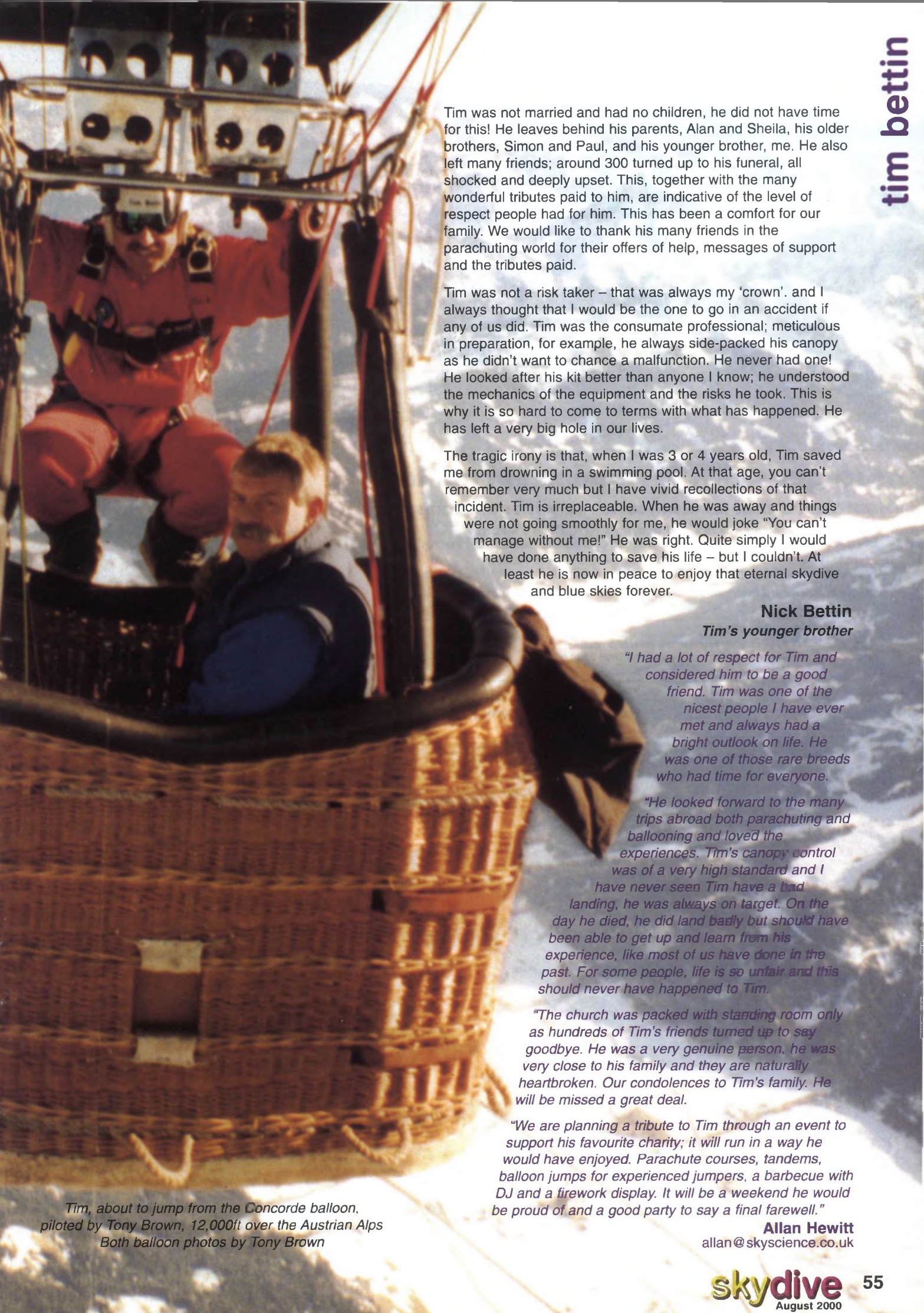
Dodd well, as Jon would come out with us on the balloon to jump and accompanied us on several overseas meets; 240 miles inside the Arctic Circle in Norway; the Austrian Alps; Antigua; Barbados; California and the Swiss Alps. If Tim couldn't jump he was equally happy assisting with the balloon.

Jon was a mentor for Tim when it came to skydiving. Jon always looked out for Tim and said to him that there would be a place for him on his display team, so long as he reached the required level, which he did. Ironically, it was this that took his life. But he loved to parachute, he loved displays and it has been of some consolation to us that he died with a smile on his face and did not suffer.

Tim also jumped with Jonathan Dyer's team, *The Thunderbirds*, and was almost as happy commentating as he was jumping. Tim was always at his best entertaining, helping people or doing something a little bit more extreme than most. He touched many thousands of lives, through his discos, firework shows, compering fashion & beauty shows and his parachute display commentaries. Tim was always busy. He worked hard, played hard and packed a lot into his 38 years. He had a great sense of humour with a joke for every occasion.



Left to right; Tim Bettin, his brother Nick, Tony Brown & Jon Dodd



Tim was not married and had no children, he did not have time for this! He leaves behind his parents, Alan and Sheila, his older brothers, Simon and Paul, and his younger brother, me. He also left many friends; around 300 turned up to his funeral, all shocked and deeply upset. This, together with the many wonderful tributes paid to him, are indicative of the level of respect people had for him. This has been a comfort for our family. We would like to thank his many friends in the parachuting world for their offers of help, messages of support and the tributes paid.

Tim was not a risk taker – that was always my ‘crown’. and I always thought that I would be the one to go in an accident if any of us did. Tim was the consummate professional; meticulous in preparation, for example, he always side-packed his canopy as he didn’t want to chance a malfunction. He never had one! He looked after his kit better than anyone I know; he understood the mechanics of the equipment and the risks he took. This is why it is so hard to come to terms with what has happened. He has left a very big hole in our lives.

The tragic irony is that, when I was 3 or 4 years old, Tim saved me from drowning in a swimming pool. At that age, you can’t remember very much but I have vivid recollections of that incident. Tim is irreplaceable. When he was away and things were not going smoothly for me, he would joke “You can’t manage without me!” He was right. Quite simply I would have done anything to save his life – but I couldn’t. At least he is now in peace to enjoy that eternal skydive and blue skies forever.

Nick Bettin

Tim’s younger brother

“I had a lot of respect for Tim and considered him to be a good friend. Tim was one of the nicest people I have ever met and always had a bright outlook on life. He was one of those rare breeds who had time for everyone.

“He looked forward to the many trips abroad both parachuting and ballooning and loved the experiences. Tim’s canopy control was of a very high standard and I have never seen Tim have a bad landing, he was always on target. On the day he died, he did land badly but should have been able to get up and learn from his experience, like most of us have done in the past. For some people, life is so unfair and this should never have happened to Tim.

“The church was packed with standing room only as hundreds of Tim’s friends turned up to say goodbye. He was a very genuine person, he was very close to his family and they are naturally heartbroken. Our condolences to Tim’s family. He will be missed a great deal.

“We are planning a tribute to Tim through an event to support his favourite charity; it will run in a way he would have enjoyed. Parachute courses, tandems, balloon jumps for experienced jumpers, a barbecue with DJ and a firework display. It will be a weekend he would be proud of and a good party to say a final farewell.”

Allan Hewitt

allan@skyscience.co.uk

Tim, about to jump from the Concorde balloon,
piloted by Tony Brown, 12,000ft over the Austrian Alps
Both balloon photos by Tony Brown

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CROSSWORD

By Paul Boorer
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answers - inside back cover



Across

1. Cessna's cheap accommodation (8)
8. A wait for a short time (6)
9. Challenge a red devil (4)
10. Lord Bole built a home for hookers (8)
11. The power of a French container (6)
12. PD's terminal canopy (8)
13. Aircraft body made safe, glue used (8)
16. Rog's lies about why ZP is harder to pack than F111 (8)
19. Top Gun's canopy (8)
22. Sonny? No his fool partner is the bird watcher (8)
20. Kidnap a Beaver (6)
24. Damn this glider (4)
25. Understand a natural fibre (6)
26. Cut away and throw overboard (8)

Down

1. Dizzy sow, dope landed quickly (7)
2. Docks and wins flapping DZ indicators (4,5)
3. Cut down freefall, not free in the past (4)
4. Copy an anagram; anagram (6,9)
5. Hear seer is confused about dirt dive (8)
6. I dove out to make a record (5)
7. Something needed after bad landing or giving milk (7)
14. Mix cruel bait to ease the catch (9)
15. Adrian, da Vinci's follower (8)
17. Ancestors guide in valuing a used canopy (7)
18. Leo Chen funnelled this formation (7)
21. A closing loop should be, not its owner (5)
23. Type 17 risers move slowly (4)

OOOPS!

Writing rongz from
last time... sorry!



Space Games

The wrong dates were entered in the last issue for the Space Games. They are NOT on 5-14 November as advertised. They ARE on 23 November - 2 December 2000. They will include an Open category (for all jumpers) and a Pro category, for all Atmosphere Dolphin B licences or AD's who placed in the top 20 in the Flipper point ranking. Within each category are the following events: Freefly Indy 500, AD challenge, Freestyle competition, Skysurf competition. Details from ffcrown1@aol.com or info@skydiveamericapb.com

Don't Panic (Mr Mainwaring!)

The article by Adam Rosen on page 39 of the June issue had a small section of text obscured by a late placed scan, these paragraphs are below and the full article is on our web page www.skydivemag.com

First Aid Kit

Most drop zones have first aid kits, some better than others. At the minimum some dressings, splints and gloves should be available. Try to remember that everyone should use gloves when blood is involved. A first aid kit with portable oxygen and a bag to ventilate a person who is not breathing may be life-saving but is not always available. At the minimum there should be a CPR mask available in the case that CPR is necessary.

Someone should be chosen to stabilise the person's neck and this person should not let go until the paramedics arrive. A fall or violent impact may break a bone in the neck and turning the head could severely damage the spinal cord. Even if the person is awake, someone should stabilise the neck. They may not be aware of the severity of their injury due to shock from the accident and may try to turn their head. When stabilising a neck in the field the best way to go about it when no medical supplies are available is by grasping either side of the head with your hands.

BPA Questionnaire

The first response on page 47 should have read 1123 (88%) male, 158 (12%) female. (Actually stated 123 male but you could have worked that one out from the percentages)

And finally...

On page 28, an Old Bone is not a 7-way formation! Well spotted Ian Matthews who made short work of that one. At least Skydive U seem to have a problem recognising Old Bones too, theirs is labelled as an Amoeba in the latest Skydive U/ Arizona Airspeed 8-way training aid (see review next issue).

Club News

NEW LOOK

CARK

The new management has started with a vengeance, the initial revamp of the centre has begun, with much repainting; creeper pad with integral mock-up (which looks better than the real aircraft!), a new shower block and new sound system!

This year will be totally 'Top Banana'...

Stuart 'Son of Alan' Morris and Mike 'Biggies' Carruthers have lined up a fun-packed programme of events including: Staff v's the Rest of The World cricket, volleyball, quiz night, 70's night, live music (blues), parties, karaoke and bar with cheap draught beer (£1 a pint – rare as rocking horse muck in the north, not in living memory of any southerner under 40!), plus some skydiving too. All at the friendliest DZ in the UK, at the gateway to the Lake District (lots to do for Wuffos). Bring your deck chair and your party head and come and have a ball!

Achievements:

FS1: Carol Cummings

1st freefall: Colin Higginson, Sean Webster, Andy Brass, Jo Brass

Doug Summers

World Record Breakers

In association with Mencap, 125 tandems from one aircraft in one day was achieved on 6 May at Hinton. Well done to all those who participated. Geoff's golden b*****s shone again! On the record attempt day of 5 May, the cloudbase was on the tress and the windsock was on Viagra! Not a good day for skydiving. Geoff (who clearly has direct communication upwards!), told us that the weather would be good tomorrow! Sure enough, the following morning, we had the start of a perfect day as 125 nervous tandem passengers were booked in. Wheels-off at 9, the record attempt began!

Team effort

Geoff Wood and Mike Browne, who have owned the DZ for the last two years, were responsible for most of the organisation, along with Skyline Promotions and Mencap. Geoff had coerced fifteen tandem instructors to help with the effort, and to back them up, a team of 20 helpers, packers, cameramen and good guys. We all knew that this would have to be a team effort, and were keen to beat our own record of 106 from the previous year.

Nearly there...

By lunchtime we were well on the way to the record, and the packers were well on the way to complete exhaustion. The organisation was so slick that we even kept the club jumpers happy, giving them the plane on every fourth lift. By 4 o'clock, we thought the record was within our reach, and by five, the last tandem lift was ready to go. Geoff Wood had tandem 125, Carla Rowley from Skyline Promotions (pictured).

Hinton

Success!

The day was terrific fun but that wasn't the only reason for doing it. We raised a total of over £20,000 for Mencap, we achieved a new World Record, and did it without a single injury, a testament to the planning and care put into the effort. Because we did not have an adjudicator on the day, this record is unofficial. We are going for an even bigger record over August Bank Holiday weekend, aiming for 450 tandems in three days, in association with Dreamflite. This time, we will have an adjudicator!

Congratulations

Our 4-way team, **Expede** won the Scottish Nationals and came second (to **4Pak**) at the RAFSPA 4-way meet. Well done to **Rich Orford**, on his first season with **Gripswitch**, in getting the bronze in the Scottish Nationals and then busting his ankle falling off a kerb! Congrats to **Donny and Helen MacDonald** on tying the knot. After an amazing leaving party (joined with **Expede's** winning party) we said a fond farewell to **Rachel Gray**, sending her on her travels in true Hinton style, hungover!

Caroline White





Carla Rowley
& Geoff Wood
taken by
Gary Small

Chatteris

Congratulations to **Richard (Bruce) and Jo Johnson** on their wedding and a great demo into the grounds of the Elms manor in Abberley for the ceremony. **Martin Crossley, Ian Robertson** (first demo) and **Pat Hammond** joined us and we made the local papers, with the front page headline 'Taking the Plunge!'. The next day a large Chatteris posse, headed off to Ampuriabrava for the honeymoon! A fun, and successful week followed, and led to many of the achievements below.

Back at home, the toilet and shower block nears completion (it's got a roof!), the bar's been painted and had a dance floor fitted, we've got a new tannoy system with 'piped music' and the video room wouldn't look out of place in an episode of Dallas.

Well done to:

2,000 jumps: Mike Rust

1,000 jumps: Sharon Simonian, Bruce Johnson (really!), Steve Wilks

FF1: Heidi King

FF1 & 500 jumps:

Ian Robertson

FS1: Vicky Challiner,

Jason Elmore,

Sylviane Herrick

Cat 8: Bo Carthew, Alan

Devon, Rob Ellis, Pete

Herrick, Dave Lace,

Nigel Leadbeater, Chris

Murtaugh, Ivan Peters,

John Stevens

(Manifestor), Lucy

Wellstead

1st freefall:

Jean-Francois Mourier,

Orla Potts

George Katsoulis



Instructors at NLPC explaining to a student why it was too windy to jump rounds! (note the test dummy was an experienced jumper with a hook knife, don't try this at home)

Devon

News Update

The school has been involved with two TV programmes, BBC's *Vets in the Wild* and *Dial a Date*. The new three chip digital video camera, which is bolted on the strut, has been a great training aid in capturing all the student exits.

Congratulations:

1st Freefall: Becky Davis, Paul Davis (father and daughter), Jon Wilson, Chris Keo and Paul Seymour.

Cat 8: Clare Firkin, John Paul, Jeff Limna, Tiggs

1,000 jumps: Jason Farrant (490 jumps last year!)

2,000 jumps: Andy

Montriu

Jump pilot Ian Wilson completed his 100th parachute sortie.

Gary Harbird has been hard at it since he started jumping at the age of 16. Now 17, he has logged 240 jumps and done CF,

FS, a demo and night jumps.

Fred Chivers and

Tom Parsons, keep at it!

Andy Guest



Photo: MENCAP



Photo sequence by
Enrique Gaston

Paragon

Goodbye and Good Luck

We are sad to be losing one of the Original flying Blues Brothers, Neil McLaren (right), who has relocated to Liverpool due to work. Don't be a stranger!



Fund Raising Weekend

The charity weekend was held in aid of SARGENT (Cancer Care for Children with Cancer and Leukemia, our nominated DZ charity) and a fantastic success with approx £2,250 raised and still rising! On behalf of SARGENT, thanks everyone for all the time, effort, hard work and donations.

Gala Day Demos

Paragon kept up the PR, with our annual free demos into Errol and Invergowrie Gala Days. Both were a great success, thanks to George McGuinness, Walter Gillan, Dave Richards and Billy Gollan for entertaining the crowds, staying within the limits and most importantly, keeping it safe! Quick question for the bum surfer of the team..."Can I get your autograph Mister?" (We all know who you are!)



Sandra Inglis

not enough, George McGuinness chose to jump his Thunderbow (above). He wanted to show the young ones how it used to be done in the 'good auld days', proving it's the pilot not the canopy! Sadly, George had to settle for third place. Even after his most graceful attempt we were all in agreement... Thank God for squares!

Hit 'N' Rock

Once again very successful, we went back in time for this one, with the ride to 3,500ft in our 'new' Cessna 182. As if that's

Hit 'n' Rock Results

- 1: Billy Gollan, Stiletto 150, 2 secs
- 2: Derek Thorne, Falcon, 3s
- 3: George McG, Thunderbow, 10s
- 4: Alice Gillies, PD 170, 16s

Sandra Inglis

Paragon Achievements

Chik Adams returned from Empuria with FS1. Chik went to Empuria with Scotty Milne and completed a ten day training camp which included an awesome qualifying dive... with Geoff Mundy, Bruno Brokken and Scotty Milne! (see pictures)

- Cat 3:** Alan Geddes
Cat 4: Steven Riddell
Cat 8: Katrina Winters
100 Jumps: Bob Henderson



London

Website & Email List

www.londonparachuteschool.com

Geoff Tothill has just launched an email based mailing list, to keep everyone informed about planned events, jumping schedules and allow discussion. **Send a blank email to:**

lpsslist-subscribe@netassist.force9.co.uk

You will get a reply from the server which explains what to do to confirm your subscription and how to unsubscribe. Any mail you send will be forwarded to all the other list members.

This year, several very keen members of the Guildford University Extreme Sports Society, joined us. One looked **extremely** relieved to land his first reserve ride, earning him promotion to Society President! Steve is currently skydiving his AFF arse off in sunny LA, lucky git!

Ian Barraclough

Wild Geese

Achievements:

1st Freefall:

Ryan Mullin

Cat 8:

Mike Murphy

FSI:

Dai Davis

Show Off!

Saturday 21 May, the Geese did an 8-man display into Eglington air show. On board were four first demo jumpers, well done lads, a good show for Jim Hunter, Colin Stevenson, Ronnie Smith, Sean McKenna

The Mighty Craic!

First weekend in June, the centre closed and everyone headed south to the Irish club Clonbullogue Co Offaly, for the second Irish Boogie. The aim was to beat the existing Irish

record

of 15, set in Spain. We planned an 18-way but the weather was against us. Saturday night the IPC laid on an excellent BBQ and the atmosphere was brilliant. The party continued until the wee hours and – as we Irish say – the Crack was Mighty!

A group from Strathallan came to check out the Caravan, come back again soon.

Words and picture by John McCour

Sibson

GROUNDLED!

Sibson now has two bands, *Dirty Toys* and *Grounded*. They gallantly fought it out against other local hopefuls in the Peterborough Battle of the Bands, congratulations to *Grounded*, who came second in the finals. Both bands played at the Peterborough Willow Festival which was attended by several thousand people.

There are now three video editing systems up and running for use by cameramen. The day room and bar are now once again kitted out with satellite TV, for those (un)glorious summer days and nights!

Driving them Mad...

Thankfully, Ukrainians are better pilots than drivers – it is official! Commiserations go to Oleg who saved

up from April – June, bought himself a car and within a fortnight, totalled it on a humpback bridge on the way back from Langer. Luckily they weren't hurt.

Congratulations

1st Freefall: Steve Hards, Alex 'Lobster', Tom Crompton, Hayden Harries

FSI: Patrick Bevan, Matt Robinson, Marc Edgson (who also achieved FFI on jump 100)

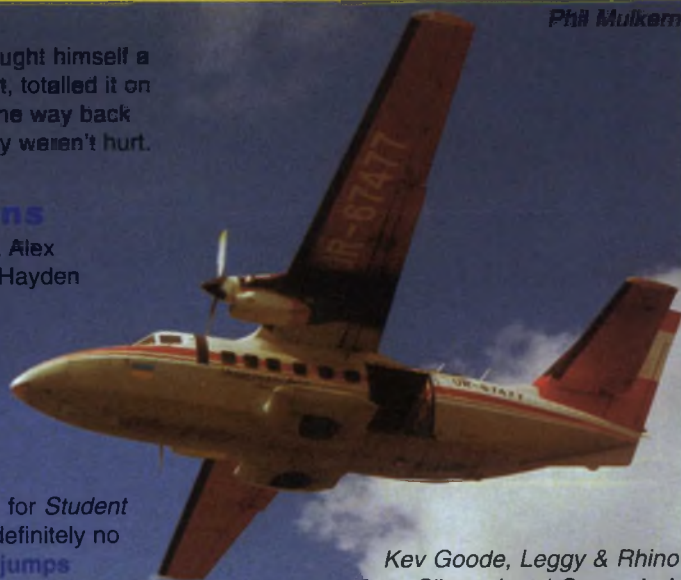
Jump Numbers*

Positively the last mention for *Student of the Year*, Giles Owen, definitely no longer a student with **200 jumps**

1,000 Jumps: :

Dave Sturgeon (British Skysurf Champion!)

Cornelia Waymouth



Phil Mulkern

Kev Goode, Leggy & Rhino from Sibson band *Grounded*, other band members are Chris Hollis and John Shaw
Photo: Georgie



Hats Off Lads!



Naked skydive

The photo was taken as the temperature reached 29°C, one hot Sunday in June. The 'Cool Dudes' are mainly freely jumpers. From what we saw, there was not a lot to slow them down! But there were more cameras about than on a normal freely dive. Well done to Mike Hargreaves, Jason Keith, Jeremy Porter, Steve Hogan!

Blackpool illuminations

The centre has two display teams, *The Black Knights* and *The Firestorm Team* (North West

Black Knights

Fire Brigade). Both teams are busy but one display we are looking forward to is a night jump at the switch on of the Blackpool illuminations.

Bernie Bamber and **Granville Halsall** are both recovering after stays in Hospital (separate incidents). We hope to see them back in the sky soon.

So long

After a long parachuting career, **Don Swanson** has retired. Don was well known at many DZ's including Cyprus. Don and his wife are off to cruise the world. Best wishes to you both. Also off to warmer regions are **Hugh and Ann Morrison**. Both regular jumpers and party animals, they're off to live in Portugal. No doubt they will be holidaying in the UK!

Jeff Illidge

Achievements

Cat 8: Stuart Clayton, Joe Edwards

FS1: Mike Hargreaves, Tom Leonard

200 jumps: Pete Connor, Ann Morrison, Paul Pritchard

500 jumps: Jim Hynds

700 jumps: John Mooney

Border



Phil Hurcome exits for a beach jump

Jockeys Ride Tandem

Thank you to everyone who has supported our events so far this year and to the weather gods for helping everything to go so successfully. During May week, we managed to get loads of accuracy and canopy formation team training in as well as doing a shed-load of tandems, jumping some of Britain's top jockeys.

We had a two minute slot on BBC1 before the Grand National, and with support and sponsorship for the jockeys coming from Alex Ferguson and Kevin Keegan, they have managed to get some great coverage for the North East in the press and on the television. Many thanks to all the tandem masters and to Jeff for bringing the Islander and C185 over from *Black Knights*.

Central Regionals CF and Classics

We had excellent weekends for the beach jumps and the Central Regionals.

Regionals results

Harry Morgan and Andy Bremner teamed up with Tim and Katherine Andrewes to recreate the team that won the silver medal at the 1993 accuracy nationals – and to prove that they still have what it takes! They took the first four places in the accuracy. Well done Harry for taking gold (I'll get my own back)! Also well done to John Hillam,

intermediate accuracy gold and Katherine Andrewes, winner in senior style. *Freddy Crewgers* took gold in 4-way speed, clocking up their best times to date.

Katherine Andrewes

Congratulations

Cat 8: Jessica Beale

300 jumps: John Hillam

1,000 jumps: Glenn Stephenson, Scottish Nationals and RAPA Accuracy Champion

Brid

At one time the most interesting thing to happen in Bridlington was **Keith Harris** legitimising his bestiality fetish at the Spa. It seems now that our British Skysports has taken over somewhat.

Achievements to brag about this month include **Derek Hand** and **Gavin Angella** gaining **Cat 8** whilst **Karen Messenger**, **Paul Simms**, **A Blake** and **P Dapprich** underwent their **first freefall**. **Ken Wharten** has carried himself through 100 jumps and **Phil Lyall** has now totted up a grand total of 500 jumps. I think it's time to take him off static line now!

Mark Hankinson



John Coyle lands on target

Photos by: Clloyd

Langar



Leonid Sukhovskiy,
Julie Angell,
Paul Lewis are all
now rated for the
Caravan



Women's record attempt

We're British, so it's only right that we moan about the weather. The British women's formation skydiving attempt was entirely ruled out by the conditions. We had the aircraft, we had Lesley Gale and Darryl Moran organising, we had a dedicated group of ladies who spent four days waiting.. and waiting.. and waiting. We had a tiny weather window on the final day, allowing just enough time to kit up and wait by the aircraft. This, unfortunately, was as far as they got. Ho, hum. Everybody was impressed by the ladies' unfailing enthusiasm and cheerfulness (comments were heard to the effect that a bunch of blokes would have been really miserable – and I reckon that's about right!). Everybody wants to do it again next year, and also to run some large formation weekends especially for the ladies. The first is August Bank Holiday weekend, 26-28 August.

Langar Regatta

The Langar Annual Regatta, sorry, boogie suffered from cloud / rain / plagues of frogs, etc, but nonetheless there was a determined hard-core of jumpers who squeezed in over a thousand jumps between them – many thanks to all who stuck it out! Just for comparison, we had nearly as many lifts on the last day of the 1999 Boogie as we managed during the whole thing this time. Needless to say, Chuckles' Bar (outside in the tent for the duration) did plenty of business, and the Saturday night parties were well attended, with live music and Doom's DJ-ing keeping the place going 'til the early hours.

1st British tube jump

Giles Fabris and his lady Karine built a lightweight freefall tube and Giles jumped with the toy, along with a few of the local freeflyers – probably the first Brit tube jump! (See cover.) Richard Whitwell did 17 points in time, and Adam Leech did a four point 4-way and a five point 5-way on the same dive (courtesy of a lurking Stealth).

Cutaway champ

Team X were here training for 4-way sequential canopy formations, and managed a couple of interesting cutaways in amongst some damn fine formations. Nick Mirehouse achieved his first chop by wrapping team coach and five times world champ Vincent Ferrer!

Unlimited jumps
£100 per day

Upcoming

We're still working on clearance for high altitude jumps (oxygen and all that) so watch this space for news. On 2-3 September you can get to do as many jumps as you like for £100. Rules: first 100 jumpers only, just one set of kit allowed, no double manifesting, no refunds. Take a gamble – good weather and you win big time, and we get bankrupted!

Tony Danbury

Notable Jump Numbers:

Sally Beck - 100
Warwick Farrer - 100
Rich Batten - 100
Darren Atter - 200
Martin Score - 300
Billy Payn - 500
Chris McCann - 800
Rusty Lewis - 800
Martin Monks - 1000
Tony Danbury - 4000

First Freefall:

Emma Pilkington,
Paul Brown,
Tom Broom,
S Whitmore

Cat 8:

Lisa James,
Gary Clarke,
Marius Calapaci

FS1:

Steve Cassidy,
Phil Taylor, Mel Grant,
Chris Dutton,
Louise Roberts

CF1:

Simon Tillyard

SS1:

Kristian Winder

FF1: Ron Luke



Wallace & Grommet
(Chris Adams & student)

Photo: Alex Finsen

Headcorn

Achievements

FF1: Mark Lawson, Terry Stone

FS1: Darren Connaghan, Paul O'Connor, Pam Snow

IC1: Paul O'Connor

7,000 jumps: Chris Lynch

3,500 jumps: Clem Quinn

800 jumps: Pierre Pascal

600 jumps: Baz Smith

400 jumps: Jan Gaynor

300 jumps: Ruth Cooper

200 jumps: Mark Lawson, Pete Leighton, Paul Mott

100 jumps: Claire McAdie, Ian Richardson, Terry Stone, Pam Snow

AFF Graduate: Peter Davis (first deaf student to do so)

First Freefall: Dennis Guy

Though it's gone for the summer, Black Beaver T-shirts are to be seen around the DZ as a fond reminder of this great little aircraft. In its place, a Let 410!

Club events

In 4-way, *Zygos* had a very productive training week in Spain, despite being stopped by the police, and Pete Allum ran a coaching weekend. The Speed 8, organised by Clem, was on 9-10 June with a cracking party in the Wings Bar, amply fuelled by Ruth and Vicky's buffet. Only one round was complete, so the team captains agreed to postpone the competition.

Old bag Janice

Headcorn welcomed it's latest member of staff, Janice. Weighing in at 14 stone she was quickly put on a crash diet and will be used for training tandem instructors at a more respectable 7 stone. Mick Danby and Billy Riggs are pleased to announce their engagement. We hope this will survive Mick's stormy relationship with Janice!

CCI Pete Sizer finally came clean and admitted his freeflying was now up to jumping with the rest of us. A shock so great that Daren Bendle donned his RW suit for the first time anyone remembers.

Peterlee

FUEL AT Peterlee

Our latest development is the underground fuel storage facility offering Avgas and Jet A1. One of the benefits is that the Red Devils can now operate their turbine Islander from here when they visit Sunderland Air Show. The new manifest office is in place and is another example of the centre's development plan being put into practice by Ian. We are currently operating with the C182 and a turbo C206.



Ann Shepherd's AFF

Achievers:

1st Freefall: Alexander Battle, Steve Gill, Alec Young, Dave Scorer, Shaun McCowie, Ann Shepherd, Zoe Brenchley, Anna Killiomara, Justina Becousse, Graham King, Russ Hammond, Daryl Hughes, Pete Deverall, Patrick Heathcote-Armory, Carolyn Wallis

Cat 8: Dave Taylor, Paul Niles, Billy Hamilton, Owen Unsworth, Pete Arnold, Spiros Saklias

Cat 8 & IC1: Scott Holmes, Paul Dorward, Alan Thompson, John Kerr

12 hours Freefall: Davy Hogg
Neil Bradley, our tandem instructor has now gone back to Montana. Good luck.

Eric Hall, who suffered a serious back injury two years ago, is now jumping again thanks to encouragement from many.

Ian Rosenvinge & Eric Hall



L-R: Bemused student, Phil Harris, Pete Best, Steve Ryan (Pilot), Nicky Johnson (CCI), Phil Lyall

POPS Newsletter

We are looking into a POPS bulletin for active members, Judy Mossad has volunteered! Any news or a bit of gossip, send it to me or Judy. Also, POPS members with email, let me know so I can build up a distribution list. We are looking into POPS rugby shirts; tell me if you want one.

New Members: Dave Utley, Phil Lyall, Rodney Price, Barry Jarvis



Pete Shew giving Pete Best his award

Julie Shew



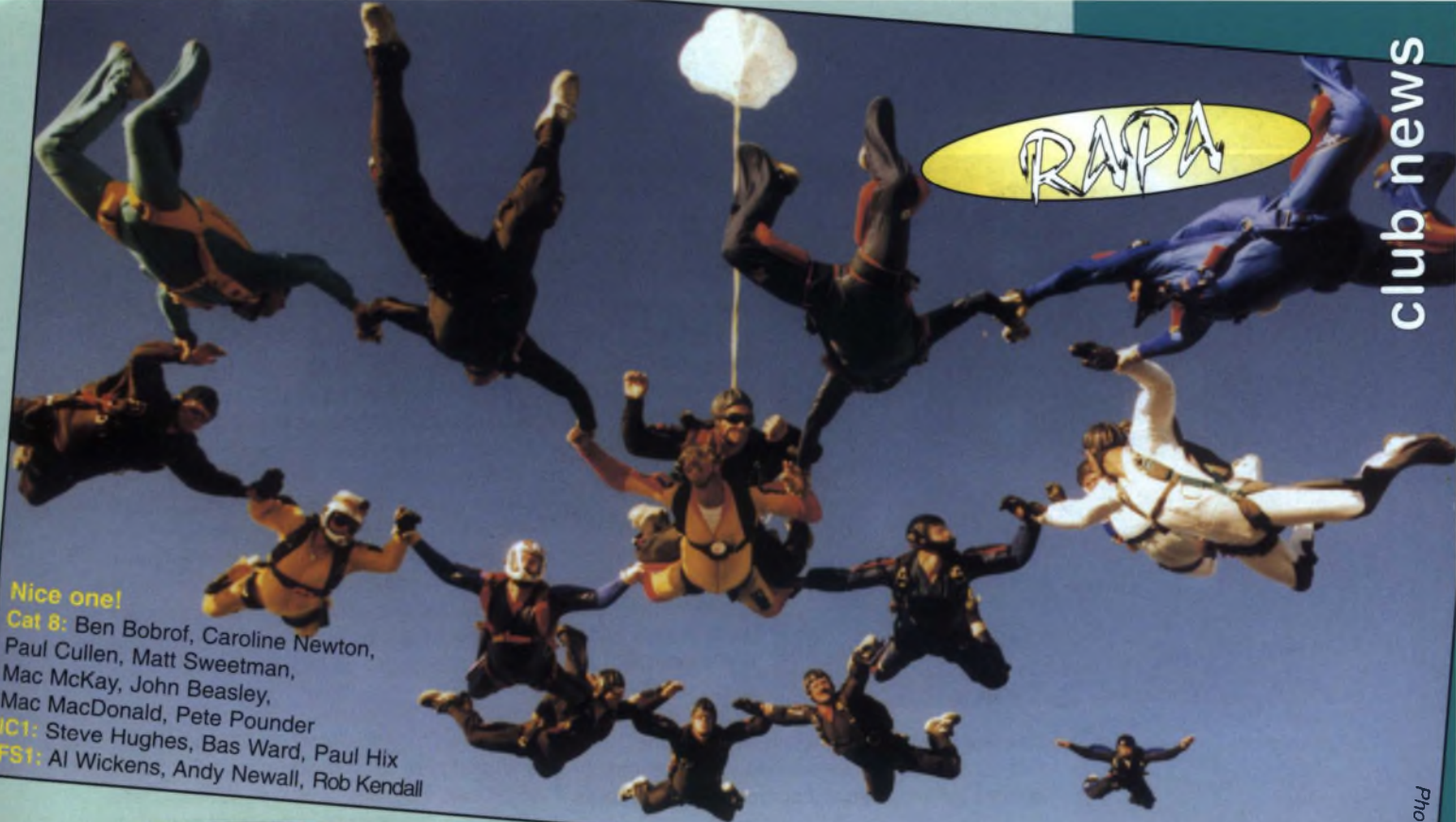
Around 20 POPS made their way to **Brid** on 1 July. We welcomed **Henning Kruse** from Denmark. Friday started the jumping in the excellent weather and Saturday began with the quad bike used to patrol the runway being sabotaged by Dave! Once the petrol was turned back on, we continued with the Hit and Rock. Saturday evening we had a barbecue prepared by Lynn. Results were: Winner **Phil Lyall**; second **Pete Shew**; third **Dave Gaskell**.

Pete Shew

JOES #1

An active but non-jumping POPS member, Pete Best's ambitions of doing one more jump were realised at British Skysports just a week after his 80th birthday. Is he a POPS member twice? Pete immediately initiated the **Jumpers Over Eighty Society (JOES)** and claimed **JOES #1**; he was presented with a gold medal for the JOES accuracy competition. Not a lot of competition, Pete!

RAPA



Nice one!

Cat 8: Ben Bobrof, Caroline Newton, Paul Cullen, Matt Sweetman, Mac McKay, John Beasley, Mac MacDonald, Pete Pounder
IC1: Steve Hughes, Bas Ward, Paul Hix
FS1: Al Wickens, Andy Newall, Rob Kendall

Photo: Bish

Nethers

Over 24-25 June, 34 skydivers gathered at Nethers for a Cat 8-friendly fun

jumping weekend, organised by **Caroline Hughes**. The event, pet-named *All for One* (no relation to the 4-way team!) attracted a 3:1 ratio of experienced to low-experience jumpers. The weather wasn't perfect, but thanks to the determined pilots and DZ staff, most managed at least four jumps.

With **Graham Harris** achieving FS1 and a huge BBQ on Saturday night, the event went down well. All high experienced jumpers not only volunteered their time but paid for their jumps, this commitment to the 'spirit' of the event was greatly appreciated

Martin Williams took the chair for yet another successful warp weekend. 12 coaches, 6 cameramen and 12 students attended, each student achieving on average seven jumps, which was a miracle considering the weather! When the rain came, there were plenty of interesting briefings and a 4-way creeper competition! For details of the next warp week (probably mid September), contact Martin Williams at warp@phdskydiving.co.uk.

A special mention to Tex Marshall and all the other Fred filmstars after their recent Hollyoaks TV appearance – just remember, 'if in doubt get it out!' Finally, good luck to **Paul, Eiana** and **Hugo (Dave) Cain** who are off to sunnier climes in Alabama for a couple of years – a top move, if the arctic conditions at their farewell barbie are anything to go by.

Achievements:

1st freefall: Lucy Edge

Graduated AFF: Val, the manifestor (at long last!)

FS 1: Russell Potts, Hon Wen Chung, Rebecca Harrison (only started AFF this summer!), Matt Welvaert, Graham Harris, Jamie McNamee

Kath Salisbury, Caroline Hughes & Martin Williams



Dave Tunks by Simon Ward



Skippy Morris by Simon Ward

RAPA meet

Turnout for the RAPA competition was fairly small this year. But despite this, the competition was fierce at every level.

Novice accuracy

Winning the Individual Novice Colts Accuracy (under 40 descents) was **Caroline Newton** and hot on the heels in second, **Ben Bobrof**.

Swoop accuracy

New to the Championships was 'Swoop accuracy', where competitors were scored up to one metre. Winning this event was **Steve Blee** on a Sabre 135; he managed to strike the target every time. Well done Steve! Come along to the rematch next year.

Tandem big way

There were another 21 prizes up for grabs at senior, intermediate and novice levels. During the 1-3pm stand down, people were busy load organising to make use of Train in Spain's Otter. A couple of big ways were organised including **Jamie Fowler's** tandem, taken by CCI **Mike Nealis** (pictured).

Bish



RAFSPA 4-way Meet

The competition was full of surprises; firstly the loss of one of the Islanders which meant we used the Beaver. This climbs quickly but has a right hand door; hence a practice round before the competition. The meet had the usual three categories with

different draws but results went onto one master scoreboard so seniors were competing against juniors. Second surprise – a heatwave!

Flash Back

The meet saw the return of a team who dominated the 4-way scene in the late 80's – *FlashTrash*; Steve Newton, John Parker, Brian Mason and Neville Howarth – although a month before the competition, Neville hadn't jumped for ten years! Renamed *FlashBack* (dubbed by other jumpers *The Senile Old Gits*), and with only 6 training jumps, they did a respectable average. The meet was dominated by *4Pak*, who have put in time and effort aplenty and took silver at the Nationals. *Angels* and *Xpeed* continued their battle from the Scottish Nationals. The juniors were launching right-hand exits cleaner than the rest!

4-way meet results

Big evening barby was followed by an even bigger party with Tex and Tomo fighting it out on the dance floor against Regan and Chris (*Angels*) for the dubious title of Disco King! Sunday morning and third surprise – the heatwave continued! Amazing the number of people who seemed to be suffering with heat stroke from the previous day (apparently not related to beer consumption). The judges, Karla Cole and Richard Hamblen posted the final scores which meant *4Pak* retained the RAFSPA trophy with an easy 13 point average, *Xpeed* won silver and *Angels* bronze.

Warp / FS weekend – 1-2 July

Organised by Ash (Kemp) & Moose (Silman) and designed to help club members progress with basic FS skills, it was a great success. Notable achievement of the weekend was Kevin Gibney who sailed through his Warp 9 and then put in a stonking 11 point 4-way for his FS1. Thanks go to the support team – Ben, John, Josh, Craig, Sarah, Amanda and Zoom (Ralph), Dave and the manifest minxes. Nice one to John Wood, Robin Pengeley, Shane Wood, Ian Mullins (with Paul Floyd) who did their first 5-way sit-fly jump.

What's next?

RAFSPA Scrambles – 19-20 August. Then we're closed for 2 weekends (26 Aug & 2 Sept), re-opening on 9-10 September with the annual Dicko 16-way meet.

Richard Hamblen, Bev Ford, Ashley Kemp

Target

Just had a week off work to train at Hib for the Nationals with my team (*Angels*); coaching available free from Lee Love; newly painted, fast as you like, G92 Dornier and pilots on standby – loverrrry. The place looks great now with a lick of paint, new accommodation block, carpet covered packing hanger and the worst of the grotty caravans removed. We now have a fulltime Chef on site for evening meals and slap up brekkies.

BCPA Nationals

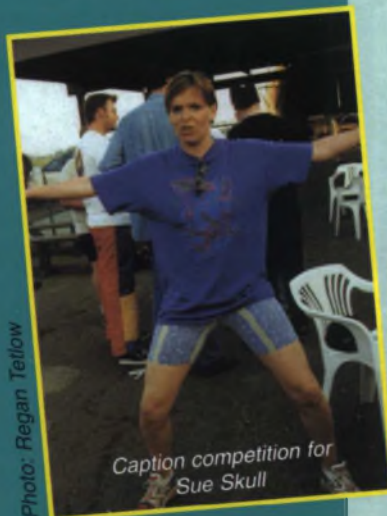
Nobody told us it was the BCPA Nationals! 100 students drinking, shouting, playing games... I feel like I've had a week at Pontins; the weather was bad but who gives a monkeys? Karaoke, funnel drinking, pass the dodgy parcel, treasure hunts for road kills, gnomes, and porno mags plus late night forays to the Dornier made for a week which is hard to remember.

Coaching available

Chappy is in France as I write, at another speed skydiving meet. He's really getting into the speed stuff. Lee Love and Tim Porter are available all season for coaching in their relative areas of expertise. They are helped by Dan Parker (freelying) and *Angels* (FS). For any coaching dive you just cover the slots... Cool!

Andy Hesmith from the camera pool has just got married, a great night!

Regan Tetlow



Caption competition for Sue Skull



Ibbo from Angels doing his Pob impression

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GLOBAL COVER

skydive
August 2000

UK DROP ZONES



Coaching			
LO	load organisers	⌂	equipment shop
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OF	canopy formation	🍴	evening restaurant
FF	freelying	🍷	bar
AC	accuracy	🏠	bunkhouse
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SU	Skydive U	🛖	camping welcome
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⌂	rigging room	1-22	Civilian BPA Centres
📺	video room	A-D	Military BPA Centres

1 Black Knights Parachute Centre

Patty's Farm, Hilliam Lane, Cockerham, Nr Lancaster
Tel: W/end 01524 791820 or 0151 924 5560
www.bkpc.demon.co.uk

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: 01865 721053
skydivenorth@email.msn.com
www.borderparachute.co.uk

Open: Weekends 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

Langar Airfield, Langar, Nottingham NG13 9HY
Tel/Fax: 01949 860878 E-mail: bpslangar@aol.com
www.bpslangar.co.uk

Open: Every day 9am - 8pm (or sunset), 10am start Sunday
First Jump Courses: squares, AFF, tandem
Aircraft: Porter and Cessna 206 Turbolet (summer)

LO FS FF WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

4 British Skysports, Bridlington

East Leys Farm, Grindale Rd, Bridlington, E Yorks YQ16 4YB
Tel: 01262 677367 / 07836 276188 Fax: 01262 401871

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

FS CF AC WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

5 Cornwall Parachute Club

Frans Ranch, Old Naval Airfield, St Merryn, Cornwall
Tel: DZ 01841 540691 CCI 01208 813 310
da.bentley@virgin.net
www.skydivecpc.com

Open: Weekend 8am - dark, 3pm - sunset Wed - Fri (summer)
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 182, 206

FS CF FF AC WP SU ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

6 Devon & Somerset Parachute School

30 Tower Way, Dunlosmole, Nr Honiton, Devon EX14 4XR
Tel/Fax: 01404 891 690
AGUEST1@compuserve.com
www.parachuting-uk.com

Open: 9am - sunset Wed - Sun, midweek by arrangement
First Jump Courses: squares, AFF, tandem
Aircraft: Cessna 206

FS CF WP SU ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

7 Headcorn Parachute Centre

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

Open: Every day 9am - dark
First Jump Courses: squares, AFF, tandem
Aircraft: Turbolet (Apr-Sept), Beaver (Oct-Mar), Islander

AC WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

8 Hinton Skydiving Centre

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

Open: 9am - 7pm Tues - Fri, 8am - 8pm Sat and Sun
First Jump Courses: rounds, squares, AFF, tandem
Aircraft: Cessna 206 (all year), Turbolet March - Dec

FS CF FF SU AC WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

9 London Parachute School

31 Green Street, Hazlemere, Bucks HP15 7RA
Drop Zone located off Junction 6 of M40
Tel: 01494 459500 Fax: 01494 444326
info@londonparachuteschool.com
www.londonparachuteschool.com
Mob: 07970 818 458

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

WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

10 Merlin Parachute Centre

Alanbrooke Barracks, Topcliffe, Nr Thirsk, N Yorks
Tel: W/days 01204 391860 W/end 01748 875 367

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

FS CF AC ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

11 North London Parachute Centre Ltd

Chatteris Airfield, Manea, March, Cambs PE15 0EA
DZ: 01354 740810 Office 01473 829 982
Fax: 01473 829 515 www.chatpara.com

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

LO FS CF WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

12 North West Parachute Centre

Cark Airfield, Flockburgh, Nr Grange-over-Sands, Cumbria
Tel: 015 395 58672 Fax: 01772 774 188
dave@skydive-northwest.com www.skydive-northwest.com

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

LO FS CF AC WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

13 Paragon Skydiving

Errol Airfield, Grange, Errol PH2 7TB
Tel: 01821 642454 Fax: 01821 642556
billycurri@aol.com http://members.aol.com/billycurri

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

CF WP AC ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

14 Peterborough Parachute Centre

Sibson Airfield, Wansford, Peterborough PE6 6NE
Tel: 01832 280490 Fax: 01832 280409
www.skydiversibson.com

Open: 8am - 8pm, Tue - Sun (summer), Wed - Sun (winter)
First Jump Courses: squares, AFF, tandem
Aircraft: Islander, Cessna 206, Turbolet (summer)

LO FS FF WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

15 Peterlee Parachute Centre

PO Box 192, Durham DH1 5WD
Tel: DZ 0191 517 1234 Tel/Fax: Office 0191 386 5261
skydivearmy@aol.com http://members.aol.com/skydivearmy

Open: Wedpm, Fripm, Sat/Sun/Bank holiday Mon all day
(tel. Mon, Tue, Thur). Can open 7 days if arranged in advance
First Jump Courses: rounds by advance group booking only,
squares, AFF, tandem

Aircraft: Cessna 182,

FS CF WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

16 Skydive St Andrews

Kingsmuir Airfield, Saint Andrews, Scotland
Tel: 01224 865 000
skydivestandrews@mail.com
www.skydivestandrew.co.uk

Open: Every day
First Jump Courses: squares, AFF, tandem
Aircraft: 2 x Cessna 206

LO FS CF FF WP SU ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

17 Skydive Strathallan

Strathallan Airfield, Nr Auchterarder, Perthshire PH3 1LA
Tel: 0777 468 6161 Weekend 01764 662572
bradyk@fsbdial.co.uk www.skydivestrathallan.co.uk

Open: Fri 5pm - 9pm, weekends 9am - 9pm
First Jump Courses: rounds, squares, 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

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 Lincs
Tel/Fax: 0113 250 5600 or 01652 848837 DZ
info@targetsky.demon.co.uk www.skydiving.co.uk

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

LO FS FF WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

20 The Parachute Centre

Tilstock Airfield, Whitchurch, Shropshire SY13 2HA
Tel: 01948 841111 Fax: 01948 840638
skydive@theparachutecentre.com
www.theparachutecentre.com

Open: Sat 8am - dark, Fri 2pm - dark (summer)
First Jump Courses: 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
jump@ukparachuting.co.uk www.ukparachuting.co.uk

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

FS ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

22 Wild Geese Skydive Centre

Movenis Airfield, 116 Carrowreagh Road, Garvaghy,
Coleraine, Co Londonderry, N Ireland BT51 5LQ
Tel: 028 295 58609 Fax: 028 295 57050
parachute@wildgeese.demon.co.uk
www.wildgeese.demon.co.uk

Open: Every day W/end 8am - dark, W/days 9.30am - dark
First Jump Courses: squares, tandem
Aircraft: Cessna 206, Cessna Caravan

CF WP ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺ ☺

A Army Parachute Association

The Commandant, JSPC Airfield Camp, Netheravon,
Salisbury, Wiltshire SP4 9SF
Tel: Bulford Camp 01980 678 250
apa@netheravon.fsnet.co.uk www.netheravon.com

B RAFSPA & RAFSPA Hawke Parachute Team

JSPC (W) RAF Weston-on-the-Green, Gloucester, Oxon OX8 8TQ
Tel: 01869 343343 / 343201 Fax: 01869 343676
ccrafsa@aol.com

C Services Parachute Centre

Shackleton Barracks, BFPO 802
Tel: 01504 721472 Fax: 01504 721342
Mobile: 0780 232 8755 SPCNI@aol.com

D Silver Stars Parachute Team

Duke of Gloucester Barracks,
South Cerney, Cirencester, Gloucestershire GL5 5RD
Tel: 01285 861344 or 01285 860551 ext 8259
info@silverstars.fsnet.co.uk www.skygod.u-net.com

Drop Zone Focus

Peterlee Parachute Centre

drop zones

View from Inside

Owner/Operator/CCI:
Ian Rosenvinge

Front End Staff:
Eric Hall, Tina Evans

Instructors:
Alan Burkill, Darren Mathison, Terry Warby, Jim Barnes, Dave Mitchell, Mick Morgan, Brenda Grant, Ian Haylock, Phil Howorth, Chris Beattie (BI), Bryn Chaffe (BI)

Pilots: Malcolm McBain (Chief Pilot), Alan Finlay, Peter Jobs, Jim Barnes, Fred Richards, Darren Mathison.

Aircraft:
Cessna 182,
Turbo Cessna 206 (5 place)

1st Jump Courses:
RAPS, AFF, Tandem

Jump Prices:
Sub IC1 - £30 including kit hire & packing
C192: Post IC1: £7 + £1 per 1,000ft
C208: £19 to 12k, £2 per jump reduction if in discount scheme (£25 for year)
Early Bird Lift:
£10 to 12k
£6 - All out 1 pass to 3.5k

Special Events:
AFF weeks during July/August,
Christmas Party - 9 December

Special Attractions:
Durham Microlights operate from the DZ

Facilities:
Canteen (open weekends & bank holidays), toilets, spectator area, classrooms, briefing rooms, ground training areas, video editing suite and indoor packing area. Refuelling - Avgas & Jet A1

Accommodation:
Limited camping on site

Local Attractions:
Durham City with its narrow cobbled streets, cathedral and castle and loads of pubs; Newcastle (Bth best party city in the world), try the Bigg Market; Hartlepool Historic Quay; Chester le Street Riverside Cricket Ground; Lumley Castle; Gatehead Metro Centre; The Angel of the North; local beaches (Tynemouth, Whitley Bay, Cullercoats)

Local Activities:
Go-karting; dry ski slope; swimming & leisure centres; horse riding; bowling; Quaser Laser; paint balling

Access:
Local railway stations - Durham, Newcastle, easy access from the A1 or A19, regular bus service from Durham, Newcastle, Middlesbrough

View from Outside

15 minutes from Durham City, Peterlee is based on the former site of Shotton Colliery. The centre relocated from Sunderland Airfield twelve years ago. Visitors to the centre will find parking facilities and a purpose built viewing area adjacent to the DZ office. Microlights regularly use the airfield, along with occasional light aircraft. Everyone can expect a warm welcome.

Local Accommodation:

The Golden Calf (4 miles from DZ)
Village pub & restaurant
£12.50 per night per person
Tel 01429 836 493

The Gables (3 miles from DZ)
Licensed restaurant & guest house
£19 single/£33 twin
Tel 0191 526 2982

The Three Horse Shoes (6 miles from DZ)
7 en-suite rooms, single £35/double £46
Tel 0191 372 0286

Peterlee Lodge Hotel (3 miles from DZ)
single £34.50/double £45
Tel 0191 586 2161

Hallgarth Manor Hotel (5 miles from DZ)
B&B: single £48-£55/double £65-£75
Tel 0191 372 1188

Royal County Hotel (8 miles from DZ)
Upmarket hotel with leisure centre and pool
single £95/double £135
Tel 0191 386 6821

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Jump Javelin!



*'Sonic' over Zephyrhills, FL - home of Sun Path Products, Inc.
Photo by Tony Hathaway*

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Overseas Military Affiliated DZ's

These Drop Zones are run under the BPA Operations Manual

Cyprus Combined Services Parachute Centre (CCSPC)

Contact: Club CCI,
Dhekelia Garrison, BFPO 58, Cyprus
Tel: Office 00 357 474 4337
DZ: 00 357 474 4245
Fax: 00 357 474 4180
skydive@logos.cy.net

Rapa JSPC(L)

(Rhine Army Parachute Association)
Flugplatz, 33175 Bad Lippspringe,
Germany, BFPO 16
Tel: 00 49 5254 98 2378 or 98 2740
Fax: 00 49 5254 98 2740
awright91@aol.com

Associated Organisations

When at BPA Affiliated Centres, the following organisations are run under the BPA Operations Manual

The BPA takes no responsibility for training or advice when these organisations operate at other centres

Active Skydiving

Glengoyan, St Fillans,
Perthshire PH6 2ND
Tel/Fax: 01764 685316
Mobile: 07803 041348
scotty@skydive.prestel.co.uk
www.commercepark.co.uk/skydive
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Airwaves Kent Ltd

43 Baldwyns Road, Bexley,
Kent DA5 2AB
Tel/Fax: 01322 557375
Mobile: 0780 2472 566
Roya Tel: 0033 (0) 546 0555 20
skydive@air-waves.co.uk
www.airwaves.co.uk

BPA approved instructors Rod Bartholomew, (20 years experience) and Chris Lynch (ex XL) offer AFF, RAPS progression, tandem, FS, one-on-one and freefly coaching at our beautiful seaside resort of Royan, south-west France. Operating full-time May-Oct, our professional/personal skydiving holidays have everything. Video included. Airwaves operate in Florida Nov-Apr.

British Collegiate Parachute Ass

Jo Redman - Treasurer
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Newcastle, Staffs ST5 2QJ
www.bcpa.org.uk
waawaawaa@hotmail.com
Affiliated Universities: Anglia, Bath, Bristol, Dundee, UEA, Edinburgh, Exeter, Glasgow, Kent/Canterbury, Leeds, Loughborough, Luton, Manchester, Newcastle, Plymouth, Portsmouth, Queens Belfast, Reading, Salford, Sheffield, Sheffield Hallam, Staffordshire, Teeside, York.

David Morris Action Sports

2 Daleside, Cotgrave,
Nottingham NG12 3QA
Tel/Fax: 0115 989 2050
Mobile: 0777 498 6600
E-mail: dave@daleside2.demon.co.uk
www.daleside2.demon.co.uk
Dave specialises in AFF courses and tandem introductions in the UK, Spain and France. The AFF course includes free jumpsuit, altimeter, helmet, goggles, video log with re-jumps at cost. A great deal if you want to learn to skydive. Dave has over 7,000 jumps and is a BPA Instructor, Examiner, tandem and AFF.

East Coast Parachute Centre

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

FreeFall Company

The Coach House, West St, Epsom,
Surrey KT18 7RL
Tel: 01372 801 851
Mobile: 0796 871 2020
Tel: (Spain) 00 34 619 356 202
kevin@freefallco.com
www.freefallco.com
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www.manchesterparachuteschool.com
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Mobile: 0786 015 6779
skydiveamy@aol.com
http://members.aol.com/skydiveamy
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Skydive Limited

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M: 0785 000 7178
skydive@ukgateway.net
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Overseas Associated Organisations

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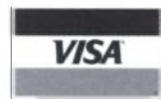
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Airwaves Kent Limited 0802 472 566 (Mobile) skydive@air-waves.co.uk	52	Performance Designs 001 904 738 2224 www.performancedesigns.com	46
American & British Rigging Inc 001 561 924 7099 sales@parachuterigging.com	44	Sky Ads 00 44 (0) 1909 482 981	52
Avia Special Limited 00 44 (0) 1707 262 774 aviaspecial@btinternet.com	52	Sky Science 00 44 (0) 1980 844 130 info@skyscience.co.uk	34
British Parachute Schools 00 44 (0) 1949 860 878 info@bpslangar.co.uk	67	Skydive America (Palm Beach) 001 561 924 2020 info@skydiveamericapb.com	45
Classifieds	53	Skydive Dallas 001 903 364 5103 www.skydivedallas.com	17
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Harrison-Beaumont (Insurance Brokers) Ltd 00 44 (0) 1993 700 200 info@hbinsurance.co.uk	67	Skydive Sibson 00 44 (0) 1832 280490 www.skydiveseibson.com	21
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Icarus Canopies Inc 001 813 783 3366 www.icaruscanopies.com	38	Sunpath Products Inc 001 813 782 9242 info@sunpath.com	70
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www.espace-boogie.com

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Fax 0116 247 7662 skydive@bpa.org.uk

18 Night Jumps

Skydive Eilat. Tel 00 972 76 33 23 86
www.skydive.co.il

19 Beach Jumps & BBQ

Bridlington. All welcome. Tel: 01262 677 367

19-20 POPS Meet

Wild Geese. www.pops.org.uk

19-20 Scrambles Meet

RAFSPA, Weston. Tel 01869 343 343

19-28 ARMY CHAMPIONSHIPS

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Dave Tyler 0468 683 329 Dpaultyler@aol.com

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Fax 0116 247 7662 skydive@bpa.org.uk

22 BPA Council Meeting

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

*24-26 16-way European Cup

Brienne le Chateau, France.
Tel 0033 661 08 55 55 Fax 0033 661 08 55 50

25-27 16-way Meet

Hoexter, Germany. Tel 0049 5271 7173

26-27 Beach Jumps & BBQ

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

26-28 Women's Large Formation Weekend

Langar.
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www.skydiving.co.uk

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

2-10 Invitational FS Meet

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cpcb@gna.es www.skyrats.com

4-8 Student Progression Wk

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www.skydiving.co.uk

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www.skydiving.co.uk

9-10 All Ireland Nat Comp

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www.wildgeese.demon.co.uk

9-10 16-way Meet

RAFSPA, Weston
Tel 01869 343 343 Fax 01869 343 676

9-10 Scrambles LAC Meet

Border PC, Brunton. Tel 01665 589 000
skydivenorth@email.msn.com

11-15 Student Progression

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15 Night Jumps

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15-17 Texel 16-way

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16-17 Woodmouse 4-way Meet

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www.skydivesibson.com

16-17 SOUTHERN REGIONALS

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www.skydiving.co.uk

22-24 Europa Cup 2000 Accuracy Competition

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UK contact Chris Clements Tel 01252 322 419
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23 Let Leaving Party

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30 Dinner Dance

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skydive@headcorn.u-net.com

OCTOBER

6-15 Style & Accuracy World Meet

Toba, Japan

7-8 POPS Meet

Hinton. www.pops.org.uk

17 BPA Council Meeting

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Fax 0116 247 7662 skydive@bpa.org.uk

21-29 Corsica Festival

Calvi, Corsica. www.le-festival-du-vent.com

28-29 Halloween 10-way Speed

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www.skydiving.co.uk

28-31 Halloween Boogie

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Tel 001 904 437 4547
skydivedaytona.com www.skydivedaytona.com

28-5 Nov Halloween Boogie

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info@lapalisse-aero.com
http://www.lapalisse-aero.com

NOVEMBER

3-4 Night Jumps

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4-10 Kenya Malindi Boogie

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18-26 Thanksgiving Boogie

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20-24 CSI / Pre-Advanced Instructor Course

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* 23-2 Dec Space Games

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info@skydiveamericapb.com
www.skydiveamericapb.com

DECEMBER

1-8 32-Way Invitational

Sebastian, Florida. www.skydiveseb.com
Contact Pete Allum pete_allum@compuserve

7 BPA STC / Riggers Meeting

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9 Christmas Party

Peterlee, Tel 0191517 1234

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16 Christmas Party

Border PC, Brunton. Tel 01665 589 000
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Crossword Solutions

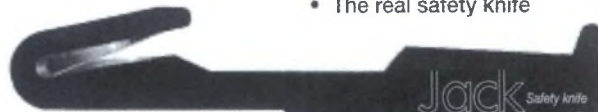
Across: 4 Caravans. 8 Awhile. 9 Dare. 10 Bordello. 11 Atomic. 12 Velocity. 13 Fuselage. 16 Glossier. 19 Maverick. 20 Snatch. 22 Twitcher. 24 Hang. 25 Cotton. 26 Jettison.
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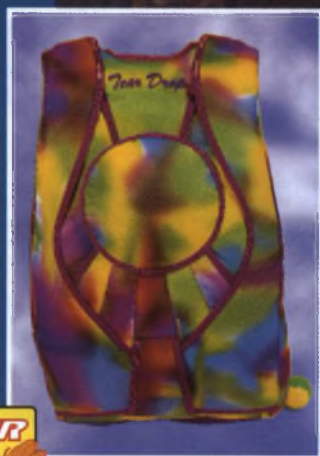
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