



April 2013

British Parachute Association skydivethemag.com

skyDIVE

the mag



INSIDE: MEET THE NEW BPA COUNCIL MEMBERS THE EYE IN THE SKY JUMPING FROM THE EDGE OF SPACE BPA STARS MUSCULOSKELETAL FITNESS DYNAMIC 4-WAY FOCUS ON THE BCPA TRACKING TEAMS FOR BIG-WAYS PLUS ALL THE LATEST NEWS, IDEAS AND EVENTS

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I was surprised and flattered to be sent a cartoon of myself this month! Immortalised in a Baz Carey drawing – what an honour. However, as the deadlines for this issue came and went, it actually proved to be quite prophetic – I am putting this Mag to bed, having also broken up for the Easter school holidays from my 'other job' as a teacher. I am looking forward to a break and some good weather, which we finally seem to be getting.



Joel Strickland got in touch to offer an article on Dynamic 4-way and I had to start by checking that I definitely knew what it was! This is the very latest thing in free flight – so new that it's still mainly tunnel-based and hasn't really made it into the sky yet. So why include an article on it in a skydiving magazine? Well, because I really believe that it could be the next big thing in our sport and it is already having an impact on other disciplines. A fun 6-way FS group that I was on recently became inspired by what we'd seen the Dynamic freeflyers doing. So, instead of the usual style of FS, we dreamed up lines that flew over and under each other, big vertical block pieces that spun round and round and other fun stuff. Some of it worked brilliantly, some of it definitely didn't, but all of it was exciting because it was truly NEW and I hadn't had that feeling in FS for a long time. I can't wait to be part of whatever is next.

Liz Ashley

British Parachute Association Ltd

The National Governing Body for Sport Parachuting. A company limited by guarantee. Registered in London No. 875429.

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IT IS MANDATORY TO WEAR A HELMET AND ALTI FOR
OBVIOUS SAFETY REASONS. STUDENTS WITHIN
THE MAG ARE COMPLYING WITH BPA REGULATIONS.

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THE UK, THROUGH YOUR CCI.

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Anyone can contribute to Skydive the Mag and we welcome news,
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Deadlines you need to know for 2013 are:

Issue
June
August
October
December

Copy deadline
April 23
June 18
August 20
October 15

To reader
June 7
August 1
October 3
November 28

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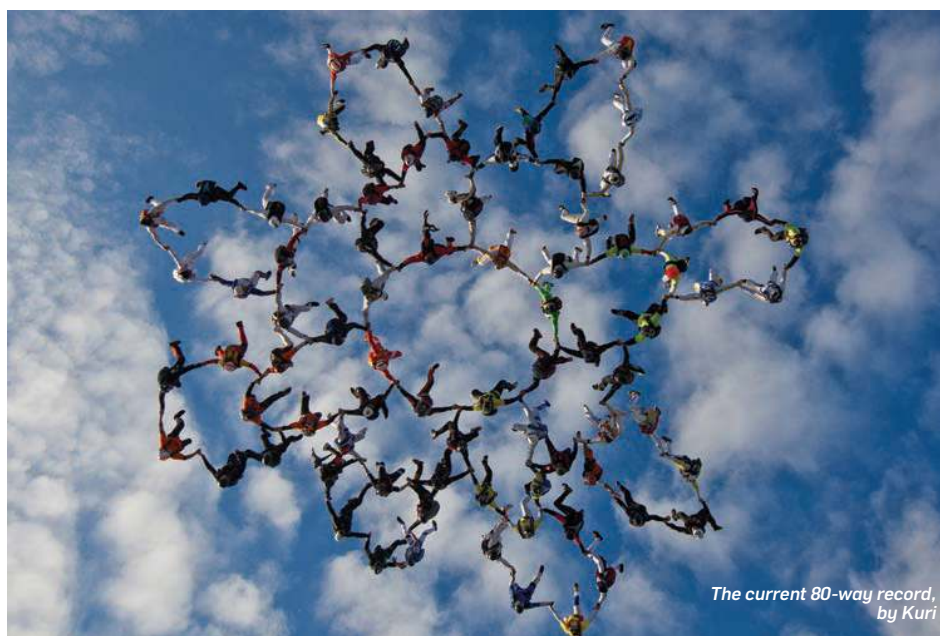
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DEALER FOR ALL MANUFACTURERS





The current 80-way record,
by Kuri

EURORECORD

The fifth Head Down European Record will be held over September 14-22 in Empuriabrava, Spain, although the actual EuroRecord attempt days will be September 18-21. The current record is an 80-way set in 2011, which followed a 51-way in 2009. Could the move into triple figures be on the cards?

Babylon are organising the event again, and are running multiple warm-up camps, try-outs and freely coaching events throughout 2013 in preparation.

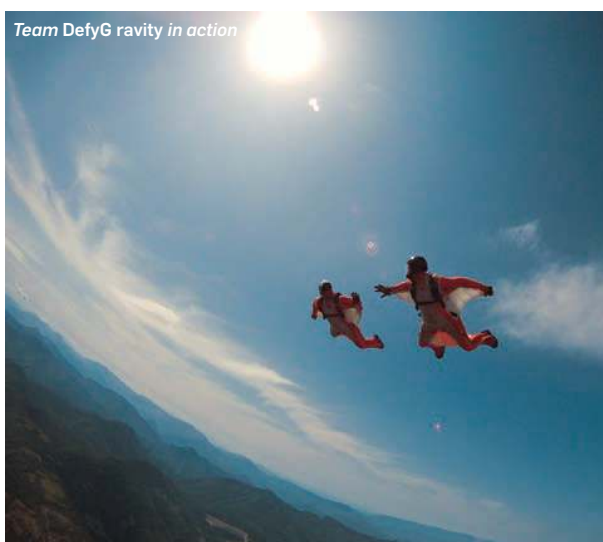
babylon-freely.com

UK Wingsuit competition

Following the success of the inaugural event in 2012, May 3-6 will see the second-ever UK wingsuit competition at Netheravon. The format will be the same as last year with Performance, Artistics and Tracking categories, and the Skyvan has been confirmed for the event.

The Performance event will be six solo jumps, each one dedicated to a different aspect of Performance. There will be two jumps aiming to maximise each of time, horizontal distance and horizontal speed over a 1,000-metre vertical window. Flysight GPS units will be provided for all flights and Paralog will evaluate and record the results online in real-time.

In the Artistics event, 2-way teams with outside camera will turn points with docks and aerial moves. Camera will be judged but



Team DefyG ravity in action

scores will not contribute to team scores (as pool camera flyers may be used). The draw will be held on the evening before the competition. There will be four rounds: three rounds of compulsory blocks from the Intermediate dive pool and one free round. Coaching will be on

hand and the event organisers can help you find a team-mate if you don't already have one.

There are some great prizes and there will be fun organised loads after the competition is finished.

ukwingsuitcompetition.com

RAeC Awards

Hearty congratulations to the BPA recipients of Royal Aero Club awards, which will be presented at Piccadilly's RAF Club on April 23. Dr John and Debbie Carter will receive the Jim Crocker Sword for their long-standing and ongoing service to the BPA as Medical Adviser and Treasurer respectively. Gary Connery has been awarded the Norton-Griffiths Challenge Trophy, which is intended to recognise adventurous endeavours. This trophy is awarded to aviators undertaking outstanding feats of courage, tenacity and imagination unrelated to traditional sporting events.

New Mag binding

You can't have failed to notice something a bit different about your Mag this issue! The staples are gone and we have moved to the more professional-looking 'perfect binding' at no extra cost to the BPA. We hope it's an improvement – let us know your views!

Birdman is back

After ceasing production in 2010, Birdman now has a new strategic partner and a new range of wingsuits and watches.

Shin Ito, whose company Risk Control Corp. manufactures and sells Birdman wingsuits under licence worldwide, is Japan's best-known skydiver. Together with original Birdman partner Jari Kuosma, there are three new wingsuits on the way – a Blade III successor to the previous Blade and Blade II, and a new Samurai and Ninja. There is little information yet about the suit design, except to say that they will be of exceptional quality and that this does not come cheap – expect a high price tag!

Also expected to be expensive are the range of three Birdman watches: the BASE Chronograph, Aviator GMT and Skydiver. Jari says they have used only the best materials like 316L aerospace steel for the case, real carbon fibre, sapphire crystal and almost unbreakable parachute harness nylon.

bird-man.com



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John and Annette,
about 25 years ago!



Hitch gets hitched

The legend that is John Hitchen, the BPA's National Coach and Safety Officer, is planning to make the most of his forthcoming retirement by tying the knot with Annette, his partner of more than 30 years, who is – of course! – a fellow BPA member. The wedding is due to take place in their home town of Sheffield on Wednesday May 8. The Mag sends fulsome congratulations to the happy couple.

RENEWAL REMINDER

To those members who have renewed – thank you! To those who haven't, last year's subscriptions expired on March 31 and must be renewed to jump on or after April 1. A renewal form was in the February issue of the Mag. You can download the form from the BPA website or phone the BPA Office. The June Mag will be sent only to those current on the membership database when we print the labels in mid-May.

bpa.org.uk – 0116 278 5271

Loadsajumps in 2012!

Now that the final total has been totted up, it turns out that 2012 was the BPA's best ever jumping year. For the first time, we did over a quarter of a million jumps – 250,620, to be precise. This includes 234,965 jumps made at UK (and Jersey) Clubs, 1,100 on displays and the remaining 14,555 at overseas Affiliated Clubs (RAPA and Cyprus). Seventy per cent of all jumps were made by jumpers with an A licence or above, 20 per cent were tandems and 10 per cent were students progressing via either AFF or the static line progression system. In total, 56,012 people made their first jump in 2012, of which 55 per cent were male and 45 per cent female.

Arbitration on upper age for parachuting pilots

Formation flying,
by Tony Danbury



Certain parachuting pilots affected by a new BPA safety rule on the upper age for pilots from April 1 are alleging unfair age discrimination contrary to the provisions of the Equality Act 2010 and the BPA's own Article 4 which states 'In carrying out its objects, the Association shall promote equality of opportunity and oppose any form of discrimination on grounds of race, ethnic origin, gender, sexual orientation, age, disability or religion.' The BPA's position is that the new rule is a proportionate safety measure in pursuance of its duty of care. As the sport's National Governing Body, the BPA owes this duty not only to current BPA members but also to

the wider public of potential members who may undertake at least one parachute jump, who number some 50,000 a year – that's a quarter of a million over five years, enough to fill Wembley Stadium nearly three times. At the time of going to print, the parties are signing a binding agreement to enter into arbitration with Sport Resolutions UK, an independent, not-for-profit dispute resolution service. The next stage will be the appointment of a Sport Resolutions arbitrator with the mutual agreement of the parties, following which the timescale will be determined for the process.

New ratings

CSBI

Elana Cain
Jordan Wilcox
Nicholas Hynes

AFFBI

Samuel Cady
Glen Lowerson
William Cooke

TBI

Nicholas Robinson
Ben Jenkins
Rob Bellman
Peter Long
Richard Thompson

CSI

Tom Fletcher
Chris Flowdy
Adam Threlfall

Instructor Examiner

Stuart Storey

Advanced Packer

Hans Donner (S)
Keith 'Redy' Redfern (S)
Martin Cole (S)



NEW 8-WAY ROOKIE CATEGORY

Currently, 8-way has two categories. Intermediates compete using eight of the random formations and also eight of the blocks. Seniors use all 16 randoms and 22 blocks. However, following a proposal by Simon Cathrine, a random-only Rookie category is being considered by the Competitions Committee in the hope of making the discipline even more accessible. Watch this space!



Peter Warren, by
Andy Lovemore

WIND TUNNEL COMPETITIONS

The International Parachuting Commission (IPC) holds an annual Plenary Meeting at which various aspects of international parachuting, including competitions, are discussed. The Mag has already reported on a few tweaks to the 8-way and VFS dive pools this year. However, another development has been that the IPC 'Indoor Skydiving Working Group' proposed "To permit the IPC Rules and Regulations Committee and the relevant Competitions Committees to adapt our rules and regulations to include indoor competitions and indoor records into the IPC activities with immediate effect." This proposal was successful, despite opposition from the UK and USA, and means that, should they so wish, wind tunnels in the UK can now host competitions under the IPC umbrella.

Speed World Series in the UK

The ISSA World Series competition in Speed Skydiving is coming to the UK. One of the three World Series events will be at Sibson on June 1-2 and L&B prizes will be up for grabs as usual.

If anyone wants to have a go but doesn't want to compete, come along anyway and you can see how your speeds are against the world's fastest Speeders. Get some hints and tips from the best.

If you want to learn or improve your speed skydiving, here are this year's BPA Speed Skydiving Roadshows.

Chatteris – April 27-28

Langar – May 25-26

Hibaldstow – August 10-11

It costs nothing more than the price of a jump to be coached, debriefed and use L&B Speed Skydiving kit. The Speed Nationals will be at Hibaldstow on August 31-September 2 and the jump number requirement was reduced at the last Council meeting from 500 jumps to 200 with a C Licence.

Contact BPA Speed Rep Mike Lovemore for Speed info or to register interest for the ISSA World Series – speedskydiving@hotmail.co.uk

Also check out the Facebook group at: www.facebook.com/groups/uksspeedskydiving or the ISSA website at: speedskydiving.com

More comp dates

The calendar is filling up! As well as all dates previously reported in BPA Zone and listed in Events Zone, the following have now also been confirmed:

CF Grand Prix

UK Parachuting Sibson, June 22-23 2013

Hibaldstow, July 20-21 2013

Netheravon, October 5-6 2013

4-way FS UKSL Meets

Langar, May 11-12 2013

Sibson, June 8-9 2013

Cark, July 13-14 2013

Accuracy Grand Prix

Headcorn, May 11-12 2013

CF, Classics and 8-way Speed Nationals

Sibson, September 14-15 2013 (Registration for CF and Classics will now start a day early on Friday September 13, with the competition getting underway early on the same day)

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www.flight-1.com/sport

29 Apr - 3 May FS Skills Camp

with Sian Stokes and Phil Curtis

Langar Boogie 2013

2-7 May

Facebook for details!

11-12 May UKSL



18-19 May 20-way Head Down

25-27 May Freestyle Scrambles Money Meet

22-23 Jun Tracking Weekend

1-2 Jun Dave Lewis' Pinch Jump Organised FS www.strollerweb.co.uk



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British Parachute Association

BPA STAR AWARDS

THE BPA STAR IS OUR NEW AWARD TO RECOGNISE MEMBERS WHO GO THE EXTRA MILE IN HELPING AND SUPPORTING A LICENCE HOLDERS AND ABOVE TO STAY AND PROGRESS IN THE SPORT

The first BPA Star awards were for 2012 and were awarded at the 2013 AGM in January. Chairman Martin Soulsby explained in his speech what they are all about: "They tell of just how genuine care and support for our up-and-coming jumpers can make such a difference. It's so often the human things that matter: the kindnesses, the ability of the usually more experienced jumper to put themselves in the shoes of the less experienced jumper they're helping. When you take the lid off skydiving today, you find fantastic support networks of people who really care about each other." →

About the Awards

The Star Awards are designed to reach where other BPA awards do not reach – to the unsung heroes.

They are an initiative that came from Martin Soulsby and the Development Committee as part of a multi-stranded approach to help to improve retention. Skydiving may be seen stereotypically by the media as a daredevil macho sport, but the innovation of BPA Stars has put its finger on the fact that nurturing and caring can be important to inspire the confidence and conditions needed for successful progression of up-and-coming skydivers.

Fact: About 40 per cent of nominations for BPA Stars 2012 were successful. More women were nominated than men. There just happen to be no male winners this year. **Opinion:** Come on guys, be BPA Stars in 2013!

Nominations for BPA Stars 2013 are now open at bpa.org.uk/star

CAMARADERIE AND THAT COMFY FEELING OF BEING WELCOME AND BELONGING CAN MAKE THE DIFFERENCE BETWEEN STAYING IN THE SPORT OR LEAVING. THE BPA STAR NOMINATIONS ARE ALL HEART-WARMING PERSONAL STORIES WHICH, IN AGGREGATE, SHINE A LIGHT ON THE HUMANS WHO HELP TO IMPROVE RETENTION – ESSENTIAL IF THE SPORT IS TO GROW AND FLOURISH. RETENTION RATES MAY BE EXPRESSED IN COLD STATISTICS, BUT THESE STATISTICS COVER STORIES OF HUMILITY, FRIENDSHIP AND WARMTH – STORIES OF BPA MEMBERS WHO GENUINELY CARE ABOUT THE PROGRESSION OF THEIR BROTHER AND SISTER MEMBERS



Georgie FS coaching,
by Fordy

66 Siân Stokes is my star! Skydiving is a small community, comprising people who you would never see together in 'real life'. Siân is one of those people who acts as the glue holding our community together. Not only is she an ambassador for the sport, having been in an advertising campaign on prime-time television and welcoming potential newcomers to the sport by working with tandem customers at Langar, but she is also an inspiration to those of us already in the sport. From offering encouragement and moral support to AFF students to the fantastic skill, demeanour and genuine passion that she puts into her FS coaching, Siân is a magnet for anyone with low confidence or in need of a friendly face.

Siân's professional approach is appreciated by all of the staff at Langar, especially the lengths she goes to in order to make their day run more smoothly – whether it's packing tandem rigs on a busy day or going the extra mile to organise the paperwork for the camera pool. **99**

Cath Anderson

66 I had done 58 jumps in May 2012 and pretty much nothing but solos since getting my A licence two years earlier. I was desperate to get my FS1, but found it hard to get regular coaching.

Then I heard about the BPA Roadshow at Langar on August 4, so I went along and met Victoria Bradley and her twin sister. Victoria made me feel incredibly relaxed on the jumps and I learned to just enjoy the 2-ways instead of seeing them as tests, which was key to my progression.

I suppose it could be argued that this is just good coaching. However, two weeks later, they really did go the extra mile. They just wanted a quiet weekend on August 17, having been incredibly busy with the build-up to the Nationals, but they knew I was jumping at Sibson so they came all the way there from home just to get me through my FS1 while I still had the momentum going. To top it all, Victoria packed my parachute as the packers were too busy and they did not let me pay for their slot on the 4-way to keep me stress free. I still cannot believe how nice those girls are, and that I now have my sticker! **99**

Gab Luc

“ Georgie Roles’ passion for the sport and a lot of hard work has inspired many skydivers. As a very nervous student, she approached my progression with the right balance of support, fun, patience and determination to help me overcome my nerves and develop through FS1 and onto a 4-way team. She then coached our rookie team, altruistically passing on her own experiences, always with enthusiasm and energy. More recently, she has encouraged me to progress towards becoming an FS coach, giving me the confidence to believe in myself. Even though I am now grounded through pregnancy, she has mentored me in learning as much as I can on the ground – encouraging me to observe and participate in briefings/debriefings and dirt dives, ready for when I’m jumping again.

Her dedication to FS has inspired many skydivers who are looking to progress. She will always help out, offering advice or observations when wanted, making her a much-loved and approachable face around the DZ. Her passion and enthusiasm have led her to set up an FS coaching team at Hinton, having recognised a need for a structured approach to help students find FS coaches and meet their goals. The coaching team is encouraged to share experiences among themselves for personal development and meet students’ varying styles and needs. Students speak of their experiences with her with respect and enthusiasm. The enjoyment of their jumps with her is obvious from the grins. She also gets results, while maintaining high standards and expectations to get the best out of whomever she is coaching.

Georgie has reviewed and redrafted the BPA FS Coaches and Students manuals, motivated by supporting safety and progression in FS. ”

Isy Tomlinson

“ I recently got my A licence after being a student for almost two years. In those two years, I hadn’t progressed past five-second freefall. Suddenly, within four months of Joyce Carter asking “can I jump with you today?”, I had my A licence.

Joyce went above and beyond the role of an instructor and essentially became my ‘skydiving maw’ in that, not only did she provide advice and training as an instructor should, she took time to understand the things that I was afraid of and provided me with the reassurance that I needed to motivate me. Other jumpers have told me she did the same with them, taking the time to get to know them and help them accordingly.

I honestly think that, without all of the help, advice and enthusiasm that Joyce has given me, I would not be jumping and would be missing out on what is now one of the most enjoyable aspects of my life.

Joyce Carter is a credit to the BPA and most definitely should be considered a BPA Star. Obviously, this is bad news for everyone else; it means raising the bar in terms of Star standards. Yes, she is THAT good. ”

Adele Scott

“ Although the skydiving community are a friendly bunch, there are a few people who make the sport what it is – who go out of their way to not only share their love of the sport with you, but take the time to build your confidence, introduce you to likeminded people, take you through key processes which you know you should know but are too embarrassed to ask anyone else about or get you involved in a team and get you training. Becs Bradley has been a complete rock for me from when I was an AFF student through to when I injured myself jumping and didn’t know whether I was going to do it again. She has been there supporting me the whole way. Her enthusiasm is so completely catching that, even though I didn’t think I’d ever put my rig on again after my accident, I found myself back at the DZ and falling in love with skydiving all over again. She always takes the time to welcome new students into the fold, taking time away from hardcore training to coach other teams and individuals – giving up every hour she can spare. She is an unsung ambassador who is an absolute star and deserves every bit of recognition she can get. ”

Ruth Leach



Sian, by Swoop

New FACES

THE BPA COUNCIL IS MADE UP OF 15 ELECTED MEMBERS, AS VOTED FOR BY YOU. WITH FOUR FIRST-TIME MEMBERS IN 2013, WE MEET THEM AND ASK THEM WHO THEY ARE, WHY THEY STOOD FOR COUNCIL AND WHAT THEY WANT TO ACHIEVE

Jackie HARPER



PHILOSOPHY: If not now, when?

JUMPS: Approx 3,500

CLUB: Netheravon

JOB: Programme Manager

FIRST JUMP: 1979
Spreadeagles, Dorset

JUMPING INTERESTS:
Wingsuiting, BASE Jumping

OTHER INTERESTS: Travel.

WHY DID YOU STAND: I've never really had the time to before and it's a shame when so few members get involved with Council that there is no need for a vote!

WHICH COMMITTEES HAVE YOU JOINED: Competitions. I am a keen competitor myself and I am excited about new and upcoming disciplines in our sport.

WHAT DO YOU WANT TO ACHIEVE THIS YEAR: Learn the ropes and contribute to achieving the goals set for this year. It's also a great time to be involved now that wingsuiting has just been accepted onto the IPC/FAI agenda. As the (new) Wingsuit Discipline Rep for the BPA, I feel I can contribute straight away.

WHAT CAN YOU CONTRIBUTE: A strong business background and drive for results.

WHO DO YOU ADMIRE: Gary Connery, for showing the world you don't need a multi-million pound budget to do something spectacular and ground (box) breaking.

HOW WOULD YOU LIKE TO SEE THE BPA DEVELOP: I'm keen to help the BPA keep pace with the rapid evolution of our sport. I hope we are also able to do more online and save a few trees!

EMAIL: jackie@bpa.org.uk



MEET THE BPA

MEET THE BPA

Pete MAC



PHILOSOPHY: Live and let live

JUMPS: 6,500+

CLUB: Netheravon

DESCRIBE YOURSELF IN THREE WORDS: Relaxed,

approachable, proactive

JOB: Construction and Haulage

FIRST JUMP: Colerne, 1982

JUMPING INTERESTS:
Tandems, CF, keen to try wingsuiting and learn some skills this year

OTHER INTERESTS: Paragliding, canoeing, climbing.

WHY DID YOU STAND: I wanted to have the opportunity to represent the membership and at the same time learn more about the day-to-day running and development of our association.

WHICH COMMITTEES HAVE YOU JOINED: Communications and Development. These committees go very much hand in hand and give me the chance to contribute to the development and promotion of our sport.

WHAT DO YOU WANT TO ACHIEVE THIS YEAR: I'm new on Council and want to learn as much as possible. I'd love to work towards greater retention in the BPA and getting more members actively involved with the development of UK skydiving.

WHAT CAN YOU CONTRIBUTE: Experience, an open mind and a forward-thinking attitude.

WHO DO YOU ADMIRE: Anyone who gives more than they take in life.

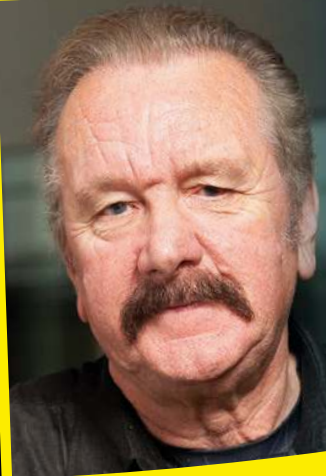
HOW WOULD YOU LIKE TO SEE THE BPA DEVELOP: I would like to see better membership retention, more coaches and increasing interaction between the BPA and its membership.

EMAIL: petemac@bpa.org.uk



MEET THE BPA

George McGUINNESS



PHILOSOPHY: Treat people as you would like to be treated

JUMPS: 6,800+

CLUB: Was CCI at Skydive GB, just moved to Black Knights

DESCRIBE YOURSELF IN THREE WORDS: Fair, flexible, still learning

JOB: Age 66 – retired, but can't stop skydiving

FIRST JUMP: Static Line round in 1979 at Tilstock

JUMPING INTERESTS: I got my Tandem rating in Spain before it was cleared in the UK. I stopped doing tandems five months ago – that was one of my interests. I also do camera, CF, WARP, looking after students and CCI duties.

WHY DID YOU STAND: The reason I stood for Council was a comment made to me by a Council member that was not, in my opinion, correct. Now I have a say in helping our members.

WHICH COMMITTEES HAVE YOU JOINED: I have joined Competitions to try and help our up-and-coming new blood and old.

WHAT DO YOU WANT TO ACHIEVE THIS YEAR: This year, I hope to push our sport forwards and increase our regular jumpers.

WHO DO YOU ADMIRE: I have been CCI at a number of clubs in the last 34 years of skydiving and have met so many people who I admire that it is impossible to say who stands out more than any of the others.

EMAIL: d4090@hotmail.com

MEET THE

Thea WESTLEY

(pronounced Taya not Thee-a!)



PHILOSOPHY: Don't sweat the petty things and don't pet the sweaty things

JUMPS: 1,800+

CLUB: Netheravon

DESCRIBE YOURSELF IN THREE WORDS: Bouncy, tall, hyperactive

JOB: RAF Air Traffic Controller

FIRST JUMP: 2004, RAPA Germany

JUMPING INTERESTS: FS, 4-way, big-ways and instructing

OTHER INTERESTS: Netball, skiing, drinking and eating good food.

WHY DID YOU STAND: Because I was bored of sitting!?

WHICH COMMITTEES HAVE YOU JOINED: Competitions as CP Rep. I have always enjoyed competing in skydiving and being involved with people who are jumping. I understand competitions and how they are run from the DZ and judges' side of things, and thought that I could help.

WHAT DO YOU WANT TO ACHIEVE THIS YEAR: Help to keep the BPA and competitions running smoothly and add some fun and a different perspective to meetings.

WHAT CAN YOU CONTRIBUTE: Bags of enthusiasm.

WHO DO YOU ADMIRE: Mark Bayada. However many jumps you have and whatever your experience may be, he will always take the time, give you what you need and still make you feel important.

HOW WOULD YOU LIKE TO SEE THE BPA DEVELOP: I would like to see more input from the members and make members feel like they can say something. It seems like the same people are always doing things – you forget that there are over 5,000 members sometimes.

EMAIL: thea@bpa.org.uk

MEET THE BPA





How do you fit 30 years of knowledge, innovation and performance into your container?

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Here's a sample of what skydivers say PD represents to them:

"Quality products. I know that PD does extensive research and development on all their canopies, and doesn't release them until they're ready."

- Derek Vanboeschoten, Elsinore Honey Badgers, 16 yrs in the sport and 4,000 jumps

"PD represents the epitome of value, performance and basically all the things that make a canopy good. Plus, the customer service and support is pretty hard to beat."

- Thomas Hughes, Arizona Airspeed, 14 yrs in the sport and 14,500 jumps

"Industry standards, the best of the best. That's why I'll fly them for the rest of my life."

- Doug Barron, Carolina Turbo XP, 9 yrs in the sport and 1,600 jumps



www.performancedesigns.com



Photo By: Brian Festi

We work hard, so you can play harder





WHAT TO LOOK FOR IN SKYDIVING EYE HEALTH

WORDS ANDY TAYLOR

As an optometrist and a skydiver, I've lost count of the number of times I've been asked by non-skydivers: "when that parachute snaps open, isn't there so big a change that your retinas come off?" It's a bit like the story of the guy who fell over the barrier while looking over the top of a high building: "He won't have known anything about it because you black out on the way down, don't you?" Well, NO! Of course not, or the sport of skydiving would be a little impractical. Someone could black out in freefall but, as we all know from experience, it's not an intrinsic, inevitable part of the process – there would have to be other factors to cause it, such as a head collision. Retinal damage is, in fact, a possible consequence of the large deceleration forces of deployment, but only if aspects of a skydiver's eye health make them predisposed to the mishap. Knowing

what these factors are, knowing who may be at risk, knowing who would benefit from an appropriate eye exam to pre-empt it and knowing the signs that may suggest it is happening are all points of knowledge that wouldn't be wasted in the mental survival kit of any skydiver.

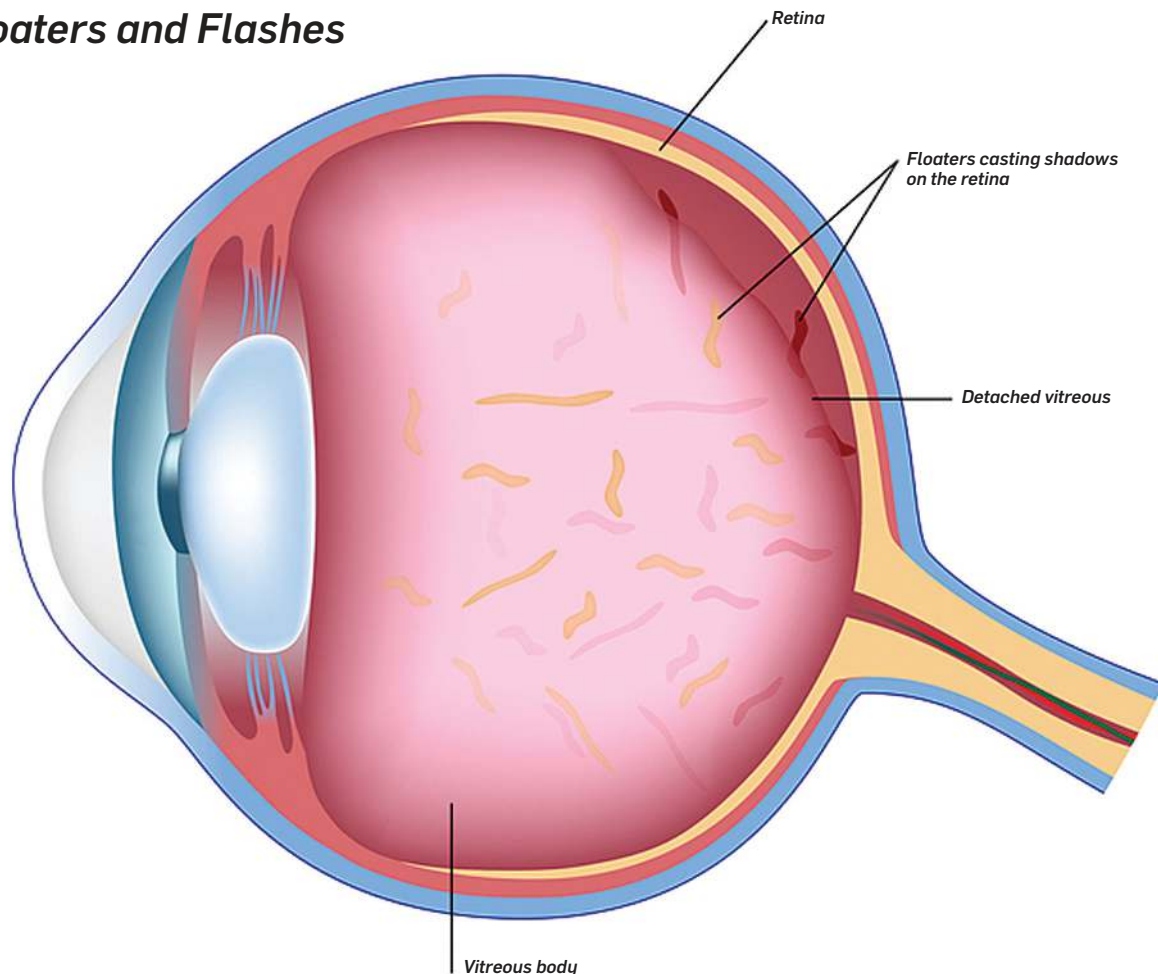
THE BASICS

To understand what could put a jumper at risk, it's necessary to know a little bit about the physical structure of the eye – not much, in case yours are starting to glaze over after that last remark. The eye is filled inside with a ball of jelly called the vitreous, which is attached to a light-sensitive screen, the retina, at a number of points. Various factors determine how secure these attachments are. Age is the biggest factor, the next being short-sightedness (myopia) and how much you are short-sighted if you are. A small minority of people are born with innate faults in the retina, which would make

“Retinal damage is not completely impossible on that one jump, but the risk is extremely low”

them more at risk regardless of age or other factors. Another very significant factor is frequency. Someone with retinas more likely to be damaged than most aren't taking a big risk generally if they are only planning on doing a single jump. Therefore, it's not really necessary or practical for everyone doing a one-off tandem to have a full eye check prior to the jump. Retinal damage is not completely impossible on that one jump, but the risk is extremely low and most people would likely take it at their own responsibility. However, someone →

Floaters and Flashes



taking up skydiving as a regular sport who will be subjecting themselves to frequent high deceleration forces might wish to have an eye exam involving examination of the outer part of the retina through a dilated eye pupil. All high-street optometrists can do that as part of a regular eye test, but don't do it as standard unless you mention your extra risk as a skydiver. This is particularly true for people with high spectacle prescriptions (thick glasses) or people over the age of 50. It's important to note that this is an issue not covered in the standard BPA medical and something that a general practitioner could not assess anyway. This is useful knowledge for instructors or people responsible for booking prospective new students. For instructors, it's worth noting that some very short-sighted people wear contact lenses and almost certainly won't volunteer the information.

So let's say that, perhaps after an unusually hard opening or maybe after a hard landing, I've been unlucky enough to have been a rare victim of inner eye damage – how would I know? Well, the biggest symptom is floaters in the vision. Most people have floaters anyway, particularly if they're very short-sighted. These are the little filament, spiral, worm-shaped things that we often see, particularly when looking at a plain bright background like the sky. They tend to shoot off when you try to look straight

at them. Inner eye damage will most likely cause a large increase in floaters that you will see all the time and tend to be larger than you have seen before. The next most significant symptom is flashing light sensations, like lightning, particularly in the far edge of your vision. The other things to be wary of are red or brown dots in the vision (blood and pigment) and persistent visual interference of any sort (reduced or distorted vision).

WHAT'S THE PROGNOSIS, DOC?

Nine times out of ten, even if you get these symptoms, it's only that the jelly has come away from the retina (which is no biggy), not that the retina is torn and detached (which is). A jelly detachment will settle down over a few weeks and no treatment will be needed, but a retinal detachment will need urgent treatment to prevent permanent sight loss. Therefore, anyone getting these symptoms needs to go straight to the optometrists (high-street optician). Don't wait until you get an afternoon off work in three weeks' time or even till the DZ closes for the day and don't go to your GP – they haven't got the gear to check this and they'll only send you to the optometrist. You could go to the Hospital emergency department if it's out of hours.

The only other big factor in looking after your eyes in the skies is ultraviolet light protection. People think that if it's

not a bright sunny day then there's no risk – not so! UV light can easily penetrate anything less than dense cloud cover and frequent exposure (less than you think) can cause any or all of the following:

- ▶ **Loss of transparency of the lens of the eye and subsequent loss of vision (cataract)**
- ▶ **Damage to the back internal surface of the eye used for clear central vision (macular degeneration)**
- ▶ **Unusually yellowing on the front of the white surface of the eye (pinguecula)**
- ▶ **Yellow fatty deposits on the clear front surface of the eye (pterygium)**
- ▶ **Cancer of the eyeball or lids (basal cell carcinoma or potentially fatal melanoma)**

Don't have nightmares – just keep an eye on things, wear your cool shades and see your way through a long and exciting skydiving career. ●

Andy Taylor is an optometrist and Black Knights jumper who also owns the online company Rockspex for prescription sports eyewear – sportsprescriptionglasses.co.uk

Skydive Wild Geese

Sitting pretty after 30 years

May 3rd 1983, the day the sun shone on a new beginning in a troubled land.

Getting any new venture off the ground can be difficult at the best of times, but doing so during a time of civil unrest requires a gritty determination, and a level of commitment like no other in order to succeed. However, with the right team around you, anything is possible.

A debt of gratitude is owed to those who have given their time and effort in making the Wild Geese what it is today.

To the people past and present, from the North, South and beyond, be they staff members, jumpers, BPA Officials or close friends I offer you my heart felt thanks for your support at all times. Let's hope we can keep it going for another 30 years.

Dave Penny, DZO

Let us not forget our ABSENT FRIENDS who have played an important part in making us what we are today.

Without the following people it would not have been possible

Maggie Penny, CCI: who was awarded an MBE for her services to skydiving in Northern Ireland.

Judith Lees, Centre Manager: at the very heart of the operation since its inception.

Andrew Galloway, Chief Pilot: 15 years of non-stop service.

Nigel Moore, Instructor: a family friend who is a staunch supporter and provider of the Cessna 208 Caravan.

Willie Morrell, Airfield Maintenance: neighbour, whose interest is indicative of that of our local community.

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Hundreds of lives saved.
Your "Guardian Angel" will
guide you to a safe flight home.
And for decades to come.



www.vigil.aero

Photo: Willy Boeykens



“LET’S GET THE HELL OUT OF DODGE”

TRACKING TEAMS – WHY AND HOW



IT SOUNDS COUNTERINTUITIVE, BUT TRACKING FOR LONGER IN CLOSE PROXIMITY TO OTHERS CAN AID SEPARATION ON BIG-WAY BREAK-OFFS

WORDS BRIAN CUMMING **DIAGRAMS** P3SKYDIVING.COM

Every skydiver knows that you need separation to be able to open your canopy safely. On a big-way, with many people in the sky, space is at a premium. Tracking teams evolved to give everyone a greater amount of separation. This article will explain how bigger formations use tracking teams, why staying together helps separation and why you should learn on small formations first.

THE BASICS

Tracking teams divide the act of gaining separation into two halves. The first half consists of a group who track in close proximity to each other, from the break-off altitude, away from the main formation. The second half consists of the skydivers fanning out and tracking solo to create sufficient separation before deployment.

By keeping each team of people in close formation for the first half of the track, it is easier to know where everyone around you is and where the people in the groups either side are. It may help if you think of tracking teams as splitting the larger formation into many smaller formations. The smaller formations then move away from the original formation and each other, before fanning out at a predetermined altitude.

GET TOGETHER

Break-off is not the end of the skydive – it is the time to form another ‘point’, the tracking team. The group should assemble before moving away and building up speed. Each tracking team will have a team leader and it is their responsibility to gather up the members of the team. Time is precious at the business end of a skydive and every skydiver in a group should know which way to turn into the tracking formation. You need visuals of the team leader, the new base of your new formation, as soon as possible. The group may form an arrowhead with the tracking leader at the point or a wedge with the tracking leader off to one side but, again, slightly in front. It is vital that the leader knows the direction to go in and is able to see the groups to either side.

People are different shapes and weights and because of this they track differently – different methods, different speeds, different angles. The team leader should set a pace that makes the best possible horizontal progress while compensating both speed and angle to avoid losing the slowest person in the group. It is the responsibility of the team leader to encourage heavier skydivers to track as flat as they can. Lighter skydivers will often need to relax their body position to maintain proximity, which may feel counterintuitive.

1 Even with highly experienced skydivers, tracking teams still take practice to get right. Here the teams at six o’clock have formed well, but there is some confusion towards the right of the photo. By Dave Major

The desired distance between skydivers in a tracking team is an arm’s length. This keeps you close but allows enough room to track without interference and means burble from minor level differences or small direction changes should not be an issue.

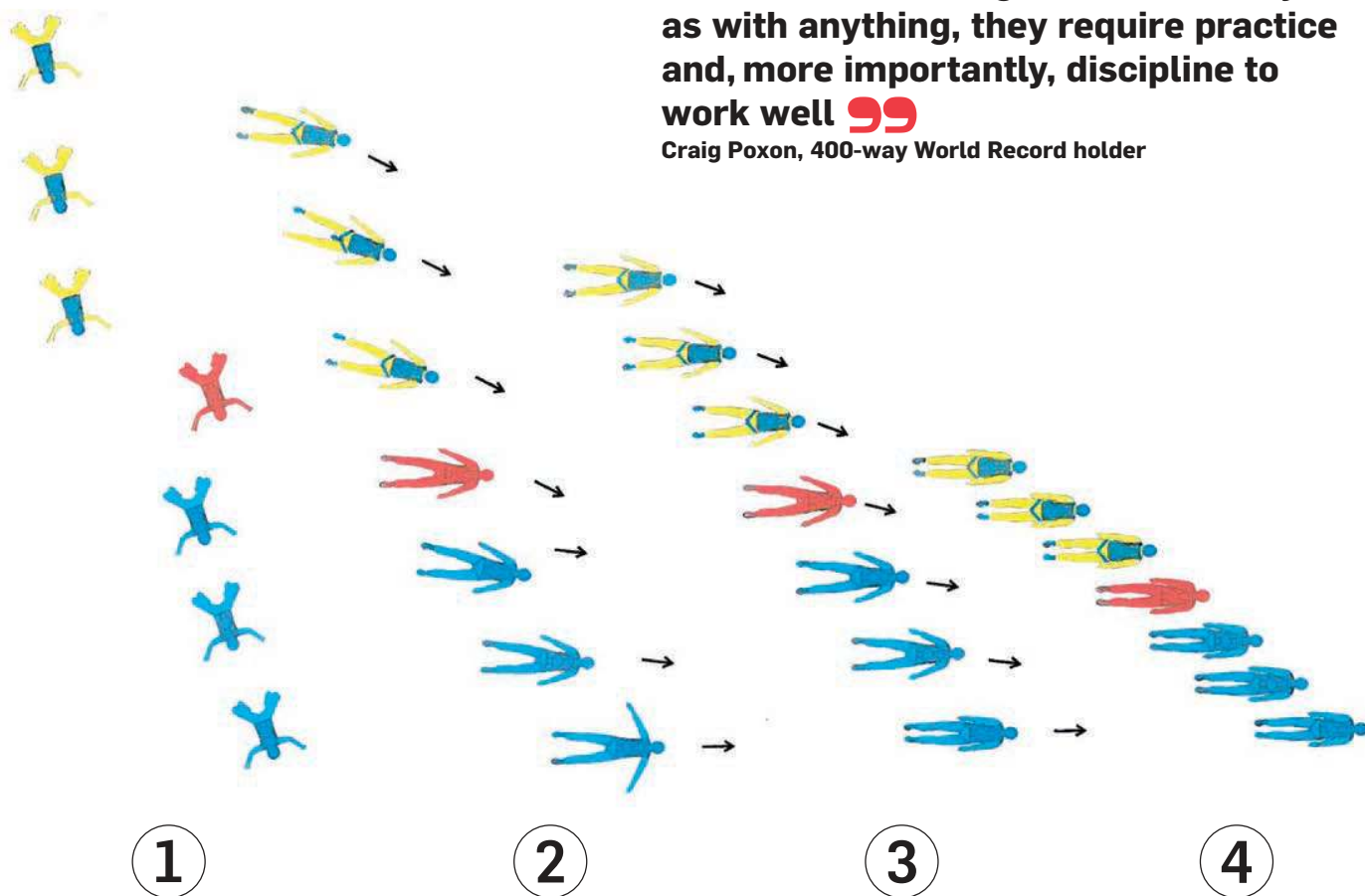
HEAD FOR THE HILLS

As the tracking team fans out, this is the signal to max out your track – assuming you aren’t already. You will have 1,000-1,500 feet of flat-out tracking at the end of every freefall. In small groups, you should have built up sufficient speed at the halfway point of a long track so that you need relatively little time to easily assure you of the space you need.

When moving into the second half of the track, it is important that you only ‘fan’ out and do not turn excessively, which would only set you on a collision course with the group beside you. The key concept here is a ‘fan out’, not a ‘bomb burst’. It is important that you can see the group next to you while tracking so that you can avoid encroaching into their airspace. If you can’t see the group alongside you, it is better to err towards being closer to the rest of your tracking team that you can see rather than closer to people you cannot see. →

66 I like tracking teams in theory ...
as with anything, they require practice
and, more importantly, discipline to
work well **99**

Craig Poxon, 400-way World Record holder



For very large formations (e.g. 200-ways and up), the tracking teams become so large (e.g. 10-15) that there is simply no way for everyone to fan out at max track speed and gain enough separation from each other without conflicting with the group next door. For this reason, the people on the outside of the group will be asked to track slower. This increases separation from those in the middle, who will be at full speed.

KEYING

It becomes natural for an experienced skydiver to hear an audible alarm and immediately track as fast as they can. This is one of the main reasons why tracking teams may not work on a jump. It can be difficult to retrain brain and/or muscle memory so as not to take flight as soon as an audible alarm is heard.

You may find it easier if you let the break-off be signalled from the base. This allows you to set your first audible warning for when the tracking team is due to fan out and your second audible warning for when it is time to pull. The tracking team leader should also perform a small wave/flap of their arms at the time to fan out, but this can be hard to see.

Another method that you may prefer is to set your audible for the hard deck altitude and the second alarm at the fan out. You would then choose your method of pulling at the right altitude, either counting or by visually checking your

altimeter – assuming it can be seen while you are in your best ‘head for the hills’ tracking position.

Since this article was written, L&B have released the Quattro audible altimeter, which enables the user to set FOUR audible alarms – increasing your options even further.

WHEN TRACKING TEAMS GO BAD

Tracking teams are not easy – they take time to master, perhaps as much time to master as getting to the formation. When they go wrong, it is usually due to indiscipline or inexperience.

Tracking teams are often only employed when they are “needed”. Due to this, it’s likely that you may be on your largest-ever formation when you first experience them, which isn’t the best time to learn a new skill. Preparation and practice on the ground should not be rushed. They need to be practised on smaller formations and perhaps even entire skydives should be devoted to them to fully consolidate the skills.

Too many people see a formation as the goal of each jump and everything after that as secondary, yet getting to the formation is the safer bit – it’s the getting away into your own clear space that is the most critical. There is an argument for dirt diving the tracking teams first before looking at the build of the formation. At least the first attempt at any big-way event, if not several more, should have a higher break-off than normal to allow

time to form your teams for the first time and to gel effectively.

With a free-for-all break-off scenario, it is easy for one person to cut across the path of many people and head off in the wrong direction. If this same numpty was involved in a tracking team when they fan out, they may still get it wrong but then they are encroaching on less people.

The worst case scenario is that the tracking team leader may be the person who gets it significantly wrong or they may not be there at all. This is the main reason that some people do not feel comfortable with the concept.

SUMMARY

The bigger the formation, the more discipline required getting to the formation AND leaving the formation. Safety is no accident. Relying on a free-for-all at break-off means that you’re pushing the big sky theory to its limits. Using tracking teams brings control to what is a dangerous situation and is a skill that should be practised and acquired on small formations before being tested on massive-ways.

Happy tracking!

Brian Cumming
Escondido 4-way FS and WS
Skydive Choreography Big-way FS

1 All jumpers turn and move toward their tracking leader. You must form the group first, before tracking off

2 Tracking leader starts moving slowly and everyone continues moving towards tracking leader, forming a close group

3 Tracking leader starts going faster. Group should be close enough to touch each other

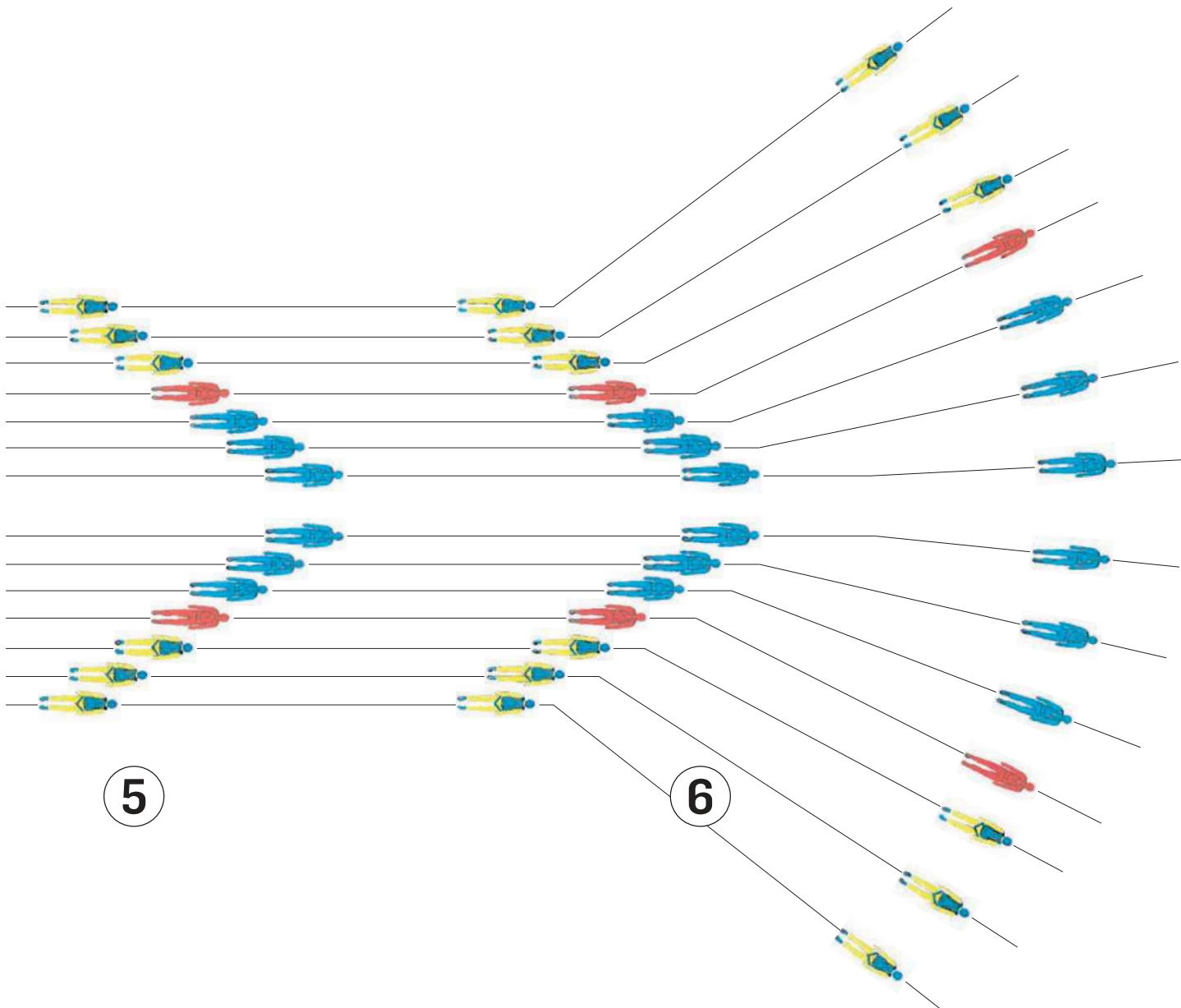
4 Tracking group tracks away

5 Group continues tracking away

6 Group starts to spread out at specified altitude

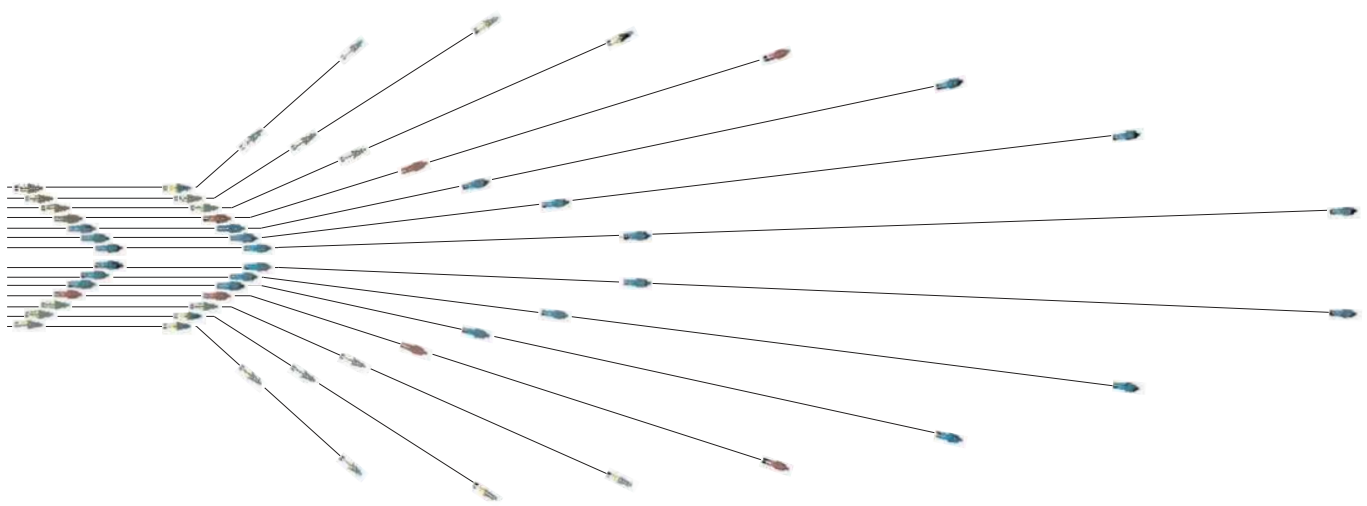
7 Outside people start to slow down and let the group track away from them

8 Centre people accelerate



5

6



7

8

Get involved

Skydive Choreography's Big-way Beginners IX is on April 27-28 at Langar and tracking teams will be practised on every jump.

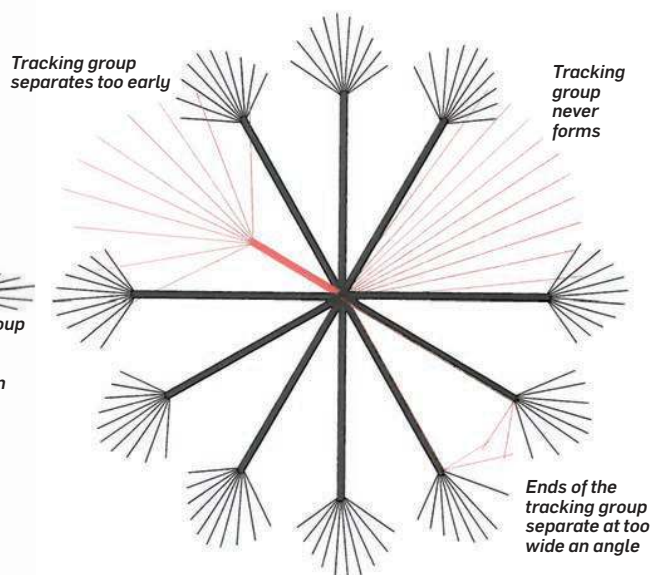
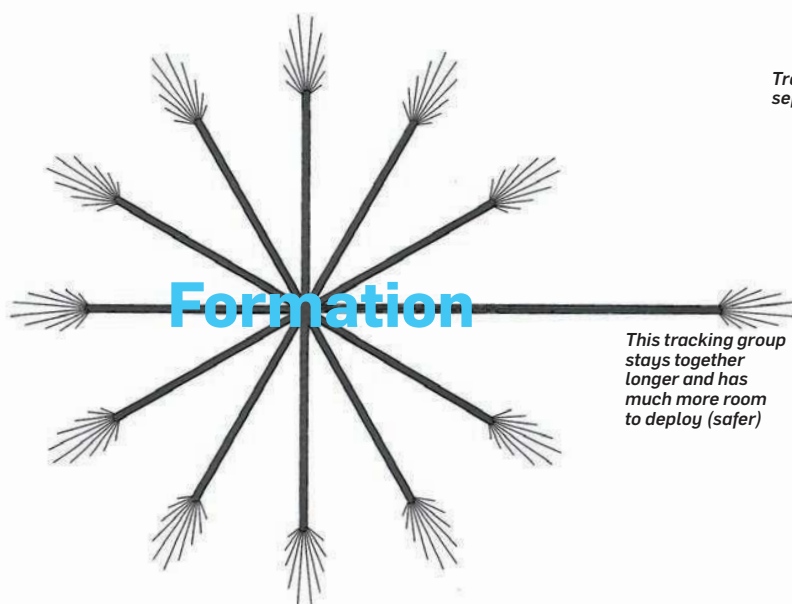
Register here: <http://alturl.com/nh9st>

It is possible to identify clear tracking teams in a good big-way break-off. Here, the high solos are cameramen and most of the groups have formed well. By Terry Weatherford



Tracking groups done correctly

Tracking groups done incorrectly



“We are all pioneers in the world of big-way break-off and, as formations get larger, we have started to realise that it is the break-up of the formation that is proving to be the most complex part”

Dave Lewis, strollerweb.co.uk

These trackers have turned away from the centre of the formation and are now looking left and right to move into their formation tracking teams. By Dave Major

“When done correctly, I feel there is no safer way to leave a 100- to 500-person formation”

Tony Domenico, P3

Wingsuit

Break-offs from a large wingsuit flock have the same objective as those of FS and FF big-ways, but with some added complications.

Because of additional post-deployment procedures of unzipping suits, more separation is required than with FS. This is partly offset by wingsuiters using canopies that tend to fly flat and level, even with twists, and is helped by the fact that wingsuits can fly further, but organisation and discipline are still very much required.

The fact that the formation itself is moving forwards at about 80mph means that break-off has its own special considerations. For instance, the people at the tail of the formation cannot just turn 180 degrees and go backwards in case there are stragglers behind the formation. A closing speed of 160mph does not give much time to react!

Flat wingsuit flocks have been evolving the use of formed break-off groups since the USPA big-way record of 2009, where staggered groups were used to split the main formation. Flyers were asked to maintain a level, and not dive out or float above others in the group.

During the 2012 100-way record build-up, the first stage of break-off left the base moving forwards while groups at each side peeled off at 45, 90 and 135 degrees – staying in formation for 1,000 feet. Each group may have travelled 400 yards in ten seconds and, if they stay together, they are 300 yards from the group 45 degrees next to them. The second stage of break-off involves the front row of this group maxing out for speed and lift and the group behind them slowing down, which also means losing height faster and reaching the pull height long before the people in front of them. The outside flyers could sometimes have another 20 seconds in full flight after this time, giving another issue in that the left and right flyers could be 2.5 miles apart on deployment. This is where large landing areas like Perris come in handy.

Vertical and three-dimensional wingsuit formations (i.e. both flat and vertical) require specifically tailored break-off plans to avoid burble issues, but flying groups away from the main formation remains a key principle. Expect to see break-off groups in most big-ways you take part in – FS, FF or WS – and enjoy the challenge to be excellent at them!

Escondido-organised wingsuit big-ways at Hibaldstow this year will be practising tracking teams at break-off.

Rob Gray

Freefly

Freefly large formation records have recently progressed massively, as with all aspects of the discipline in the last few years. The first freefly record that broke three figures was the world record 108-way in Chicago in 2008, where participants tracked 180 degrees from the centre of the formation in stages but without forming into groups. The first time tracking teams were used in freefly was for the 80-way European record organised by *Babylon* in 2011. Tracking teams were also used for the most recent world record 138-way in Chicago last year.

The basic idea is the same as for FS. However, due to the vertical nature, some aspects have had to be developed for this discipline. The outside point of the formation will lead off a tracing (head-down style tracking angle steeper than 45 degrees) group with the leading person at the tip of an arrow formation. The person leading will be on the belly angle and the others following would be on the back angle. The group will then gradually and, in formation, change the angle from the steep head-down angle to the regular flat track angle together. Once flat tracking, the back trackers then barrel roll onto belly while maintaining heading control, then they burst from there until deployment.

Atly Milne



SKYDIVE
HIBALDSTOW

WOAH!
OUR CALENDAR
IS SO JAMMED
WE CAN'T FIT
IT ALL ON
HERE!

EVENTS CALENDAR

APRIL

Spring FS Scrambles	06-07th	Wingsuit Coaching W/ Escondido
Foundry FS Coaching	13-14th	Freefly Scrambles
8-way Scrambles W/ Dave West	20-21st	Movement and Tracking W/ Jake
Intermediate FS W/ Stubert	27-28th	Freefly Skills Weekend W/ Jake

MAY

Intro to Big-way W/ Simon Cathrine	04-06th	Foundry FF Coaching
Foundry FS Coaching	11-12th	Freefly Sequential W/ Killa
Skydive Choreography Challenge	18-19th	Walk Up FF Weekend
Load Organising W/ Stubert	25-27th	FF Movement Camp W/ Jake

RESIDENT COACHES FOR 2013



Stubert Ferglstein

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stu@skydiving.co.uk



Jake Diliberto

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and organising at all levels

freefly@skydiving.co.uk



Julia Foxwell

World Champion 4-way
skydiver available for
4-way coaching at all
levels, mid-week and
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Red Bull Stratos and stratospheric skydiving

A HIDDEN HISTORY OF THE OTHER ATTEMPTS TO BREAK THE SOUND BARRIER IN FREEFALL

WORDS ANU OJHA

On October 14 2012, Austrian BASE jumper Felix Baumgartner shattered the high-altitude skydiving record with a leap into the history books in front of a worldwide audience and the most ambitious media and science engineering project ever created by a drinks company.

Was the Stratos project just one giant leap for Red Bull's PR machine or a breakthrough in the development of future technologies for the space industry? What are the challenges to human survival faced by someone high in the stratosphere and what was the hidden history behind attempts to break Kittinger's record?

April 12 1961 marked the beginning of the human space age as Yuri Gagarin undertook a single orbit flight around our planet and into the history books as the world's first cosmonaut (Russian for astronaut).

Yet it can be argued that humanity's first direct experience of the space environment was actually achieved eight months earlier. On August 16 1960, US Air Force test pilot Joe Kittinger jumped from a helium balloon 31,341m (102,800ft) above the deserts of New Mexico and set a freefall skydiving record that stood for more than half a century.

WHERE DOES SPACE BEGIN – AND IS THERE MORE THAN ONE DEFINITION?

To answer this fully, we need to understand what we mean by 'space', the 'space environment' and where space begins. We take for granted that, on the Earth's surface, we are effectively at the bottom of an ocean of atmosphere that extends upwards for hundreds of kilometres above us and it's the weight of that column of air that creates what we think of as air pressure down on the surface. Every square metre of the Earth's surface is supporting a weight of just over 10 tonnes of atmosphere above it and the only reason we are not crushed by this is because we, too, are internally pressurised with gases and liquids.

As we ascend higher, the pressure levels and density of the atmosphere decrease (less air above us and so less pressure on us) and, as skydivers, we're often all too familiar with the consequences – in an unpressurised aircraft on jump run, how many of us have inadvertently released gastric 'air fresher' as a consequence of the gases in our digestive systems being higher than the surrounding air pressure?

By international agreement (first modelled by physicist Theodore von Karman), the boundary of space is

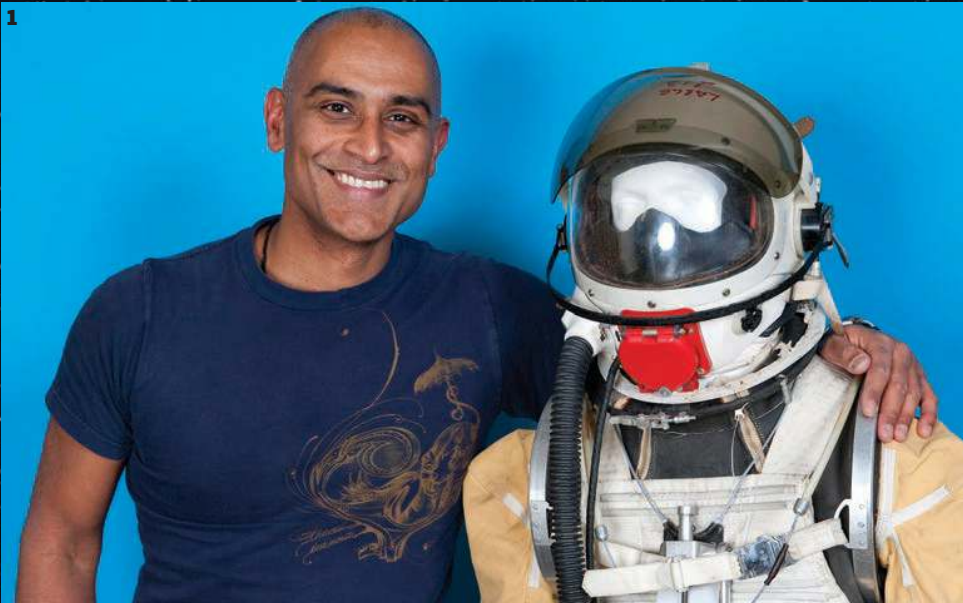
100km above the surface (62 miles). At this altitude, lift-creating surfaces like wings are useless – even at hypersonic velocities. Get to this height and you're an astronaut – officially (N.B. the US definition is 80km or 50 miles, but the difference is academic). Since 1961, only 530 people have ever received this accolade and 19 have died in the process. So why all the talk about a skydive from the 'edge of space'?

THE AEROMEDICAL DEFINITION OF SPACE – "NEARSPACE"

In terms of human survival, however, space is much closer than the Karman line. As we ascend in the atmosphere, the decreasing air pressure means that water boils at progressively lower temperatures. On the summit of Mount Everest, 8,848m (29,028ft) above sea level – only slightly lower than the altitude commercial airliners fly at – this figure has reduced from our familiar 100 degrees Centigrade to around 70 degrees Centigrade. Higher still, the consequences for unprotected humans become even more insidious – at 20,000m (63,000ft), the boiling point of water equals a human's body temperature at 37 degrees Centigrade. A common misconception is that an unprotected human's blood would start boiling in the arteries and veins but, since the skin is →



On Aug 16 1960, Col. Kittinger stepped from a balloon-supported gondola at an altitude of 102,800ft. He was in freefall for four minutes and 36 seconds at speeds of up to 614mph and temperatures as low as -94 degrees Fahrenheit. (US Air Force photo)



1 Article author Anu at the AGM after presenting a brilliant seminar on this topic. Find it on the BPA's Vimeo page if you missed it

2 The Stargazer gondola on display at the National Museum of the US Air Force at Wright-Patterson AFB in Dayton, Ohio

3 Kittinger next to the Excelsior gondola

a reasonably good pressure vessel, this would not be the case. However, the dramatic outgassing of nitrogen dissolved in the bloodstream (similar to, but far more rapid than, the experiences of divers who ascend too quickly from depth) coupled with the effects of explosive decompression and lack of oxygen would result in unconsciousness in seconds and death within a minute or two.

From an aeromedical or human physiology and survival perspective, this is the boundary of space. It's also the reason that pilots of ultra-high-flying aircraft such as Lockheed's SR-71 Blackbird wore full-pressure suits almost identical to the orange 'pumpkin' suits worn by NASA astronauts during the launch and landing phases of space missions. In the event of a loss of cabin pressure, the suit will keep the pilot alive in the hostile 'nearspace' environment 20km up until the craft descends to a lower altitude.

THE EXPLORATION OF NEARSPACE – PROJECT EXCELSIOR AND KITTINGER'S JUMP

In the late 1950s, it was clear to the US Air Force that a viable system of escape had to be developed for the pilots of high-flying spyplanes like the U-2 (engaged by the CIA to fly over Cold War adversaries such as the

Soviet Union and Communist China). This was the driver for Project Excelsior and test pilot Joe Kittinger's exploits.

The concern was to develop an escape system that would work for anyone. At this time, skydiving was in its infancy – there was no guarantee that pilots would be able to be trained in skydiving control techniques and, most importantly, the much lower air density in the rarefied air of the stratosphere means that maintaining body position through deflection of the surrounding airflow is far more challenging than at lower altitudes.

In the event of a catastrophic aircraft break-up, any aircrew still alive would immediately find themselves in a near-vacuum environment, tumbling helplessly as they continue falling on a trajectory that will end with them impacting the planet.

One way to counter uncontrolled tumbling, even in the rarefied air at extreme altitude, involves the use of a mini-parachute called a drogue chute. Originally developed during Project Excelsior, the drogue chute concept is now incorporated on ejection seats worldwide and has helped save hundreds of lives in situations where pilots have ejected from wildly unstable aircraft.

Project Excelsior consisted of three test jumps. In the first, from 76,400ft in November 1959, Kittinger's stabilisation

drogue deployed too quickly – wrapping around his neck and throwing him into a vicious spin exceeding 120 revolutions per minute (more than 15g of rotational acceleration!). Kittinger lost consciousness and woke up on the desert floor, saved by his automatic activation device (a precursor of the modern CYPRES but with no built-in microprocessor, of course – purely activated by increasing air pressure during descent). Undeterred, test jump two a month later saw him jump from 74,700ft and freefall for nearly 11 miles, deploying his main canopy at just under 20,000ft. This proved the stabilisation capabilities of the drogue system and also marked his 30th parachute descent to date!

On August 16 1960, the stage was set for the final jump of the project. Budget cuts had already taken effect (a fourth planned jump in the series by US parachutist George Post had already been cancelled) and Kittinger's main concern was to make the attempt before the project could be mothballed. So, while ascending into the stratosphere in an unpressurised gondola (the open capsule under the helium balloon), his response to a loss of pressure in his right-hand glove was a classic example of what test pilots and author Tom Wolfe dubbed the 'right stuff'. Although in agonising pain, he noted that his hand, while swollen, was still maintaining its integrity (it didn't burst apart) and so decided to keep quiet about the equipment malfunction. The ascent continued and, on topping out at 102,800ft, he was confronted by the spectacle of a totally black sky (but with no stars visible – the Earth was too bright, causing the pupils in his eyes to contract), a gently curving landscape and a horizon nearly 400 miles away. After a few minutes of contemplation, he activated his on-board data recorders and cameras, stepped onto the gondola's platform, uttered the immortal words "Lord, take care of me now" and let gravity do the rest.

His initial thoughts on stepping out were that something had gone wrong – he had no sensation of falling and it was only when he looked up and saw the massive balloon gondola seemingly rushing away from him that he had visual confirmation that he was in a state of near-vacuum freefall, speeding up at an initially colossal rate of 22mph every second. His drogue chute deployed in the almost airless conditions and, after 30 seconds of falling, his speed approached its peak value of 614mph at an altitude of 90,000ft. As he continued falling, the increase in air pressure and density progressively slowed him down from this stratospheric terminal velocity of Mach 0.9 until, at 16,800ft, main deployment occurred in the realm of freefall speeds that we are much more familiar with. Fettered with nearly 30kg of experimental equipment, his terminal velocity in a rocking chair position was around 150mph. Four minutes and 36 seconds of freefall rocketed Kittinger into the record books (the jump was →

MISSION SUCCESSFULLY COMPLETED

4:20 minutes freefall from the edge of space. Each moment closely followed by the CYPRES Stratos unit specifically designed to cope with the dangerous radiation, hostile environment and unique jump scenario.

not ratified by the FAI, however, due to the use of a drogue chute and the lack of official certified FAI observers) and aviation history for more than half a century until Felix Baumgartner shattered the speed of sound with his body in October 2012.

OTHERS HAD TRIED – AND DIED IN THE PROCESS

In 1962, the Soviet Union's space programme was testing new pressure suits in a high-altitude balloon programme called Project Volga. On November 1 1962, test jumper Yevgeni Andreyev jumped from 82,750ft. With no stabilisation drogue, FAI observers on the ground and a freefall of 79,500ft, Andreyev clinched the official high altitude record for the US's Cold War

He managed to secure high altitude pressure suits, balloon envelopes and a gondola, but not the support of Joe Kittinger (who had by this time returned to the cockpit as a squadron leader), who thought that Piantanida was overconfident and unprepared. Piantanida had the resources for three attempts – the first of which ended with a balloon failure (wind shear took the top of the balloon off) at 22,700ft and an ignominious parachute escape/descent landing in the Minnesota municipal dump in October 1965.

Four months later, Piantanida tried again – this time reaching a peak altitude of 123,500ft. Having shattered not only Kittinger's altitude record but also the absolute ballooning record of 113,700ft (set in 1961 by the US Navy), Piantanida prepared to jump – but a frozen oxygen line thwarted his efforts and he had no spanner to hand to loosen the securing bolts. He had no choice but to activate the gondola's release mechanism and hope that the capsule's own parachute would slow its fall as it plunged through the stratosphere with him clinging on to its open structure (there were no doors and no restraining harnesses that he could re-connect). The story of his survival is remarkable, but set the scene for tragedy two months later.

On May 1 1966, Piantanida set off skyward for his final attempt on the record. All seemed well until garbled radio transmissions received on the ground seemed to indicate him choking and shouting. The gondola was remotely released from the balloon and once again descended on its own emergency parachute. When the recovery teams arrived, they found Piantanida alive but unconscious. His helmet faceplate had somehow come loose and lost pressure. Although he survived for four more months, Piantanida never emerged from the coma before his death. This remains the most extreme case of high-altitude catastrophic human decompression on record.

WHAT RELEVANCE COULD RED BULL STRATOS HAVE FOR FUTURE HUMAN SPACE ENDEAVOURS?

As I mentioned earlier, the number of astronauts is far less than one might realise. Since 1961, the total spacefaring population of our planet would fit into one Airbus A380 superjumbo with seats to spare. Of the 500-odd people who have broken through the 'final frontier', 19 have died in the process (including Michael Adams, whose X-15 broke up in flight after attaining a peak altitude of 81km). Getting into orbit and returning safely still pushes science and engineering to its limits, but there is a possible shortcut on the horizon.

The next few years may see a tenfold increase in astronaut numbers through 'space tourism'. For example, the Burt Rutan/Richard Branson-led Virgin Galactic project. The flight profile for Virgin Galactic's *SpaceShipTwo* will involve the craft and its six passengers being carried to an altitude of 15km on a 'mothership' called *White Knight Two*. *SpaceShipTwo* will then be released, its rocket engine will fire and the craft will power upwards on a path that will accelerate it to 4,200km/hr (2,600mph) – a similar launch profile to the X-15 rocket plane which was carried aloft by a B-52 bomber in the 1960s.

It's fair to say that it's more 'space theme-park ride' than space tourism – once the engines cease firing, *SpaceShipTwo* will coast upwards on a ballistic trajectory (just like the path of a rock thrown in the air) that peaks in excess of 100km in altitude. Passengers will have a stunning view of the curvature of the Earth with a horizon more than 1,000 kilometres away. Being effectively outside the atmosphere, the sky will appear blacker than any view possible from the surface of the planet and they will experience a few minutes of 'weightlessness' before re-entering the atmosphere and decelerating toward

“His response to a loss of pressure in his right hand glove was a classic example of what test pilots and author Tom Wolfe dubbed the ‘right stuff’”

adversary – but the follow-up jump had tragic consequences. Fellow test jumper Pyotr Dolgov had remained in the gondola when Andreyev jumped, reaching a peak altitude of 93,750ft. As he exited the capsule, his face plate hit part of the structure – causing a catastrophic depressurisation of his suit and near-instant death.

THE CURIOUS CASE OF NICK PIANTANIDA

In 1966, the US came within a whisker (in fact, a frozen nut) of reclaiming the record – but this was no Air Force-sponsored programme. Amateur adventurer Nick Piantanida (a pet shop owner with 400 jumps to his credit) was determined to restore American pride.



66 Of the 500-odd people who have broken through the 'final frontier', **19** have died in the process **99**



an unpowered glider landing back on Earth. They may not nearly have reached an orbital speed of eight kilometres per second, but they will legitimately be able to call themselves astronauts.

The methodology proved itself in 2004 when Rutan's *SpaceShipOne* successfully achieved this flight profile, repeated the feat within two weeks and won the US \$10m Ansari X-prize. Although there have been a series of delays in the development of *SpaceShipTwo* (the larger, passenger-carrying version of the pioneering *SpaceShipOne*, which is now on display at the National Air and Space Museum, Washington DC), Branson is confident that passenger revenue flights could commence in 2014, with 500 ticket-holders having paid \$200,000 each already on the books.

Scaled Composites (Rutan's company, which designed and built the Virgin craft) has encountered several dynamic control problems during the testing phases for both *SpaceShips One* and *Two*, which is to be expected for any test flight schedule and which have to be ironed out before commercial operations begin. Fare-paying passengers will be required to wear a functional pressure suit but, from the artistic renderings I've seen, the primary purpose of these would be to maintain survival conditions in the event of the cabin losing pressure rather than to protect against high-speed exposure to the nearspace environment. They appear

far less robust and capable than the full-pressure suits and parachute capability developed for the Stratos programme.

WHAT DIFFERENCE COULD THE STRATOS SUIT AND EMERGENCY DROGUE CHUTE DESIGN MAKE IN THE EVENT OF AN IN-FLIGHT STRATOSPHERIC EMERGENCY?

For the Stratos project, launching a skydiver into a near-vacuum environment and exceeding supersonic speeds, a specific danger was the possibility of flat spin. Tests with anthropomorphic (human-shaped) test dummies, which were released from stratospheric balloons in the 1950s, resulted in flat spin rates in excess of 200 revolutions per minute (more than three every second). In some cases, the arms and legs were ripped away from the torsos – a human being in such a spin state would suffer catastrophic levels of increased blood pressure in the brain.

The Stratos team further refined the emergency drogue chute concept pioneered by Project Excelsior to specifically overcome an unintentional flat spin state. In the event that Felix had continued tumbling uncontrollably (specifically, in a spin state exceeding 4g for six consecutive seconds), automatic deployment of this emergency feature should have been able to restore enough stability and, in particular minimise head

4 *WhiteKnightTwo*, christened *VMSE* ve after *Richard Branson's* mother *Eve*, during a captive carry flight with *SpaceShipTwo*, known as *VSS Enterprise*. *Mojave, CA, USA. Photo by Mark Greenberg/Virgin Galactic.*

5 *Colonel (ret.) Joe Kittinger of the US Air Force and Felix Baumgartner, by Jörg Mitter/Red Bull Content Pool*

spin, in order to give a fighting chance for main parachute deployment without malfunction once a lower altitude was reached.

Consider an inflated car tyre: the higher the internal pressure, the more rigid it becomes. The same is true for full-pressure suits. The Stratos suit (derived from the US high-altitude Blackbird and U-2 suits) had been modified to allow greater flexibility than regular pressure suits and therefore a greater degree of control of body position. One of the major milestones achieved in the first test jump in March 2012 (from 71,500ft with a three minute 43 second freefall and 368mph terminal velocity) was verification that the suit allowed enough movement to attain a stable body position.

WOULD THE STRATOS SYSTEM REALLY BE EFFECTIVE FOR A SPACE TOURIST FLIGHT GONE WRONG? HAS THERE EVER BEEN A SITUATION WITH SIMILAR PRESSURE AND VELOCITY PARAMETERS IN WHICH SOMEONE HAS SURVIVED?

In 1966, Lockheed test pilot Bill Weaver's SR-71 suffered a catastrophic instability, resulting in the aircraft's disintegration while travelling at 24,000m (78,000ft) and in excess of 3,200km/hr (2,000mph or Mach 3.2). He did not eject – the aerodynamic forces ripped him from his ejection seat, which remained in the cockpit section. He lost consciousness and found himself alive and in freefall. An automatic drogue had deployed, creating a stable falling position and he landed with minimal injuries. Two weeks later, he was once again traversing the stratosphere in another Blackbird.

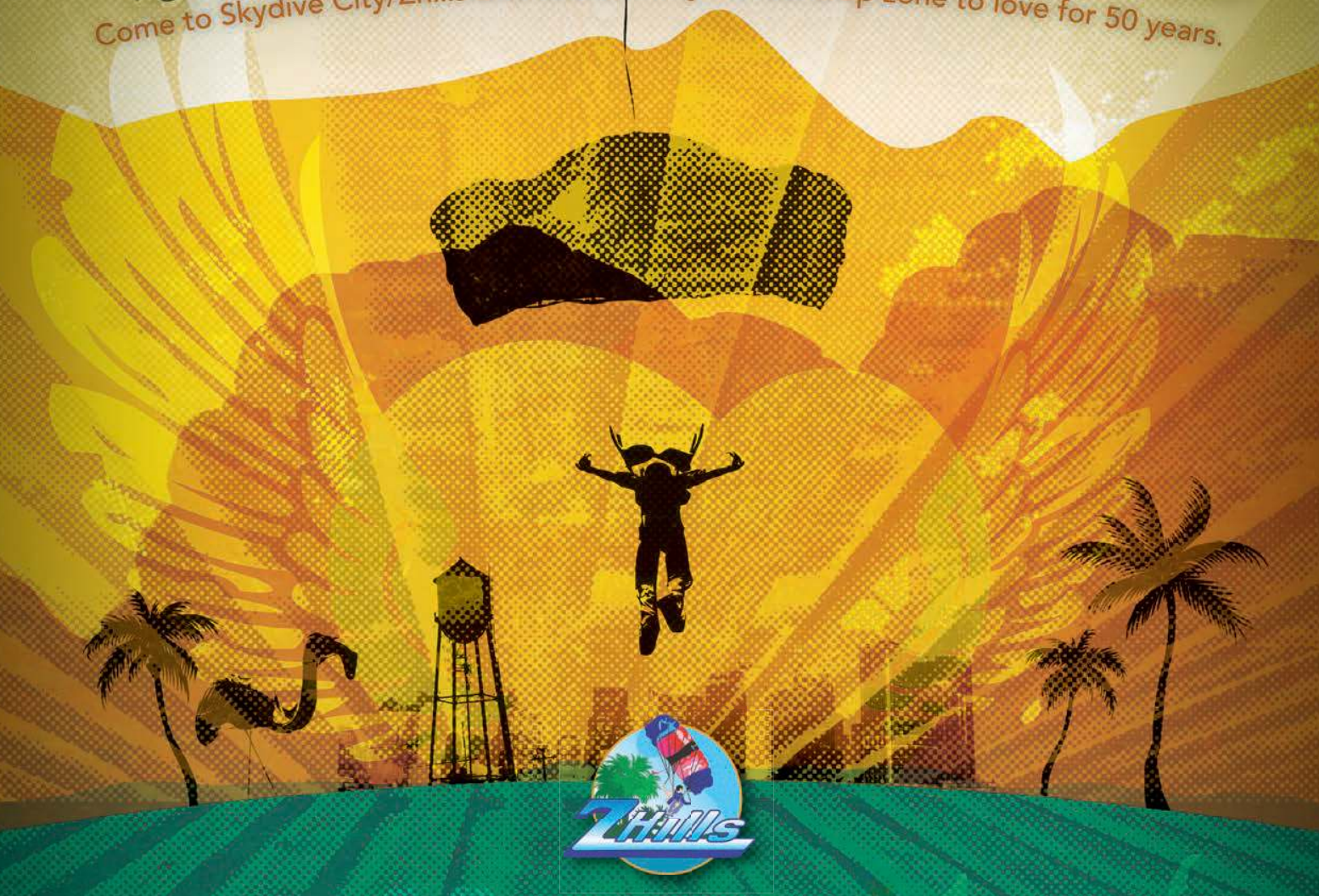
This remains the most extreme aerial environment from which a human has escaped relatively unscathed. A Stratos-derived system could provide an extra survival window during ascent (launch) and descent phases for orbital spacecraft in the event of vehicle loss of control or breakup in the low Mach number regime – especially relevant to the first eight in-flight casualties of the US human space programme (X-15 Flight 3-65-97 and STS-51L – the *Challenger* mission).

Weaver's experience also illustrates very clearly the potential (I would say necessity) for the inclusion of Stratos-type escape suit systems for all wannabe amateur astronauts if space tourism is to become a commercially sustainable reality. Far from being just a stunt, Felix Baumgartner's stratospheric leap was a potential revolution in the development of next-generation space survival systems. ●

Author: Anu Ojha is Director of the UK's National Space Academy programme and a current skydiver with more than 1,200 jumps. The views expressed in this article are his own.

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When 'Arch' becomes 'ARGH!'

SKYDIVING CAN PUT EXTRA STRESSES AND STRAINS ON THE BODY, AND MOST OF US KNOW PEOPLE WITH BACK PAIN FROM JUMPING. THIS ARTICLE EXPLAINS WHAT YOU CAN DO

WORDS JON EDMONDSON

The BPA reports injury rates in skydiving as one non-fatal injury per 2,500 jumps. However, most skydivers will experience episodic pain at some point in their jumping careers. Although not classed as 'injury', post-tunnel session aching or shoulder soreness are very common complaints. Many skydivers also report lower back pain, often with referred pain into one or both legs. Deployment of the canopy has been shown to place large pressures on the vertebrae, leading to back pain due to the deceleration of the body – in effect, shortening the spinal length. The all-important arched belly-flight position can also cause or exacerbate this pain.

The arched position of extension of the lower back (lumbar spine) is known medically as hyperlordosis and can often involve forward rotation of the pelvis, which can lead to chronic pain in the lumbar region. This is due to overload of the muscles and ligaments involved in supporting the spine throughout the normal vertebral range of movement.

Regular skydiving in hyperlordotic positions will lead to an accentuated 'hollowing' in the lower back, but this is not a problem in itself. Overstretching

the muscles at the lower back into extension can cause a muscle spasm – a protective mechanism that can be painful. Skydivers who manage to jump regularly often do not allow time for the muscle spasm to reduce naturally and find themselves with short-term lumbar restrictions due to pain. Physiotherapeutic intervention is often unnecessary, as rest and a warm bath to ease aching muscles is enough to return the skydiver to full fitness.

Without enough rest, an adaptive shortening or lengthening of the ligaments and muscles associated with the spine can ultimately reduce spinal control and increase spinal instability. Due to these changes, increased forces between individual vertebrae can cause a narrowing of disc space, which causes movement of the soft disc out of the normal disc space and onto nearby structures – causing pain. Some of the structures, such as the longitudinal ligaments supporting the spine, only lead to localised lumbar pain, with secondary muscle spasm. Other structures, primarily the outer layer of the spinal cord or exiting nerve roots, lead to a neurogenic pain, increase the area of pain presentation and make resolution of symptoms more difficult.



1 Skydiving with a weight belt can put extra strain on the lower back. By Chris Judd

2 Good tracking requires a slight de-arch throughout the chest and hips, which is made harder by the weight belt. By Graham Rymer

WHAT DOES THIS MEAN?

Many skydivers refer themselves into various physiotherapy clinics for help with treatment of lumbar pain symptoms. Of the skydivers seen within my clinic with lumbar pain, all (not surprisingly) exhibited signs of increased lumbar lordosis i.e. a good arched back position. All also reported pain in one or both legs, from buttock to lower calf, and increased symptoms when excess stress was placed over the lumbar spine – especially into flexed positions



such as prolonged sitting. Neurological symptoms, such as pins and needles or numbness in parts of the leg, are also reported in many of those skydivers with hyperlordosis-induced lumbar pain.

Due to the nature of onset of the symptoms, a correct diagnosis is imperative if the symptoms are to be reduced. Vertebral range of movement, reflex assessment, muscle strength and sensation testing are all necessary tests performed by a qualified physiotherapist to correctly identify the cause of pain.

Once a diagnosis of lumbar referred pain due to the discal impingement of lumbar nerve roots or spinal cord has been made, treatment can be started. Ideally, some sort of mechanical lumbar traction best allows immediate relief of the referred symptoms, with three or four sessions occasionally necessary to reduce disc compression. Although passive treatment is extremely helpful, the physiotherapist should also be keen to provide a self-management programme to allow the individual to control their own pain levels and avoid future episodes. Primarily, due to abdominal muscle weakness being a contributor to hyperlordosis, strengthening of the core muscles (such as rectus and transversus abdominis muscles as well as erector spinae and obliques) should be performed. Strong core muscles help to provide a solid foundation for the spine, reducing strain on and stabilising the lumbar curve.

Long-term back pain due to alterations in disc height or prolonged nerve root impingement can lead to a build up of inflammation and therefore conditions that lead to marked reductions in the amount of movement available in the spine. Maintenance of range of movement, through self-management exercises and excellent postural control, will help with control of symptoms and ease any progression of symptoms that could restrict jump number capabilities or general everyday activities.



WHICH EXERCISES ARE BEST?

The number of exercises performed can be dependent on time constraints, but one or two exercises are always advised to introduce simultaneous contraction of front and back spinal muscles to provide support to the lumbar spine. A technique known as 'active core recruitment' is often demonstrated to pull the belly button towards the spine. The technique should be performed at 30-40 per cent of maximal effort and held while breathing comfortably and evenly – not while holding your breath.

Spinal exercises, if performed as part of a rehabilitation programme, should always be started based on diagnosis and agreement with a physiotherapist. I always recommend two simple exercises that can even be done prior to getting out of bed in the morning and which, if performed correctly, will reduce future lumbar pain episodes.

Firstly, the belly-flying arch is a position that all skydivers will be aware of and believe that they can perform without fault. Performing with core stabiliser contraction is slightly more difficult. With active core recruitment begun when lying flat on the front, the arch position should be performed with core stabilisers 'switched on' throughout the exercise.

Glossary

- ▶ **Hyperlordosis** – the medical name for the arched position
- ▶ **Lumbar spine** – lower back
- ▶ **Neurogenic pain** – nerve pain
- ▶ **Neurological** – relating to the nervous system
- ▶ **Crook lying** – lying on back with knees bent and soles of feet placed flat on the floor
- ▶ **Core stabilisers** – muscles aiding the support of the lower back, including abdominals, erector spinae and diaphragm



Initially a position of maximum arch should be held for 10 seconds before resting. When resting, core recruitment is also relaxed. A person performing these exercises for spinal stability should attempt to hold the arch position a total of 60 seconds, i.e. six 10-second exercises. As active core recruitment improves, the 'total' 60-second exercise can be performed as one repetition.

Secondly, lying on the back with knees bent, active core recruitment is held as the lumbar spine is pressed into the bed.

With active core stabilisers 'switched on' and starting from a 'crook lying' position, place one heel on the opposite knee. The knee with the resting foot should then be brought slowly up towards the chest and then lowered back to the starting position. Rest the core stabilisers between each movement, starting again with a new contraction of the core to maintain good postural control and provide increased support for the spine. Initially, look to perform three or four exercises on each side, with attention being placed on the quality of recruitment rather than the number of reps.

Core stabilising exercises are fundamental to controlling spinal pain. They become effective after relatively short periods of time and can be simple to adapt into any lifestyle. They are an excellent prevention against the chronic nature of some back pain, especially with some skydivers I have met who have a major reduction in the range of movement available to them in their backs. ●

Jon Edmondson is a Clinical Specialist Physiotherapist and owner of Radiant Physiotherapy (radiant.org.uk) who jumps at Cark and Black Knights Parachute Centres.

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THERE IS NO DENYING THE MONUMENTAL EFFECT THAT WIND TUNNELS HAVE HAD ON SKYDIVING. ARE THEY NOW ABOUT TO BRING US A WHOLE NEW DISCIPLINE?

WORDS JOEL STRICKLAND

Did anyone else miss the boat when 'Atmonauti' was shaken off in favour of 'Tracing'? Atmonauti is a magnificent fusion of the Italian words for 'Atmosphere' and 'Navigator'. Its inevitable trimming to 'Atmo' resulted in a perfectly functional term for the practice of hoofing about in the sky at any angle other than straight at the ground. For me, 'Tracing' has the whiff of office buzz-word about it and, when I hear it, I experience the exact same we-are-all-doomed-as-a-species sensation as every time I hear 'touch base' or an 'action item'. Try using it in Europe and you may well find yourself confronted with a selection of baffled expressions and, despite a total lack of sense or accuracy when you start waving a dictionary about the place, the definition of 'Tracing' when applied to skydiving actually makes it sound rather poetic...

Tracing: Noun: A faint or delicate mark or pattern.

The same thing happened when I first heard use of the term Dynamic 4-way (or even, if you can tolerate such video-gamery, D4W). I didn't quite recoil in horror – the sensation was closer to a creeping dread, knowing I would from then on have to force the phrase out time and again against my will. However, it is actually as appropriate as can be. When people do science, 'dynamic' is used in opposition to 'static' – a word that anyone who has ever set foot inside an indoor skydiving facility will likely have heard used with nary a cringey expression in sight. This is true, as any Italian skydiving physicist will tell you.

Dynamic: Adjective: Characterised by constant change, activity or progress.

Dynamic: Noun: A force that stimulates change or progress within a system or process.

At the moment, typing the words 'Dynamic 4-way' into the internet doesn't get you very far. Last year, there were two events that featured this new category – The Nordic Meet and The Battle of Bottrop. The Nordic Meet has happened every year at Voss in Norway for the last decade and, as of about a year ago, they have a tunnel, VossVind, just minutes from the dropzone. The breadcrumb trail back to the genesis of Dynamic 4-way leads to this event and to Håvard Flaot – one of the *Skywalkers*, a Norwegian skydiving team with a lengthy list of achievements and accolades. Håvard is modest about his involvement: "The concept of Dynamic 4-way is not something that I have started, it is something that everybody has been working towards. As people have been getting more and more interested, I have been trying to create a competition system that would be fun for people to do. During the Nordic meet, we did a test competition. This was to see whether or not it was possible to make draws from a dive pool and do competitive speed rounds from it. The answer was yes, but we had to simplify the rules a lot because it was too complicated and difficult to judge."

SO HERE IS APPROXIMATELY HOW IT WORKS...

A mixture of free and compulsory rounds make up the competition. The free rounds are judged on their artistic merit, factoring in the usual artistic category considerations such as difficulty and style. The compulsory rounds feature a dive pool of stock tunnel moves, such as carving and layouts, that are to be arranged in an order determined by each team and performed in succession until the time runs out. This is more or less the same as 2-way Artistic skydiving, but for one chief difference. Two vertical lines and one horizontal line divide the flight chamber into eight equal sectors and a team's performance is also judged upon their precision and proximity within and around ➔

DYNAMIC 4-WAY





DYNAMIC4 -WAY

these areas. Imagine two cakes, in quarters, on top of each other – you may choose what kind of cake. This means you have to think about, as Håvard explains: “Not only the way you need to move around the other flyers, but also where you need to move in the tunnel. This means that you have a minimum distance to move around the tunnel. This makes it more about flying smooth, fast and clean, instead of being the smartest at organising the shortest (and thus quickest) way that you can do it.”

In December 2012, Indoor Skydiving Bottrop hosted the first Battle of Bottrop. Håvard and many of the flyers already involved from the Nordic Meet met up in Germany with a selection of other teams and applied what they had learned. “The Nordic Meet gave us answers regarding how long it would take to judge each round and what was slowing the process down. It gave us the knowledge we needed to complete the full Bottrop competition in only four or five hours including judging. Now we are working on a 100 per cent live scoring system that will cut down the waiting time and allow us to organise more intense competitions using less time. This is an important direction for the sport.”

Also present at the Battle of Bottrop was Adam Mattacola. Adam was instrumental in bringing the Dynamic 4-way category to the upcoming World Challenge that takes place annually at the UK's own Bodyflight Bedford and is three-time champion in the 2-way Freely at this competition (winning as *Team Bodyflight* in 2012 with Håvard). I asked him if anything had changed after Bottrop: “We have tried to make the rules clear and with as few grey areas as possible. There are some more compulsory moves that are designed to be able to flow together, and the scores will be broken down so the competitors can understand and use them to improve between rounds or for future competitions,” he said.

SO WHAT DOES THIS MEAN FOR OUR SPORT?

Are we taking it all too seriously? Does our need to quantify and qualify everything somehow compromise our freest of flying and take some of the fun out of it?

Dynamic 4-way is an expansion of the skills used in the established artistic categories but grants greater scope and multiplied possibilities by adding more bodies. “It is giving Freeflyers something to aim for, other than just flying around,” says Adam. “This competition will grow fast and keep developing as people's skill level increases. Yes, you need to be an advanced flyer but, with a little guidance the techniques become much easier. As long as the moves are broken down in the correct way, they can quickly be understood.” Håvard agrees: “This is a brand new discipline, but we are working hard to make the competitions run smoothly and become the new standard in freeflying”. →



One of the most appealing things about being involved in a sport that is comparatively small scale is that it is much easier to get involved. You will see the main players at the tunnel or around the dropzone and, if you have questions, ask them. They will help you and include you. Adam is ready with advice for those who are interested in giving Dynamic 4-way a try: "The first thing you need is a base routine, something that is relatively easy to fly with a variety of moves. After that, you can build it up or change a few things to make it more technical. A lot of people make the mistake of trying to build a hard routine to start with and then have to take things away. Make it as difficult as you can, but nothing too risky so you are able to pull it off on competition day – nerves play a big part. Try to have a mix of tricks and different flying patterns but, most importantly, make it enjoyable to fly".

So is Dynamic 4-way heading out of the tunnel and into the sky? Do we really need another competition, or do the established categories such as 2-way Artistic and VFS sort of have it covered? Håvard is very positive. "Yes! We are already in the process of working on this. It will be one of the main goals and topics for discussion at this year's Nordic Meet." Adam thinks so too: "It has definite potential for skydiving. The skill level to perform this stuff in the sky is very high but not out of reach. The ability of the average skydiver is increasing rapidly, so we are going to work on making it happen."

The prospect of Dynamic 4-way in the sky should be pretty appealing. Anyone

who has ever tried Vertical Formation Skydiving can tell you that it is hard and to watch the very best teams is to witness a magnificent feat of collective skill. However, although undeniably contributing to the progression of our sport, I have often seen VFS as having an element of reaching across or bridging the distance between the new and old schools of Freefly and traditional Formation Skydiving instead of charging headlong into the unknown. There is a certain purity in sports which have established rules that are essentially sacrosanct and have changed little throughout decades or even centuries, but skydiving and all of its friends are constantly adapting and evolving. Two decades ago, the whole thing was blown wide open when a German called Olav and a few of his friends discovered that you can skydive any way up that you may care to and move around each other upon all three of the available axes. If you apply the rate that things have changed and grown since then to a couple of decades down the road, who can say where we will be?

Dynamic 4-way is all set to take a big step directly forwards over the edge of the map and into uncharted territory – here be dragons. ●

I would like to thank Peter Volk for the Battle of Bottrup pictures and Piers Hampson from Bodyflight for the ones from last year's World Challenge. Thanks also to John Rogers at Airkix Manchester for the opportunity to take some photos of my own.

Want more?

► **Håvard Flaot** is one of the principal organisers of Dynamic 4-way events and the Voss Valhalla competition that will take place at VossVind during Norway's Extreme Week from June 23-30. You can reach him via the *Skywalkers'* website at blog.skywalkers.no

► **Adam Mattacola** will be at the World Challenge flying for Team *Bodyflight*. He runs regular Dynamic 4-way camps and coaches at all the UK wind tunnels. His email is adammmattacola@googlemail.com

► **Joel Strickland** (which his me) is one of the *Varial Airkix* for the World Challenge. *Varial Freefly* offer coaching at every level and run regular freefly evenings and camps at the Airkix wind tunnels in Milton Keynes, Manchester and Basingstoke (when it is finished). Our website is: varialfreefly.com



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EXIT ZONE



With 16 single-point 'random' formations labelled A-Q and 22 numbered double-point 'block' formations when doing 4-way FS, you can literally stand in the aircraft door already holding on to the right combination of arms and legs, jump out all together and let it unfold and fly. Exit Zone brings you tips from National Champion team *Satori* on how to successfully manage each exit. This edition is brought to you by the letter H and the number 1...

WORDS JULIA FOXWELL (FS) AND DAVE HEAD (CAMERA)

H Exit

This is one of the exits that is good to start with as it is mainly inward-facing. The aim is to have Outside Centre and Inside Centre shoulder to shoulder at a 45 degree angle with Point at the head and Tail at the bottom of the formation.

OUTSIDE CENTRE

Stand just left of the centre of the door, facing Inside Centre (Tail will still be able to get hold of your grip, but standing facing the door gives you more power in your thigh to push off). Hold onto the rail with both hands. The Tail flyer will most likely be head jamming to pick up both grips on you and Inside Centre, so make sure you are not too far forward – this would make it difficult for Tail to pick up your grips. Stand on your right leg and trail your left leg into the slipstream. On the count, start to engage the energy in your right thigh so you can spring off your leg to get your left hip up and out. It is important to get away from the plane to give Inside Centre space in the slipstream. Really work to get your left shoulder presented, especially as Point has a grip on your left arm.

INSIDE CENTRE

Stand in the centre of the door, facing the pilot and opposite Outside Centre. Make sure you are not too close to Outside Centre as Tail won't want to be too crowded in the door. Stand with your feet apart and the majority of your weight on your back (right) foot. In the slipstream, you want to be side by side with Outside Centre. To help make this happen, leave the aircraft leading with your hips but pushing off your back leg. You want to try and get underneath Outside Centre, which will then put you side by side with them. It's an aggressive slot and you have to work hard to fire through the door.

POINT

Stand in the door with very little room. You want to be facing the door with the right side

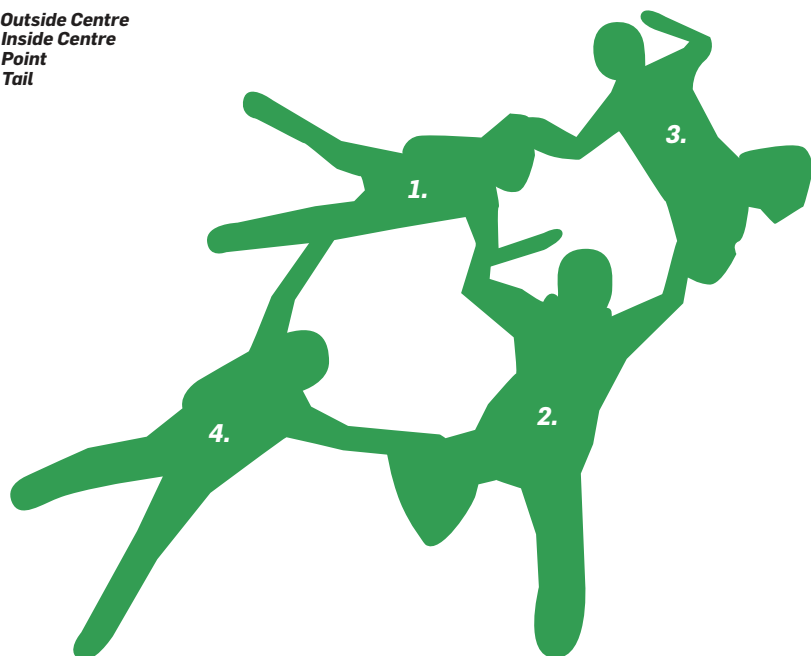


By James Stevenson



By James Stevenson

1. Outside Centre
2. Inside Centre
3. Point
4. Tail



of your body facing the pilot. It is important to not change the angle of your body, as it needs to be easy for Inside Centre to hold onto your left leg grip. Take hold of Outside Centre's left arm grip with your left hand and stand with your left leg forward to help with presentation. Look over your left shoulder towards Tail. On the count, leave slightly later than Outside Centre – really work your presentation with your right elbow up and help Outside Centre's upper body presentation by not being too heavy on their arm grip. Aim to be across the line of flight and use your left knee to anchor yourself in place.

TAIL

With this exit, you ideally need to take both

grips on Inside and Outside Centre – so it's best to head jam. If you are not comfortable with this, hold onto the rail with your right hand and drop onto Inside Centre's grip when leaving. Head jamming is easy to do and you should be able to stand in the position quite easily. The trick is to release your head from the rail on the down of a count. Assuming you are head jamming, stand facing the inside of the door and get both high grips. If the grip is hard to reach on Outside Centre, ask them to move down the door a bit. Stand on your right leg and trail your left leg into the slipstream. This is an exit where you need to leave early so, on the down of the count, release your head, push off your right leg to get away from the aircraft and drop down.

You should have your grips in front of you and be looking up at Point.

CAMERA

H generally presents well, giving camera a choice. As with most exits, peeling (going after the team) is safest but leading (going before) is better for debriefing. Going with the team exactly as they leave may be best for clean judging, if they key quickly out of the door, and this will keep you closest to the team. However, this carries greater risk as it needs the team to kick away from the plane enough to give you clean air.

To peel, go as soon as you see Inside Centre's rig moving through the door frame. The two divers will have passed clear of the door before you can come into contact with them. Make sure you present and be ready to track down the hill if needed. This should put you in the one o'clock position relative to line of flight.

To go with the team, you are aiming to end up in the three or four o'clock position. Imagine you are doing a 2-way with Inside Centre as they pass through the door so that you end up flying behind them looking across the hill. Letting go at the bottom of the pulse in-swing would be a good place to try first.

To lead, you need to let go slightly earlier – perhaps during the pulse in-swing. Fractions of a second of difference in your timing can make a big difference to your position relative to the team on exit. Each team and exit may be different. Spend time at the mock-up with the team to find a good cue to use, then review your footage afterwards to adjust as needed.

Exit rating 



By Dave Head

1 Exit

The **1 exit** is great fun to do, although it's not the easiest exit to pull off! It is also a tricky one for the cameraperson to get all the grips in so, even if the 4-way can launch and execute the block well on the hill, you still need to make sure your cameraperson can show the point to the judges. It's also one that really needs to be keyed quickly, especially from Point's perspective! The safer option is to launch an E (meeker) and then gripswitch out of the door but, to launch a 1 'straight up', read on...

OUTSIDE CENTRE

You will now be positioned in the centre and inside of the door. Hold onto both arm grips of Inside Centre and position yourself directly in front of them. Stand stalked on your left leg and bend your right leg so your foot is underneath your thigh. The Point flyer needs to get both of your leg grips for this exit and this stance makes it easier for them to get hold of the grips. Wait until the Point flyer has the grip on your right leg before bending your leg (otherwise it's difficult for them to get a good hold of the grip). You get great visuals of Tail from this position. When Inside Centre is giving the count, go with their movement and push off your left leg – really work to get away from the plane and really work the presentation with your right elbow and hip high. Although on this exit you end up with your head down, aim to be pushing off across the line of flight to help with any unnecessary rotation or whiparound.

INSIDE CENTRE

Inside Centre takes the centre slot in the outside position of the door. They hold onto the rail with both hands and have their left leg out into the slipstream especially as Tail needs the inside grip. It is your job to give the count and make sure it is easy for the cameraperson to see, particularly as the cameraperson will not be used to your count (as it is usually the Outside Centre's job). When giving the count, slow the pace down – particularly on the downward part of the count, as it is important to generate enough energy in your right thigh to spring off and away from the door. When leaving, you want to aim for a 45 degree angle from the door. It is not a particularly dynamic move in terms of your hips, but it is important to spring away from the aircraft as this helps out the Point flyer.

POINT

You have probably got the most funky/fun exit. You will feel quite far back in the door (towards the pilot) and, depending on the aircraft, you could end up having your right leg on the bench. Take hold of Outside

By Dave Head



By James Stevenson



Centre's left inside leg grip and right outside leg grip and stand to the right, pretty much next to Outside Centre in the door. You will feel like the grips are off to the left in terms of where you are standing. When the count comes, follow just after Outside Centre and get your left knee down to stay on the left side of the exit in the slipstream.

TAIL

On this exit, it is important to be very early as you need to anchor the exit to stretch it out. In the door, hang with your right arm stretched fully out. With your left hand, take hold of Inside Centre's left inside leg grip and have your left leg trailing in the slipstream – your right leg will be bent. On the count, leave slightly before Inside Centre and push off with your right leg so you are at a 45 degree angle. Make your presentation a priority when leaving the aircraft and then drop onto Inside Centre's right leg grip with your right hand.

CAMERA

1 is a challenging exit for camera. It is the longest formation in the dive pool and can be keyed quickly out of the door. Camera must get all the grips in frame before the key comes to avoid a bust.

Forget about the outer people and imagine you are filming the two Centres doing a simple 2-way. Watch Inside Centre (OC) and go with them as they leave so that your head follows the centre grips of the formation. Aim to have your body at around 90 degrees to the long axis of the formation (three o'clock position), keep your sight on the centre grips and use the orientation of the camera widescreen to get the two cat grips in shot on either side of frame before the key comes.

This technique relies on the two people on the outside of the plane kicking away enough to give you air to work with. A common issue can be them dropping straight down and taking your air. If your team does this, then lead (go earlier) to be in the five o'clock position, sideslipping to your right under the aircraft tail or beating Tail across the hill to the left (seven o'clock) if you still need to avoid being burbled. Is tend to be steep, so leading is safer for judging than peeling.

Exit rating 

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Hair-raising

WORDS BLYTH DAVIES

A few months ago, my camera helmet detached itself from my head in freefall and landed rather too close to a nearby farmer. I don't have answers on exactly how it happened or any procedures that camera helmet owners should follow to avoid such an incident, but hopefully the story will provoke some thought and lead to a DZ conversation that could help someone out.

During a busy day at the DZ following an uneventful FS coaching jump, I gave a thumbs up to the student after following him track, turned and started to track myself. After a couple of seconds, I heard a loud click (loud enough to be heard clearly in freefall) and off came my helmet. At first I had no idea what had happened, but I knew my head was cold and things were louder. After feeling my hair instead of plastic a few seconds later, things made sense. Looking down, I made an assumption on where the helmet would land and, after landing and informing the CCI of what had happened, I went with a band of FS students in search of the helmet. Returning empty-handed, we heard the helmet had been found by a concerned farmer with a report that it had narrowly missed him but hit one of his old tractors – landing some 200 metres away from my estimate. It was a light wind day and it turns out helmets can travel quite a distance when not worn in freefall. On inspection, it was found that the cutaway system had failed but the exact reason was not evident.

Had I done something wrong? Should I have checked my kit differently? What would have happened if the helmet had hit the farmer? These were all questions I asked myself, but didn't really know the answers to. As with any skydiving equipment, you find yourself carrying out checks as part of a personal routine on the ground and in the plane and, like any other jump with a camera helmet, I had looked at (but not inspected in detail) the cutaway. Was this enough? Knowing the yellow cable was passing through the cutaway system I thought I was good to go, but could I have done more? If helmets were flying off into villages and farms every weekend, no doubt there would be some more detailed briefs and checks put into place – but they don't, so what do we do? Should a checking brief be included in B/C licence days or Safety Days which many DZs hold?

Like I said, I don't have any answers. But take from my experience what you will and, if we save a tractor in the process, it's been worthwhile!



WHAT IF...?

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

What if... you're at 800 feet in light winds when someone below you lands in the opposite direction to the way you had been planning to go?

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

Got any good ones? Send them in!

TOP TIPS: SAFETY TIP

It's April, the start of a new BPA year. Feeling a bit uncurrent? There are strict limits laid down for student currency, and all A Licence jumpers who haven't jumped in two months must check in with the CCI before their next jump. But there's no shame in asking an instructor to run you through your drills, whatever your experience level. They can test you with some tricky questions and you can go up on your next jump more confident.

- Consider...
- 1) Get your eyes on a swivel, now! What is everybody else doing? Is there a clear pattern that you can fit into, even if it is slightly downwind or crosswind?
 - 2) Where are you in the stack? Can you create extra separation? If most of the load are below you, you could go onto brakes so that, by the time you land, there is less traffic. Slowing your canopy down also gives time for you to assess and deal with the situation.
 - 3) If the pattern does indeed develop to be 180 degrees out from what you had planned, can you still fit in with it – even if it means adjusting your flight plan and even exactly where you will land? Is there an alternative place to land safely away from any confusion? Have you practised flat turns recently? You may need one now. Are you confident landing your canopy slightly crosswind or downwind? If not, then it is unlikely to be the right canopy for you.
 - 4) Did the person who landed first land against a pre-planned direction or signal on the ground? If so, talk to them after landing (nicely!). Have a conversation explaining that their actions were unpredictable. If there was no pre-planned landing direction, then the whole load can learn – there should have been. Or was it you that got it wrong in the first place and, if so, why?



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OPS MANUAL QUIZ

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

Q1 Who may use a camera?

Q2 On take off, must everyone wear their helmet?

NEW COACHES

A wide variety of new coaches this issue – seven FS, four FF, two CF and one wingsuit! The DZs given are the ones where the coach achieved their rating; they may be available to coach at other DZs. Congratulations to all.

FS COACH

Stacey Canning, Netheravon
Rory McManus, Netheravon
Pete 'Norm' Alexander, Netheravon
James Woods, Langar
Karen Nielsen, Langar
Charles Wakeham, Headcorn
Chris Judd, Langar

FF COACH

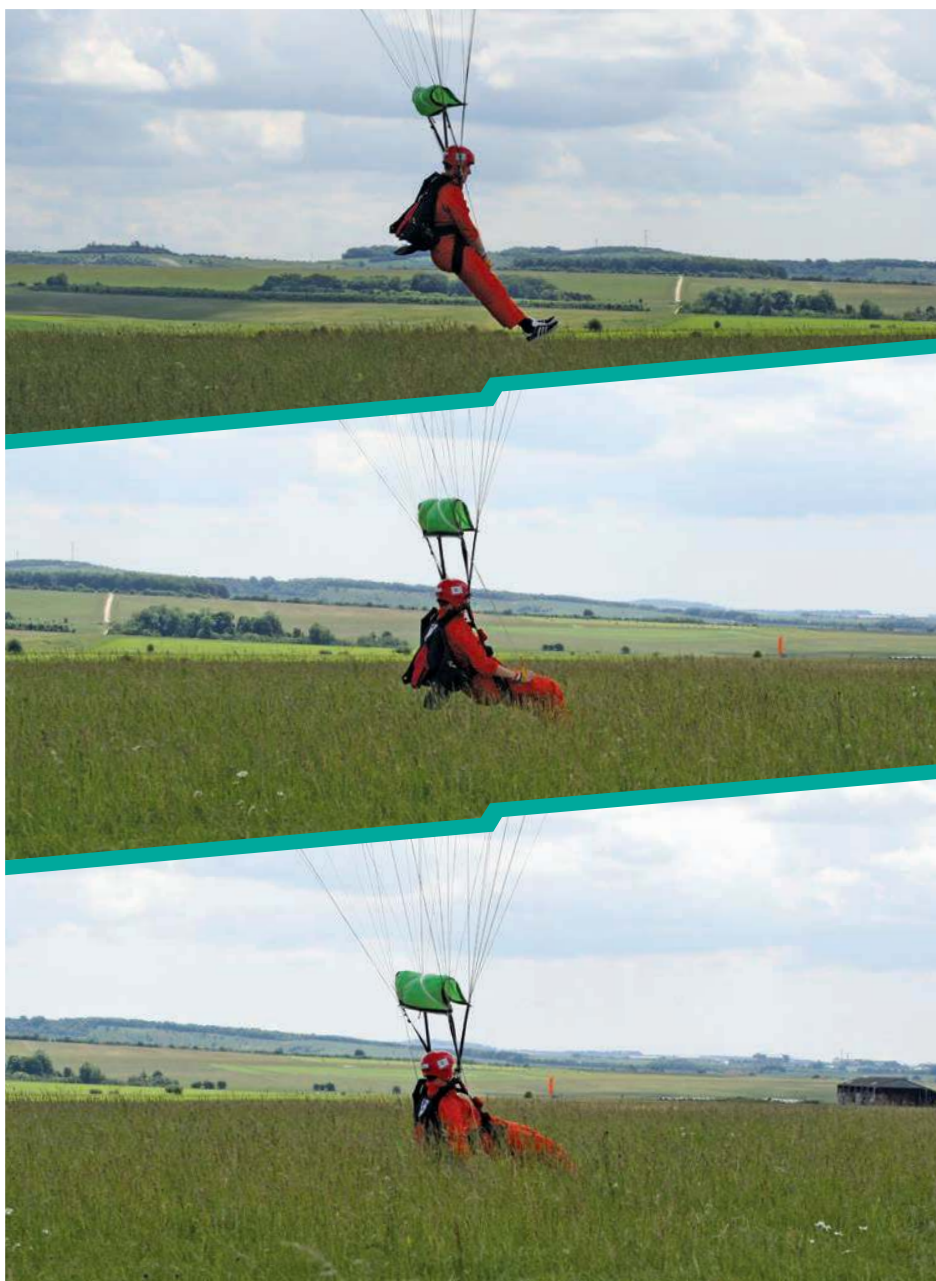
Ben Broad, Headcorn
Joe Laming, Headcorn
Stephen Smith, Langar
Aaron Cosbey, Wild Geese

CF COACH

Wayne Shorthouse, Netheravon
John Wood, Netheravon

WS COACH

Michael McHale, Sibson



TOP TIPS: LANDING TIP

A common mistake on landing is incorrect foot placement. Your body position should be symmetrical and your feet should be underneath you, ready to take your weight as you touch down. Imagine you were jumping off a table or small wall. If you adopted the position in the photo with legs out in front, you would expect to slip backwards onto your bottom – right? Well, it may seem obvious, but the same applies under canopy too. If you often find yourself falling over backwards on landing, get someone to film you from the side – it may well be that you're reaching forwards with your feet. Get them underneath you instead and try to fly the canopy for as long as possible through the flare before touching down.

All parachutists must fit helmets before take off, except in the case of parachutists jumping with camera helmets, who may fit their helmets at the most suitable time prior to jumping. (Helmets not fitted for take off should be securely located in the aircraft).

Cameras may only be used by BPA C Licence parachutists after inspection and approval of a CCI.

A2 Section 10, paragraph 1.6

A1 Section 6, paragraph 6.1

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FOCUS ON... THE BCPA

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GROUND OF SKYDIVING PROGRESSION AND SHENANIGANS!

WORDS JACK BRADFORD AND ALI WOODHOUSE

WHAT IS THE BCPA?

The British Collegiate Parachute Association exists to unite the country's numerous university skydiving clubs, promote skydiving among the student community and provide a large combined social scene and competitive opportunities for these clubs. Our mission is to maximise retention rates and support progression within the sport.

HOW DO YOU OPERATE?

We are non-profit and are run by an elected volunteer committee comprised of three roles: the Chair, who is responsible for UK events, finance and admin; Competitions Director, who manages competitions and ongoing leagues; and Tour Organiser, who is responsible for the annual foreign trip. We work closely with the committees of the university clubs.

WHAT EVENTS DO YOU RUN?

We run boogie-style events throughout the year at various dropzones and a February tunnel camp. Attended by scores of students and graduates, we hold competitions and organise loads, lots of free coaching in most disciplines and some spectacular parties.

The yearly BCPA Tour, usually held in the Easter break, is a fortnight's trip to a foreign dropzone – commonly in California or Spain. Tours attract up to 140 members and are often many of these students' first skydiving experience abroad. Tour provides an opportunity to enjoy sunnier climates and daily jumping, a great amount of progression is achieved (providing plentiful beer fines) and all who attend come back with new friends and great stories – from first big-ways and sunset high hop 'n' pops to hot tub bubble baths on the last night!

Our year culminates with BCPA Nationals in July, where we invade a dropzone for a week of jumping (when we're lucky) and questionable behaviour (always). This week has all our normal boogie activities, plus free food, copious free alcohol and extras including inflatables, hot tubs, the legendary UV party and a raffle of some impressive prizes provided by our sponsors. Previously held at Cark for a great nine years, 2012 saw us move the event to the conveniently located Sibson, who proved excellent hosts. We saw a record turnout of more than 200 jumpers – which we fully intend to beat this year!

WHAT COMPETITIONS DO YOU RUN?

Competition is a pillar of the BCPA. We have ongoing competitions, with university and individual leagues running in scored competitions and skydiver achievements.

To compete, our members can enter our monthly FS and FF draws, which are entered for video judging via our website. At events, there are competitions in FS, FF and Accuracy, with other disciplines on occasion; wingsuiting and CF are planned for later this year. In parallel, we run an achievements league where clubs submit evidence of achievements by their members (from ground school and first freefall to stickers, licences and ratings).





HOW ARE YOU FUNDED?

We charge an affiliation fee to member clubs and small event registration fees (usually just £5). Host dropzones are very kind to us and offer us various deals (ticket prices, coaching, bar discounts etc), which are central to allowing us to create the best event possible on a budget.

Finally, we have a sponsorship deal with The Jump Shop, which makes a generous contribution towards our Nationals event. We invite anybody interested in talking sponsorship to get in touch, we value involvement from the skydiving industry and it's a great opportunity to gain exposure to a market of upcoming skydivers.

DO YOU HAVE A GOOD SOCIAL SCENE?

The social side of the BCPA is core to our success – we've found that, by creating a good social atmosphere, we encourage many more people to keep skydiving. The parties we throw at events are what set us apart and our good retention rate owes something to this. Member clubs always bring many new jumpers to our events as they know that the ones who experience the BCPA are far more likely to continue in the sport. This is particularly important during the beginning of the academic year, when the British weather can be less than favourable to student skydivers.

WHAT'S THE BEST THING ABOUT THE BCPA?

The people. The dedication and enthusiasm shown by long-term and new members at all our events is completely infectious and, with that many excited people in one place, it's bound to be a truly memorable weekend/week/fortnight. The BCPA could not exist without the dedication of the many people who join us again and again to bring new members, coach for free, jump with new people, partake in our competitions, dress up in ridiculous outfits and drink the bar dry (or try very hard to).

WHAT ARE YOUR PLANS FOR THE FUTURE?

Our primary goal will continue to be to assist clubs in attaining new members and promoting retention.

We are continuing our pursuit for BUCS (British Universities and Colleges Sport) affiliation as a sport – if successful, this will be a leap forward in terms of recognition for skydiving as a competitive sport within universities and we will hopefully see the start-up of many new clubs and Student Unions investing more money into existing skydiving clubs.

We are in the early stages of assembling a display team to allow us to offer greater value to sponsors, offer university clubs an exciting option for campus displays and, potentially, offer a new source of income to reinvest in our members.

1 Lucy Westgarth at BCPA Freshers, by Ewan Cowie

2 Balloon Group at Perris, by Kye Bromley

3 Matt and Tom balloon exit in Perris, by Sam Cady

4 8-way with Dan BC, by T.C. Weatherford/FallingCamera.com

5 Sunset speed star, by Sam Cady

ANYTHING ELSE YOU'D LIKE TO TELL US ABOUT?

Even if you're not a student, you're quite welcome to get involved with the BCPA. You can affiliate with us as an individual and attend events. Although you can't officially compete in the leagues, you can come and take advantage of everything else we have to offer. If you are a student and your university doesn't have club, please don't hesitate to contact us for support in changing that! ●

Find out more at bcpa.org.uk or come and see what we're all about at our upcoming events.





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

2 Bridlington

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

3 Cark

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

4 Chatteris

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

5 Cornish

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

6 Dunkeswell

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

7 Headcorn

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

8 Hibaldstow

Target Skysports
Hibaldstow Airfield, Hibaldstow,
Brigg, N Lincs DN20 9NN
DZ: 01652 648837
T: 0113 2505600
info@skydiving.co.uk
skydiving.co.uk
*Dornier G92 twin turbine, SMG-37
single turbine, Cherokee 6*

9 Hinton

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

10 Jersey

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

11 Langar

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

12 Netheravon

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

13 Paragon

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

14 Peterlee

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

15 Reading

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

16 Salisbury

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

17 The Silver Stars

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

18 St Andrews

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

19 Strathallan

Skydive Strathallan
Strathallan Airfield, Nr Auchterarder,
Perthshire PH3 1LA
DZ: 01764 662572
T: 07836 201953
kbrady@btinternet.com
skydivestrathallan.co.uk
3 Cessna 206, guest Turbine

20 Swansea

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

21 Swindon

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

22 Tilstock

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

23 UK Para Beccles

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

24 UK Para Sibson

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

25 Weston

RAF 22 Training Group
Availability TBC

26 Wild Geese

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

BPA Overseas Affiliated DZs

Cyprus

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

RAPA

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

Parachuting Societies

BCPA

**British Collegiate Parachute
Association**
Jack Bradford, BCPA Chairman
mail@bcpa.org.uk
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POPS

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

SOS

Skydivers Over Sixty
Contact: John Houghland
13 Bowers Croft,
Cambridge, CB1 8RP
johnhskydive@hotmail.co.uk

4-way exit, by Dunc H

Awards, partying and more partying



Dunc H in the Mix

CARK skydivenorthwest.co.uk

Firstly, apologies for no Clubzone entry in the February issue of *Skydive The Mag* – our submission was sent but not received by Archant Dialogue. So, with a little catching up, congratulations to our 2012 award winners:

Skydiver of the Year – Brett Miller
Outstanding Achievement – Steve Steward
Student of the Year – Amanda Taylor
Best Student Progression – Magnum Zsang
Little and Large Awards – Mandy McGuinness and Gary Taylor

If we have any budding candidates for this year's awards, stick your neck out, try hard and you could be in with a shout in 2013. Yes Steph (Google), Mike and I haven't forgotten you either!

Also, many congratulations to our resident WS coach and TI, Jim Scott, on receiving the Taz Causer award at the AGM in January. Jim was shocked and stunned to be nominated, never mind receive this award, which now stands in pride of place in his DZ caravan. Many congratulations from all at SNW.

With a clean bill of health, Alpha Yankee with her new C of A has already been busy making the most of some clear, cold-weather weekends. The waterlogged landing area has receded, the rain has now stopped and, with the new drains laid over the closure, (fingers crossed) we will stay pond free! Cue a groan from our canopy swoopers Kie, Ian, Dave and Steve D...

Skydive NW's first Cark Week dates are now secured, beginning on the May Bank Holiday on Saturday May 25 and finishing Sunday June 2. This coincides with half term, so bring the kids down for a great week of jumping. The après skydiving will be enhanced by the collegiate Northerns, who never relent on partying, bringing disco equipment to match Pascha!

We have also secured a helicopter for a couple of days over the Bank Holiday Mid-week Operation. The dates will be flexible to make the most of the weather. Prices are to be announced but, as the helicopter is more local, the prices should be a little cheaper than first forecast. Watch the website and DZ notice boards for further updates but, as ever, our Facebook posse will no doubt assist to pass on the info.

Andrea Proctor celebrated her 40th birthday in style, organising a superhero night with free bar and buffet. Many thanks for all who enjoyed the celebrations and, of course, made such a great effort in emulating your superheroes.

We are on the lookout for a regular weekend load organiser to coach and offer FS experience in larger formations builds, with our intention to try and beat our previous large formation FS record. If we have any budding candidates, please come and see Mike or Stu.

Stu Morris

ACHIEVEMENTS AFF GRADUATE Anthony Bartley, Ryan Dempsy **CAT8** Gaz Kirby, Nick Shryane **FSI** Sam Haste **FFI** Ming Chu
JUMP NUMBERS 3,000 John Howard **24 HOURS FREEFALL** Jim Scott



**ACHIEVEMENTS FIRST
FREEFALL** Geoff Surgenor
CAT8/CHI Ciaran McAllister
FSI Sandra McMurran

- 1 Nadine and Wendy
- 2 FlyW ild
- 3 Wendy



Paul Wood over Tilstock,
by Alex Busby-Hicks



3

**WILD GEESE**skydivewildgeese.co.uk

Blue skies at last!

The year began with a spell of very poor weather, allowing only a few descents through January and February until the last weekend of February brought a shining blue sky and perfect conditions for jumping from dawn until dusk. This is exactly what the Wild Geese regulars did, along with friends visiting from the Irish Parachute Club.

Fly Wild, our newest FS team with Graham, Rudy, Dave and Nadine, are hoping the end of February weather continues and they can get plenty of airtime. Meanwhile, Wendy is making great progress towards FF1 and, at the time you are reading this, will probably already have the sticker in her book!

Let's not forget that Aaron has constructed new indestructible Swoop gates for competition practice – I think I'll put this to the test in the coming weeks...

2013 is a big year for Wild Geese, with our 30th Anniversary over the May Bank Holiday Weekend. Load organising has been arranged for FS with Gordon Hodgkinson and freefly with Tim Porter. There will be food and entertainment on Saturday May 4 – ALL WELCOME! Any friends from further afield flying into Belfast City or International Airport, contact the DZ and we'll see what we can do to assist with transport.

Rod McCrory

**TILSTOCK**theparachutecentre.com

What an amazing start to 2013

2013 has really started well. The weather has been kind, if a little cold, and we have had so many achievements in such a small space of time that this is sure to be an amazing year.

February 2 was a really special day. We had two successful FS1 dives and a successful FF1 dive – not bad considering they were all from 10 grand! Massive congratulations to Dale Hamilton and Martin Price on their FS1 and Nicky Marr on her FF1. On the same day, we did 14 lifts – which included 54 fun jumpers along with students and tandems.

There has been a fantastic atmosphere at the DZ, with plenty of students making their way through the static line course. We have lots of things planned for 2013 – the first being another HEAT canopy course, which is coinciding with our pink and black sambuca party. Buzz is also planning a CF coaching roadshow, so watch our Facebook page for more information.

We have been continuing with our Tilly tunnel trips, which have seen tons of improvement in our students and newly qualified jumpers.

We're open every Friday, Saturday and Bank Holiday Monday along with some Thursdays in the summer – dates to be confirmed. If you've not been to Tilly for a while, or ever, come and find out why we're one of the friendliest little DZs in the country. Don't forget your beer!

Ann Fleming

ACHIEVEMENTS **FIRST FREEFALL** Chris Marr **CAT8/CHI** Dan Cope, Lauren Mann **FS1** Dale Hamilton, Martin Price **FF1** Nicky Marr, Paul Wood

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BRIDLINGTON

skydivegb.com

Hypothermia? Pah!

Sara Orton and Andy Harrison (in the Darth Vader helmet), by Dave Saville



The beginning of the season has been relatively quiet and very cold – even the hardy Yorkshire skydivers were struggling at times in average temperatures of minus 18. The tandem students don't even seem to notice. Despite the cold, the scenery looks amazing over the coastline and jumping is worth the potential hypothermia.

We have experienced an influx of static line students recently and it is good to see new faces around the dropzone. Well done to Eddie, who has just been cleared for dummy pulls. We have recently said goodbye to George and Geraldine McGuinness as they move on to pastures new. They are sacrificing the Yorkshire riviera for the bright lights of Blackpool and will be missed. We wish them well in their future ventures and we now have a good excuse to have a dropzone trip out.

Ray Armstrong is our new 'top dog', so barbecues are back on the menu. Ray brings

a wealth of experience and knowledge, along with some really good stories and catchphrases – hoo yeah! Shaun Ruffell has been following in the footsteps of his uncle Dave and is progressing well, recently achieving his B Licence. Andy Harrison continues to master his wingsuit and his landings have become a spectator sport since one epic error of judgement. His wife Lisa is taking up packing, so he's a lot nicer to her these days.

Overall, these are exciting times and we are embracing the changes. The dynamics of the dropzone change on a regular basis – new jumpers, returning jumpers and even those from the 'original Brid' of 20 years ago are turning up and wanting to continue their skydiving careers. Our aim is to facilitate this and put Bridlington back on the map while having a load of fun and barbecues too!

Sara Orton

JERSEY

skydivejersey.net

Party approved!

Skydive Jersey celebrates 10 years of our most recent operation this year – from 2003 to 2013. We will be hosting a mini-boogie from May 5-10, taking advantage of Jersey's Liberation Day Bank Holiday. If anyone has any photos or memorabilia from past skydiving clubs in Jersey, please get in touch. The club committee has been formed and held its first AGM in March, bringing fresh enthusiasm and ideas for the social scene ahead this year. The first task is to organise the party of the decade!

The Island is beginning to hot up after a wet and windy end of year, similar to the rest of the UK. Congratulations to James Evans, who has added jump pilot to his pilot CV. We now have three local pilots who are eager to be ferrying skydivers this summer. Winter packing courses have seen four new packing certificates – well done to Mel, Richard, Peter and Michelle.

We also hope to welcome two brand new skydivers to our club following their AFF courses this month. Skydive Jersey has scheduled openings, as we land on the beach when the tides are suitable. Details can be found on our Facebook page if you wish to visit us. There will be beach BBQs and island views all summer long!

Mal Richardson



HEADCORN

headcorn.com

Rain almost stops play

It has been quite hard to write the club news as the weather has been so poor since the last Mag that everyone has stayed away. We were closed for the weekend of the AGM so all the staff could attend and it was great to see Headcorn featured so many times. Several members went on a skiing trip to Val D'Isere and Jane managed to fit in another sneaky ski over half term (thanks Amy). There has been lots of money spent at the tunnel and a few members indulging in some speed flying.

Meanwhile, back at the club, we have looked at the dreary sky, walked the wet runway and had lots of cups of tea. Just when it was starting to get a bit tedious, we had a good weekend! February 15-17

ACHIEVEMENTS FIRST FREEFALL Adam McLean **AFF GRADUATE** James Trodd **CAT8/CHI** Stephen Strain **CH2/JMI** Ben Holton **FF1** Luke Warren **FF2** Henry Van Halewyn **JUMP NUMBERS 100** Holly Goodfield, Ben Holton **9,400** Clem Quinn

were good days – it was great to see everyone and know that we had not been deserted permanently. After managing only five lifts in the whole of January, we did 23 that weekend! Lots of students got current and lots of progression took place, including a first freefall.

We now have two new freefly coaches – Ben Broad and Joe Laming – and they did not waste any time handing out new FF qualifications to Henry and Luke.

We expected March to be a bit quiet, as the annual club trip to Deland got underway with 30 members going and 13 people hoping to get



through their AFF. Watch this space for an update in the next Mag.

Student of the Year was awarded to Holly Goodfield who, having completed her AFF in Deland last March, now has more than 100 jumps and is working on FF2.

Here's hoping that the weather picks up soon and we can finally get the season underway!

Jane Hopkins



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BCPA
bcpa.org.uk

Looking back, forward and up

BCPA Indoors was a huge success, with 85 members from 13 clubs flying for 16 hours. We had 41 individual entries in the tunnel twister, 14 in 4-way FS and even eight in freefly – competition was fierce. The atmosphere was great all weekend and the Flowhouse Party was a big hit. Massive thanks to Bodyflight Bedford and to the coaches who volunteered their time to make the event run so smoothly.

We will be kicking off the summer with a four-day event over the early May Bank Holiday at Netheravon. Plans are still being finalised, but we have already confirmed the availability of three Caravans and a Skyvan with other novelty aircraft under consideration. Netheravon is particularly good for RAPS students with its large pool of instructors, three equipped planes and the largest kit store in the country.

Over May 31–June 2, we will be back at an old favourite – Cark. The Cark Week Boogie will be during the week leading up to this event, so the dropzone will be open (with potential helicopter jumps). Come and join us early, if you can get the time off – there will be plenty going on. Registration for both events is now open at bcpa.org.uk

Competition in the league is heating up, with last-minute competition entries and clubs really starting to progress as the season kicks off. The top spot is being closely contested by Portsmouth and Southampton, with Bath and

Warwick hot on their heels and Nottingham making a surprise sudden climb – proving it's not too late to get in the game...

Jack Bradford

Keiran Bridges and Lucy Westgarth enter the FF monthly draw, by Ewan Cowie


BLACK KNIGHTS
bkpc.co.uk

New clubhouse, new website, new pilot

Things are definitely flying for us now. Everyone is enjoying the new plane and we have even managed our first 12-way. Many crates of beer will now be due – you all know who you are! The new clubhouse is a real hub of activity after a hard day parachuting, with 'Sally Surfer' keeping a close eye on the beer fridge! A big thank you to all of the guys who are helping to make the centre the place to be for 2013.

The new website is really coming on nicely and big thanks go to Roger Hughes for all his help and support. We have a section for experienced skydivers as well as for Joe Public to view what we are all about so, for those who want to know more about what we are up to, please visit the site and have a look.



The guys from *Geordie Shore* and *Hollyoaks* have been to help support the Muscular Dystrophy charity and raised a good sum of money. Hopefully, we will see them again in the future.

Well done to Lucas Ulvenmore and Paul Waterhouse on completing their first freefalls. They are now on their 10 second delays.

Tony is enjoying his new role as one of the pilots for the centre and we look forward to welcoming George and Geraldine to the BKPC family. They come with a wealth of experience so, if anyone wants support with progression etc., they are here to help.

Jan and John will be celebrating their wedding by holding a reception during the Scrambles weekend – we look forward to listening to the band and playing on the rodeo bull. Emma in the café will be offering food so, if there are still people who have not let us know they are coming, please do so as soon as you can.

Sharon Beeson

ACHIEVEMENTS FIRST FREEFALL Lucas Ulvenmore, Paul Waterhouse

POPS
pops.org.uk

Not slowing down

The new POPS/SOS/JOS logo badge is nearing completion, with artwork by Polly Chandler (POPS 1,000). It will be produced (embroidered) on purple polo shirts and will be subsidised with an estimated cost to the member of £10, but (always a but) you will have to come to a POPS event as they will not be posted – they must be collected in person.

POPS events this year will be a 'Skyathlon' in that you will jump from max, at whatever the DZ max is, on a 4-way Random three-point draw and, after the working time, will finish with Sport Accuracy. If altitude does not allow, then Sport Accuracy only. There will be NO Hit and Rock. Select your own team.

Sadly, someone has seen fit to break into a lockup garage and steal all of the POPS trophies, medals and plates. They are of no value to anyone and the very expensive K1 racing kayak and paddles worth more than £2,000 were not touched. The possible perpetrators are known, but cannot be proven.

Jeff Chandler

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LARSEN & BRUSGAARD

Cold day in the sun



CYPRUS

skydivecyprus.com.cy

Another season begins. An earlier start than usual saw us reopen on January 26, albeit only for four lifts, but even the hardcore locals donned their long johns and took to the clear blue (yes, clear blue) skies of sunny-but-not-so-warm Cyprus.

With a jam-packed season ahead, we are looking as ever to provide our club members with numerous opportunities to forever improve their skills and knowledge in the sport. We held a packing course in February, followed by an FS progression weekend in March. From then on until the end of the year, we will be putting on different events each month.

ACHIEVEMENTS FIRST FREEFALL Louis Clarke, Andy Cronin, Lykourgos Konnaris, Kristopher Mackay, Raynard Van Heerden **CAT8/CHI** Mark King, Lewis Lockwood **CAT 8** Lykourgos Konnaris, Christos Nicolaou **CH2/JMI** Ben Humphries **FSI** Tim Pringuer, Ben Humphries, Mark King, Tug Wilson **WSI** Tom Hollands, Tim Pringuer, Adam Threlfall **JUMP NUMBERS 50** Ben Humphries **100** Chris Sphicas **200** Tim Pringuer **500** Marios Georgiades **1,000** Russ Mellish **15 HOURS FREEFALL** Mimi Kypragoras

The recent arrival of two brand new Sigma Tandem Systems has definitely put a smile on our TIs' faces, with the third in production as we speak. Meanwhile, Dylan Bartle took his oldest ever tandem student – Daphne, aged 75 years.

The planning for the 2013 Cyprus Parachuting Festival is well underway and, if last year's event was anything to go by, we are in for a treat yet again! Our first two displays for the year are also in place, starting with a St George's Day celebration in April.

Personnel from the Parachute School at RAF Brize Norton visited us to attend yet another Brian Vacher Safe Flight School and we also took on our first AFF students of the year, with Chas McNeil and Steve Thomas using their expertise to introduce a further two members into the club.

A busy year is certainly on the cards, but definitely all for the better. We will hopefully build on our already healthy list of club members as we did last year.

Dylan Bartle

SWINDON

skydivelondon.co.uk

Never a dull moment

The rules for this article are fairly simple – if I am not involved, it didn't happen. But, as the DZ has been closed and I am now fairly boring, I have to write about 'others' for the first time (beer fine will be paid).

Brucie went to Spain. He took Cresdee, Moulder and even Jason Bird, who was only allowed to go as long as he took his phone and called home every 10 minutes. Jonny managed to come home with his FF1, Brucie did his 3,000th jump (clothed, apparently) and Cresdee just looked good. Brucie then took his band of brothers to Chamonix to go skiing, Dan Morgan took some very deep black and white photos and the rest did what Redlands on tour do best – party.

While in Chamonix, John Friel turned 40. I know he doesn't look it, but he really is 40. Luke Ingram tried his best to keep his 40th birthday quiet too, but ended up in the pub with Leonie watching the rugby. He still hasn't replied to my phone message but, as he is the chocolate to my sexual, I forgive him.

Every year, Skydive London has a Christmas party (in February) in God's Country (that's Wales) and normally with me, but, alas (there is a trend here), I had to stay at home. Crazy, who has left Redlands and gone to Hibaldstow if you hadn't heard, bet Brucie that he could do the nine-mile walk in under three hours. With encouragement while babysitting, Mattridge carried a hungover Crazy through in a time of two hours and 28 mins. Brucie is now valeting Crazy's car, even though he tried to wriggle out of the bet and paid someone to do it for him.

My favourite story, though, is that of Cath Thorne, or Princess Cath, who has a very well-trained husband who does all the housework. However, the first rule of the Wales weekend is that everyone mucks in, so Cath was forced to wash up against her will. I for one am proud of you Cath, and wish I had been there – I would have filmed it.

As all of you know, Brucie has been wanting to be like me for years – it's the main reason he wants to lose weight – but to get Em pregnant takes the biscuit. Congratulations to you both, and we look forward to the birth of Kim Jong-Un.

ACHIEVEMENTS CAT8 Sarah Cowan **FSI** Andrew Griggs **JUMP NUMBERS 300** Jason 'Phone Home' Bird **700** Jon Moulder **3,000** Brucie Johnson

We went to Hinton for a day out and Jasper and Attila charged through their AFF. They are both up to Level 7, so they should be on Consols soon. Sarah Cowan also did her Cat 8, stating that she didn't want to go beforehand, while Carly has even jumped in the cold and one day will finish her Consols. We hope to have Adam Duncan back in the air, chasing Rachael Painter to finish their AFF. I even hear Shaun Barrett is getting good in the tunnel, so we may have some new talent in 2013. Benson will be dinging his way to a Tandem Rating in April when Redlands on Tour make their annual trip to Hibaldstow to watch Crazy panic on his AFF course. Stubert, get the sambuca in!

Dylan Griffith-Jones



Redlands Crew in Wales, by a timer

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LANGAR skydivelangar.co.uk

What quiet patch?

While it's always a bit on the quiet side in the first part of the year, the achievements list proves that we still got a good deal of jumping done!

The static line system is in robust good health at Langar. We had a burst of courses from our local universities in early February and these guys and gals proved to be really keen. Some even got all the way through to Cat 8, which is quite some feat during the winter months.

The team training season got started with the girls of *Bodyflight Isis* (including our very own BPA Star, Siân Stokes) spending several days of unusually lovely weather with us, helping to keep up our 'busy midweek' record and creating plenty of extra lifts for progressing students. We've always got space for more teams, so give us a call when you're looking for somewhere to train.

Our staff have all refreshed their First Aid qualifications with the new BPA-sponsored course, which proved to be a well-run and informative day. We would, of course, prefer that you didn't damage yourself while jumping but, should the worst come to the worst, we're here to help!

No first aid required for our night jumps programme, as it went without a hitch. More than twenty people hop-and-popped from 4,500 feet (dictated by cloud cover) – several for the first time. It's a great experience and everybody should do at least one, so watch out for our night sessions when the short days come around again next winter.

Boogie 1 (May 2-7) is immediately preceded by Skydive Choreography's Big-way Beginners weekend and our FS Skills Camp. Immediately following the Boogie is Brian Vacher's Flight One course, and at the same time we have the *Red Devils* raising team funds with tandem jumps. That is immediately followed by the UKSL 4-way weekend (May 11-12). It's going to be a busy couple of weeks, so come along and make it even busier – we've got space for everybody! More details of events are posted regularly at facebook.com/skydivelangar, so you can keep up with developments there too.

Tony Danbury

ACHIEVEMENTS FIRST FREEFALL Hannah Parker, Tom Shorten, James White
AFF GRADUATE Paul Colman, Richard Curtis CAT8/CHI Paul Colman, Richard Curtis,
Tylor Enkel, Tom Shorten, James White, Jamie Wilson CH2 Roy Wimmer
JMI Roy Wimmer FS1 Fiodor Matyskin JUMP NUMBERS 50 Neil Denbow, Roy
Wimmer 400 Matt Kite 800 James Pritchard 1,600 Ivor Flowers 1,700 Siân Stokes

Sam Cady and Dan
Guest, by Guy Wells


DUNKESWELL skydive99.com

Getting Drunkeswell!

Looking forward to the year ahead, we have plenty of dates for the diary and events catering for all disciplines – from canopy fun to freely and tracking. For the newly qualified who are aiming to get their FS1, we have multiple FS1 progression weekends with plenty of FS coaches available to help you through your training. We are also offering canopy courses which include a ground school with a 10-jump programme and video debrief.

The courses are aimed at all levels and are tailored to what the customer needs, be it general canopy handling or wanting to start/improve those 'wicked sick' canopy piloting skills. These courses are proving very popular, so get in quick. Regular tracking weekends are organised, again catering for all levels, focussing on improving your tracking for separation after FS to steep and fast tracking dives. Regular big-way events are also planned, with the aim to build up to regular multi-plane loads. To cover all this, we are bringing in a second Beech 99 on busier days. All of these events are happening at least

once a month. For full details and dates, check out skydive99.com

A new incentive has been launched to get people down nice and early and it is called 'Thirst Load'. The idea being you have to turn up and register in the cafe by 8.30am on selected days and, for every jump you do, you can claim a free pint or other selected drinks that night in the bar. Keep an eye on Facebook for those all-important dates.

Finally, we are all getting very excited about the prospect of holding the first official CP meet in the UK right here at Dunkeswell. Hopefully, we will see some very impressive canopy piloting and perhaps inspire a few more people to take a look at their own canopy skills.

Dates for your diary:

- 4-way Scrambles: May 11-12 (two Beech 99s)
- CP Nationals: September 18-22
- Twin Beech Boogie: August 7-11
- Extended Opening: May 3-12 and July 12-21

Miko

SWANSEA

skydiveswansea.co.uk

All of a sudden, we now see things progressing apace here at Swansea. The re-opening of the airport cafe coincides with Teej getting onto the camera team (well done on your 400th as well!). It won't be long before the ice cream van is back!

Ricky did his 1,000th jump just the way he planned and dreamed it would be – a camera jump – and was also justly awarded February's Employee of

the Month. Johnathan Johnson has his B Licence thanks to Kris' continuing FS coaching with us here. Other B Licences include Darren (the packer) Porter.

We are still seeing plenty of the regular club jumpers but there is often space for more, so come and see what our stunning Welsh coastline views have to offer!

AFF continues to be busy, with all courses booked up until the summer at the earliest. Maybe some of them will be ready for the Welsh head-down record Wendy Watkins is organising for later in the year? See the Facebook page for more details!

Tom Hare

ACHIEVEMENTS CH2/JMI Johnathan Johnson, Darren Porter FS1 Johnathan Johnson JUMP NUMBERS 400 Teej 1,000 Ricky



Tanya Quigley, by
Ant Andrews

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my Freefalls



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New faces, old friends

Ian Wayman and Andy McMillian at the coaching weekend, by Michael Wemyss

BECCLES

ukparachuting.co.uk

The FS coaching weekend seemed to bring everyone out of winter hibernation. The weather played ball for once and there was a good ratio of coaches to students, so everybody got the chance for some coaching and hopefully learnt some new skills. The event proved very popular, so more weekends will be run in the future.

We are trying to get the Early Bird lifts going now things are warming up a bit, so remember – if we can get eight in the plane and wheels are off before 9am, then it's just £15 each to 13k. That's got to be the best offer in skydiving right now!

We have two new pilots to welcome to UK Para Beccles, Steve and Stuart, who will be getting us to altitude safely this year. Talking about pilots, Adrian Bennett, one of our past pilots, is due to get married soon – good luck with that, Adrian. Congratulations to Ben Thorsen, our chief pilot, who has now qualified as a pilot examiner.

A mention to Rick, Rob and Pete, who are heading off for TI courses soon – good luck, guys. The club would also like to welcome back Rob Bellman to the full-time staff after his time away in the States. It's nice to have you back, Rob, and I hope you are feeling the love!

This will be my last article for UK Para Beccles Club News as, after two years as Club Rep, I have decided that it is time to let someone else have the pleasure of the Club Rep duties. I am handing over to James Page, so let him have all your pics and news from now on.

I would like to take this opportunity to thank Jason Thompson DZO, Andy Page and everyone else at UK Para for making my time as Club Rep so much fun! The club scene has really come on in the last couple of years, so let's all make a big effort to keep it going!

Michael Wemyss

ACHIEVEMENTS FSI Mark King **JUMP NUMBERS** 50 Blane Kinge 200 James Page 900 Michael Wemyss



Paint it...purple?

Our Twin Otter's shiny new paint job

Ali Atlasi were in joint second and first place went to Stephen Landau. Congratulations to you four and to everyone else who put in so much hard work and reached so many personal achievements last year. Also, a very big congratulations to Sam and Alex, who welcomed the birth of their baby boy, Jack Radford Turner, on January 5.

Those who follow us on Facebook may have seen photos of our Twin Otter popping up over the winter, while those of you who don't have probably just heard the rumours. Our 'Big Red' has had a very shiny new (purple!) paint job and has got to be the sexiest plane flying over the UK right now.

Cameraflyer and RAPS instructor Yo has been putting a lot of her time and effort into organising what we like to call 'Chatteris Tunnel Takeover', which is exactly what it says on the tin. Between 30 and 40 of us have had a couple of trips to Bedford for some extra FS and FF coaching. A massive thank you to Yo and to all the other tunnel coaches involved for helping out. They have proven to be very popular and are definitely worthwhile.

Don't forget that we are continuing with the £16 jump tickets, free beer and BBQ after jumping on a Saturday when the weather becomes a little more welcoming.

So, with our awesome aircraft, luxury clubhouse, great coaches, cheap jump tickets and free beer and BBQ, what are you waiting for? Here's to an awesome year at Skydive Chatteris!

Robynne Haynes

ACHIEVEMENTS CAT8/CHI Robyn Clayton, Jeralee Cullen, Shandor Nikitits, Phil Shaw, Michelle Ollerton **CH2/JMI** Harry Brooks, Sean Healy, Vikki Poulton, Benjamin Reed-Smith **FFI** Benjamin Reed-Smith **JUMP NUMBERS** 50 Tanya Burton, Robynne Haynes 200 Sarah Ashworth, Harry Brooks, Stewart Ewing, Nick Griffin, Vikki Poulton 300 Gary Johnson 700 Tony Labbadia 4,000 Yo Lee

So now that we're already a quarter of the way into 2013 (scary!), what has been happening at Skydive Chatteris? We ended 2012 with our Christmas party, which also saw the official opening of our shiny new clubhouse. There was an optional Bond theme to the party, with great live music provided by local band *Wild Honey* and secret agents (Si) Chipp and (Craig) Poxon keeping the cocktails flowing all night. A great night was had by all and there couldn't have been a better way to end the year.

With more and more students reaching Cat 8 and going on to become licensed skydivers, Student of the Year was a hard decision to make. In the end, third place was awarded to Jeralee Cullen, Tanya Burton and

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Birthday Boy!



What real weather looks like

PARAGON

paragonskydiving.co.uk

Here we go again into a Scottish spring, with the weather consisting of four seasons in one day – wind, snow and rain, but with the occasional summer moment thrown in for good measure. This has created a sluggish start to the year, but summer is just around the corner and everybody has their shorts ironed in anticipation of better things to come.

The RAPS courses have kicked off again and will coincide with the monthly BBQ – everyone is welcome to join us for a burger and a beer. Speaking of which, there are a few beer fines to be settled (and consumed). No doubt there will be plenty more tallying up over the spring months...

Paragon welcomed Walter and Irene back from their travels again and they have been having a smashing time since their return, especially Walter!

One of our cameramen, 'The Vowel', has announced that he will be leaving us at the end of summer for a new life in the Shetland Islands with his lovely family. We will all be sad to see them go, but I am sure they will still visit occasionally and the best thing about this news is that prior to their departure, in true Paragon style, there will be a party of epic proportions. Finally, everyone at Paragon would like to wish Jim McConnell – UK Highest Landing record holder, World Team Member and Paragon regular part-timer – a very special Happy Birthday this month. He can now officially collect the pension but, in his own words, he is very much 'still game'. All the best Jim, and many more to come!

Blue skies and soft landings,

Markie McConnell

SOS

pops.org.uk

Mike Whyborn, Joe MacMahon, John Houghland and Kevin Smith



SOS over Dubai

Several SOS UK members have been in Dubai on a boogie arranged by Pete Marsden. It was sunny, warm and not too windy – great weather for four fun jumps each day. Plenty of things to do, and another great meeting for friends and family.

John Houghland

SIBSON

skydivesibson.co.uk



Charlotte Pope's Biggish-way, by Paul Dorward

The Sibson Shake?

Pure awesomeness – there is no other way to describe the vibe we have had at the DZ since the start of the season. The G-92 has just done its first weekend with us and, as I promised on our Sibson Skydivers Facebook group, the sun did indeed come out. We had a blast going to 15k on every lift. Those lucky few tandems who got to jump it were also stoked!

Steve Howes from *Varial* was ripping it up with some FF coaching, and a warm welcome back to Nick Davison, Rob Titchner and Johnny Moore from their winter hibernation in the tunnel. I've seen some awesome tunnel vids, guys, and can't wait to get a chance to jump with you – this year, I am determined to learn how to freefly.

Just when Grant thought he had everything he needed (new FS school, new creeper pad, new office, new staff, new equipment...), he went out for a bag of chips and went home with a brand new Ducati. As if that wasn't enough, he and Tomo just sealed the deal and bought the Grand Caravan – which is now permanently based at the DZ alongside the G-92 on selected weekends.

We have a few new procedures at the DZ this season. Firstly, a new emplaning point and landing pattern set by CCI Chris. Is this part of some big grand scheme? Who knows? Just watch this space...

Oh, and I simply cannot write Clubzone without mentioning the Phoenix Bar and Grill's new coffee machine. Full-on Barista-style Latte cappuccino mocha espresso... I'm an addict, that stuff is amazing. Andy also has full chip and pin facilities too, so get yourself down and check him out.

We almost have a complete calendar now, one that's full of events and competitions throughout the whole season. Keep an eye on our Facebook groups and Twitter feeds.

We would all like to pass on our congratulations to none other than Matt Robinson, who celebrated 20 years in the sport with a big-way jump from the G92. Well done Matt – not long now till POPS...

As usual, I'm still looking for good photos and achievements to go in to Clubzone, so get in touch with all your shenanigans – like the Harlem shakedown that I'm sure I saw at the weekend.

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

Paul Dorward

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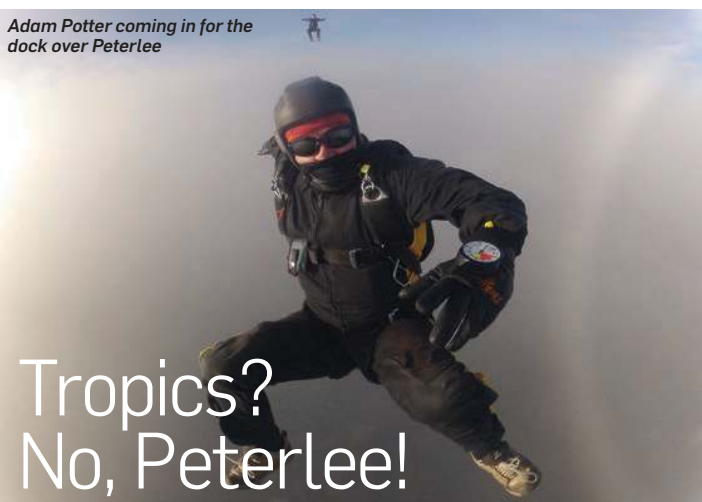
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Photo: Jim Hays.
*Date inspired by Joe Kitzinger. 1957. First man to reach space

PETERLEE

skydiveacademy.org.uk

Adam Potter coming in for the dock over Peterlee



Tropics? No, Peterlee!

The New Year has started off spectacularly at Peterlee. We have had a hit with the weather, rivalling that of dropzones abroad. There has been lots of student jumping too, and we have seen lots of first time jumps and lots of first time freefalls. The AFF School has really picked up too, getting many qualified at B Licence and FS1.

Most importantly though, the Freefly revolution is here! We're getting lots of progression from those learning to sit fly and from qualified freeflyers – with close-proximity and big-way jumps going on too. Lots more experienced people are turning up compared to a few years ago and the dropzone itself is seeing progression similar to that which the students and skydivers are experiencing.

Everyone is excited and switched on for the new season. There is a mega buzz about the place and everyone is geared up for fun jumps, the Accuracy Challenge and a canopy course in April.

Will and Lisa are back after a few months off and are turning the dropzone into a family affair by bringing a new addition to the dropzone – their son Aaron, who is flying through the progression system and has already done his first freefall!

Ian and Paul have been busy sunning it up in Spain, which means lots of jumps and lots of beer.

University courses are back on, with Newcastle, Northumbria and Teesside University all managing to get ground training courses this late on in the academic year.

Oli Hudson

ACHIEVEMENTS FIRST FREEFALL Chris Granger, David Houghton, James Lloyd, Daniel Love, Aaron Wilkinson **CAT8/CHI** Evelina Overling **CH2/JMI** Lisa Wilkinson **FS1** Simon Dickinson **JUMP NUMBERS 100** David Arkless, David Fusaro **300** Oliver Hudson **500** Craig Hicks

NETHERAVON

netheravon.com

Netheravon in the news

Congratulations to Thea Westley, Jackie Harper and Pete McLaughlin, who were voted onto BPA Council in January. All three are well-respected Netheravon jumpers whose proven commitment, extensive skydiving knowledge and organisational skills will be a huge benefit to the BPA. We can rest assured that the interests of us all, from student to sky god, will have the representation that is deserved. Thank you to everyone who voted for them.



1 Wingsuiters, watch out – the 2013 Wingsuit Competition is coming your way! Netheravon is hosting this event over May 3-6 with Artistic, Performance and Tracking categories. Last year's event was a resounding success and this year is gearing up to be even bigger

and better. We have three Caravans and a Skyvan for the whole weekend, so it's going to be mega. Keep your eyes on the Netheravon website at netheravon.com, the Netheravon Flock page on Facebook or Skydive Netheravon's Facebook page for further details.

In preparation for AFF courses, BLESMA (British Limbless Ex-Servicemen's Association) jumpers came to Skydive Netheravon to start their training. In what can be a phenomenally expensive sport, this great team of potential skydivers received some of the best training possible at hugely

reduced rates. Thanks go out to Dave Ballard, Pete Mac, Mike Jeng, Tom Blakey, Geoff McVey, Shane Cooke, Dave Pacey and Kim Mason, who all gave their time and skills completely free.

Elana Cain



1 Andre preparing for the second UK wingsuit competition

2 Si Guest leads a train exit, by Godders

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Midweek jumping, by Kris Cavill

Skydiver's paradise

HIBALDSTOW

skydiving.co.uk

It seems you people don't like to be on the ground for too long! An insanely busy opening weekend began with a covert internet campaign, run by the Hoop Defence League, questioning the lack of hoops on the DZ. After a day-long campaign of spamming officials, the centre caved in and released the hoop for one day of fun jumping. Good times were, of course, had by all – especially Darren Graham, who seemed keen to take the hoop with him! The hoop will be flying again, so don't miss out.

We're always pushing progression here at the DZ, so it's great to see such a fantastic turnout on both of our early season seminar weekends. Firstly, the Safety Day seminars proved productive

and inquisitive minds questioned everything to do with skydiving all the way from gear discussion to how to keep the CCI happy! Secondly, the 'Coaching for Coaches' course aimed at producing quality coaches to help low experience jumpers get their FS1 – a fantastic show of interest in helping progress the community. We look forward to seeing our new coaches in the sky very soon.

Elsewhere, our FS1+ event sold out again, filling the DZ with jumpers keen to get into small groups – including Hannah Broughton, who did her 100th jump as part of the event. The weather hampered the skydiving, but nothing could dampen the excitement for one of the DZ's favourite nights – the Hibaldstow X-Factor. With



Darren, by Adam Pencharz

seven acts taking centre stage to win this year's title, pressure was on to perform. Only one act can win, however, and this year it came to the veterans of the X circuit to win. Congratulations to the *Pillars of Masculinity* (aka Blyth Davies and Tom Ruttle), who scored big with Coolio's *Gangsta's Paradise* in the style of middle class!

It's all change on the DZ this year, with lots of staff coming to join us. We're looking forward to welcoming Jake Diliberto, who will be looking after all things freely. Jake will be coaching, load organising and looking after larger events for the DZ so, if there was ever a time to do the freaky, it's now!

We're also looking forward to seeing Julia Foxwell on the DZ more this year. Julia plans to be at the DZ as much as possible. She's ridiculously talented, being five times 4-way National Champion, World Champion and the first Open 4-way World Cup medallist since 1979. If you're interested in doing some progressive coaching with Jules, then let us know on satori4wayteam@gmail.com.

We've got a huge calendar for all kinds of skydiving for the whole year, so don't miss out – take a look at our website at skydiving.co.uk for all the info you need.

Stu Ferguson

ACHIEVEMENTS FIRST FREEFALL Tom Sanderson CAT9/CHI Shaun Macdonald CH2/JMI Jamie Gray, Marcin Grzelinski, Michael Hitchcock-Ford FS1 Paul Allum
JUMP NUMBERS 100 Hannah Broughton, Liam Goddard **200** Krystian Groom **700** Kris Cavill **12 HOURS IN FREEFALL** Rob Spour

CORNISH

cornishparachuteclub.co.uk

Firstly, may I apologise to anyone who finds time to read our club news that we missed the February edition. The beginning of the year went a bit bottoms up, with Chrissy taking a bad fall (half a lager shandy, before you ask!). You will be pleased to know that she is on the mend now and is whipping us all into shape.

The end of season party was, as always, a massive success with plenty of laughs, great music, lethal punch, sea shanties and egg on the face for some (Doctor)! I know it's a bit late, but a huge thank you to everyone who made the effort to come and share the night with us. We hope to see you all again and more next year!

The season has started very well with very cold clear crisp days. Visiting jumpers have been amazed by the views – you can look at the photos in the Mag all you want but, until you have seen them for yourself, they can't be fully appreciated.

At the time of writing, little Nick (pilot Tom's boy) is back in hospital with a poorly kidney and we wish him a very speedy road to recovery. We have some new young blood at the DZ this year with Jon and Ed running the canteen, editing and generally being as helpful as they can, both having done tandems and now ready for their AFF. Best of luck guys – can't wait to see you gracing the skies above Cornwall without me on your back!



Cornish coastline, by Phil Symons

New faces, and familiar faces with egg

The staff have been working really hard to make sure the operation runs smoothly on a daily basis. It is hard to believe that there is so much to be done at such a small club so, to those of you who have picked up a paintbrush, a Hoover, a hammer

or nail, cooked up the bacon or flown day in and day out as the only pilot, thanks as always for your help and let's hope for another record-breaking year at Cornish Parachute Club.

Ben Wood

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www.ekstremsportveko.com

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The Call

April

April 20-21

B/F Load OrganisingLocation: **Netheravon** · netheravon.com

April 20-21

FS SAVoA and Bodyflight Isis Coaching WeekendLocation: **Netheravon** · netheravon.com

April 26-28

WS Phoenix Fly Flocking CampLocation: **Sibson** · skydivesibson.co.uk

April 27-28

FS Big-way BeginnersLocation: **Langar** · skydivelangar.co.uk

April 27-28

U SOS FS record attemptLocation: **Netheravon** · jeffchandler@hotmail.com

April 27-28

FS Big-way Beginners IXLocation: **Langar** · alturl.com/nh9st

April 27-28

WS Phoenix Wingsuit weekend and **A** Varial Freely organisingLocation: **Sibson** · skydivesibson.co.uk

April 29-May 3

BPA Instructor Course (Tandem/AFF)Location: **Hibaldstow** · bpa.org.uk

May

May 2-5

FS P3 Big-way CampLocation: **Perris, California** · p3skydiving.com

May 2-7

B/F Langar BoogieLocation: **Langar** · skydivelangar.co.uk

May 3-6

B/F BCPA NetheravonLocation: **Netheravon** · bcpc.org.uk

May 3-6

WS Wingsuit CompetitionLocation: **Netheravon** · ukwingsuitcompetition.com

May 4-5

FS Introduction to Big-way with Simon CathrineLocation: **Hibaldstow** · skydiving.co.uk

May 4-5

S&A Accuracy Roadshow and CH coaching with Team GB. Canopies available to tryLocation: **Headcorn** · headcorn.com

May 4-6

A Ladies' Head Down Record AttemptsLocation: **Sibson** · skydivesibson.co.uk

May 4-6

FS FS Scrambles (with Hangar Party on Sunday 5)Location: **Beccles** · ukparachuting.co.uk

May 4-6

U 30th Anniversary WeekendLocation: **Wild Geese** · skydivewildgeese.com

May 5-10

B/F Jersey Mini-BoogieLocation: **Jersey** · skydivejersey.net

May 9-12

FS P3 100-way CampLocation: **Perris, California** · p3skydiving.com

May 11-12

FS UKSLLocation: **Langar** · skydivelangar.co.uk

May 11-12

S&A Accuracy Grand PrixLocation: **Headcorn** · bpa.org.uk

May 11-12

CF Canopy Formation CoachingLocation: **Hibaldstow** · skydiving.co.uk

May 13-17

BPA Instructor Course (CSBI/AFFBI/TBI/Advanced)Location: **Strathallan** · bpa.org.uk

May 15-19

FS P3 Spring Fling Unique FormationLocation: **Perris, California** · p3skydiving.com

May 18-19

FS Skydive Choreography Summer ChallengeLocation: **Hibaldstow** · http://alturl.com/hsakp

May 18-19

FS ScramblesLocation: **Dunkeswell** · skydive99.com

May 20-24

BPA Instructor Course (CSI)Location: **Strathallan** · bpa.org.uk

May 24-26

CP Canopy CourseLocation: **Dunkeswell** · skydive99.com

May 24-June 2

B/F Spring BoogieLocation: **Cark** · skydivenorthwest.co.uk

May 25-26

A Freely Money MeetLocation: **Langar** · skydivelangar.co.uk

May 25-27

FS ScramblesLocation: **Sibson** · skydivesibson.co.ukCYPRES 2
Made in Germany

May 27-June 8

FS Langkawi Asian FS Record then BoogieLocation: **Langkawi, Malaysia** · skydive.com.my

May 31-June 2

B/F BCPA CarkLocation: **Cark** · bcpc.org.uk

June

June 1-2

U POPS meetLocation: **Netheravon** · netheravon.com

June 1-2

FS 8-way CupLocation: **Hibaldstow** · skydiving.co.uk

June 5-9

A Big-way Experience Camp, 20/40-waysLocation: **Skydive Spain** · mike@volare-freely.com

June 6

BPA Riggers' and STC meetingsLocation: **BPA Offices** · bpa.org.uk

June 8

B/F Fall for the Fallen – World Record Tandem DayLocation: **Netheravon** · netheravon.com

June 8-9

FS FS UKSLLocation: **Sibson** · skydivesibson.co.uk

June 8-9

FS Speed 8 MeetLocation: **Headcorn** · headcorn.com

June 15-16

FS Introduction to Big-way with Simon CathrineLocation: **Black Knights** · bkpc.co.uk

June 18

BPA BPA Council MeetingLocation: **BPA Offices** · bpa.org.uk

June 21-23

B/F BCPA Big-wayLocation: **Netheravon** · bcpc.org.uk

June 21-23

CP Canopy CourseLocation: **Dunkeswell** · skydive99.com

June 22-23

CF CF Grand PrixLocation: **Sibson** · skydivesibson.co.uk

June 23-30

B/F Extreme Sports WeekLocation: **Voss, Norway** · extremsportveko.com



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June 29-30

WS Wingsuit Workshop
with Ross LambertLocation: **Black Knights** • bkpc.co.uk

June 29-30

FS 28-way competitionLocation: **Hibaldstow** • skydiving.co.uk

July

July 1-7

B/F BCPA NationalsLocation: **Sibson** • bcpa.org.uk

July 5-7

CP Canopy CourseLocation: **Dunkeswell** • skydive99.com

July 6-7

A Adam Mattacola FF coachingLocation: **Langar** • skydivelangar.co.uk

July 6-7

U POPS meetLocation: **Hibaldstow** • skydiving.co.uk

July 9-14

B/F Vector FestivalLocation: **Chalon sur Saone, France** • vectorfestival.com

July 13-14

A FF Sequentials with
Maktoum and Jake, and
CP HEAT Canopy CourseLocation: **Hibaldstow** • skydiving.co.uk

July 13-14

FS UKSLLocation: **Cark** • skydivenorthwest.co.uk

July 15-19

BPA Instructor Course
(Tandem/AFF/Pre-Advanced)Location: **Sibson** • bpa.org.uk

July 15-19

FS East-West Challenge
100-way SequentialLocation: **Kolomna, Russia** • aerograd.ru/en

July 18-28

B/F Sibson Boogie
(helicopter on July 26)Location: **Sibson** • skydivesibson.co.uk

July 20-21

CF CF Grand PrixLocation: **Hibaldstow** • skydiving.co.uk

August

August 1

BPA Riggers' and STC meetingsLocation: **BPA Offices** • bpa.org.uk

August 1-2

A Summerfest Boogie
(WVWR qualifier)Location: **Skydive Chicago** • melissaairheart@yahoo.com

August 2-4

CP Canopy CourseLocation: **Dunkeswell** • skydive99.com

August 3-4

FS 4-way CupLocation: **Hibaldstow** • skydiving.co.uk

August 3-11

B/F Summer BoogieLocation: **Cark** • skydivenorthwest.co.uk

August 7-11

B/F Twin Beech BoogieLocation: **Dunkeswell** • skydive99.com

August 12-18

World Cup and European
Championships in **FS** FS
and **A** ArtisticsLocation: **Banja Luka, Bosnia & Herzegovina** • bpa.org.uk

August 12-16

BPA Instructor Course (CSI)Location: **Headcorn** • bpa.org.uk

August 13

BPA BPA Council MeetingLocation: **BPA Offices** • bpa.org.uk

August 13-18

B/F AN28 Boogie with Dave LewisLocation: **Magdeburg Germany** • mdskydive.de

August 17-18

WS Phoenix Fly 3D FlyingLocation: **Sibson** • skydivesibson.co.uk

August 20-27

S&A World Cup and European
Championships in Style
and AccuracyLocation: **Cheboksary, Russia** • bpa.org.uk

August 24-26

FS FS 4-way and **A** VFS NationalsLocation: **Hibaldstow** • skydiving.co.uk

August 25-September 1

CP World Cup and European
Championships in Canopy PilotingLocation: **Kolomna, Russia** • bpa.org.uk

August 27-28

FS Billy Payn Load OrganisingLocation: **Sibson** • skydivesibson.co.ukCYPRES 2
model change for free

August 31-September 2

FS FS 8-way, **A** Artistics
and Speed Skydiving
Nationals, **FS** FS 4-way and
A VFS Nationals ReserveLocation: **Hibaldstow** • skydiving.co.uk

September

September 7-8

A UK Head Down RecordLocation: **Hibaldstow** • skydiving.co.uk

September 7-8

FS Brit Chicks warm-up jumpsLocation: **Langar** • skydivelangar.co.uk

September 7-9

FS FS 8-way and **A** Artistics
Nationals ReserveLocation: **Hibaldstow** • skydiving.co.uk

September 7-15

B/F Langar Boogie 2Location: **Langar** • skydivelangar.co.uk

September 12-15

FS Brit Chicks record jumpsLocation: **Langar** • skydivelangar.co.uk

September 13-15

BPA Nationals in Canopy Formation,
Classics and 8-way SpeedLocation: **Sibson** • skydivesibson.co.uk

September 14-22

A European Head Down RecordLocation: **Empuriabrava, Spain** • babylon-freefly.com

September 20-22

CP CP NationalsLocation: **Dunkeswell** • skydive99.com

September 27-29

CP Canopy CourseLocation: **Dunkeswell** • skydive99.com

September 26

BPA Riggers' and STC meetingsLocation: **BPA Offices** • bpa.org.uk

October

October 5-6

CF CF Grand PrixLocation: **Netheravon** • netheravon.com

October 8

BPA BPA Council MeetingLocation: **BPA Offices** • bpa.org.uk

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The foundation of the BPA

The BPA celebrated its 50th anniversary in 2011, but the idea had been thought up before 1961. This rare photo from October 22 1960 is from a London coffee bar and shows Mike Reilly, Bernard Green and Stanley Anstee, who were discussing setting up the BPA as a successor to the RAeC Parachute Committee. Also present was G.H. (Herb) Hoeschle, President of The

Parachute Club of Canada, to offer advice and support. Bernard's wife Ann took notes. It was agreed that Mike Reilly would be Chairman, with Bernard as Secretary and Stanley Anstee as Treasurer. The name of the coffee bar (and whether it still exists) is unknown, but it is believed to be in the vicinity of the London School of Economics, where Mike Reilly was studying.

1 An historic moment – the formation of the BPA on October 22 1960. From left: Herb Hoeschle and wife Ann, Ann Green, Mike Reilly, Bernard Green. Stan Anstee and companion are just out of shot on the right



The British Parachute Club at Fairoaks in the 1950s

The five preceding years shaped not only the advent of the BPA as an organisation but sport parachuting in general. Keith Fuller, who started jumping in 1955, shares some memories of these years from his scrapbook.



A Busman's Holiday For The Soldiers

They're parachutists in the Army and their spare time is spent parachuting, too. Members of the British Parachute Club at Chobham (Surrey), they are (from left): Private Keith Fuller of Hastings, Sgt. Don Hughes of Crewe and Staff Sgt. Michael Reilly of Weybridge.

2 Mike Reilly, who became the first Chairman of the BPA, helps Don Hughes kit up at Fairoaks in May 1957, watched by Keith Fuller. All three are members of the British Parachute Club. Note the rubber training helmet, originally used in WWII! The BPC was conceived at Denham in 1955 and came into existence at Fairoaks during the middle of the following year



3 A trio of aesthetically challenged models demonstrate 'State of the Ark' kit at Fairoaks. George Bottomer (centre) with two GQ employees

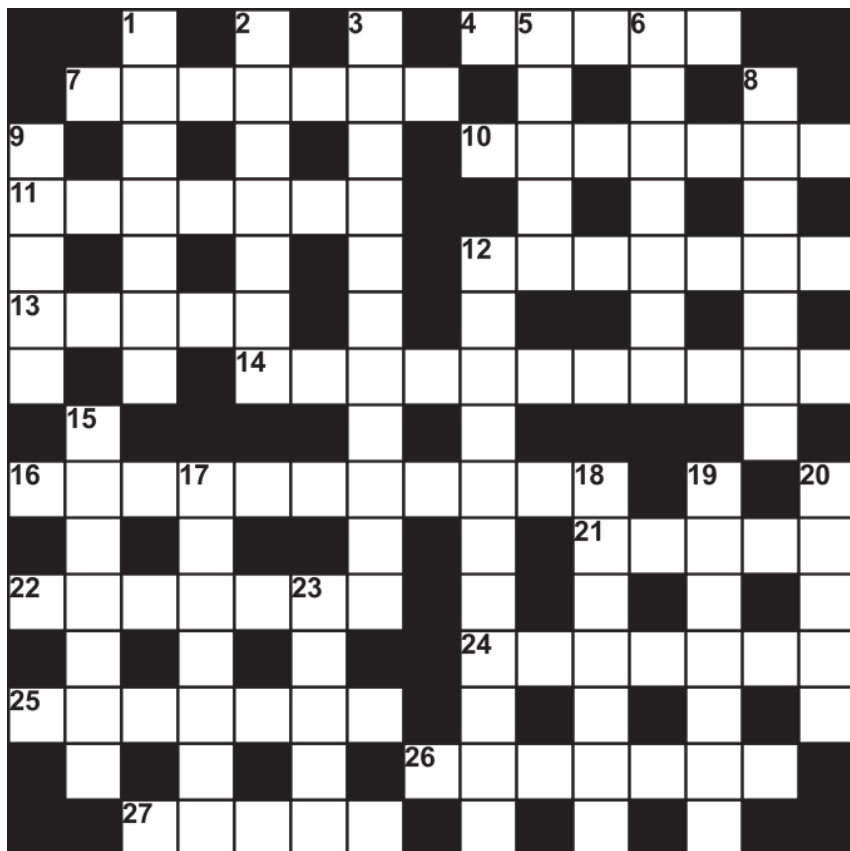


4 Peter Lang, allegedly the most vertically challenged member of the BPC, inside Keith Fuller's old motorcycle kit at Fairoaks during the 1950s. The skull is a genuine item donated by Jim Basnett as the packing room mascot. One wonders how many new students it was used to frighten during its career!

PUZZLE



Paul Boorer



Across

4. British venomous snake
7. Three-dimensional skydiving
10. Place to catch a 23 down
11. Short cord for deploying a reserve
12. Tales
13. Substance that indicates wind direction (or skydiver's location)
14. Switched off
16. Contest
21. Terra
22. Folds material around
24. Radical
25. Not analogue
26. Overly concentrating on
27. Moves through the sky

Down

1. Wild horses
2. Postponed
3. Relations of forward movements to vertical movements (5,6)
5. Float along
6. _____brava – Spanish port
8. Formation flying practice device
9. Very strong draught
12. Learner's initial position (7,4)
15. Illuminated at night
17. Incomplete (deployment)
18. Evenly balanced
19. Given instructions
20. Side of the face
23. Flat or level surface

CARTOON



Down
1. Broncos 2. Delayed 3. Glide ratios 5. Drift 6. Empuria 8. Creeper 9. Blast 12. Sitting exit
15. Moonlit 17. Partial 18. Neutral 19. Briefed 20. Cheek 23. Plane

Across
4. Adder 7. Freely 10. Airport 11. Lanyard 12. Stories 13. Smoke 14. Deactivated
16. Competition 21. Earth 22. Enwraps 24. Extreme 25. Digital 26. Fixed 27. Flies



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icon



Pilot



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Justin Shorb, founder of Flock University, with campuses across the country. "When you fly a wingsuit for a living, you have to have gear you can trust." Justin trusts Aerodyne.

"I jump a pilot 132, wingloaded at 1.5 to 1. I've got over 2000 jumps now on a zpX pilot, it always works for me. Wingsuit deployments can get interesting sometimes, but with the wingsuit mod on the icon and a pilot on my back, I always know it will open on heading and on time. There is not any other canopy I would ever trust to get me through a long season of flying."

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