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magazine



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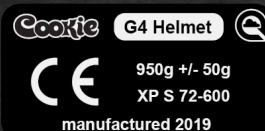
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FEATURES



TULLY TIGHT ARSE BOOGIE



KAPOW KUP



TEXAS PARACHUTE MASSACRE

EDITORIAL

Well it's the new era of ASM and I don't think I've ever laughed or cried so much.

Joe Joseph setting his canopy on fire with a flare gun is absolute gold, as are his videos and his account of the jump (Note: Read it with your best Texan accent.) I'm stoked to be bringing you this insane footage as the first video links in the mag. Go to page 51 for **Texas Parachute Massacre**. (Thanks for the great name Bretto).

And there's David Shen, aka Dumpling (pronounced Dumpring in your best Asian accent). To celebrate Issue 101, I asked David to educate us about the sport in a Skydiving for Dummies fashion. He definitely did not disappoint – go to page 8 for **Skydiving 101**.

Between those two men I have filled my monthly quota of bursting out laughing and uncontrollable laughter, thank you!

Then there's the passing of three absolute legends of our sport – Gentleman Jim Brierley, Col 'The Count' King and King of the Air Claude Gillard. I don't have words, thankfully others do – from page 31 to 35.

The new ASM Online – with links to websites, PDFs and VIDEOS! That means you can send in your videos as well as your photos! Entertain us with unusual jumps, beautiful locations, outstanding landings, incidents, malfunctions, day tapes, promo videos etc. Be sure to crop the videos, and send the YouTube or Vimeo link.

Drastic times called for drastic measures, and so the ASM has now been reduced to a quarterly online only mag. While it's sad to see the end of the luxurious printed mag, the planet is thanking us already. Hopefully you'll embrace the change too.



Hangin' out with the King of the Air

Susie EDITOR
Susie McLachlan

CLICK TO WATCH THE FRONT COVER JUMP



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CONTRIBUTORS

Kras Bankov
Gail Bradley
Kelly Brennan
Sonja Bruss
Christine Collins
Brad Cusato
Zac Cusato
Jim Czerwinski
Marco DeBon
Andreana Engler
James Evered
Sonya Gelman
Vikki Girvin
Beau Gora
Sarah Gordon
Janine Hayes
Ken Hills
Sandy Jappe
Joseph Johnson
Andy Keech
Tim Kolln
Jenny Larkin

Brett Lonnon
Jules McConnel
Richard McCooley
Dave McEvoy
Jock Moir
Sandy Nieuwenhoven
Tom Noonan
Ria Peck
Ralph Hamilton
Presgrave
Ian Robertson
David Shen
Bella Smart
Dave Smith
Leah Smith
Chrissy Sparrow
Peter Sutton
Chris Vieira
Kellie Watson

PHOTOGRAPHERS

Kras Bankov

Kelly Brennan
Chris Byrnes
Mason Corby
Ray Cottingham
Marco DeBon
Johannes Debler
Steve Fitchett
Al Gray
Marcee Hammond
Joseph Johnson
Norman Kent
Tim Kolln
Marty Lee
Sandy Nieuwenhoven
Jodie Mayo
Karen McEvoy
Casey Myall
Chrissy Sparrow
Georgie Stephens
Richie Timperon
Craig Truesdale

FRONT COVER



This double Wagon Wheel's got a shoe loose! Actually two, look closely! One of the many fun jumps by the Skydive Capricorn crew at the Tight Ass Boogie, Tully, Far North Queensland.

Photographer:
Steve Fitchett
www.fitchimages.com

BACK COVER



"Arresto Momentum Hanka". Kosta Andrellos celebrating his 600th jump by riding a broomstick and putting a spell on Alex Hanka to slow him down! Over Lower Light Drop Zone, South Australia
Photographer:
Marty Lee

[Publisher]

Susie McLachlan
PO Box 178, Moffat Beach QLD 4551
Ph: 0438 928 202 E: susie@skydiver.com.au

[Design & Layout]

iGraphix – Amanda Hutchison
Ph: 0419 381 931
iGraphix@bigpond.com

[Advertising]

Advertising rates, dimension specifications and artwork details supplied on request.



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

Photos submitted will be returned if supplied with a self-addressed stamped envelope.

The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them. Note: The ASM may include BASE jumping, providing the APF does not appear to condone the activity.

Pursuant to my contract with the APF in relation to the publication of Australian Skydiver Magazine, I am required to make a general statement about the nature of any pecuniary interest that I have in a particular brand of parachuting equipment, service or event being promoted in ASM. I am a Director of Toogoolawah Drop Zone Pty Ltd and I am a part-time employee of Ramblers Parachute Centre which organises various events and is a dealer for various equipment, some of which companies advertise in the ASM from time to time.

[Next Deadlines]

Issue 102
Deadline 25th Oct, 2020
Mag Out 25th Nov, 2020

Issue 103
Deadline 25th Jan, 2021
Mag Out 25th Feb, 2021

Issue 104
Deadline 25th Apr, 2021
Mag Out 25th May, 2021



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THE VIRUS COVID COMEBACK

HOW (MOST) AUSSIE SKYDIVERS GOT BACK IN THE SKIES

By Kelly Brennan

“AFTER THE LONGEST 76 DAYS EVER, WE’RE OPEN!”
THAT WAS THE DECLARATION FROM SKYDIVE JURIEN BAY IN THE FIRST WEEK OF JUNE, WHEN SEVERAL DROP ZONES TOOK OFF AT LAST.

For Skydive Oz, at Moruya, the Facebook announcement summed up what we’d all been thinking. *“From social isolation to total FREEDOM!”*

The first DZ to win government approval to reopen under a COVID Plan was Darwin Parachute Club. They were closely followed by Jurien Bay in WA. Most other States and operations followed quite quickly.

Of course, there was nothing ‘normal’ about the new Covid rules for skydivers. Fun jumpers became willing test dummies for the strict new arrangements. They were even forking out for pre-paid jumps, just to secure one of the few available slots on the DZ for any jump day. Face coverings, temperature checks and hand sanitisers were all part of the deal for a post-Covid DZ.

All States resumed except Victoria, which remains stuck in its own groundhog day. The ‘education’ State has been given a tough lesson about freedom. Its jumping drought will be 100 days more than the rest of Australia, at 174 days. Probably longer if the flow-on effects from the latest tough restrictions go past mid-September.

HOW GOOD DID THAT FIRST JUMP FEEL?

Mason Corby had a long wait to properly experience the comeback. *“Believe it or not I was on a 69 day hold,”* he

explained. *“I jumped one jump on that one day then haven’t jumped again since for another 45 days.”*

“It’s been by FAR the biggest break I have had in thirteen years,” said Mason. He still had another week or so to go when he said this, while counting down to the Tight Arse Boogie. *“It’s gonna feel so great getting back in the air again!”*

There were nerves and excitement for others too. Kristina Hicks did a Hop ‘n’ Pop after a 100-day break and said it was awesome.

Milly Spinoza had been out for about seven months due to focussing on flying and also some weather days. *“A lot of crazy things went through my mind in the plane,”* said Milly. *“But, when I felt my body flying, it gave all the answers to my crazy questions!”* It felt surreal and impossible to describe.

Bree Campbell is a brand-new skydiver who had to delay her dream. She was booked in to start her AFF at Jurien Bay before the shutdown changed her plans. Fortunately, it didn’t stop her completely. Bree was at the DZ on their first weekend back, completing AFF and B-rels over the next six weeks. *“It’s taken me eight years to get here but I look at my progress in six weeks and my passion is still there!”*

APF OUTLOOK

The APF Office and its team of volunteers had to make some big changes during the shutdown, cancelling the conference

Guess Who? The Noosa Crew! Photo by Jason Lange



and the annual awards night. The AGM was held on-line, and went smoothly with members adopting a revised constitution. With such a bleak business outlook and rising unemployment around the nation, there were very real fears for APF membership renewals. But, by the end of June, an early bird special was being snapped up. *"The \$108 offer was taken up by 2,200 members, the highest June renewal ever, by a long way,"* said Richard McCooy, the APF CEO.

He was optimistic about some other stats as well. *"First jump numbers are now nearly 50% of the same time last year,"* he said. *"This is a solid recovery, considering 50% of our first jumpers come from overseas and our borders are closed."*

Richard wasn't aware of any major Clubs that haven't survived the pandemic, but he expected that operators would look carefully at the viability of all their sites.

He says clubs and the APF have been hurt. *"The federation has cut costs substantially, however it will still run at a substantial loss in 2020."*

CURRENCY CHALLENGES

The APF had kept busy through the shutdown, with a series of educational seminars for members online. The idea was to keep skydivers as mentally current as possible, to reduce the risk of incidents when they returned.

Melissa Harvie is a 4-way and Big-way superstar, but she had a Covid currency issue while repacking her rig for her first jumping day. *"I had a brain freeze when it came to the first fold into the bag!"*

Her absolute blank was a timely wake-up call and one of the many reasons that she decided to do some Hop 'n' Pops before playing in the sky with others. *"I did three,"* said Melissa. *"If I could forget how to fold my canopy, what else would my brain be slow to remember?"*

During the Hop 'n' Pops, she focussed on the feel of her rig, her handles and her canopy flying.

On her first coaching day with a group, at Picton, a couple of them mentioned similar feelings of anxiousness, and the group worked together to channel this into constructive focus for the jump.

"In general, from a safety and training perspective, return to operations appeared smooth with the absence of serious or concerning incidents," said APF Safety and Training Manager, Charl Rootman. He put that down to appropriate pre-emptive initiatives and good decision-making by clubs, CI's, DZSO's and members.

PICKING UP MOMENTUM

Some operations have been going great guns, benefitting from Australia's internal border closures.

In WA, Skydive Jurien Bay has been flat out with 12-hour days through June and July. *"With no one able to leave the State but everything else normal, intrastate tourism is going bonkers,"* said co-owner Chrissie Sparrow. *"We are doing summer numbers with winter staff levels."*

J-Bay has been the only option for WA fun jumpers and student training. *The shortest day of the year completed a busy weekend, with 24 loads, 156 sport jumps and 46 tandem skydives."*

It has also been busy for Darwin Parachute Club and Top End Tandems, both fully booked up. *"The NT Government has issued \$200 vouchers for tourism activities and that has helped with the bookings,"* said Trevor 'TC' Collins.

"Dawn sorties are becoming 'the thing', even with our chilly winter temperatures of five degrees at height!"

For many comeback jumpers, the rush is extra special. They had come to take the sport for granted, and were shocked at how suddenly it was taken away from them.

"The faces and chatter in the pickup ute told the story of that first jump back after the break," said TC. *"It was like a bunch of first-time jumpers, a whole plane!"*

Veteran jumper Paul Osborne summed up the excitement in far north Queensland. *"They're certainly appreciating it a lot more, now they've had to fast from it!"*



Melissa Harvie's sequential squad July 2020



Marco DeBoni



Brendan & Victoria



Conrado Medeiros

SICKTORIA

SITTING OUT THE COVID-HOLD IN THE STATE WHERE SPORT SKYDIVING BEGAN.

VICTORIA'S LICENCED SKYDIVERS ARE ABOUT 15% OF THE APF TOTAL.

THAT'S A PRETTY BIG SECTOR OF OUR FEDERATION WHICH IS STILL OUT OF ACTION, ENDURING A STATE OF DISASTER LOCKDOWN. EVEN BEFORE THE RESTRICTIONS WERE EXTENDED TO COVER THE WHOLE STATE, THE DZS IN COUNTRY VICTORIA COULD NOT GET THE GO-AHEAD TO OPERATE.

"Victorian skydivers are struggling during this second lockdown," says Sarah Hogan, the Chair of the Vic-Tas Parachute Council. "This lockdown is much harder than the last."

Victoria has 333 licensed skydivers who've renewed their membership for the next year, even though they don't know when they'll get to jump again. It's a positive commitment to a future in the sky. In addition to the 'Stay at Home' orders, border closures prevent Victorians from travelling. Even when other States need staff, their governments aren't letting Victorians in.

"For most of us - those who didn't escape Victoria between the lockdowns - it has almost been five months since we last jumped," says Sarah. "And the scary thing is there is no end date in sight."

The tough restrictions are scheduled until mid-September, but nobody believes that time frame any more. This article was written as Victoria stepped up to a State of Disaster, with Melbourne under a nightly curfew and a ban on exercising any more than 5km from home. Covid-19 deaths and infection rates were yet to turn the corner.

Even if the restrictions are lifted in mid-September, as intended, it's unlikely we'll be allowed straight back to all activities.

Ralph Hamilton Presgrave says his DZ, Australian Skydive (Torquay) is coping pretty well, considering.

"We've arranged a couple of socially distant get togethers at the DZ to ensure that everyone remembers each other and what they need to do when they eventually get back in the air," said Ralph.

"All rigs have been completely pulled apart and serviced, and we've made heaps of spare parts for when we need them."

From a business point of view, he's trying to stay optimistic, although he describes the second wave as a tsunami. He's now hoping for an October-November start-up.

Sarah points out that for many Victorians, it's the longest time they've been grounded. *"Some people have even commented to me that they may never return to the sky after this,"* she says.

Sarah believes the frustration is much harder when skydivers see their interstate and overseas friends on social media, all back to living their lives as normal. *"Some skydivers, like me, are happy to see my friends enjoying doing what we all love and living vicariously through them,"* she says. *"But others are pissed off and want them to be grounded like the rest of us!"*

Then there are many of us who've lost work, or who have loved ones affected by the virus. For some people, jumping is the least of their problems.

Ralph's DZ has a lot of bookings ready to go, but he is worried. *"The big issue that I see is that our customer base will be struggling with 'disposable income' due to fear of what 'might' happen if there is a third wave,"* he said.

In July 1958, Victoria led the way with Australia's first civilian parachuting school. Sixty-two years on, Victorian skydivers have a lot of catching up to do with the rest of Australia.

"Skydiving will continue into the future, for that I am certain," said Ralph. *"But it is going to be a long time (2+ yrs) before we are anywhere near what we were doing before 2020 arrived."*

Sarah agrees that lockdown sucks, and not being able to jump sucks. *"Hopefully we can keep this amazing community alive by checking in with our friends,"* she says. *"Don't forget that skydiving just isn't about the jumping. It's also about the community. The people."*



Looking for the end of Covid-19 at Torquay DZ

SKYDIVING 101

By David "Dumpling" Shen

BEFORE I LOST MY SKYDIVING VIRGINITY, I THOUGHT ALL SKYDIVING WAS THE SAME. IN MY HEAD, THE SPORT HAD TWO POSSIBLE OUTCOMES: SUCCESS OR MEAT WAFFLES, AND I WASN'T TOO CONCERNED ABOUT HOW STYLISHLY I ARRIVED AT THOSE EVENTUALITIES. NEVERTHELESS, I SOON DISCOVERED THERE WAS AN ART TO HOW BEAUTIFULLY ONE COULD FALL TO THE GROUND. HERE ARE MY FINDINGS.

FLATFLYING 101

This flavour of skydiving is practiced exclusively by AFF students and retirees. Nobody knows why, and the scientific research is unclear, but data shows that from the pre-pubescence of the 'B' Licence to age 55, nobody does this. It's as though one can only turn points while not sexually fertile. More research is required in this phenomena.

FREEFLYING 101

Every four years, when the Olympics are on TV, I occasionally flick past the gymnastics to gasp at the homoeroticism. Don't get me wrong: it's impressive as all shit with the flips and flexes and spirit fingers. But the tights, the makeup, the judging, the drama. The strange paradox between muscles and artistic grace. Elton John versus Liberace in a piano battle play-off is less fabulous.

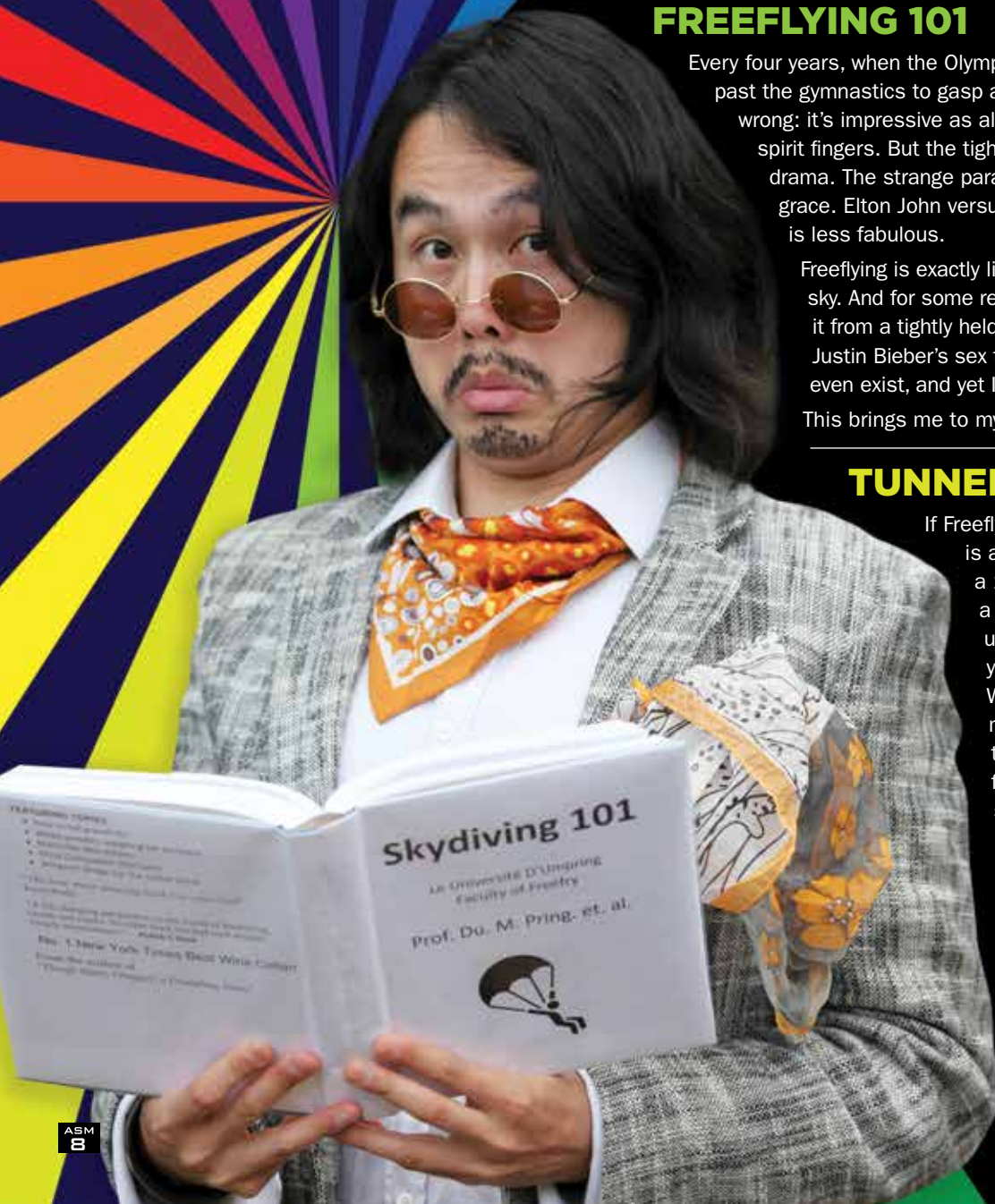
Freeflying is exactly like gymnastics. Except, it's in the sky. And for some reason, this minor difference turns it from a tightly held niche, to the hottest thing since Justin Bieber's sex tape with Katy Perry. See? It doesn't even exist, and yet I can hear your heart racing.

This brings me to my next point.

TUNNEL 101

If Freeflying is a celebrity sextape, tunnel is a Pornhub Premium account with a 1,000mbps fibre connection and a condom suit. It's the unhinged, unadulterated, wild, wild west of your most extreme fantasies. Wanna dock upside-down onto your mate's face while he attempts the splits? Sure. Wanna try side flying? It's been done. Wanna simultaneously test the strength of glass and your helmet's impact rating? Not recommended, but common, like many things you see on the internet.

Tunnel is a great place to learn, try new things and practice. But don't get too addicted. Like too much Pornhub, you'll end up with less friends and more sores than is healthy.



HEAD-UP 101

Ironically, this is the first and last thing you learn Freeflying. It is the hardest thing you'll ever do, and the hardest thing you never do. Any chump with a thousand jumps will have a HD crest, but not every Freefly coach will nail a HU round on every exit. Master this, and even the most shreddy of McShredders will bow to your grace.

If you're a Freefly n00b, take solace in the fact that, despite being the first thing you're supposed to learn, this shit is hard. Weird, I know. Schrodinger's cat has learnt to fly.

HEAD-DOWN 101

I remember seeing someone fly HD for the first time. I had to excuse myself and visit the bathroom for some private time. But trust me, when you get there not too long later, it isn't even all that impressive. Taking docks HD is like shaking hands with your dog's face. Taking docks HU is like trying to run in that dream. That one where the harder you try, the slower your legs move. Except this is real life. And you're backsliding. And now they're all dots in the horizon. Cue music: *"Hello darkness my old friend..."*.

ANGLES 101

Angles are like the crack of skydiving. First, it's just a little bit of fun on the side, and you profess to your 4-Way team that you can stop at ANY time. Next, you find yourself at some camp with eight other chumps with the same twinkle in their eyes, salivating at the sight of someone's crotch. Inevitably, it consumes your life. It's the only thing you do anymore. You give up drinking, cigarettes, food and sex in exchange for another, bigger, faster, steeper turn. Oh Jesus, I think I have a problem! But the line outside Anglers Anonymous is a mile long and secretly, you're just there to get numbers for a 16-Way. And so are they. Damn, is this also the queue for manifest? How convenient.

CRW 101

CRW is for arsonists, redheads and other crazy sons of bitches whose only aim in life is to destroy the world. They live for anarchy and feed off the fumes of fear. How would you like to suddenly and unwittingly commit to a strict bondage relationship, mid-jump, with no safe-word, while your canopy collapses and auto-asphyxiation takes effect while you flirt with unconsciousness in a violent spin, and G forces build to a level only astronauts experience launching into orbit? I'll pass, thanks. CRW is the only sector of skydiving I never want to try. The only flavour of wrap I like is chicken and mayo. F@ck CRW and f@ck the Michael Hutchence fanboys.

XRW 101

This is one of the few times in your life where you admit to yourself that bigger really is better. Sometimes, there is just no substitute for size. Trying to out-glide a Petra in a glorified straitjacket requires bending the laws of physics. Einstein's theory of relativity states that the faster you move, the slower time appears. Or in simple language, for every eight inches of fabric, 50mls of moisture is generated. Absolute scientific.

SWOOPING 101

Whether you're Mr AFF or Sir Shred-a-lot, one thing remains constant: the unforgiving earth. The threat of impact is constantly pounded into our heads. And yet, there are some who want to test this. They want to get close to it. Skim it. Touch it, as if caressing a bat, in a cave near Wuhan.

These people are called swoopers. These guys: they know things. They've seen things. You never come back from ED with a compound fracture the same person. And there are no shortcuts to this level of mastery. There is no canopy tunnel. SoFPiDaRF Facebook group is the best a newbie could hope for. But wherever you are in this world of skydiving, just remember one thing: pain is temporary, glory is in the corner.

THERE YOU HAVE IT FOLKS, A BRIEF INTRODUCTION TO THE MOST POPULAR AND STYLISH FORMS OF ALMOST-DYING. IF YOU'RE A BEGINNER, I'D URGE YOU TO TRY EVERYTHING AT LEAST ONCE. JUST LIKE THE REST OF LIFE, YOU MIGHT FIND YOURSELF SURPRISED AT WHAT TURNS YOUR PICKLE GREEN. XRW LOOKED ABOUT AS EXCITING AS A MOBILITY SCOOTER RACE, UNTIL I FOLLOWED A CANOPY IN FLIGHT, WEARING BUT A DRESS. HEAVY FROTH CAN FOG YOUR VISOR, I DISCOVERED.

FOR THE REST OF YOU: CATCH YOU AT THE NEXT ANGLE CAMP, IF I EVER MAKE IT OUT OF LOCKDOWN AND MY LIVER DOESN'T BLINK FIRST.



MESSAGE FROM THE CHAIR OF THE BOARD

AGM

On 24 June the APF held its Annual General Meeting as a Zoom video conference. I trust that for the 2021 AGM, we can hold a face-to-face meeting in conjunction with the APF Conference and an Awards Night, so we can properly recognise the medallists from our Australian National Championships and participants in local and international skydiving records.

Constitutional Change

A significant change was made to the APF Constitution at the AGM. Individual members can now elect Board Directors. Prior to this change, only Club Delegates had a vote in this matter. Those who have been around for a while, know the APF started in the 1950s as a collection (or *federation*) of clubs, in the same way Australia is a *federation* or collection of States and Territories. Thus, the name Australian Parachute Federation was born. Maybe it's time to consider a name change, to better describe who we are and what we do?

Changing APF's Name

The British Parachute Association has recently changed its name to British Skydiving and the International Parachute Commission is now the International Skydiving Commission. Many sports simply use Australia and the sport by its common name. None of our competition disciplines use the word parachute but rather skydiving, accuracy or artistic. How does *Australian Skydiving* sound? Decisions of this type should not be taken lightly and must be made after careful consideration and wide consultation. There is no rush, but maybe it's time to consider refreshing our name? And perhaps our logo too?

Changing APF's Logo

The APF logo is a little bit like the Australian flag. Some older jumpers would be appalled at the suggestion of changing it, just as many older Australians – particularly our diggers – would think changing the Australian flag sacrilegious. I can understand there are likely to be strong views, but that is no reason to shy away from having a discussion. The logo has been on Australian Parachute Team uniforms for 60 years and is much loved by older jumpers, but a round parachute is not representative of the canopies people now associate with today's skydiving. How long is it since any of us have seen a round parachute in the air?

If there is an appetite for discussion amongst members on a possible name and logo change, we could put this out in a Discussion Paper; and in the case of the logo - ask members to design a new one and have a representative

group make the final choice. It's hard to know where to start, but my suggestion would be to put the proposition on Facebook initially, to see if there is enough interest in this to take things forward. Over to you members...

Documenting APF's History

On another but related matter, we are looking to document the APF's history. We have been gathering old records and old parachutes and placing them in storage for some time now. The APF loaned a lot of old records to Donna Laws in 2000 for a history project, and it is fortunate these were off site when the APF's headquarters burnt down in Canberra. These, together with records held by Claude Gillard, are being stored for the history project.



I recently obtained documents belonging to one of the founders of the APF - Alan Jay - who started jumping in 1958, together with research records from the late Frank Mines. Frank wrote a history of parachuting in Australia before the APF came into existence. Peter Corrigan, a former jumper, salvaged these records before they were dumped when Frank Mines passed away. Peter handed these over to me for safekeeping. This treasure trove from various sources needs to be sorted, catalogued and digitised, ready for whoever is given the task of documenting the history of the APF.



Dave Smith
Chairman of the Board - F221



[APF OFFICE]

PO Box 1440 Springwood QLD 4127
 Ph: 07 3457 0100
 Email: apf@apf.com.au
 Web: www.apf.com.au

MESSAGE FROM THE CEO

COVID-19 Support

The COVID-19 pandemic has had a major effect on all of us. State Government social distancing regulations closed down all skydiving operations in Australia for around three months. This severely affected operators, instructors and members.

The APF provided DZ operators with a \$270,000 support package and members with \$200,000 in the form of membership discounts. Additionally, local Council Committees (Parachute Councils) have been extremely generous with support funding.

The APF has survived this major disruption due to wise financial management, past and present. We made early cuts to expenses and staffing and have survived to administer skydiving for another 60 years. Conversely, Rugby Australia, NRL and Cricket Australia are all virtually broke despite huge turnovers and need support to remain in existence.

Reopening

AFF has rebounded - with student numbers well up - and domestic tandem numbers are returning solidly. People want to get out for some adventure after being locked away in their homes and with international travel being off the cards, people are looking for activities they can pursue on their own doorstep.

Recovery will be slower for international student numbers; dependant on both government imposed border restrictions and the overseas tourism industry.

We are all saddened to hear about the spike in COVID-19 cases causing Melbourne to go back into lockdown and interstate travel restrictions remaining imposed upon Victorians. Once it's safe to do so, I'm sure we are all looking forward to welcoming our Victorian community back into the skies and supporting the many fantastic sport jumping events hosted there.

Sport Development

To improve the development of our sport, the Sport and Competition Committee (SCC) now has two working groups:

1. Sport Development (includes State Coaches)
2. Competition (includes representatives from each discipline)

This was decided upon after consultation with competitors and coaches at the 2020 National Championships in Nagambie.

The APF welcome the following discipline representatives to the SCC - Competition:

- Mike Dyer: Accuracy Landing
- Ash Saunders: Artistic Events
- Martin Letch: Canopy Formation
- Selwyn Johnson: Canopy Piloting
- Craig Vaughan: Formation Skydiving
- Tim Golsby-Smith: Vertical Formation Skydiving
- Ash Crick: Speed Skydiving
- Luke Rogers: Wingsuiting

New APF Member App

Have you tried the new APF member App? This is available for free and replaces the outdated membership cards. Just search 'APF Membership' in your App or Play store.



Richard McCooley
CEO - F206

APF National Office - Ph: 07 3457 0100

Chief Executive Officer

Richard McCooley ceo@apf.com.au

Safety & Training

Charl Rootman charl.rootman@apf.com.au

Technical

Ria Peck technical@apf.com.au

Wade Challenor ria.peck@apf.com.au

Wade.challenor@apf.com.au

Sport Development

Jules McConnel julia.mcconnel@apf.com.au

Accounts

Craig Perrin accounts@apf.com.au

Information Technology

Gemma Hodges it@apf.com.au

Executive Assistant/Office Manager

Jenny Larkin jenny.larkin@apf.com.au

Office Administration

Sandra Jappe, Sarah Barrett, apf@apf.com.au

Liddy Vearing

[OFFICE BEARERS]

Chairman

Dave Smith 0419 464 112 dave.smith@apf.com.au

Company Secretary & Public Officer

Andy Mulholland 0412 266 630 andy.mulholland@apf.com.au

[BOARD OF DIRECTORS]

Trevor Collins 0401 118 203 trevor.collins@apf.com.au

Mark Gazley 0417 161 699 mark.gazley@apf.com.au

Vivian Merz 0415 088 646 vivian.merz@apf.com.au

Dave Smith 0419 464 112 dave.smith@apf.com.au

Joe Stein 0402 008 924 joe.stein@apf.com.au

Anna Van Der Vlugt 0429 772 154 anna.vandervlugt@apf.com.au

Heath Baird 0475 427 232 heath.baird@apf.com.au

[OPERATIONAL COMMITTEE MEMBERS]

National Aviation Officer

Mark Edwards 0414 729 958 mark.edwards@apf.com.au

National Rigging Officer

Trish Vogels 0435 238 079 trish.vogels@apf.com.au

National Competitions Officer

Cole Ruthenberg 0409 766 105 cole.ruthenberg@apf.com.au

National Judging Officer

Gail Bradley 0413 119 575 gail.bradley@apf.com.au

National Coach

Jules McConnel 0400 416 579 julia.mcconnel@apf.com.au

Safety & Training Officers

Mike Tibbitts 0458 753 854 michael.tibbitts@apf.com.au

Brandon Van Niekerk 0412 546 763 brandon.vanniekerk@apf.com.au

Chippe Lindberg 0458 546 077 chippe.lindberg@apf.com.au

For all APF appointed positions go to
<https://www.apf.com.au/apf-zone/appointees-and-committees/>
 appointees-and-committees



JUDGING

While Victoria remains locked down, the Judges encourage all other States to get teams registered for the E-League, and to start practising.

Footage needs to be sent via wettransfer to gail.bradley@apf.com.au by the end of August for the first three rounds. Prizes, medals and glory will be awarded at the Nationals next year. See the APF Facebook page for details about the E-League.

Be confident that planning for 2021 Nationals is underway, and that we will hold the 2020 CP Nationals as soon as possible. Like you, the Judges are raring to be working too. In the immediate timeframe, enjoy your State Meets.

I also want to tell a couple of tales about Claude Gillard as a Judge, on top of his lifetime of other achievements.

As a demanding Accuracy competitor (and we all know what they sound like!) in the early 1960s, Claude continually questioned the Judges' scorings of his attempts. He was inquisitive, challenging and dubious about many of his scores from non-approachable Judges, so decided to take up judging himself to improve the processes and the technique. His first appearance as an Accuracy Judge was apparently at a WPC in Oklahoma in 1962. In those days, you could just put up your hand to be a Judge, providing you had the funds to travel there, which Claude had earned from his drop zone. A few more appearances as a Judge caused him to start attending IPC meetings, so that he could contribute to the source of the rule-making. This is how his IPC history started, and we all know that ended well with six years as President of the supreme body.

I first judged with Claude in 1993. Somehow he had picked up some FS judging skills too, apparently volunteering and paying his own way to a WPC in 1982 as an FS Judge. We were inventing the Relworkers

League at the time, and Claude occasionally came along to those events, and the VIC State Championships, to lend a hand. We spent more time laughing and talking and listening to his stories, and explaining the rules to him, than we did scoring jumps, so it was best when he moved along, grumbling "they are going too bloody fast now" and went to Wangaratta. By 2007 when we started Judge Rating Numbers, Claude was no longer on the Judging list, the Number 001 Judge rating going to Phil Hindley.

However, the greatest honour we paid him was when Leanne Knowles suggested we named the "best and fairest" medal for the League, "The Gillard Medal". The Gillard Medal was awarded from popular votes cast each weekend of VIC League, and when you consider we had over thirty 4-Way teams in some years, the Award was highly coveted. At the end of the season, we would conduct the League Ball, a black tie event, where all the medals were awarded ending with the great man himself ascending the stage to announce the winner of his eponymous medal. As the only collector of the secret votes, I handed him the envelope just in advance of the presentation which meant for many years Keith and I were always seated next to Claude, who wore his dinner suit and his frilled, brilliant yellow, dinner shirt, dating from a bygone era, but always causing a double-blink each time it appeared.

We were close. I would see him overseas when I was judging. He always had the interests of the competitors AND the Judges at heart at IPC meetings. He gave me the words to King of the Air. I maintained his database of Gillard Medal winners long after he could no longer attend the Ball. I always made time to be with him at Conferences. While I weep for the end of his story, I smile as I recall his "never tell me 'no'" approach to life, his constant demand to improve our world and his sense of mischief. His voice echoes in my head still, and I can never forget that shirt. Fly free, Claude.

Stay safe and sanitised, everyone.

Gail Bradley



APF CALENDAR OF EVENTS

SPORT DEVELOPMENT

Where have the last four months gone?

Not long after the Nationals at Nagambie the skies were empty of colour and yahoos... (do people still say yahoo? I think the new term is 'froth'!)

That didn't stop us talking about skydiving and going online to share memories of the past and ideas of the future and what the 'new norm' might look like post COVID-19. This time from the sky has shown what a strong community we have – online chats and webinars, regular zoom catch ups with friends. My favourite was Sunday night trivia with my jump buddies in Moruya, coming up with the questions was half the fun – especially for the skydiving round.

While most of us are back in the air, we feel for our Victorian sky family who are facing further lockdown restrictions. One thing you can be sure of during isolation is the sky isn't going anywhere and the taste of freefall and smell under canopy will be that much sweeter at the end of this!

This pandemic has revealed our connection transcends beyond the sky – our skydiving community is small in numbers and spread over a large area. We should continue utilising the online tools we have developed to regularly connect with each other to share experiences and improve our sport. Currently under development is a coach training program using both online and face to face resources for coaches who want to improve their skills and network with their peers in a community-based approach.

What else is happening in sport development? The APF Sport and Competition Committee recently included representatives from each discipline (who were voted in by their peers) for more inclusive decision making in matters relating to sport and competition development.

Ronnie Perry stood down from the role of National Coach. On behalf of the APF I would like to thank Ronnie for your dedication and passion in the role of National Coach for the last three years.

The 2020 Canopy Piloting Nationals have been postponed until all State borders reopen. The 2020 Accuracy Landing (AL) Nationals has been cancelled and 2021 AL Nationals in Toogoolawah will be the selection Nationals for Russia.

Our situation changes on a daily basis, and can impact our lives significantly. Sometimes we can't change what happens to us but we can choose how it affects us – what is important to you?

Stay healthy, safe and sane!

Jules McConnel



ON HOLD

In light of COVID-19 grounding every skydiver in Australia, the APF are driving an initiative to keep members engaged.

The weekly series 'ON HOLD' includes:

- Webinars
- Chatrooms
- Competitions
- Articles
- Forums
- Guest speakers • & more

Guest speakers have included Dan BC, Douggs, Brett Newman, Michael Crush, PD's Albert Berchtold, Jens and Regina from Airtec (Cypres), Tom Noonan from UPT, Melissa Harvie, Mason Corby and Dekunu's Brent Chandler.

Keep an eye on the APF private members Facebook group and E-news for weekly ON HOLD entertainment.

<https://www.facebook.com/groups/apfmembersgroup/>



The most recent session was by **Andrew Keir from AWOL**, who presented an **"Intro to Tracking"**.

CLICK TO WATCH ANDREW'S SESSION



Next Session This Thursday
27th August, featuring
Brian Germain, author of
The Parachute and it's Pilot.



*By Tim Kolln. Photos by Steve Fitchett.
Video grabs by Tim Kolln and Mason Corby.*

Tully ~~Ass~~ TIGHT-ARSE Boogie

THE 2ND EDITION OF THE TULLY TIGHT-ASS BOOGIE BROUGHT MANY JUMPERS TOGETHER FOR AN AMAZING TIME IN TROPICAL NORTH QLD. ALTHOUGH THE BOOGIE OFFICIALLY WENT FOR FOUR DAYS ACROSS A WHOLE WEEK, FAR NORTH FREEFALL (FNFF) MANAGED TO COMPLETE 95 LOADS WITH OVER 95 PEOPLE JUMPING FROM SKYDIVE AUSTRALIA'S SUPER-FAST CARAVAN.

To begin we have to start with many thanks, to all the FNFF club crew who came together to make this event the biggest ever at the club. We were spoilt by the awesome plane from Skydive Australia and their pilots, Mark Whaley and Pavel Flach. They were constantly on hand for whatever we needed as well as instigating the idea and fruition of sunrise loads. The long days of skywards eyes from our C.I. Brandon Van Niekerk were backed up by our DZSOs Mike Howell, Thom Boehm and Ben Tidmarsh. They did an outstanding job in some very tricky conditions, with no one being hurt for the entirety of the Boogie. Our manifest crew of Brigitte, Julia, Georgia and Sally, who every day teamed up from dawn till dusk, while sneaking in a few loads too. Most importantly the jumpers who embraced the FNFF club atmosphere by helping out with all the jobs and continuously wanting to keep jumping, there weren't any who proved to be a proper Tight-Ass.



CLICK TO WATCH
MASON'S JUMPS



CLICK TO WATCH
THE DAY TAPES





Tully Ass TIGHT-ARSE Boogie



The jumping was awesome! Woody had multiple students complete First Flight Courses and Wingsuit Crests. Jesse Warren embraced the FNFF garden gnome responsibilities, running around our luscious grass with a camera, filming many landings. Paule and Potter led the Freelyfly way until Boatsy decided to show up and offer his knowledge and skill. Mossy and Paul Osborne directed the Flatflyers with many jumpers achieving their Star Crests and turning many points. Agwa, Brandt and Josh stepped up to provide the coaches support, leading numerous Angles, sharing the beautiful FNFF sky. This was all captured by Paddy, from All Beef Productions, proving once again his day tapes are a highlight of the boogie.

The Jump Pig Award this year has to go to the Skydive Capricorn crew. They ran hard the whole boogie, with most turning up and jumping the day before, helping their locals complete Star Crests out of the bigger plane. Also Skydive Capricorn provided FNFF with student gear for the event to ensure we could cater for students and novices yet to make their big investment.

FNFF always wants more members to keep our club jumping hard. Tight-Ass boogie provided us with the participant's enabling us to break the load record, completing 23 loads in one day, even though we shut down twice.... With the pilot's enthusiasm and many jumpers hopefully returning soon we will no doubt break this again in the very near future at a special event!

Many thanks also go out to the event supporters. NQPC, always there for the NQ jumpers (especially jump keeper), APF Fi Fund, iFly Gold Coast, Deem Flywear and Cookie Helmets.

Till next time, I'll have a blaaaaaahhhh!





Tully ~~Ass~~ TIGHT-ARSE Boogie





By Beau Gora
 Photos by Jodie Mayo
 Cumulus Images
 www.jodiemayo.com

KAPOW KUP 2020

& VTPC STATE CANOPY PILOTING MEET

CRISP MORNINGS...
HOT AIR BALLOONS RISING OVER THE LUSH WINE REGION OF THE YARRA VALLEY...
THE WOOOOOHHHH OF HIGH PERFORMANCE CANOPIES...
...AND THE NOT SO SOOTHING ENGLISH COMPLIMENT SANDWICH
FROM SUPER COACH RONNIE PERRY...
IT COULD ONLY MEAN ONE THING; KAPOW KUP WAS BACK AND GEARING UP FOR ITS 5TH INSTALMENT.



The Kapow Kup has become a staple in my event calendar over the past few years for a number of reasons, but the most part being, it's a fun backyard competition with friends in a stunning part of the world. The training Kamp and Komp itself is a fantastic warm up for anyone competing at Nationals but also targets skydivers interested in developing their canopy flight skills while offering a pathway down the road of Canopy Piloting (CP) competition.

The event is run by and held at Skydive Australia's drop zone in the Yarra Valley in conjunction with the Yarra Glen Racecourse. The structure is absolutely fantastic in developing skills at the drop zone in a more controlled environment and then applying them to a competition course over a body of water at the racetrack; this is of course if you can survive not talking about those two-people skydives and doing countless pushups.





Over the last four years, Louise Andrews has continued to take the reigns and get this event up and running so everyone can enjoy it; big thank you to her and Cody Bekkerus for the hard work behind the scenes. Unlike previous years the event was held a month later, so the temperature was a lot milder and was certainly appreciated by the competitors.

For the second year running, the competitors were fortunate enough to have both Ronnie Perry Canopy School and the World Champion in Speed, Andrew "Angry" Woolf, delivering specific coaching for each competitor's needs; turn mechanics, setups, competition specifics and comedic criticisms. Competitors ranged from those who were keen to develop the fundamentals of high performance turns, to drop zone Swoopers and those who had competed a number of times before. As always it was great catching up with some usual faces, but even better to see some newer faces of those keen to get wet and drag loads of water!

Tuesday and Wednesday began with some tough conditions and strong uppers, forcing everyone to learn about placing their turn mechanics in a place that seemed wrong but was absolutely right. Many learnt hitting gates becomes more about the setup than the turn itself. Often as a result of corrections from bad setups the ground monsters came up on a few and took a bite, sending some pilots sideways into the grass; fortunately, all lived to swoop another day. These landings were particularly enjoyed with the standard day tape commentary at the conclusion of each day.

Thursday saw us head to the Yarra Glen Racetrack to get used to the new sight picture and get our drag on. With the recent rain, it saw the pond the fullest it has been in the

last four years. Big thanks to Brett Shambrook, the manager of the racecourse, and Shaun the groundsman for ensuring the landing area was as nice as possible.

There were some scintillating drags and a couple of spectacular splashes, showing that all competitors were willing to commit to the gates and run the course; another safety reason why the comps are run over water. I guess that's the thing about Swooping, at one point or another you're gonna get wet when you wanna fly over water. It was also clear that there really was a lot of depth in the field with some great runs being thrown down and competition day was fast approaching.

For those in Blast, they had the option of flying over the course which is the first skill as it teaches depth placement and accuracy. Laura Scott was taking full advantage of this while dialling in her 270s and getting her swoop on to the fullest. Sonya Gelman was also keen to run the course and get her drag on with her tidy 270. Trusting in her rears until she was blinded by the shimmer of Beau's bloody sunglasses and was consequently sucked into the pond; fortunately walking away with a smile and excitement for more. She was followed closely by Kev Cooper who received a nomination for Biggest Wipeout, only rivalled by Jamie, absolutely epic commitment to the rears. Fortunately Christine McCoughtry was on pond safety watch and moved like David Hasselhoff to aid the rescue.





The next morning was Comp Day, however we were at the mercy of some low cloud so played the waiting game. When we could we made the most of it with some lower passes and the competition was underway. First up was Distance, but with a slight headwind it was always going to be challenging. This saw most competitors really attacking the gates to get their water touch and reaching as far as they could out of the harness to make it to the pond's edge. To everyone's credit there were some really clean runs in Inter and Open and some not so clean... well, wet runs. Experienced competitor and pilot, Glen Farrell, took the conditions in his stride setting the benchmark with some solid scores. Newcomer Elliot Ng mentioned that his goals were to swoop the water, aim at the gates, drag a foot and splash down in the pond, he was good enough to achieve all four goals in one jump and in true Kapow Kup spirit came out smiling and was thirsty for more! Veteran and reigning Kapow Kup champ, Kim "Skuddy" Foster, made his presence felt with some competitive runs and showed he was playing for sheep stations. Skuddy is actually the local resident and was apparently sworn in as Mayor of Yarra Glen for the week following last year's win, so he was back and hungry for more glory.

A few memorable mentions from day one should include Harrison Edwards tearing it up in his first competition, Bryce Sellick dragging the whole course like a boss when he just needed a touch at the entry gate, George Sheather for some incredible consistency and great flying and Benny "The Ditch" Cuttler turning into Superman to soar out of the water and put up some very respectable scores. Mighty Morphin Power Ranger Jonah who not only loves pushups, but also giving the competition some style with his Super hero attire. However, it was Simon Colmer, fresh from his Australian representation,



STATS
517 JUMPS
43 LOADS
15 NEW KAPOW JUMPERS



putting up the best three rounds and scoring 300 points for Distance, #Petrapower. We finished the day with some debriefs from Ronnie and Angry then headed to the pub.

Day 2 of competition had us all out at the pond setting up the Zone Accuracy course. Griggys gave us his wisdom of dragging all water gates and landing in the centre zone for maximum points, a simple concept really. Angry and Ronnie gave their inspiring words of "setup deep, run the guts and drag shitloads of water"!

Honourable mentions go to David Shen "Dumpring" for dressing for success in his wetsuit, having some wet runs, but also some great runs, coming out with second place in Intermediate Overall. Tiarne Easley for being baptised by the Swoop Gods with her FIRST ever water touch; nice work Guurl. Paul Barker for one of the best runs he has ever done on the pond, Jamie Stevens for consistently bringing the stink (as Ronnie would say) and not being afraid to run the guts. Jamie is a classic example of someone who two years ago competed in Inter with a 90 degree turn, came first, purely by committing to the gates, and has continued the journey to now be in Open with a very respectable 270 while putting up some quality scores. Quiet achiever, Milos, who got a bit wet but also some scores on the board, was able to claim second in Inter overall. Legend of the sport, Clayton Werner, with a super nice run dragging all gates and scoring very high in Zone Accuracy.

I had a great training camp but a bit of a quiet competition. However, often these are the ones you can learn the most from. Feeling under the weather, Angry pulled me aside and just said to go out have fun and drag some water. I did just that, went out on the last run to bring heaps of power, drag a tonne of water and see where I could get on land. Despite a botched setup, I was absolutely stoked with a nice fun carve into the course, dragging all water gates and standing up the landing for a score of 84 to win that round.

Once finished at the pond we returned on the Bus for the last entertaining and infamous day tape, and finally Griggys tallied the scores and the podium finishes were announced.



Special mentions to Ronnie and Angry for standing outside all day and capturing our swoops, both start blistering at the discussion of sunlight so it was a big effort. I know myself and everyone thoroughly appreciated the guidance and coaching over the whole five days. Big thanks to the local photographers and Jodie Mayo who came down to photograph the event; some absolute classic moments captured.

Another successful Kapow Kup had come to a close. Keep it in your 2021 calendar as a must because it's only going to get bigger, better and wetter!

Special mentions for some outstanding efforts:

- Darren Griggsy Griggs for his behind the scenes work and scoring
- DZ Manager: Louise Andrews
- DZSO and gear checks: Kevin Cooper and Cody Bekkerus
- Pilots: Connor Hawkins, Declan Chittenden and Alex Diederich
- Pond GCA and Baywatch Lifeguard: Christine McCoughtry
- Bus Drivers: Richard Bowerbank, Max Evenden and Mark Pugliese
- Photos: Jodie Mayo
- Pat and team from Yarra Ranges Life TV



FINAL SCORES WERE AS FOLLOWS:

OPEN

- 1ST Simon Colmer 2ND Ben Cuttler
3RD Kim "Skuddy" Foster

INTER

- 1ST Elliot Ng (Also winner of the McMillan Award)
2ND Dumpring "David" Shen 3RD Milos

Quick Interview with “Dumpling aka Dumpring”

DAVID SHEN

2ND PLACE INTERMEDIATE

Have you competed in CP before? Yes, it's my 3rd Kapow Kup although my first freshwater wetsuit experience?

What was your goal/aim/reason for attending?

To learn to fly my canopy, swoop, do 270s in the presence of experienced coaches, test out wetsuit aerodynamics and drinkability of pond water.

Also, to beat Milos.

In what ways did you benefit from attending this camp?

I did all of the above, with the exception of beating Milos. Fortunately I still have the dignity of actually swooping into the pond rather than stalling 90s through the gates.

What were the coaches like? One was a British ranga with hair. The other was a British ranga without hair. Basically the full spectrum of British rangas. It's almost like one is looking at his future self. Two of the best canopy coaches in Australia and yet, they are actually

the same person. And neither are Australian.

Oh, the irony. Damn immigrants. Apparently if you wanna fly a canopy well, you gotta be allergic to sunlight. My dreams are shattered.

What was the vibe like? The vibe! Like what Mabo did for land rights, but better.

Will you be coming next year? Does a dumpling get wet at the sight of water? Does Angry have a sunscreen sponsor? I hope so.

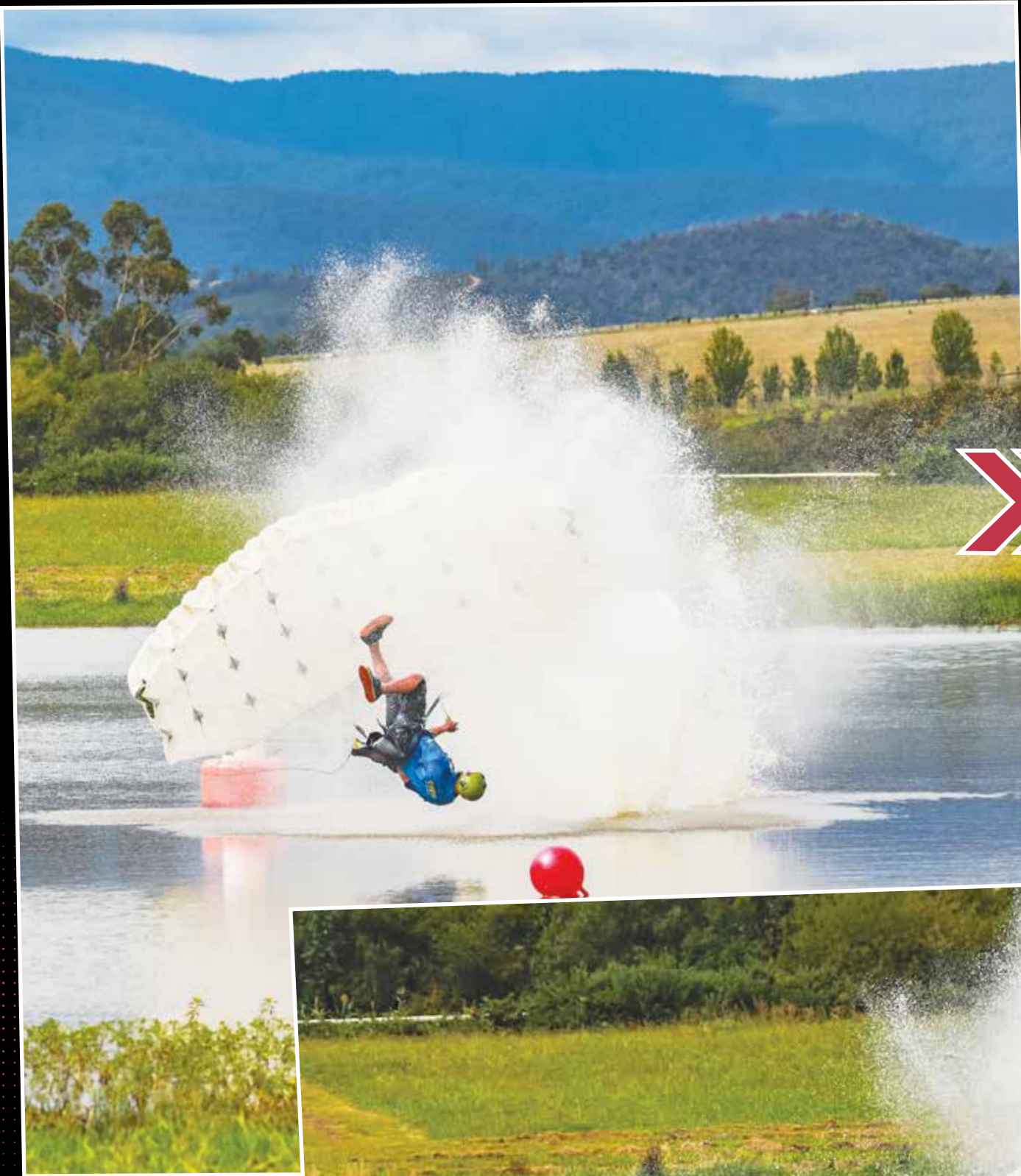
Do you have new goals set as a result from this camp and if so what are they?

I am desperate to try my wetsuit in the tunnel. I'm also considering this as a general winter jumpsuit. The “Melbourne” suit. I'm gonna make millions. You heard it here first. Aside from this, I still wanna get better at swooping, do mad 270s and beat Milos.



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KEVIN COOPER MAKING A SPLASH

*Photos by Jodie Mayo
Cumulus Images
www.jodiemayo.com*



**KAPOW
KUP²⁰²⁰**
**& VTDC STATE CANOPY
PILOTING MEET**



OVER THE CREST?

By Kelly Brennan

OUR NINTH AND FINAL SUMMER OF STAR CREST SATURDAYS WAS NOTHING SHORT OF AN ANNUS HORRIBILIS. WE STARTED OUT WITH OPTIMISM AND DOZENS OF WILLING PARTICIPANTS. WE JUMPED ON AS BEST WE COULD THROUGH HEAT, BUSHFIRE SMOKE, PLANE PROBLEMS AND IN BETWEEN RAIN SHOWERS. THEN THE FINAL DAY WAS GAZUMPED BY THE CORONAVIRUS.

Out of 60 planned jumps, we managed less than half.

However, none of those frustrations were the reason why we're pulling the plug on this long and successful Star Crest program. It's simply getting too hard to put in all the work for Star Crest candidates who just aren't as interested as they used to be.

Just like the previous eight years, we still had fifteen to twenty willing experienced people for every scheduled weekend. We used to get four to six Star Cresters keen to play each weekend, and often had to keep some waiting for a month. This year we had to cajole and push harder than ever, and usually only had one or two.

In the previous eight summers, we had 104 completed Star Crests, averaging just over two each month. Last summer was exceptional with sixteen slabs for completed Star Crests, in a year when another Victorian DZ was also running Star Crest days, often on the same day.

This year, we've had five. Nothing has changed with the program, the players, or the skydive quality. We're still doing several points and everybody is having a ball!

I can only put it down to a changing culture. Newer skydivers just don't seem to be interested.

On one of our days, all three Star Cresters arrived late, left early and didn't buy slabs. Only one of





our Star Cresters for the series came back to help others.

Is it because the newer jumpers don't like flat flying? Is it because they don't like committing to a full day? Or don't they feel safe/happy jumping in large groups? Is it because the instructors at our DZ don't do much flat stuff so novices don't see it as something worth pursuing? Is it because all the other events are luring people straight into other disciplines, where they are happy to do 2- and 3-Ways?

Anyway, these are all questions for the CIs and leaders of our sport. APF stats showed a rise until 2017, then a drop off in the last two years, but the figures are a bit too tricky to interpret without an understanding of all the local issues at play.

As for us, well we'll be playing a bit more of a selfish game for the time being. The regulars will still get

together for belly laughs. If new players come and join us, we'll probably run random Star Crest days to help them out.

The Star Crest Saturdays program would not have been possible for so long without solid support from Skydive Great Ocean Road, which covered Load Organiser slots and accommodated us around their busy tandem schedules. We also really appreciated the ongoing support of the APF Fi Fund and the Vic-Tas Council, which enabled us to have outside camera on all the jumps. Plus, our volunteer coaches, camera flyers and experienced players all made the jumps happen! And Cookie gave us awesome prizes for nine years!

We had a great run for most of the time, producing 109 Star Cresters and being part of several national Big-way records along the way. Can't complain about that!



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RIP A TALE OF TWO KINGS

BOTH COL KING AND CLAUDE GILLARD WERE MASTERS OF OUR SPORT OF PARACHUTING, AND FOR DIFFERENT ACHIEVEMENTS. IT IS SO SAD BOTH THESE GIANTS OF OUR SPORT HAVE PASSED DURING THIS GLOBAL PANDEMIC AND HAVE THEREBY MISSED OUT ON THE SEND-OFF THEY WOULD HAVE RECEIVED. PEOPLE WOULD HAVE TRAVELLED FROM AROUND THE COUNTRY AND FROM AROUND THE WORLD TO BE PRESENT AT THEIR FAREWELL.

Photo by Alison Raynor



Col was Australia's first World Champion medallist when he scored the perfect score of six dead centres and tied for 1st place at the 1968 World Championships. Col's outstanding achievement at the highest level of international competition was an inspiration for Aussie jumpers nationwide. Col received tributes from across the skydiving world. Pioneer Parachute Company gave him their latest model Para Commander parachute. The APF Board gave him his Master of Sport Parachuting Award, the first recipient. His achievement sparked the fire in Australian competitors and gave them the confidence to not just make it on the Australian Team but to compete to win. And medals flowed. Col was a quiet person, modest and admired.



CLICK TO WATCH CLAUDE'S SERVICE



Claude was Australia's first international superstar. Claude qualified for the Australian Parachute Team twice but family and finances prevented his participation. However when he finally travelled to a World Meet as Head of Delegation, and to international parachute conferences, he was able to showcase Australia's progress through our administrative and instructional successes. Claude guided the APF from its inception and he wrote our first Instructor's Manual. It was for his dedication to the APF, dedication that drove its success, and for his overhauling of our instructional system that Claude was granted his Master of Sport Parachuting Award. Claude wasn't a quiet person, not modest but admired.

When this horrible pandemic is over it would be terrific if the APF could organise a tribute to these two giants of our Sport. Hooray for Col Accuracy King and Claude King of the Air Gillard.

Dave McEvoy

CLICK TO WATCH CLAUDE'S SLIDE SHOWS

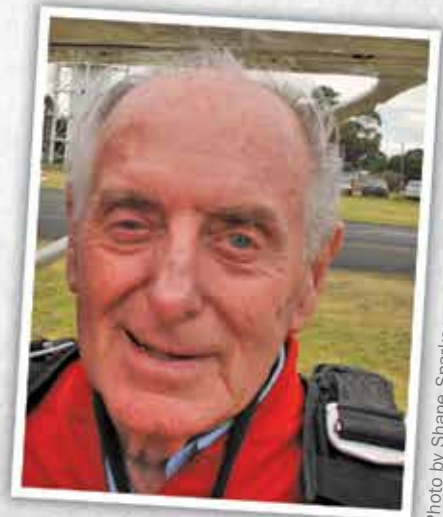


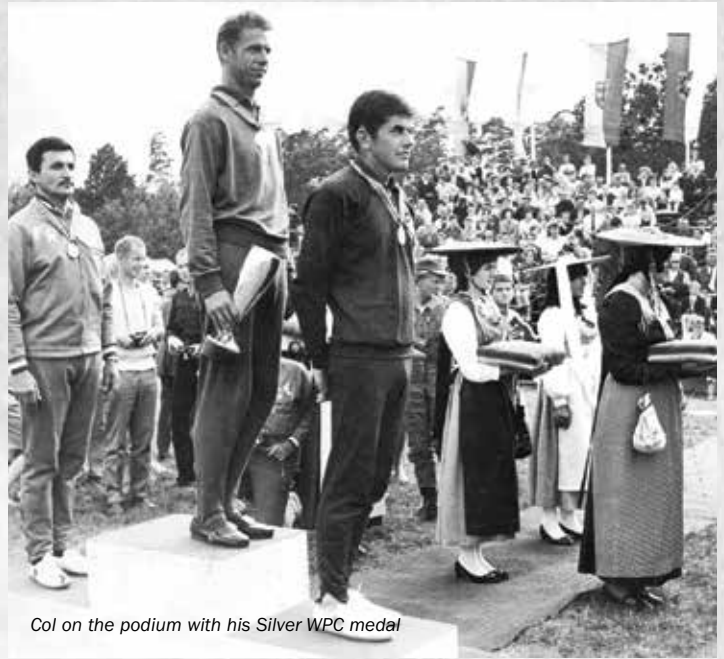
Photo by Shane Sparkes

I met Claude at the Nationals in 1961 in Victoria. Claude was very social and laughed (then) the way he always did since, as we well remember. He hadn't picked up "King of the Air" which made him even more memorable and famous. Certainly one of the original pioneers of the 50s parachuting.

Col, I knew far better because he was in our club (NSPC) right from the start in 1961. Col was the best Relative Worker I flew with while in Australia. He could be trusted to do his obligation to the success of the jump, and to modify immediately when the plan unexpectedly changed. Col became our best and most successful world level jumper winning Australia's first world competition medal. He also was the most worthy first recipient of Australia's Master of Sport award.

Col was always good company with a clever understated sense of wit and humor. He set the standard for honesty and earnest help and support of those coming up through the ranks. He is very much missed by all of us.

Andy Keech



Col on the podium with his Silver WPC medal

**CLICK
HERE**

**TO READ COL'S
ASM PROFILE**



**CLICK
HERE**

**TO READ CLAUDE'S
TWO ASM PROFILES**

4 of his 6 comp discs



Col's last jump, around 2005



Col and Joan



Joan with the five Masters of Sport Parachuting



Although I had known Claude since I was 18 years old, I think the couple of years that I spent with him after he moved to Toogoolawah revealed more of him than I'd ever known. Claude took his ex-wife's son (Ben) under his wing and then supported Ben's mother Candy when she also arrived in Australia from Thailand. Candy enrolled in a course in Toowoomba. Every Sunday, Claude and Candy came to stay with me in Toowoomba. Candy attended class on the Monday and Claude and I usually spent the day together. I remember fondly, the morning coffee in the sun discussing everything that came to mind. Much of it about his early life.

A great achiever from a humble beginning and a great friend to our sport, RIP Claude. Gillard Of Doveton.

Jim Czerwinski

I have been lucky enough to call both Claude and Col mates.

Claude was my first instructor in 1962 and over the years I think I got to know him pretty well.

He was a great ideas man however some of them needed a bigger budget than was available. But he was always looking for new techniques and ideas or ways to improve our sport. As an administrator is where he really made his mark both nationally and internationally. Today's jumpers are reaping the rewards from his visions for the sport.

As an individual he could keep you captivated for hours with his stories and plans, and was not backward in telling you where to go if you disagreed with him. I can recall some great arguments he had when someone disagreed with him, he would get red in the face and a vein in his right forehead would start pulsating, but a few hours later it was as if nothing had happened and they were both mates again.

He could be inspiring and a pain in the arse at the same time, he was a complex man who has left the sport in a better condition than he found it, and I for one am so glad that our paths have crossed.

One thing is certain anyone who has ever met Claude will have a story to tell about him and that in the long run could be his greatest legacy.

Col and I met on the boat from Australia enroute to the 1964 WPC. I spent a couple of years sharing a flat in London with Col and multiple others, then touring the continent to competitions in the summer.

Col had his first PC in late 1964. We had only just seen them at the WPC and none of us had ever packed one before. So the first pack was an experience. It was done in the flat with the harness in the toilet and the rigging lines around the corner and down the hall, with another left turn into the lounge and the apex tied to the fireplace. As you can imagine on the first jump we all held our breath but it opened no problems and was another first for Col - 1st PC jump in England.

I have not met anyone who has a bad word to say about Col. He was a born team leader who led by example and always put the team first. He never sought the honours that were bestowed upon him but thoroughly deserved them all. He would rather just hang back and be one of the mob than be in the limelight.

In later life Col moved to the Sunshine Coast finally settling down to a quiet life on acreage near Coolumb Beach with his partner Joan, going for an early morning swim most days then coffee with mates.

He was successful in business, developing land which put him in the position that he could afford to get his beloved Jaguar which he cleaned more than he drove. He travelled overseas with Joan in style and visited all the sites he missed when he just went from DZ to DZ on the cheap.

I will miss Col for many reasons but have to thank him for providing me with lots of memories.

Parachuting has been well served by both Claude and Col and I feel privileged to have known them.

Jack Moir

Claude's Records

I first met Claude in 1979 when my partner and I drove from Brisbane to Melbourne to pick up a printing machine. We arrived at Labertouche and stayed at Claude's house in Doveton, before lumbering back with a load of heavy, bulky equipment destined to improve the quality of the skydiving magazine, *Rambling On*.

Rambling On recorded, "As you have probably noticed, the last issue was our first on the new offset printing machine, and believe me, it does take a bit of getting used to - ink flies everywhere. However, we are improving..."

Claude's donation of the machine not only improved the quality of *Rambling On*, but also reflected his support of information dissemination to skydivers across the country.

Over the years, our paths crossed frequently, especially when my partner, Rick, worked for the APF in Melbourne and Canberra. I would query Claude about the progress of his skydiving website - a venture and conversation that continued for many years.

It was poignant that my last catch up with Claude this year was yet again to discuss his historical skydiving records. I was privy to finally see the vast collection of records that he had amassed over the years. Claude expressed his wish for them to be used for the creation of a website or a book about skydiving history; it was still a priority after all these years.

It became more of a mission than ever to ensure that his accumulated knowledge was preserved and protected, so earlier this year, a submission was made to the APF Board. The proposal was that the records be sorted, categorised, digitised and archived, as well made accessible through an online database. The Board approved the project and an *Expression of Interest* will be called shortly for someone to undertake the work. In doing so, Claude's vision of sharing skydiving information with others will be continued, and his vision for a book or website about the history of the APF can finally be fulfilled.

Christine Collins



**1992 World Meet
(Style & Acc) Austr**



**2012 NT Sport Parachuting
50 year Reunion at Bachelor**

RIP JIM

Brierley

A LARGER THAN LIFE LEGEND

1924 - 2020

By Kelly Brennan



Many of Australia's best-known skydivers called Jim Brierley *'an inspiration'*. But there was another description that cropped up often as friends posted their memories. Jim was *'a gentleman'*.

"You are amazing, Jim," wrote the Prime Minister, Julia Gillard in 2012, as Jim's 70 years in skydiving drew to a close. *"In military service and civilian roles you certainly have led a very interesting life."*

Jim was quite humble about his revered status. *"I have been interviewed many times by the media,"* he said. *"But only on the basis of my age and certainly not my skill as a skydiver."*

SAYING GOODBYE

Jim did everything with a quiet, calm style. So too with his passing. After a year in nursing care, a year without complaining, he died peacefully in late June with wife Barb sitting beside him. Jim was 95.

It's just as well Jim received a fitting send-off when he retired from jumping, because Covid-19 prevented the huge skydiver turnout that he truly deserved for a final salute. The memorial service for the much-loved husband, father and grandfather was small and private. There were just three skydivers among the 30 mourners who were celebrating a remarkable life in the military, broadcasting, business and jumping. There were fond reflections on Jim's hearty laugh and clever wit, a man who was dignified, brave and strong, who always had time to spare for others.



CLICK TO WATCH A TRIBUTE TO JIM





MEDIA MOMENTS

For a quiet person, ‘Gentleman Jim’ made a LOT of media appearances. After all, he had a compelling story and plenty of clever one-liners for every milestone.

He’d started as a British ‘boy soldier’ and then a paratrooper, doing some operational jumps in the second world war. He took up skydiving again as a retirement sport in his late 50s, while living in Melbourne.

Jim’s 3,000th jump at age 83 was covered by all the TV networks, and they were back again for his retirement jump five years later, at the age of 88. All up, he did more than 3,600 jumps.

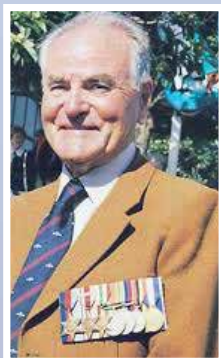
He was an entertaining advocate for skydiving, happy to list his many injuries, and making light of his (many) transgressions.

BADGES OF PRIDE

Jim’s war medals symbolised his entry into skydiving, but he wore his skydiving badges with immense pride too.

He was a treasured member of Commando Skydivers, where the club named a competition after him. He was also part of Freefall United, a club which enjoyed weekends away with friends and plenty of red wine. He was a popular participant in events for POPS (Parachutists over Phorty Society).

Jim listed his jumping highlights as a perfect 8-Person Star formation at night, a high altitude jump from 25,500 feet, and a landing in the MCG. He leapt from planes, helicopters, gliders and balloons. And 80 friends joined him in Queensland for his 80th birthday jump at Toogoolawah.



In his mid-eighties, Jim drove from Melbourne to Darwin for a POPS gathering at Batchelor, then took the long road home, via north-western WA.

There were lowlights as well. Like a broken back, a scary low cutaway and a downwind landing at a demo. Plus there was the freezing cold day when he was part of a badly spotted load, and landed in the mangroves and water at Tooradin. He was turning a shade of pale blue, but he got himself out and drove himself home, totally drenched, for a warm bath and a very strong drink.

Former Top Pop, Ian ‘Robbo’ Robertson, once interviewed Jim for an ASM article, and asked what he’d do differently if he could have his time again. *“Not a damn thing, actually,”* he replied.

RETIREMENT CELEBRATION

Commandos’ members made t-shirts for Jim’s retirement in 2012, with the words *“I Jumped with Jim.”*

At that event, Dave Smith, who was APF President, summed up Jim’s importance in our sport. *“You’ve shown us all that the wonderful experience of skydiving, and the friendship of skydivers, is something we can all aspire to enjoy for decades,”* said Dave.

As we all suspected, this retirement celebration was NOT the end of Jim’s life in the sky. He allegedly snuck in a few quiet jumps in the next few months. And he did a tandem for his 89th birthday. For his 90th, even though his health had declined, he marked that birthday at the drop zone as well. He was in his happy place there, surrounded by his jumping family and looking up into the sky, where he had played for so long.

Blue skies forever, Jim



SECOND GENERATION SKYDIVER

BRETT LONNON

By Kelly Brennan

Introducing **Brett Lonnon**, the latest of the DZ kids to emerge as a fully fledged jump pig. Not only that, but he's currently **Australia's youngest certified skydiver!**



Brett is the 15-year-old year old son of Pete Lonnon and Chrissy Sparrow, owners of Skydive Jurien Bay, in Western Australia. Fifteen years and 8 months, to be precise, when his shiny new Certificate A was issued. (The youngest ever goes to Shane Onis who was 15 years and 18 days old. And didn't that escalate quickly?!)

"I am so proud of how he's going and his attitude to the sport!," said Chrissy.

Brett did his first of many tandems

when he was 9 years old at a Boogie in Jurien. *"And I for sure knew after that I was going to do it solo,"* he said. Yes, jumpers did apply some gentle pressure along the way. *"But that didn't matter because I was sure keen to do it anyways!"*

Wait or waiver?

"Initially I was counting down the days until my 16th birthday because that was when I could legally start my AFF course," he explained. But then he decided to try to

persuade the APF to let him do it early.

"His birthday is in early November, just days after we cease AFF every year due to the strong Summer sea gales," said Chrissy. *"Not sea breezes!"*

Brett also pointed out that he has done 15 tandems over the years, has spent a couple of hours in the tunnel (about three years ago), and has grown up around the drop zone.

APF Safety and Training Manager, Charl Rootman, issued the rare age waiver after discussion with the Safety and Training Committee. Like Shane, Brett's time on the DZ and his many tandems were factors that helped with the decision. Plus it was only a few months early.

"It is always satisfying seeing the next generation of skydivers emerging, following in the footsteps of their parents," said Charl. *"It strengthens our belief that there is a strong future for our sport and industry."*





Parental supervision...

"Pete and I are separated, but when we discussed it, we agreed that it would be better for the other instructors to do his course," said Chrissy. "Because kids never listen to their parents!"

So, the J-Bay DZSO, Heath Baird, did his ground school and handed him to AFF instructors Lindsey and Dan to look after the bosses' kid. Pressure much? "No pressure," insisted Heath. "Just trying to relieve theirs!"

"I would be lying if I said I wasn't scared on the way up," said Brett. "But once I got under canopy after the freefall, I was having so much fun."

While his parents weren't Brett's jumpmasters for that first AFF, they were both keeping a very close eye on it. "Being outside camera for Brett's first jump in less than ideal conditions at last light was definitely a sobering moment," confessed Pete, a man of few words for this article.

Chrissy was more than a thousand kilometres away, on an island near Karratha, but she was online watching the manifest and Flight Radar, so she knew exactly when Brett exited. Then she received a message about his success, and also Pete's footage of the jump.

Through the Stages...

Stage 2 was another one with J-Bay staff, then Pete did Stages 3 to 6 with him.

"That moment when I released Brett on Stage 3 for 15 seconds, I held my breath," said Pete, who started jumping

when he was 19. "Stage 4 was a hoot. It seemed as if I was skydiving with myself."

Chrissy picked up with Stage 7, as she and Pete did their tag team swap at the DZ. "I only had time to look at his Stage 4, which was awesome, so I knew he would be a good student," she said. "I was less nervous than I have been for other students with not quite the same skill set anyway!"

So, just how good was he? "I can't really think of another student I've seen or trained who has been better than him, so I'm super-proud, especially of his general awareness in freefall and his canopy control," said his proud Mum.

Chrissy also did Stages 8 and 9 with her son, and then his B-Rel the next week, in between Brett working every day at the local Caltex. (During this time he also managed to sucker her in to packing for him if he had to race off.)

Brett really wanted it all done before the end of school holidays because he's away at boarding school through the term.

Chrissy decided to have some fun on his first 4-Way B-Rel, turning blocks with a Zigzag Marquis. "It was a little messy, but we got it, and he was totally stoked afterwards," she said.

He nailed the second one as well, so the third was a chance to fly a few points, with a horny gorilla at the end. In a hectic couple of weeks, Brett went all the way through from AFF to completing his B-Rel table, logging 25 jumps.

"Right now I'm just trying to jump as much as possible so I can get my 'B' Licence and hopefully start doing some Freeflying when I am more experienced," he said.



BRETT LONNON

Mum knows best...

As well as Brett's flying skills and height awareness, Chrissy was certainly pleased with his mindset. He was neither cocky nor freaking out.

She'd always encouraged his sporting pursuits, like snow skiing since age four, as well as water skiing and skateboarding. "After so many years doing first jump courses and AFF, I know how much easier it is to train students who have done speed and balance sports before," said Chrissy.

Brett also did some tunnel in Dubai when he was 11, and he was learning to sit fly in the Perth tunnel when he was about 12.

"I'm also stoked by his canopy control and landings," she said. "So far (touch wood) he's never even looked like doing anything stupid, and isn't just aiming for the general clear area, but is not happy if he doesn't get right next to the cones."

"I guess years of helping me catch tandems on the beach has done him some good there too."

Future plans...

Could Brett have his sights set on the family business? "I told him an aircraft engineer would be the best thing because all his father does is fix stuff," said Chrissy.

The year 10 student is also keen to fly and he'd love to go travelling overseas. But he also has a good grasp on the challenges ahead.

"I haven't officially started flying but I've been doing practice flying with my Dad in the Cessna 172 around Jurien," he said.



"I think I might have to wait a while to fully get started on my licence as I would be juggling school and ATAR exams around with learning to fly, but we'll see how it goes."

Any advice from Dad? "Learn to pack," said Pete. "And don't get your probabilities confused with your capabilities!"

Mum isn't too worried about his jump bill. "I've told him he can do a year's worth of free AFF jumps for me when he's got that rating," said Chrissy.

Jump bills could get very expensive. Brett's younger sister, Bronte, has just turned 13. She did her first tandem at seven years old, and there have been two more since then. She doesn't have the excuse of a birthday at the start of summer, so she might have to wait until she turns 16. But, she's competitive too, and sibling rivalry could kick in. So, watch this space!

For now, Brett is keen to do the horny gorilla again and is asking about all the other fun stuff he can do. "We have the State Meet at J Bay in September," said Chrissy. "With boarding school he won't be able to train, but he'll definitely be competing somehow!"

CLICK TO WATCH
A VIDEO OF
BRETT LONNON





By Kelly Brennan
Photos courtesy of
Ray Cottingham



WHAT DOES KEN HILLS HAVE IN COMMON WITH TWO WORLD FAMOUS AUSSIE LEGENDS, GREG NORMAN AND PAUL HOGAN? HOW DID HE REVOLUTIONISE TRAINING IN OUR SPORT? AND HOW DID HE MEET HIS LEADING LADY?

The co-star of this story is Janine Hayes, a Wonder Woman in her own right. She's a competitor, record-breaker, Instructor A, and mentor to many, who helped raise two children while running a drop zone and travelling around the world.

Friends of Hillsy and J9 would know there's no such thing as a short story.

But I'll do my best to condense their 90 years of skydiving achievements into a few highlights.

#COUPLEGOALS

A love story about cashews, camels and collecting passport stamps.

PROFILE KEN HILLS & JANINE HAYES

ACTION MAN OF THE SEVENTIES...

Ken Hills started jumping in 1970 at the Newcastle Sport Parachute Club. John McKee (aka 'Dingus') was his first jump instructor. "From there it was hook, line and sinker all the way" he said. Within no time, he was on his 100th jump in New Zealand doing 10-way speed stars from a DC3 at a world meet.

Ken had the gift of the gab early in his career, persuading the team behind Winfield cigarettes to do a skydiving commercial. He was broke, living in Melbourne and needing money for a competition. At first, when he pitched the idea to ad execs in a Sydney high rise office, they said "Don't call us, we'll call you." But they soon changed their minds.

Ken did 48 jumps with camera flyer Ray Cottingham using a massive Panavision 35mm camera. Hillsy was the stunt double for Paul Hogan, the star of the campaign. In the ad, Hoges jumped with a carton of Winnie Red to drop into a mate's party. "I remember sitting right at the edge of the hangar with Hoges, as they cut my hair and trimmed my beard to make me look more like him," said Ken.

Not surprisingly, Hoges – a former Sydney Harbour Bridge worker – was keen to do a skydive, but his manager wouldn't let him. Apparently, cigarette promotion was a safer option!

Another one of Ken's early projects didn't fall into place so well. He organised a 30-way attempt at Pakenham, Victoria. The formations didn't work and people were scattered for miles in off DZ landings. The camera flyer went home in disgust. "It scared the hell out of him," laughed Ken. "He'd never been in the air with that many people before."



Ken landing



WATCH THE WINFIELD RED ADVERT





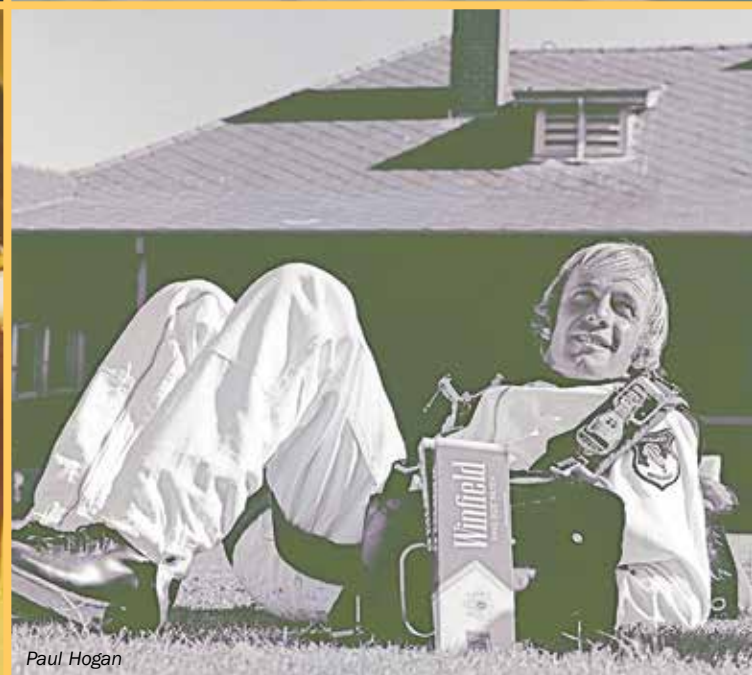
L-R unknown, Ray Cottingham, Ken and Tony Holtham Winfield Commercial Jump



Ken Hills in Winfield ad



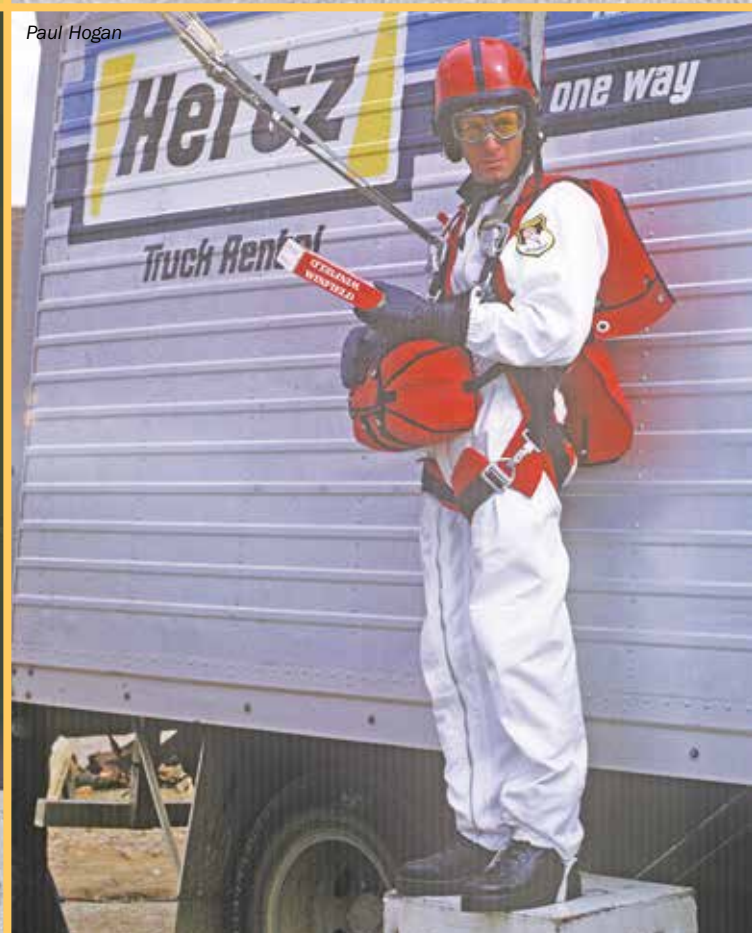
Winfield ad team



Paul Hogan



Ken Hills & Tony Holtham



Paul Hogan



GOD BLESS AMERICA...

In 1973, Ken went to the world meet in Fort Bragg North Carolina, the home DZ for the Golden Knights. Then he lived in America for 14 years, working as a fulltime skydiver.

The first five years were at the Pope Valley Parachute Ranch in California, a location where spotting skills were put to the test in the Sierra Nevada foothills. His boss was Curt Curtis, who was the President of the USPA. Jump buddies included BJ Worth and Skratz Garrison. *"That was the most phenomenal experience a 100-jump wonder like me could get,"* laughed Ken.

Everything was changing at that time, including the gear. Ken got to test jump the earliest square chutes and piggyback systems. *"Anything brand new that was made, all the manufacturers sent it to Curt,"* he said. *"He would just come out of his office with a bag of stuff, give it to me and say 'go find out if this works!'"*

He described 'all kinds of scary stuff' that he'd never jump again, from Delta wings to Parasleds. The Paraplane was the first 7 cell parachute that he thought was really worth buying.

Ken was reunited with his old mates from Australia at the world meet in Germany in 1975. *"I was the coach of the 10-man team and one of the guys broke his leg so I got put onto the team at the last minute,"* he said. *"We took the silver medal!"*

One of Ken's most memorable jumps at that time was with an exhibition team that did a 24-way over the Arizona desert. *"That was out of a Lockheed Lodestar, which was the scariest aeroplane I've ever been in."*

Another perfect picture from Ken's heady days in the US was taken by fellow Aussie, Andy Keech, and it was featured, full spread, in Andy's book, Skies Call 2. Andy had envisioned a 3D Starship Enterprise jump in one of his dreams. It was a hybrid type of formation with two offset flat groups on different levels, linked by a person standing up. There'd been some unsuccessful attempts in Florida, and Andy approached Ken while he was organising at Pope Valley. *"He came up and filmed it and we did it first go and held it for about 25 seconds,"* said Ken. *"Andy was rapt!"*

TEEN DREAMER TO HIGH ACHIEVER...

Back in Australia, thirteen year old Janine Hayes had written a poem about skydiving and spent endless hours during her teens staring out her bedroom window, longing to jump out of a plane. Her wish came true in 1981, at the age of 21, at Labertouche DZ. Janine was also instantly addicted. *"I've always equated skydiving with going back to the cashew jar,"* she later told a newspaper in one of many career interviews. *"You always just want to have another one!"*

Janine became an instructor within three years of her first jump, and she gained her F licence in seven years. In 1988 she represented Australia at the WPC in Sweden. It was the first of many world meets for her, and there would also be numerous other global skydiving adventures.

Janine didn't miss many events in the 80s, but she missed the Aussie Nationals in 1983/84, when a bloke called Ken Hills came back for a flying visit. He didn't stay long, but it was long enough to help shape Australian skydiving history. Ken was a jumpmaster on Australia's first "pre-approved" AFF jump, sharing the tips he'd picked up as Americans were developing the training program.



WHEN KEN MET JANINE...

Ken returned to Australia for good in 1987 and was helping out at the Toogoolawah Nationals when he met Janine. Ken's first memory of her is vivid. He was one of three passengers squeezed into a VW Beetle, as J9 drove them to Toowoomba to check out the Spitfire that was being rebuilt by her husband at the time, Jim Czerwinski. "Janine drove through fog and pouring rain, in the mountains, turning around and talking non-stop the whole way!" he recalled.

Ken ended up living in the region, and the pair formed a friendship while washing dishes.

The skydiving scene in Australia was much quieter than America, so Ken found himself driving a bulldozer and doing cattle work to make a living. He also joined some skydiving friends and 17 camels on a memorable Simpson Desert trek.

A few years passed and Janine returned to Victoria, where her first child was born.

After Janine's divorce, Ken moved south and their friendship became much more. They went on to raise two children, run a drop zone and fly planes, while having many skydiving adventures.

On the ground, they've always danced like nobody was watching. But, in reality, the whole room would usually stop to watch them jive. They've been in perfect sync on the dance floor, just as they have been in life.

DEVELOPMENT AND PROMOTION...

Ken brought back some valuable expertise when he returned to Australia. He had started the Skydance centre in Muskogee Oklahoma, and he'd run three US Nationals there. With so much experience in judging equipment, displays and large aircraft, he remained very involved in Australian competitions and events.

In 1988, in Thailand, he coached the CRW team 'Early Openers' to a gold medal win at the World Parachuting Championships in Thailand. (How many Aussies can claim two medals at world meets?!)

Ken was Greg Norman's stunt double for a skydive into a Melbourne golf tournament. That jump was from Alan Bond's airship. Very few people could claim an airship jump, but Ken took it one better. He was the only one onboard for this leap, and he climbed out onto a metal ring that was a tethering point for ground crew.

He worked his way around to the front of the gondola, complete with his Greg Norman Akubra, and gave spotting instructions through the glass to the pilots. "I was going, 'over the left a bit more'," he laughed. "Nah stop .. go backwards a bit!" The guys told him to piss off, so Ken jumped.

JANINE'S INCREDIBLE CAREER...

During the 1990s, Janine's achievements went from strength to strength, representing Australia in accuracy at world meets in Yugoslavia, Austria, China and Hungary.

She was honoured with the Australian Sports Medal in 2000, in recognition of her many volunteer roles, including National Development and National Coaching. And for the next two decades she has kept breaking records and competing at international level.

Janine was Chief Instructor at Aerial Skydives in Traralgon for 13 years, with Ken as the tandem-master. "We did a lot of tandems," said Ken. "Janine was a good organiser. I was just the jumper."



Janine's 30 jumps in a day 2011



BIG-WAY MISSIONS

Ken recalled a scare that put him off Big-Ways for a very long time. They were doing 80-ways out of DC3s and Twin Otters in Florida. They ran into cloud while exiting and all he saw in freefall was whiteout. *“There were 80 people inside that cloud with me over DeLand, and I was just like, ‘Oh My God, how many parachutes am I going to hit?’”* So, he smoked it down to about 1,200 feet to play it safe! *“I didn’t think anybody would be that dumb that they’d be down the same height as me.”*

Despite declaring that was the end of Big-Ways for him, his interest fired up again when his old California friend, Dave Ruckert was running “Spectrum” jumps in the nineties.

Hillsy and J9 were on the record 81-way in Corowa in 1999. They secured a record together again in 2015 when the Aussie Big-Ways team did a 119-way in Perris Valley, California.

Hillsy felt the modern Big-Ways were organised really well, apart from having to land downwind sometimes to keep everybody going in the same direction. *“It’s the only time I’ve ever been hurt was on one of those jumps, when I had to land downwind,”* he said.

He started easing out of jumping after this, apart from the odd gathering with friends, like the Bowen Big-Way Boogie in 2018. *“Ken was sort of getting out of it and I kept talking him back into it over the years,”* said Janine. *“I think, once a jumper always a jumper. It’s kind of an innate part of you.”*

PLANNING AHEAD

Ken recently hung up his rig for good after nearly 50 years in the sport, but J9 is going strong and making big plans for her 40th anniversary year in 2021.

She’s a mentor with Aussie Big-Ways and was on last year’s 130-way record.

2020 is frustrating for Victorians, with drop zones still closed because of Covid-19. In between Victoria’s first and second wave of the virus, Janine managed to slip up the road to Moruya, for some accuracy training.

The pandemic has opened up an opportunity for next year. Two key events have been rescheduled and J9 won’t have to choose between them anymore. She’s hoping to win a place on our Accuracy team at the WPC in Russia, and is also in a 4-way team at the POPs World Meet in the UK.

Janine usually does milestone celebrations in style. She did 30 jumps for her 30th anniversary, plus she had a big DZ party at Commando Skydivers for her 60th birthday earlier this year. So her 40th anniversary should be something special.

Let’s hope there is music and dancing for the big occasion, so we can applaud the Hayes-Hills dancing moves. And let’s also give them a well-deserved standing ovation for their contributions to Australian skydiving.



Janine 2016 Nationals



Ken and Janine just after a 119-Way success in 2015



Janine at the 2015 Nationals



Ken and Janine with Andy Keech, Perris Valley 2015

Janine 4-Way at 2020 Nationals
Photo: Steve Fitchett



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JAMES EVERED

JUMP

PIG

10,000TH JUMP

By Kelly Brennan

EVERYBODY LIKES TO DO SOMETHING SPECIAL FOR A MILESTONE JUMP, BUT JAMES EVERED'S OPTIONS WERE LIMITED, ON A WEEKEND OF VERY MIXED EMOTIONS. HE MANAGED TO SNEAK IN A SOLO JUMP IN BETWEEN TANDEMS FOR HIS JUMP NUMBER 10,000.

The crew at Skydive Brisbane learned late in the week that they'd be closing their doors for good on the Sunday. Other drop zones were already suspending their businesses for the Coronavirus.

But, for this DZ, there were no plans to relocate or resume. "It was a sad and sometimes stressful situation for all of the team that I worked with, including me," said James.

However, they were blessed with four days of glorious weather and made the most of it.

James has been around for 27 years with many milestones along the way, give or take a few gap years to raise children and heal a dodgy shoulder.

ONCE UPON A TIME

James' first jump was a Static Line at Pakenham, Victoria, on Valentines' Day, February 14th, 1993. Colin Holt had been the course instructor and Ian 'Robbo' Robertson was his jumpmaster.

Twenty-two year old James was instantly addicted. Instead of going straight to the packing shed with their gear, as instructed, he and his brother went straight to the student blackboard and wrote their names up for another jump. His brother only did about five jumps, but it was the beginning of an incredible skydiving career for James, which has included "probably 30 or 40" countries and numerous records.

"There are so many memories, friends, demo's, boogies, photo shoots and countries and sights to celebrate," he said.





SPREADING HIS WINGS

James had about 450 jumps under his belt when he was made redundant from his gardening job, thanks to Kennett era changes at local councils.

After six months of job hunting, he got a better idea. "Well, I've got all this money, I'm just sitting here looking for work. Why don't I go and explore and do some stuff?" he thought.

"Freeflying was kicking off around that time," he said. "There was nothing really happening in Australia. People were giving it a go but didn't know the background or the fundamentals."

"Seeing some of this stuff, I was like 'Wow!'", he realised that he would need to learn from the Americans and Europeans. "I wanted to expand the style of skydiving that I was doing."

James had seen the posters for the Swedish Herc Boogie and that seemed like a great starting point. He bought a round-the-world ticket in 1997 and spent ten amazing months, amassing 600 jumps. "I was hoping for a year but I was having too much fun and my money was starting to run out," he laughed.

His craziest jump was a 2-Way from two separate C-130 Hercules over northern Finland with Clive Meakins, aka 'Curly', around the time of Curly's 1,000th jump. They each followed out a group of 50 people who were attempting a 100-Way. The pair almost blew their exit timing after the Big-Way groups, but they managed to link up.

James did many more Herc jumps after that, especially at the Thai Sky Festivals and record attempts at a United Arab Emirates airshow in 2006.

That 1997 trip was a blur of boogies and travel, with fantastic memories of meeting people, including extended family, between skydiving events.

"A lot of the time I was still learning and progressing on that trip," said James. It was before wind tunnels changed the training landscape, so his best learning (and fun) came from being on a DZ and jumping as often as possible. "I spent about three months living in the bunkhouse at Eloy and jumping every day, up to ten jumps a day!"

He also sought out coaching from the top players, picking up on their techniques, writing everything down, and giving all the information to the APF for the first Freefly Guide.

RECORDS

James has been on multiple Australian Vertical records, missing only a few of them.

The 108-Way World Record in Chicago in 2009 was his pièce de résistance. "It was quite a magical and surreal time," said James. "We had six record attempts with the full number, and each record attempt had over 100 people linked out of 108!"

He has logged about 4,200 freefly jumps over the decades. Plus there've been about 400 flat jumps, 1,200 doing camera, several skysurfing and wingsuiting jumps, and 4,000 tandems. Not at bad assortment!

He's been to so many different places that he struggles to recall them... Scandinavia, the Baltics, central Europe, Spain, Portugal, Germany, France, Switzerland, the USA, New Caledonia. "The biggest being the Swedish Friflaj Festivals," he said. "They were insane and leading edge of the times, always pushing freeflying further ahead."

He has done about 80 coaching gigs, most of them outside Australia. One that came to mind was the first skydiving event in Vietnam, leaping from Mi-17 helicopters.

HIGHLIGHTS AT HOME

There have been many highlights on home soil as well, starting with any Cay jumps "as they're just amazing". Funny Farm has also given him many happy memories.

So what's his take on the current freefly scene in Australia? "I think there's some amazing flying going on but there's a big gap between starting off... and the people who are in there who live it and breathe it," he said. He cites Team Focus and The Addicted. "There's always been a really high group of flyers around, with some amazing skills and I'm really proud that's been happening."

LOOKING AHEAD

Things are looking up for James since the Covid lockdown lifted. He has joined the team at Caloundra under C.I. Cam Cooper, who also started out at Pakenham.

He wants to thank everyone he's jumped with over the decades. And, just like those early freefly days, he still wants to be an advocate for promoting great coaching techniques. "I want to keep challenging myself through jumping and exploring all realms of skydiving," he says.





TEXAS PARACHUTE MASSACRE

Words and Grabs by Joseph Johnson
Skydive Lone Star, Austin, Texas

THE CANOPY BURN JUMP ALL CAME TOGETHER AFTER MEETING KONSTANTIN. HE APPROACHED ME TO DO SOME PROJECTS AT MY DROP ZONE AND LIKE I ALWAYS DO, I SAID YES.

My burn eluded me the first day, and three more burn days – very frustrating. The fourth burn day came and I was on the second burn load. Hell yeah. After 20 years in the sport and over 16,000 jumps, not much gets me excited. But then through all the prep, the butterflies started to appear in the distance and it started to feel real exciting.

Let's face it, direct bagging a canopy full of Jet A1 and gasoline, with the sole intention of shooting it with an incendiary shotgun round shot from a flare gun made to take these shells, from a King Air at 5,000 feet, is not something you do every day! Peaked was the feeling for the entire experience.

The brief was brief but thorough – we got rigged up, dirt dived the exit, and off we went. On the ride up I don't recall much other than the mental dirt dive that I went over and over.

So I exit the airplane, get sorted under the fuel soaked canopy, pull out the gun, pull the hammer back, and light the bitch up. Wait five seconds, cut it away, wait another five and deploy my main, get sorted, clear gun, and have a cold one, LOL, just kidding, land, and celebrate with a cold one.

Epic times, epic friends and exactly why you always say yes. You just never know when you are gonna get one to remember.

And for those wondering why the hell would you do that, I say why the hell not.





TEXAS PARACH



UTE MASSACRE



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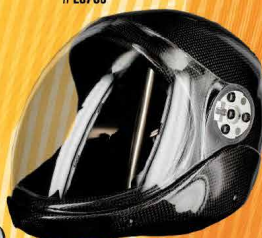
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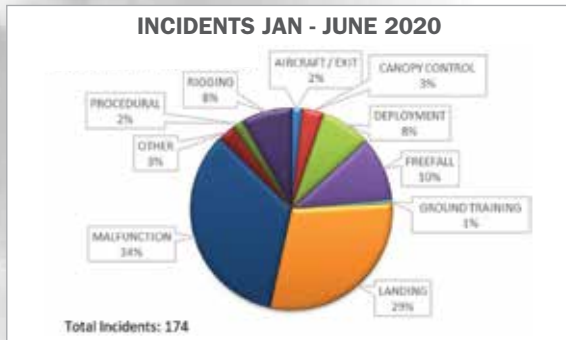
safety matters

It takes an average of 42 freefall skydives (from 12000ft to 3000ft) to freefall the equivalent from the edge of space to the ground.

Incident Focus: The following are a sample of incidents lodged with the APF Jan - June 2020 and are published in the interest of safety education. While every effort is made to ensure accuracy, neither the APF nor ASM make any representations about their accuracy, as information is based on incident notifications as submitted. **Note:** 'Actions' identified are taken verbatim direct from the incident forms.

Use these incidents to think about what actions you might take to reduce your chances of having a similar incident and/or how you might handle the situation. Discuss your options with the Chief Instructor / DZSO / qualified personnel at your drop zone.

This Safety Matters refers to the first six months of 2020. During this time, we've had fires and floods over the summer period and approximately 3 months of no jumping due to Covid 19 occurring between mid March to mid May. Some of the incidents post shutdown show that a lack of currency might be a contributing factor.



AIRCRAFT/EXIT

Certificate E, Jump 1,190. When getting up from a sitting position off the floor, Jumper's closing loop broke and D-Bag came out. Another Jumper alerted him to the problem. Jumper moved to the front of the plane and landed with the aircraft. Closing loop did not look worn in gear inspection prior to boarding the aircraft. **Action:** Replaced closing loop with a stronger, thicker loop. Jumper to be more cautious when checking loops in future.

FREEFALL

Certificate F, Jump 8,500. JM2 on AFF4 put thumb through D ring reserve handle on exiting aircraft whilst moving hand from aircraft grip to students left shoulder gripper, pulling reserve pin. JM1 and student continued jump as normal since this jump only requires one JM. JM2's jump was done on borrowed gear whilst their's was in for maintenance. All parties landed without further incident. **Action:** Be better.

Student, Jump 27. B-Rel Stage 5 student, with AFF instructor (with tandem/DZSO/CT endorsements) and AFF instructor (with tandem endorsement). Not picked up on gear checks that chest strap was misrouted. Trio exited aircraft, and shortly after chest strap released and was flying behind student. More senior instructor flew to student, held lift webs together and attempted to grab chest strap. Unable to do this, so crossed student's left arm over her chest and put student's hand around lift web. Instructor deployed student. Canopy opened well, and student landed safely on drop zone. **Action:** Gear checks AND buddy checks! Both instructors, and other three instructors on the load were spoken to. All jumpers, particularly instructors are responsible for being vigilant and for doing buddy

checks. Not one instructor picked this up, and it was missed by both instructors at gear up, pre-boarding and pre-exit checks. Instructor with AFF and tandem endorsements has had his AFF rating suspended for one month (including B-Rels - no training jumps with students or novices). Other instructor with DZSO/CT endorsement has had both AFF and tandem ratings suspended for a month. Both instructors upset with themselves and shaken up. This was brought to DZSO's attention by them immediately after landing.

DEPLOYMENTS / MALFUNCTIONS

There were seven collisions/close calls reported around deployment time. This emphasises the importance of a decent Track after break off and being aware of where others are at all times.

Certificate E, Jump 2,322. Deployed main at 4,000ft. Good opening, unzipped wingsuit, stowed slider, released brakes and proceeded to fly back to the drop zone. At approximately 1,800ft during harness/riser turn the left outside 'A' line snapped at the soft link. Carried out canopy control assessment. Not confident to land - checked altitude and carried out EPs. Note: Canopy has 337 descents on original line set. **Action:** Reline Canopy.

Certificate E, Jump 1,111. Speed training Jump. Freefall went as planned. Deployed at 3,500ft, canopy opened in a turn. Tried turning using rear risers the opposite way, let go of rear risers and canopy continued to keep turning violently. Elected to cutaway - jumper found cutaway hard to pull - jumper kept trying until canopy released then deployed reserve - checked altitude 700ft - landed safely off drop zone. Both handles were lost. ADD had fired and loop cut. Canopy had just been relined 10 jumps prior. **Action:** Revise EP's before next jump - peel Velcro first, jumper said she 'thinks' she did this. Two hand technique for cutaway? Monthly maintenance had not been done for a few months. Possible tension knot on opening causing violent turn. Canopy to be fully inspected before next jump.

Certificate B, Jump 62. 3-Way belly jump. Upon track off, jumper tracked over the top of another jumper from same group. Arm hit side of other jumper's canopy as opening. Jumper opened normal and landed ok. **Action:** CI and DZSO discussed with both parties involved. Better planning of jump. Jumper told the dangers of tracking over others.

Certificate F, Canopy: Sabre 190. 24-Way Nudie RW jump. Freefall jump as planned. After track off jumper experienced a VERY hard opening. Jumper felt right upper leg was very painful and 'loose'. Jumper flew and landed the main canopy into main landing area. Jumper's landing was ok. Jumper remained on ground until assistance arrived. Jumper had broken right femur on canopy deployment. NOTE: Jumper had right hip replacement many years ago. **Action:** Jumper said he wasn't in a track at deployment. Jumper said it was a sloppy pack job. Old injury. Hard opening. Was a very experienced jumper with 10,000+ jumps.



Compiled by:

Ria Peck

Technical Officer,
F#815

Certificate D, Jump 559. After a 3-Way Angle, jumper was unable to locate PC handle and went to EP's after second try. Landed without further incident. After landing PC handle was found to be located exactly where he last packed it - Exactly where it was meant to be. It appears that the jumper was simply unable to locate the PC handle. Jumper is experienced and has never had issues of any kind in the past. This was the jumper's own gear which he has hundreds of jumps on. **Action:** Inspected the jumper's gear and after talking with them he fumbled for PC and decided not to waste further time. He was pretty embarrassed and surprised. He is a very competent skydiver.

Certificate A, Jump 52. At the end of a tracking jump, jumper found himself tracking towards a cloud. Jumper says he entered cloud at about 5,500ft while the other jumper tracked away cloud free. Jumper tracked for approximately five seconds and looked at alti before deployment and noticed the alti was fogged up due to cloud and low temperature on the day. Jumper says he spent too much time trying to wipe and gain visibility from the alti and lost height awareness. During the last snivel of the main opening the AAD fired. Jumper felt and heard the AAD fire and managed to grab the reserve pilot chute behind him and landed holding the PC with reserve still in the container.

Action: First a one-on-one conversation with the jumper to discuss decision making before entering cloud and deployment choice after losing height awareness. A further conversation was had with other low experience jumpers on the drop zone to talk about the incident and options and choices made by jumper in question. Could he have tracked and missed the cloud? Better to deploy than waste time with alti in freefall. Should he have gone to reserve after noticing he was low? Turned out to be a very productive conversation and a good result from an incident that could have been disastrous. Jumper recognised his errors and was able to understand his errors in his judgement.

Certificate C, Jump 230, Sabre 190. Jumper was doing a high pull at 12,000ft for his first jump on his new canopy. Normal exit from plane, pitched at 12,000ft as planned. Canopy dived into a line twist which could not be corrected. Jumper executed his emergency procedure and landed without further incident. RSL had been disconnected due to the planned CRW. Video footage showed that one toggle had become unstowed during opening. Jumper had a friend pack his rig. **Action:** Jumper, packer and DZSO debriefed events. Packing investigated and it appears it was not a packing error.

Over 60% of reported cutaways involved line twists

Certificate E, Jump 2,600. 4-Way VFS training jump. Team mates noticed main left toggle trailing about 1m - signalled to jumper who saw issue. Pitched reserve. Landed safely on DZ without further incident. **Action:** Check toggle keepers to ensure toggle can't escape on future jumps.

Certificate D, Jump 890. Second load of the day, outside camera jump. Exit at 10,500ft, normal freefall with deployment at 3,800ft. Hesitation on opening, looked up and saw the pilot chute in tow. Performed the EPs and opened the reserve canopy above 2,500ft. Landed safely at the drop zone. **Action:** The main closing loop was replaced just before the jump, possibly too short and tight preventing the pin to slide freely from the closing loop eyelet. Once the canopy is replaced the closing loop will be checked and adjusted accordingly.

Certificate E, Jump 715. Jump was a 7-Way angle jump. Jumper exited from inside and bumped with another jumper most likely causing riser cover to open. This led to riser coming out in freefall, toggle then released and flailing around. Towards end of jump, jumper grabbed flailing toggle, tracked away, released toggle and deployed. Opened with bag lock, shook risers, canopy deployed spiralling. Released other toggle, canopy continued to spiral etc. EPs performed, under reserve by 1,500ft, landed on drop zone, nil injury.

Action: Jumper (and group), briefed on the importance on planning stack up in aircraft while on the ground and getting ready for exit.

CANOPY CONTROL / LANDING

Certificate D, Jump 272. I was part of the 6-Way base on a 12-Way flat jump on which we had planned to break off at 4,500ft. On break off I was disorientated from my 180 turn from the centre due to someone holding onto me at track off time and lost some tracking time. At 3,200ft I deployed my main. My slider got caught up and as I was releasing my brakes to assist with the slider coming down, I had a close call flying past another jumper about 10m away. **Action:** CI/DZSO and all jumpers involved on the jump debriefed the incident at length including use of videos. Jumpers reminded about tracking long and straight, and being aware of all others on the jump. Jumpers debriefed on canopy control after opening and collision avoidance.

Certificate A, Jump 28. Opened with good canopy after a B-Rel 6. Flying into the wind, west towards drop zone over highway, canopy not penetrating into wind. Student did some turns but still not making head wind towards drop zone. Student unsure why canopy not going forward (ground speed). Student approaching 2,500ft elected to perform EPs, good reserve opening, landed off DZ with good landing in clear area on other side of freeway, nil injury. This was load one of the day, spot was good with everyone else landing on drop zone. Student could have easily landed on drop zone under main or reserve. **Action:** Student debriefed and thoroughly rebriefed on ground speed versus airspeed, into wind and running with the wind etc. Also watched other student canopies in same conditions on the day before resuming jumping.

Student, Jump 16. After an uneventful solo freefall, a student landed onto his knee causing pain. Student was creeping his hands down before landing, started his flare too early, didn't flare deep enough and impacted on feet then knees, not completing a good PLR. **Action:** DZSO and student debriefed incident and rebriefed landing and PLR techniques, patterns and flaring. DZSO checked on student the next day to discover no real injury.

Certificate E, Jump 1,423. Exit 5,000ft deployed 3,000ft. Set up to do a left hand 270 degree turn cross wind. Experienced sink late in the turn, was on rear risers but couldn't pull out of the sink and turbulence coupled with slightly late turn/correction. Impacted around the pit, right knee and foot first, then got lifted back up. Flared and didn't have strength in legs to stand up. Experienced witness stated he was in the corner and was using rear risers when he should have gone to toggles. **Action:** His landing area was not the best choice. Normally this area is ok with speed but he was crosswind in 15 knots with probable turbulence. He was well aware of the conditions. Believed his speed could carry him through. Reinforce being in the corner should invoke toggles first and not risers.

PACKING / GEAR

Rig Inspection: On receiving the rig for AAD installation and reserve repack, it was found that the reserve seal had had been fitted using two loops of thread as opposed to one as recommended. The effect of installing the seal using this method would increase the pull force required by the user to activate the reserve parachute. The pull force was tested using a calibrated spring scale with the recorded pull force of 48lb, the maximum pull force in should not exceed 22lb as per RAC502. The test was duplicated on a second set of equipment with the same results. The pull test included fitting of the seal using approved method using one loop of thread which recorded a pass. On the effected equipment, without the seal the pull force passed also. **Action:** Previous rigger notified of the error and explained how the reserve seal was fitted would exceed the regulation reserve pull force APF RAC502B. Discussed possible outcomes failing to fit the seal correctly leading to equipment operator unable to activate reserve. Rigger mentioned that the seal was fitted this way to reduce the chance of the thread snapping and there was no reference to training material indicating it was an approved method. Rigger will recall rigs packed using the affected method of sealing the reserve parachute and rectify error.

Container: Talon - The harness assembly had a reserve soft handle installed, usually the Talons have a metal handle, this is the first one I have ever seen with a soft handle. The handle was installed at the last re-pack noted on packing card. The handle had velcro hook on one side

and velcro pile on the other side. When installed the handle was installed so that both sides of the handle were attached (velcro) to the harness velcro that usually hold the metal handle in place. This resulted in the action required to remove the handle becoming a 100% shear force needed to remove the handle. We tried removing the soft handle a number of times and I would easily have put the force at extremely excessive and difficult to remove. Eventually the handle would come out. I would say a skydiver (especially a novice) having to pull the handle in a stressful situation would be highly unlikely, even using the tried peel and punch method that is taught. The normal procedure when fitting a reserve soft handle is to put a piece of velcro on the harness to prevent the harness velcro wearing out the handle, but not all containers require this. Saying this, all the soft handles I have ever seen have only ever had one piece of Velcro fitted to the handle, if this had been the case there would have been no problem. The quality/build of the handle is first class and this may have led to the thinking, "hey this handle is good to go". I most certainly see that a rigger, who has never been exposed to soft handles before, getting caught out. What first put me to the thinking what is wrong here is that it was installed on a Talon which I have never seen one before. This gets you thinking what's going on here. If there are other handles manufactured like this one out there this is a very serious issue that needs addressing right now.

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EQUINOX 2020

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LIVE FROM RAMBLERS SKYDIVING AUSTRALIA

THE 2020 EQUINOX BOOGIE HAS BEEN POSTPONED TO THE 17TH - 24TH APRIL 2021. OFFICIAL.

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IF THE COVID-19 RESTRICTIONS ARE LIFTED BY THE GOVERNMENT BEFORE THE 30TH SEPTEMBER 2020 TO ALLOW JUMPING TO START UP AGAIN RAMBLERS WILL RUN A NOX LITE BOOGIE ON THE ORIGINAL EQUINOX DATES OF 24TH - 31ST OCTOBER 2020. WE'LL KEEP YOU POSTED.

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Where have all the Tandem Instructors gone?

WHEN COMMERCIAL TANDEM SKYDIVING WAS FIRST CONCEIVED OF BACK IN THE 1980S, THE IDEA OF A FULL TIME TANDEM INSTRUCTOR WORKING IN THE SPORT WAS AS NOVEL OF AN IDEA AS THE VERY TANDEM EQUIPMENT THAT THEY BEGAN USING.

By Tom Noonan
Background tandem photos by
Marcee Hammond over Lower Light DZ

At first, tandem jumping was an “add” of sorts, another tool in the tool shed so to speak for the drop zone operator. Static Line training ruled the day, with the progressive operators at the cutting edge of the sport moving year after year towards AFF instruction as the foundation for training new skydivers. At some point during this evolution of our sport however, drop zone operators began to recognise that the tandem training method, with its condensed training timeframes only a fraction of the training needed for Static Line or AFF students, created a monumental volume increase for the operators that incorporated tandem training into their programs. It also came with cash. Lots of cash. As tandem skydiving exploded on the scene, the profitability of the discipline was soon appropriated into larger aircraft, and as skydiving became more accessible to the masses as a result of tandem, more first time skydivers were able to experience skydiving and thus enter the sport.

When Bill Booth and Ted Strong introduced tandem skydiving to the world, they found themselves in a similar situation that the US Air Force found itself in when the decision was made to create a space program. First they needed to create the hardware to get to space. But in doing so, they also needed to create the training programs for the astronauts who would be going into space.

Bill and Ted were in a similar situation as they began their “excellent adventure” together, bringing tandem to the world. They created the gear needed to allow two skydivers to make a skydive together, effectively putting the “CFI” with the student pilot, mirroring the general aviation pilot training program. The next step was to build their respective training programs. And in doing so, they created tandem instructor training programs that would allow experienced skydivers to become tandem instructors. A new rating was then born.

At first, most of the tandem instructor population was born of add on rating holders. Maybe they held Static Line ratings, maybe they held AFF instructor ratings, and they collectively decided to try this “new thing”, tandem jumping. Shortly thereafter pretty much everyone in the student training process, from DZOs, to instructors, to even packers, realised that this new economy of tandem training, allowed for a full time skydiving career, that was not only rewarding to the spirit, but equally as rewarding to the wallet. Everyone’s

wallet, all the way down the line. Thus, the full time tandem instructor slowly but surely evolved from this period. As more and more skydivers began entering the tandem world work force, more and more drop zones were able to take advantage of this new tandem model, and as an industry, we flourished. The supply of tandem students seemed to grow at a constant rate along with the population of tandem instructors, and as a sport, and as an industry, we achieved a harmony and equilibrium on the tandem market Supply vs Demand curve. And it stayed this way for quite a long time, over a decade, as we transitioned from the Point Break 1990s, into the post Point Break leveling-off of the 2000s.

There was a light at the end of the tunnel in all this so to speak, but no-one could see it coming at the time. As a result, no-one was able to forecast the effect it would have on our skydiving industry. The light at the end of the tunnel approaching us? That was the Groupon train, and it was headed at high speed for our industry, the effects of which would ripple pro and con, for the next decade.

To truly understand the effect it was going to have on our industry, we need to go back to a time, about eight years prior to start. The world had just survived Y2K, and everyone was happy, healthy, and skydiving. Let’s start there then to see where the Groupon train would go on to take us.

If we go back and look at the population of tandem instructors over the last twenty years, it is fair to say, that the overall volume has remained relatively constant. We have had a population of “X” current/experienced tandem instructors each year, and we have added “Y” new instructors each year, with “Z” volume of tandem instructors retiring each year at the same time. Y and Z for the most part have cancelled themselves out over the years, as we gain new instructors at approximately the same rate that we lose them to retirement +/- a nominal amount. We are then left with a relatively constant, finite population of tandem instructors available year after year to manage the Supply vs Demand of the tandem market.

This S vs D from 2000 to 2010 was relatively constant, and then in late 2008, Groupon and other mass coupon-based web marketing, created a tremendous increase in the supply of tandem customers per annum, without our instructor population increasing at the same rate, or any real rate for



Circa Pre-Drogue Early 80s - TM Ted Strong (L) of Strong Enterprises (Strong Tandem Rigs) & TM Bill Booth (R) of UPT (Vector & Sigma Tandem Rigs). Photo: Norman Kent

TM Bill Booth back in the day of Frap Hats and Kroops goggles.

that matter. The result, on a macro level, (and this is a real-world example, this actually occurred in multiple locations), was that almost overnight, the demand of tandem customers dramatically and immediately exceeded the supply of available tandem instructors to meet the new supply.

Let's call our fictitious drop zone "Skydive Facebook". They compete in a market with one to two or even three other large volume DZs in the same market, all relatively successful give or take from 2000 to 2009, with a few more smaller 182 size DZs also maintaining and thriving as viable businesses in these markets, and everyone more or less achieved their annual customer goals.

Where have all the Tandem Instructors gone?

The competitive struggle at the time then so to speak, was who came up first in a local area web search. Everyone was pursuing the same forecasted volume of potential tandem customers each year. And it worked, for everyone in the market. In this Supply vs Demand equilibrium model, Skydive Facebook averaged 2,000 tandems a season, and were successful. If they were really busy, maybe a new skydiving movie came out, so maybe they did 2,500 to 3,000 that year, and that just meant that their “ten a day tandem instructors” had to occasionally do fifteen plus a day to meet this unexpected new short term demand increase, and all was well.

Then... Skydive Facebook enters the Groupon market. And immediately, overnight, it doubled, and in many cases tripled, it's customer numbers. They went from 2,000 to 6,000 annual tandem customers overnight. Wow. Now they need more staff. They have now found three years' worth of work, based on their current model, to get through in a single season. Then to stay in the market, “Skydive Google” down the road, sees this, and does the same thing to remain competitive, and so on. In many markets the demand for the tandem service doubled and/or tripled, without the supply of tandem instructors increasing at the same rate.

(Disclaimer, this post is neither pro nor con Groupon, I am only sharing what I saw as a result of it on a macro level).

This shift in demand began say in 2009/2010 and we managed to navigate it for quite a few years, but it slowly became skydiving's version of tandem “Jenga”, with each destabilising stick of the Supply vs Demand curve being removed as time went on and Supply vs Demand gap got worse.

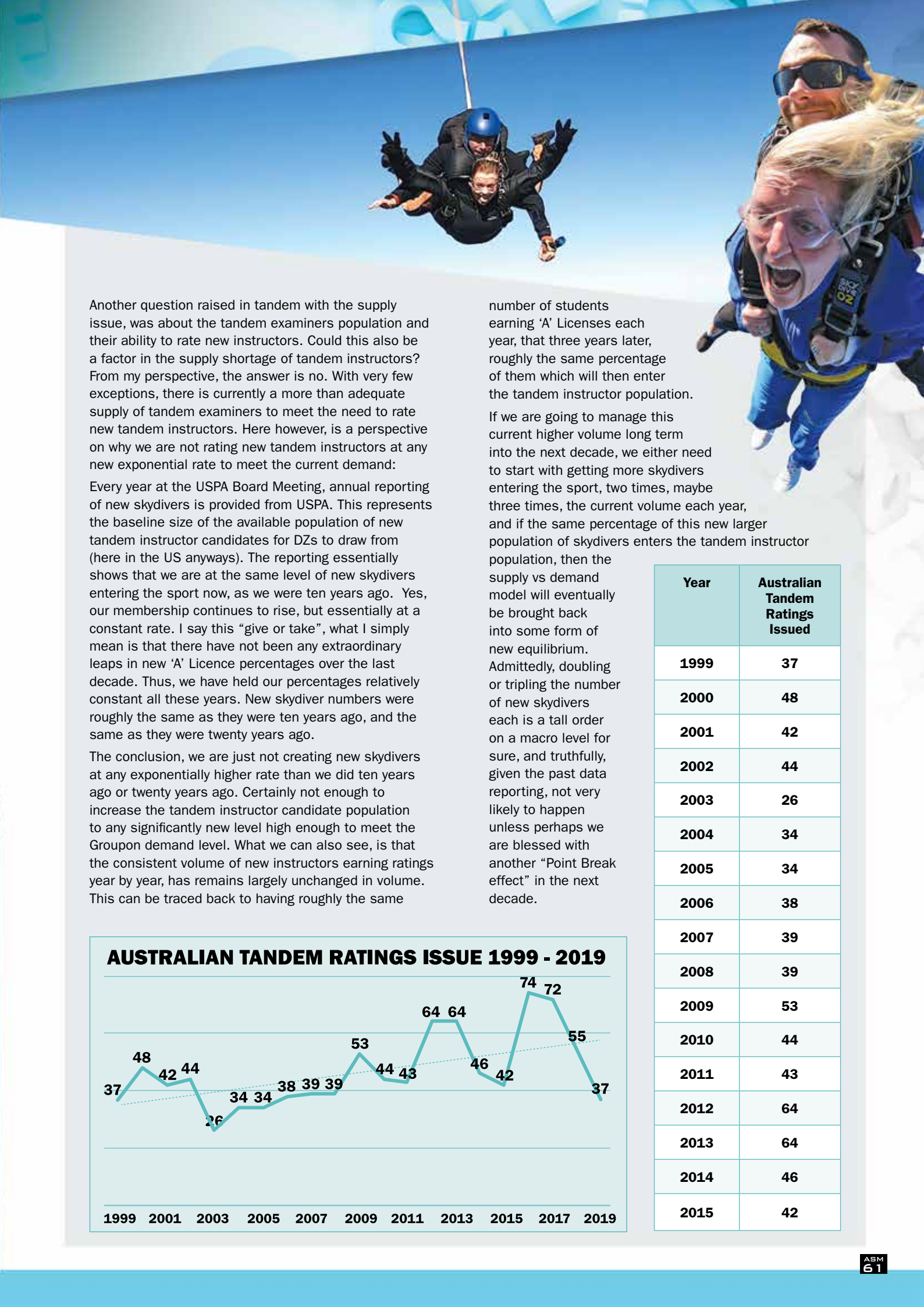
Eventually, then the whole thing started to wobble over time, with an inevitable crash on the horizon, that someday there would be more tandem customers sold on tandem than existed an adequate supply of tandem instructors to meet that demand.

The other effect that this situation had on the tandem world was it increased the workflow volume demand of the current tandem instructor population. If the instructor population didn't increase to meet the new demand, then the workflow of the current population had to increase to meet the new demand. And while we have a healthy vibrant population of tandem instructors that can effectively manage a 15-20 tandem day, Friday, Saturday and Sunday, week after week, month after month all season, there is a growing number of instructors that correctly acknowledge that they can't sustain that work flow any longer, and are declining work opportunities because it is too taxing on them in the long run physically.

It used to be that getting 8-12 tandems was a great day, and if the instructor got 15 tandem jumps, they were stoked that day. But then that became the norm, 12-15 with the occasional 18+ day, and for better or worse, many tandem instructors became less stoked about the idea of running sunrise to sunset on a perpetual twenty minute call all weekend, all season.

To summarise, an event beyond anyone's control (online coupon marketing) created a customer demand far beyond what anyone could have ever imagined or accurately forecasted on a macro level. The tandem instructor population was finite, and did not grow at the same rate, or any real rate for that matter. It then simply became a matter of time. It took about 10 years like this operating at this negative tandem instructor supply rate for it to reach a tipping point. And then we add Covid fallout to all of that in the social nightmare that is 2020, and we find ourselves where we are today.





Another question raised in tandem with the supply issue, was about the tandem examiners population and their ability to rate new instructors. Could this also be a factor in the supply shortage of tandem instructors? From my perspective, the answer is no. With very few exceptions, there is currently a more than adequate supply of tandem examiners to meet the need to rate new tandem instructors. Here however, is a perspective on why we are not rating new tandem instructors at any new exponential rate to meet the current demand:

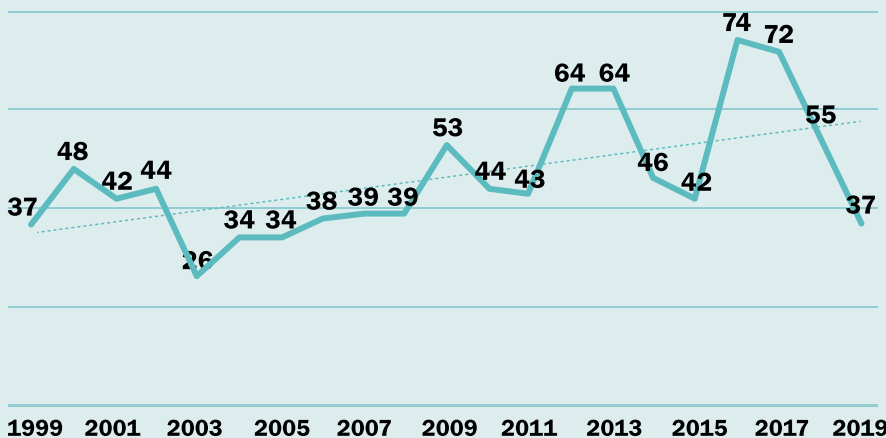
Every year at the USPA Board Meeting, annual reporting of new skydivers is provided from USPA. This represents the baseline size of the available population of new tandem instructor candidates for DZs to draw from (here in the US anyways). The reporting essentially shows that we are at the same level of new skydivers entering the sport now, as we were ten years ago. Yes, our membership continues to rise, but essentially at a constant rate. I say this “give or take”, what I simply mean is that there have not been any extraordinary leaps in new ‘A’ Licence percentages over the last decade. Thus, we have held our percentages relatively constant all these years. New skydiver numbers were roughly the same as they were ten years ago, and the same as they were twenty years ago.

The conclusion, we are just not creating new skydivers at any exponentially higher rate than we did ten years ago or twenty years ago. Certainly not enough to increase the tandem instructor candidate population to any significantly new level high enough to meet the Groupon demand level. What we can also see, is that the consistent volume of new instructors earning ratings year by year, has remains largely unchanged in volume. This can be traced back to having roughly the same

number of students earning ‘A’ Licenses each year, that three years later, roughly the same percentage of them which will then enter the tandem instructor population.

If we are going to manage this current higher volume long term into the next decade, we either need to start with getting more skydivers entering the sport, two times, maybe three times, the current volume each year, and if the same percentage of this new larger population of skydivers enters the tandem instructor population, then the supply vs demand model will eventually be brought back into some form of new equilibrium. Admittedly, doubling or tripling the number of new skydivers each is a tall order on a macro level for sure, and truthfully, given the past data reporting, not very likely to happen unless perhaps we are blessed with another “Point Break effect” in the next decade.

AUSTRALIAN TANDEM RATINGS ISSUE 1999 - 2019



Year	Australian Tandem Ratings Issued
1999	37
2000	48
2001	42
2002	44
2003	26
2004	34
2005	34
2006	38
2007	39
2008	39
2009	53
2010	44
2011	43
2012	64
2013	64
2014	46
2015	42

Where have all the Tandem Instructors gone?

CLICK TO WATCH TOM'S FIRST JUMP



TOM THE TANDEM PASSENGER



»» 500 Jumps Later »»



TOM THE TANDEM INSTRUCTOR



Enough of the gloom though, time to turn this around, and we can do it. It's time to look at this in a positive perspective, as though it's a great opportunity for our sport and our drop zones to grow.

What then, is the solution? What can we do to return the natural balance of supply v demand in the tandem world?

This may be considered naive in thinking by some, but think about every tandem customer you are currently taking on a tandem jump right now (Groupon or not) as potentially your next tandem instructor three years from now (Grandma celebrating her birthday, aside of course). Looking through the right lens, your future tandem instructors are walking through your door right now, today. There are numerous business models that suggest that when we look to the next quarter, we see only the present, but if we look to the next three to five years, and ask ourselves what can we do to be successful not just today, but three years from now, and five years from now, this approach makes sense, and it can work. I am living proof of it. Let me explain:

Back in 1999, I went to make my first skydive for one purpose, to go on and become a sky surfer. The XGames were fresh in my mind, and I headed to the drop zone to learn to skydive, with my end goal to surf across the sky. When I arrived at the drop zone however, I was immediately caught by and amazed by the energy and collaboration of tandem and video staff. It was a team, it was a comradery, it was an extraordinary synergy of personalities and excitement for skydiving. And that was just walking through the hangar when I first got there.

When my tandem jump was over and the canopy opened, I told my instructor that he had the best job in the world, and his reply to me was, "You can do this too you know." He planted the idea in my head that I could join this amazing process, become part of a team and show skydiving to the world by becoming a tandem instructor.

As we walked off the field together, I saw my future right there in front of me. I still wanted to learn to Skysurf, but I was going to become a tandem instructor. I was inspired by what I had just been a part of. Then, whether they knew it or not, for the next three years, everyone at the DZ, from the DZO, to the tandem instructors, videographers and packers, all kept checking in on me reminding me of what lay ahead with my future career as a tandem instructor. They mentored me and guided me month after month, year after year. Then they trained me to do tandem video, to get closer to see tandem jumps, so I could learn and stay motivated. And then three years and 501 jumps to the day, I became a tandem instructor.

I joined that extraordinary team and it changed my life.

In retrospect, I can honestly say that if I hadn't moved to Florida to pursue tandem skydiving at the manufacturing

level, I'd still be there at my home drop zone throwing drogues, part of that extraordinary team that guided me into the idea of becoming a tandem instructor and then stayed with me for the next three years to help see me that goal become a reality.

My point here is thinking in the long term, I would suggest that our future new tandem instructor population entering three years from now, are currently at your drop zones making tandem jumps with you right now, making their first jumps, wanting to be inspired.

If you judge them capable, and not all will be, but many, many will, have a Tandem Instructor brochure made and available. Don't just send them home with a first jump certificate, send them home daydreaming about their new career with you at your drop zone. Joining your team. Then follow up with them. Create educational videos of life of the tandem instructors on the drop zone. Create a "Future Instructor Training (FIT) program", where they work with a mentor, perhaps get discounted jumps, maybe a t-shirt, who knows, be creative.

Make them feel special, not just about skydiving, but about becoming a professional skydiving instructor working with you.

Twenty one years later, I can still tell you all the names of all of the instructors on the drop zone the day I showed up to make my first tandem. And I haven't seen most of them in over 15 years. Why? Because every one of them introduced themselves to me at one point or another throughout the day. Most of them sat with me after my jump and asked me how it made me feel. And looking back now as I write this, I can still see them all working together as a team, like superheros to my whuffo eyes. Then before I left, they told me I could join them and be a part of their team, and that they'd show me how. I was hooked and never looked back.

Imagine if you're doing 2,000 tandems a season at your drop zone, and you get a 1% return on investment, one in 100 take you up on the offer. Now you are investing in your future tandem instructor pool population. And the best part, they will learn not just tandem instruction, but how you do tandem jumping. They will be the round peg in the round hole you are looking for, perfect fit. If you do this at a 2,000 volume at 1% interest, that's 20 new tandem instructors joining your team, each year, every year. And even if you fall short by 75%, you're still putting five new tandem instructors in your rotation each year. Three years later, you now have fifteen tandem instructors you built from the ground up. It is possible. It is absolutely possible.

Don't just sell your tandem customers on a tandem skydive. Sell them on a career, an extraordinary career, as a tandem instructor, working with you.

To conclude, your future tandem instructor population is on your drop zone right now. They are filling out their waivers and they are about to go experience their new careers, they just don't know it yet. And it only takes you to shine a light on it for them. A new life, a new career, filled with passion and purpose, and of course altitude.

Tom did eventually try Skysurfing



About the Author

Tom Noonan is the Sigma Tandem Program Director for United Parachute Technologies. He is a speaker, author and trainer for all things skydiving. When he is not in a training or a speaking role, Tom manages the Everest Skydive expedition. He has also created with his teammate Paul-Henry de Baere, a seven continent skydive expedition program called Skydive Earth.

For more information from Tom on Everest Skydive or any of this other upcoming events please feel free to email him at skydiveearth@gmail.com





THE EVOLUTION OF

By Kelly Brennan AFF photos from Moruya

OVER THE PAST FIVE YEARS, 3,724 STUDENTS HAVE ENTERED OUR SPORT THROUGH AFF. DURING THE SAME PERIOD, THERE WERE JUST 172 BEGINNERS WHO DID THEIR FIRST JUMP THROUGH THE TRADITIONAL STATIC LINE PROGRAM.

IT'S HARD TO BELIEVE THAT AFF WAS ONCE NEW AND CONTROVERSIAL. BUT, IT TOOK SOME DETERMINED EFFORT, SOME SNEAKY STRETCHING OF THE RULES, AND THE RIGHT COMBINATION OF PEOPLE TO MAKE IT HAPPEN. HERE ARE THEIR STORIES.

KEN HILLS

Ken Hills had worked with many movers and shakers in the US skydiving scene in the seventies. His earliest memory of AFF was watching training jumps for the US Air Force Academy.

"They were doing what they called 'buddy jumps' out of Twin Otters from 12,000 feet on their first jumps," said Ken. "This was pretty much an AFF jump with only one guy, you know!"

Ken also got involved with these early buddy jumps, doing a heap of them over two winters in Florida, well before they became the American Accelerated Freefall program. He said Bill Booth was also an early adopter. *"It was just such a good idea,"* said Ken. *"Such a better way to teach somebody to feel comfortable in the sky."*

Ken brought all the American AFF paperwork back to Tony Edwards at the Nationals in Corowa over the Christmas/New Year holiday in 1983/84. That became a turning point for AFF development in Australia.

TONY EDWARDS, PAUL OSBORNE AND JIM KNOX

Like some other Static Line instructors at the time, Tony Edwards had already been dabbling in drag-out exits to help some of their problematic students during their freefall jumps on the SL training table.

Paul Osborne had developed the Australian B-Rel table and was passionate about improving training. He'd returned from the 1981 WPC in Florida full of enthusiasm about the AFF that he'd seen.

"John Glenn, the astronaut, did a jump there," said Paul. *"And I thought, 'that looks pretty good!'"* After a seminar in Florida, he was sold on the idea for Australia, and keen to get something going.

Paul told his mate, Jim Knox, to check it out during his US travels, and Jim was also quickly convinced. He sat in on some AFF training over there and came back just as excited

about that as his jump from El Cap! He got straight into some practice AFF jumps back in Australia.

"We just thrashed it around and that's how we decided it was worth doing," said Tony. *"Because, if we didn't step up and have a go at it and make it work, we weren't going to have any advances."*

"Everything was so slow in dealing with CASA, trying to get approval on an experimental basis, so we decided to go for it," said Tony.

Paul recalled they were fortunate that Ken turned up when he did, because they wouldn't have known where to start.

By this point, they had instructors, a pilot, a manual and a DZ. All they needed was the right student to work with.

PRUE JACQUES

Prue Jacques was a family friend of Tony Edwards. She was a nurse in her early twenties, who'd done a few static line jumps.

"There was no way in the world that Tony would put me in a position that wasn't safe," said Prue. *"Because he'd have my Mum and Dad to deal with if anything happened to me."*

He told me what they were thinking of doing, and asked if I'd be interested. *"I said 'Shit yeah!'"*

The nationals had ended and most of the people had left. Ken Hills and Paul Osborne were Prue's jumpmasters and Tony was flying.

As for the jump itself, she didn't remember much. *"I had the lights on but nobody was home,"* she said, describing the sensory overload that she had at the start of all of her jumps. *"I was able to pull my own chute, but I don't remember any of it."*

She can't even look to her logbook to fill any memory gaps, because they didn't write it in there. *"They were worried about issues with the APF and the fact it wasn't an approved jump,"* she explained.

Tony said Prue enjoyed herself and the jump went to plan.



AFF IN AUSTRALIA

"We never made a big deal of it at the time because we couldn't," he explained. "Otherwise we would have been canned for encouraging something illegal."

Onwards and upwards

"Paul Osborne, because he was so organised, took up the reins of it and got it through the Australian Parachute Federation," said Ken Hills.

"Ken was a bit of a hero to me," said Paul. "He'd managed Skydance in the States and he gave us a lot of insights and was helping us along the way."

They did a lot of cut and paste from the American manual and modelled a training program off the American table. They eventually got permission to start an experimental program in AFF.

"Claude Gillard came up for the first official weekend," laughed Paul. "Every time we jumped, he'd walk back inside the shed. He couldn't stand seeing it! He really thought we were going to kill somebody!"

Developing AFF Training

Paul said many other drop zones were interested in the AFF training. He and Jim Knox were tasked with setting up an instructor course and approval. Jim was a Phys Ed teacher who did his 'Instructor A' thesis on AFF.

Paul and Jim were two of the first four official AFF jumpmasters for the APF, as well as Alison Quick and Steve Tester.

Paul and Jim spent several years moving from State to State doing instructor courses. *"Eventually, by the early nineties, we had an examiner in each State council area," said Paul.*

Jim went to live in the US for a while, but they wouldn't recognise his Australian AFF rating. He had to go through the USA instructor program to be allowed to train AFF students over there.

Other big changes

At the same time as AFF was gradually changing opinions, there were two other big developments in student training: AADs on main canopies and the use of ram-air parachutes for training.

"Before the official trial, we'd worked out it was much safer to have an AAD on the main," said Paul. "If someone did get away from you, we needed some way of keeping them reasonably safe, so we started putting FXC 12000s on the mains."

Paul believed that square parachutes for students began with a one-legged student skydiver who didn't want to jump roundies. As they continued trialling them, the successes were obvious.

"It was so successful, that we couldn't see any reason NOT to go to squares," said Paul. "We had proven that it was safer to train students on square parachutes than round ones. Less off drop zone landings. Less injuries. They were just easier to fly. All the reasons for not going to them, we were able to debunk."

"It was rather difficult getting the square parachutes through the APF," said Paul. "But Trevor Burns, at DoA (pre-CASA), gave us permission first and the APF after that."

All the changes proved to be good for business as well. *"The major thing that happened, it changed our drop zone from a weekend DZ to a full time DZ," said Paul. They'd train on Tuesday and then jump for the rest of the week on the double JM jumps. By the time it got to the weekend, the students would be down to a single JM, freeing up plane space for fun jumpers. "So, it really changed the dynamics of the drop zone."*

Tony Edwards said it was difficult for a lot of people to change their minds. *"But it was the same with tandems as well," he recalled. "Yeah, it was exciting times."*

Where are they now?

In between caving and sailing adventures, Paul is still jumping in Far North Queensland. He has served in many APF leadership and safety roles since those early days of pushing the boundaries.

So too did Tony, but nowadays he's better known in skydiving as Mark Edwards' father. Tony's busy life still includes plenty of flying, and he starts each day feeding a hungry mob of rescued kangaroo and wallaby joeys at his property in Mt Beauty, Victoria.

Jim is retired from the sport and living in Perth. Ken Hills recently called it quits, but can't really escape just yet as his wife is still going strong.

Prue is a theatre nurse in Caloundra, where she often hears the planes and sees canopies. *"It brings on a little light in me," she says, wondering about the sport and how AFF developed after her small but significant role. She is quietly proud of her contribution, but there's nobody to share it with and no written or photographic evidence. "You can't really put your chest out and say, 'That was me!'".*



Camera Development PROGRAM

By Jules McConnell Photos by Steve Fitchett



A PROGRAM WAS RUN LAST YEAR TO INCREASE THE NUMBER AND QUALITY OF CAMERA FLYERS AT STATE AND NATIONAL COMPETITION IN THE FORMATION SKYDIVING DISCIPLINE. CAMPS WERE RUN ALONGSIDE 4-WAY FS EVENTS WHERE CAMERA COACHES FLEW OUTSIDE CAMERA TO AIDE QUALITY DEBRIEFS ON CAMERA ANGLE AND POSITIONING.

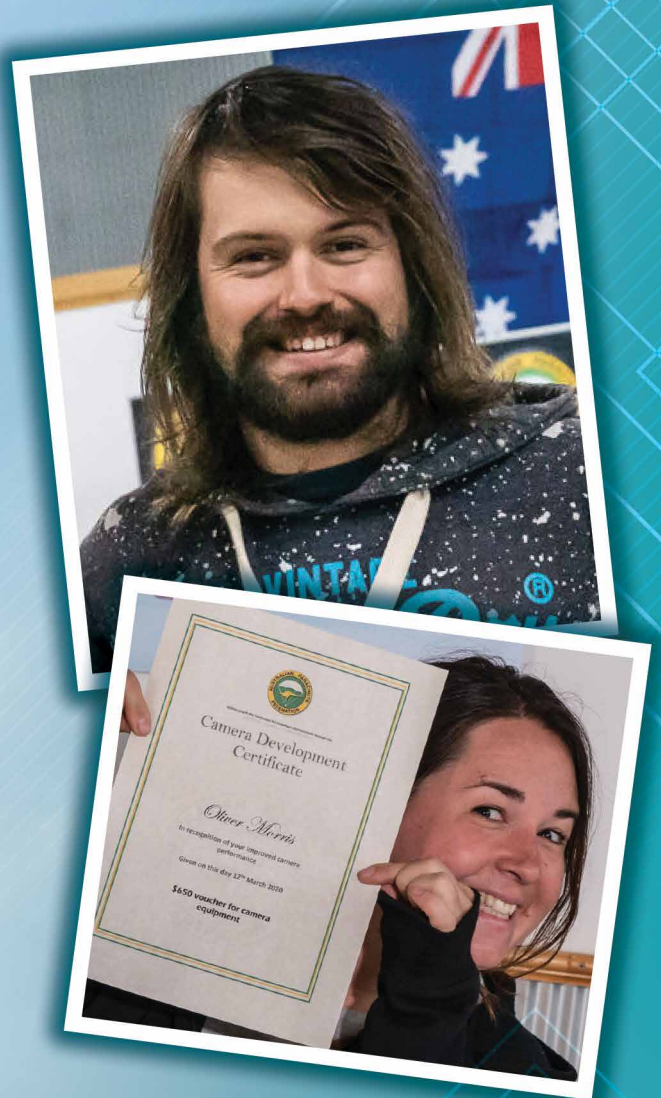
The camps were a success – at the 2020 National Championships there were much fewer camera flyers doubling up on teams and the judges were impressed with the quality of footage by all camera flyers.

Registration fees for the program were all donated to the winning prize of a voucher for purchase of camera equipment to the most improved camera flyer during the program. It was a close call between the top three: Jarrod Gardiner, Michael Young and Oliver Morris – who were judged by their coaches on their performance and it came down to the camera flyer with the least busts in competition.

Oliver Morris was the winner of the prize, filming his gold medalist 4-Way Blast team 'Bellas'. He had this to say, *"After chatting to Steve Fitch and Dan Rossi I decided that I would really like a Sony a6400, so I bought one! I would never have got it if it wasn't for this amazing program that the APF organised, and I really appreciate all of the work that the camera development guys put in! I am so stoked, and I am looking forward to getting some awesome shots into the magazine as soon as this bloody virus goes away! Thank you so much to the APF."*

A big shout out to all the camera coaches who made this program happen: Steve Fitchett, Dan Rossi, Paul Barker, Adam 'Kestral' Phillips and Steve Hogden.

This goes to show that anything is possible in our skydiving community. If you have a great idea on how to develop an area of the sport you are passionate about then speak up and let's work together to make it happen!



**IRISH THE MC
PODCAST IS
THE SKYDIVERS
PODCAST. All the
best, funniest and
entertaining stories
you normally hear
at the drop zone
that you can now
hear on a podcast.**



I sit down with fellow skydivers over a few beers and talk about all the good stories from back in the day, time they nearly died, biggest mistakes they have made on the piss and I also touch on the current politics in the skydiving industry. I want for others to have a laugh and listen to the skydivers you know best in the industry tell you some of their best 'hold my beer' moments.

The podcast all started during the 2018 WPC when I was lucky enough to spend some time with legends of the sport and hear some of their mad skydiving stories. Some of these stories were the best and funniest I have heard and I said to myself, **"These stories can't be shared to just the drop zone bonfire, they must be documented!"**. That following week I spent all my savings on equipment and started to plan the podcast.

Currently, I'm the only skydiving podcast in Australia and have a big following of Australian and international skydivers all over the world. I just hope that everyone listening can have a laugh and learn something new.

I have been so passionate about skydiving for the past 10 years and I really wanted to give back to the sport the best way I know how, through MCing and talking shit. If I can share my love for skydiving as well as entertain at the same time, I consider it the best job in the world.

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WITH BRAD TURNER**



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Photo by Steve Fitchett
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HABIT IS STRONGER THAN REASON

HAVE YOU EVER REALISED THAT YOU FEEL SOMETHING IS NOT RIGHT IN THE SYSTEM, AND SOMETHING MUST BE DONE ABOUT IT? THE QUESTION IS HOW MANY TIMES YOU DID SOMETHING TO IMPROVE THINGS...?

The purpose of education in Skydiving and Rigging is to facilitate learning. Nothing else! All things learned are important and often vital to the skydiver: out of sequence emergency procedures, wrong decisions under pressure and improperly done maintenance and repairs can end in disaster, and they have. If there are any other interests involved in the education system the process is ineffective.

Also, there is a difference between education in skydiving and in schools. Students in schools and universities are to experience the result from what they learned years after graduation. Skydiving students need what they learned literally the same or the next day.

A study was carried out by Hart, Christian L. and Griffith, James D. (2003) "Human Error: The Principal Cause of Skydiving Fatalities". Here are a couple of points:

"Of the 308 fatalities that were reported between 1993-2001, 264 (86%) were categorised as Human Error, indicating that human error was deemed to be the principal causal factor in the mishaps. The remaining 44 (14%) fatalities were categorised as Other Factors, indicating that human error did not play a principal role in those mishaps. Therefore, human error appears to be the principal causal factors in the great majority of skydiving fatalities."

Within skydiving training and education programs, specific attention should be given to human error, and training should be deliberately aimed at reducing human error mishaps. In the design of parachuting equipment, attention should be given to designing systems that increase skydiver situation awareness and increase the probability of correctly carrying out deployment and emergency procedures while under stress and time pressure."

I find it unacceptable that in the 21st Century with the level of science and experience in the sport we have 86 percent of fatalities resulting from avoidable mistakes.

Evidently, there are two aspects of the human error problem: training issues and psychological ability to deal with the situations. In skydiving, critical situations require making correct decisions and executing proper action. This causes increases in pressure and cognitive load, beyond the state

ABOUT THE AUTHOR

KRAS BANKOV

- 25 000+ JUMPS • AFF, TANDEM INSTRUCTOR, FREEFALL PHOTOGRAPHER
- RIGGER- FAA ALL TYPES, APF RIGGER EXAMINER
- MASTER OF TEACHING, BIOLOGY AND CHEMISTRY



of flow that impairs our ability. When the cognitive load increases, our limited cognitive capacity is exceeded and we become overloaded. Our brains cannot process the large volumes of information being generated by the situation and we can fail to make accurate decisions. An example is a Tandem Bag Lock malfunction - requires very fast thinking, change of standard emergency procedures, reaction and execution when RSL is connected. However, if the RSL is not connected, things are way easier; action is as usual, cutaway and reserve deployment. This is just an example where correct training can significantly reduce the pressure or lead to positive outcome. Knowing that there is direct connection between the previous training taken and how the skydiver would react under pressure is vital. Namely our gut feeling is what determines our reactions under pressure and lack of time. It all happens simultaneously before we put everything in words. So someone that has never used an RSL as a backup system would go first for the reserve handle after cutaway and will almost never check for main risers clearance.

In the late 80s and 90s of the last century, there were significant discoveries in psychology that explain a lot how and why humans make certain decisions under pressure. Unfortunately skydiving training still has not caught up with

psychology. Mirror neurons is one of these discoveries. For example, neurons in our brain fire symmetrically to match our instructor's emotions. So, if the instructor is very positive, enthusiastic and smiling, about 20-30% of the neurons in the same area in the student's brain, responsible for these emotions, fire as well. The result is that students assume that if the instructor is that positively charged, everything must be in order. It is the same when the instructor looks negative, unhelpful, concerned; the student is experiencing a grade of freeze, flight response and the performance goes down. This is just a generalisation but it explains why students love enthusiastic instructors, regardless how competent they are. However, students also can identify incompetence hidden in positive attitude. There is also an explanation for that recently discovered.

In this article, I will try to scratch the surface on training. Combining psychology and training in skydiving is going to be part of another article.

In skydiving we have two types of education: Safety education and skills improvement training. They overlap and mix all the time but they say different things. Example is the training during the new skills courses: Initial AFF, Tandem and AFF Instructor certifications. They all have two parts: The Safety part, which teaches the student/candidate how to survive the skydive with the new equipment and procedures, and the Skills improvement part – how to do it well. This is very important since decision making is heavily influenced by the level of competence and skills in these separate areas. Both, the student and the teacher/instructor should know where they stand in that, at what stage of the training and learning process they are. Even more, the training for a particular skill must match the psychological reasons influencing how the student will react in this situation. It's important to know why people make fatal mistakes and how to avoid them. You never know when a simple flight back to the landing area can turn into a situation that requires emergency procedures. It looks like education in skydiving suffers from a bit of amnesia! It is based on the industrialised system of education. This system came out during the industrial revolution and it was designed to serve the needs of the manufacturing process – to produce a workforce that follows algorithms. Basically, it's a system that tells you how to do things, without much explaining. The student is instructed not taught. This all works well when in the manufacturing! And we have all seen the big emergency procedures charts that look like wiring diagrams like they are designed for

a computer processor to follow. However, people are not machines but organic creatures and in addition they have to make their own decisions under pressure. The industrialised system is based on standardisation and conformity! It is true that these principles are a must in skydiving and they define the skills necessary for surviving the skydive with must know, must do and must not do. But there must be a clear line where they begin and finish because any irrelevant and wrong information or negative emotions significantly affect the decision-making process. The fact that a student does not understand what causes our bodies to turn in freefall creates negative emotions and can cause them to fail the stage. Conformity and standardisation also contradict the principles on which skydiving, and life for that matter, have flourished over the years – diversity and creativity. Every single person is different. Not a single person's life is the same as anybody else's. There's no two persons on this planet that are the same. So why is skydiving training standardised to that extent? One of the results is that year after year there's a great amount of people who give up skydiving after they get their 'A' Licence. And the reason is that they don't want to spend a long time and a lot of money doing relative work with B-Rel's. Most of the students started skydiving because they wanted to do something else – usually Freeflying or Swooping. There are a large number of students who never complete the AFF course as well. If a private company was losing such an enormous amount of their clients every year, they would say:

"Maybe it's not the customers, maybe it's something we do".

If equipment and training courses were put under the compatibility lid some time ago, they would never advance more than the Static Line course and round military parachute stage!

People are also curious and creative. They want to learn. Everyone knows that students and instructors start their career with a great amount of curiosity and want to learn and keep this going forever. Curiosity is the engine of achievement. One of the effects of the current culture, has been to de-professionalise instructors. There is no system in the world that is better than it's instructors. Instructors are the lifeblood of the success of drop zones, but teaching is a creative profession. Teaching, properly conceived, is not a delivery system. Instructors should not be there just to pass on received information. Great instructors do that, but what great teachers also do is mentor, stimulate, provoke and engage.

Another big problem with the industrial based system is that it never covers everything that we need to know because it is based on what has happened so far. Especially in recent years, it presents you with a list or diagrams with possible situations. What happens if you get into situations that are not on the list?! Then you need creativity! A good example is the tandem fatality resulted from a turn initiated at about 200ft and the control line and toggle got hooked on the disconnected side passenger connector. The tandem pair entered into a continuous diving turn. The tandem instructor ran through the given emergency procedures diagram but there was nothing for this particular situation. The most he could think of was - cutaway and deploy reserve. Unfortunately it was too low. However, there were at least two solutions in this case that were not on the diagram - cut the break line and try landing with risers or counter the turn with the other toggle and land on deep brakes. Compliance in this situation didn't equal safety but provided a false sense of safety. Situations like this require some creativity or divergent thinking. And we use divergent thinking all the time



in skydiving - when we exit and fly different tandem clients, when different aircraft changes the inflight procedures, when tailoring the stage for a particular AFF student, when packing reserves or repairing equipment etc.

“Divergent thinking is a thought process or method used to generate creative ideas by exploring many possible solutions. It typically occurs in a spontaneous, free-flowing, “non-linear” manner, such that many ideas are generated in an emergent cognitive fashion. Many possible solutions are explored in a short amount of time, and unexpected connections are drawn.”

There is another system of education, which is based on reasoning, where cause and effect are the significant element. This is the system to which we owe the development in skydiving and skydiving equipment; people trying different things and improving the ones that work. With this system, understanding how and why things happen is the driving force. That’s how basic military parachutes were improved for sport parachuting to get to the current state-of-the-art canopies and harness containers. This is how we all got where we are now. With this system, the student’s safety and progression are the important things, not the standard of “pass or fail”, and the learning process can be tailored so the students can learn effectively.

In this system both student and instructor are aware of the level of competence: unconsciously incompetent, consciously incompetent, consciously competent, unconsciously competent the student is in. Right now

there are thousands of skydivers and instructors who are unconsciously incompetent about their own equipment but they are expected to deal with extraordinary situations with competence. They simply do not know how their reserve system or components exactly work and what potential problems that can cause them. As a result, these licenced skydivers are not ready to deal with a number of issues. If you knew that if the Cypres fires in head position and the reserve might hesitate, how materials and body position affect the reserve openings, what the reserve pilot chute is, etc. you would consider your actions. The level of consciousness/competence – confidence loop – directly affects the performance and decision making in every situation; challenging or threatening. The more competent you are with equipment and situations, the more pressure is reduced and it is easier to make decisions.

All this is not that new and wonderful work is done by instructors and drop zones. However, it is happening, not because of the current standardisation and command and control culture, but despite it. Yes, sometimes habit is stronger than reason, but reason always prevails eventually. Maybe it’s time for the available knowledge in the 21st century about learning, training, psychology and the connection between them, be implemented accordingly. While doing that, some accidents could be prevented.

After all, skydivers are organic creatures and parachutes are just mechanical systems operated by skydivers. Nothing magical happens up there! The magic we feel is only in our heads!

LEG HARNESS FOR PARAPLEGIC SKYDIVERS

AFF or Tandem paraplegic students are not that rare in our sport anymore. There might be some restrictions arising from the ability of the instructors at the particular drop zone to handle the training and the jumps. However, some additional appropriate equipment can help a great deal to make the training possible.

There have been some leg harnesses around for some time. Most of them do the job more or less.

Some years ago I was asked to develop a leg harness for a paraplegic ‘A’ Licensed skydiver. She graduated the course but broke her leg on a landing after. So I designed a harness for paraplegic AFF and Tandem students.

This harness is mounted on the knees area. In freefall it keeps both legs together with some clearance and provides controllable freefall. After deployment an adjustable lanyard attached to the harness is hooked to the biggest ring from the 3-Ring release system or the passenger attachment D-Ring/Tandem. This adjustable lanyard allows the legs to be elevated to the required safe height for landing.

Currently this harness is used in the field with both Tandem and AFF students. It increases the safety significantly when used properly!



HOW SAFE IS YOUR RESERVE?

WELL, IT'S A FAIR QUESTION!

"Parachutist", the official publication of the US Parachute Association published "Malfunction, Malfunction, Malfunction – The 2017 Fatality Summary" by Paul Sitter on Sunday, April 1, 2018. It states, "Reserve systems – which include the reserve container, pilot chute, bridle, freebag and canopy – are extremely reliable, but there are no guarantees in skydiving. Looking at the last 10 years, reserves failed to save jumpers in about 6 percent of the fatalities."

The assumption that properly executed emergency procedures at the right height is enough for the reserve to open is just not entirely true! Reserve malfunctions are a fact of life!

We learn something every day in skydiving... if we want to... Which brings the question: **How familiar are you with the reserve parachute emergency situations and procedures?**

There are numerous factors that affect the reserve openings: Container, pack tightness, container materials, body position, MARD systems and packing techniques. Nowadays more skydivers use MARD systems that put

them in a non-favourable position for the reserve to open.

The following PIA investigation gives some clarity and recommendations on some reserve openings:

<https://www.pia.com/wp-content/uploads/PIA-TR-401-LowReserveOpeningInvestigationReport91316.pdf?fbclid=IwAR23JVBjHs8yHajcKIRSVbbYpSfbuNXMalH10d9gJzYHSrZcu7t2ui1XQrM>

But can something be done while packing reserves in order to reduce the risk of malfunction?

Skydiving history has shown that neat pack jobs open better than messy ones! The ones that are packed with consideration for the opening, add even more to the safety. That's why we don't pack reserves flat pack, it just doesn't make sense anymore and it used to be the standard.

Things change!

Reserve packing techniques that take into consideration the development of the sport and parachute designs are possible, available and can make the sport safer! They involve techniques that significantly increase the reliability of the reserve parachutes openings. Here are some of them:

- 1 Realistic way of placing the slider during packing. This has several functions – ensures the slider is inflated at the same time or even before the rest of the canopy. It is very important, especially in terminal openings, and also ensures the slider is not launched down the lines immediately after coming out of the freebag. This also ensures the slider is inflated symmetrically, allows proper separation for the four line groups and time for the load on the lines to be more evenly distributed!



- 3 Additional separation of the line groups, ensure their full separation before stowing them into the freebag.



- 2 S-folding the reserve canopy before inserting it into the freebag ensures the least form memory is present on the lines above the slider. Form memory, stiff lines and uneven line tension are the main reasons for tension knots. The specific canopy S-folding also ensures the least changes in the canopy alignment when inserting it into the freebag.



- 4 Freestowing the lines using figure 8 pattern that doesn't allow the different bights to mix disorderly lines between each other. It is used for high bulk lines with form memory that need to be stowed in small compartment stowing pouch. This ensures orderly extraction of the lines from the free bag.

Skydiving, as well as skydiving equipment, materials and rigging, are in constant evolution! We challenge the status quo because skydiving equipment, education and techniques can be improved in order to increase safety. Equipment development and modification are driving forces in the evolution of our sport.

**CLICK TO WATCH
A TIME LAPSE
RESERVE REPACK**





TALON FS

for all forms of flight

THE TALON FS HAS BEEN DEVELOPED IN RESPONSE TO THE EXACTING DEMANDS OF TODAY'S SKYDIVING, FROM FORMATION SKYDIVING, FREELY AND VFS TO WINGSUITING AND CRW. NO MATTER WHAT YOUR PASSION, THE TALON FS RESPONDS TO IT ALL.



Spacer foam on the backpad and inside leg pads for added comfort. In-set horizontal backstrap, hip ring and comfort pad results in unparalleled stabilization with maximum comfort.



Main riser covers - designed for maximum holding power. The backpad is shaped and contoured to fit the shoulders and upper body and stay in place.



The V-Flex upper leg strap and "Multi-Flex" harness configurations with chest and hip rings allows for maximum comfort and flexibility. Reserve ripcord - standard or low profile.



Upward main closing flap and integrated side flap with bridle cover for maximum closing pin and bridle protection.

DZ DAYZ



TM Cindi Hemmila getting current with Phil Onis

Words and photos by Marco De Boni

I travelled to Innisfail to take part in the re-currency days they ran. Hats off to Phil Onis for taking the lead and getting us moving again. For me, it's a six hour drive but very worth it. I caught up with Phil and Cindi, Paul Osbourne and Ronnie Perry amongst others and got six jumps in out of the twelve loads we did, had an absolute ball.

We followed the social distancing and health guidelines put in place with mask wearing and frequent hand washing, but aside from that, it was almost just another couple of days at the DZ. I did a few nice Star Crest jumps with Paul and a really nice tandem camera with Cindi as TI and Phil as the passenger. Phil never ceases to amaze me, that even with all his jumps, he still gets the same thrill as a first time tandem passenger, even when he's on the front. It was a great vibe to share so thanks to them both for letting me tag along.



Star Crests with Paul Osborne

INNISFAIL

LOWER LIGHT

By Sandy Nieuwenhoven Photos by Marty Lee, Richie Timperon, Sandy Nieuwenhoven, Marcee Hammond and Al Gray.

After a long and frustrating ten week lay-off our C.I. Al Gray put together a comprehensive Covid Safe plan, submitted it to the Government and received approval to jump from the 6th June. The news was well received by the Adelaide Skydiving jumping community just in time for the long weekend, although we had to restrict numbers on the DZ to only 20 initially to comply with density rules.

Day one saw the DZ full of keen experienced Skydivers. We decided to get everyone current prior to doing any student or tandem operations, so it was fun jump central. We had everyone run through their emergency procedures and gave a briefing of the new rules in place which included less people on the packing floor, spacing between seats on the ground, manifesting via the Burble App, masks or full face helmets with visor down in the plane, no more high fives and a lot of hand sanitiser. People were so keen to jump they quickly complied with all requests.

I'm quite well known for my less than graceful landings, but the long hiatus must have done me some good as I had great landings that first day back.

Whilst we haven't yet had any structured events, the SA CRW teams, *Line Burns* and *Lower Light Line Dancers*, were straight back into training and making plans for WPC 2020, now rescheduled for 2021.

SA 4-Way A team Bruise Brothers also got back into training with yours truly as the new recruit. We have also put together some teams for E-League, with SSSS registered for 4-Way Blast so far and a few others yet to register - great to see some enthusiasm for competition.

There were a few people who had to hold off their milestone jumps, then we ended up with three in the one day:

- Kosta Andrellos celebrated his 600th jump riding a broom stick which he managed to hold onto all the way back to the DZ
- Marty Lee celebrated his 300th jump
- Stephen "Dinger" Bell celebrated his 600th jump

We have also recommenced AFF training welcoming new students Alex and Jarrod.

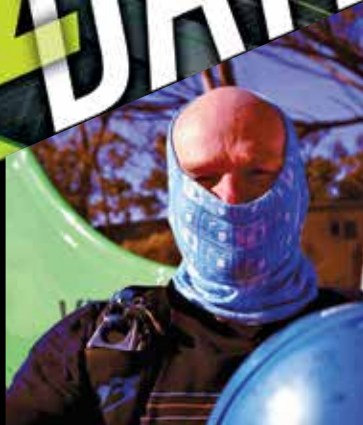
It's great to be back in the air even if it is winter in South Australia. We just rug up and glove up and enjoy the smooth cool air!



Bruise Brothers

DZ DAYZ

Steph & Sascha Menzel



Ronnie getting current



Team SSSS exit an 'H' for E-League





Ben Cove



Dinger



Lauren & Richie



Niall



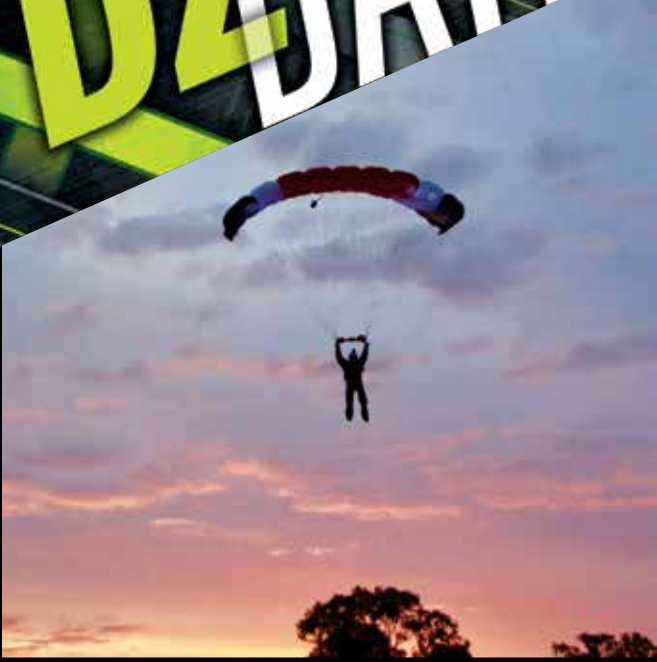
Alex, Lauren and Niall



Kosta's 600th with Alex

DZ DAYZ

Aerial photos by
Steve Fitchett & others.
Ground photos by Karen McEvoy



RAMBLERS, TOO GOOLAWAH



DZ DAYZ

Words and photos by Marco DeBoni

Airlie Beach is pumping and why wouldn't it with amongst the best visuals in the country. Tourists are back, perhaps not in the same numbers, but they are back in larger numbers than I expected. A lot has changed here though, with masks being worn, social distancing being enforced, TI's wearing full faces, plus harnesses, the plane and the bus being totally disinfected between every load. It makes for a lot longer days but the primary focus has always been safety, and still is, and everyone is just getting in and helping. The days are longer but Airlie will always be Airlie.

AIRLIE BEACH



Over Port of Airlie and landing at PCYC for Cody Smith's 17th birthday, TM Andrew Grego (Agwa).



By Kellie Watson

Welcome to SKYDIVE NSW DZ, TAREE! We are a small DZ on the Mid North Coast of NSW, owner operated by our C.I. Mark Brody. We fly a Super Cessna 182 that is extremely roomy for five jumpers and climbs to height quite fast, no it's not as fast as a Caravan, but the view and shenanigans make up for it.

Mark has been jumping since 1978 and over his career of skydiving has been the Owner/C.I. of Coffs Harbour City Skydivers, the C.I. at NSPC Skydive Elderslie and now is the proud owner/operator of Skydive NSW DZ Taree.

With the hopes of establishing Taree as a great place to Skydive we have over the last nine months worked hard to hold a few skydiving events with some fantastic coaches such as Tayne Farrant, Ben Lucock and Niki Jackson to name a few.

Our highlights to date are Night Jumps, a Canopy Course, Freefly Camp and Island jumps... Island jumps you say? YES, we have the privilege of skydiving over beautiful Forster/Tuncurry, landing at a local airstrip on Wallis Island. The flight time is the same as if to going to 12,000ft and our local jumpers absolutely love it, the view is spectacular.

Our Night Jump event drew a great crew of fourteen skydivers, half of whom had never done a night jump before (myself included). We started jumping at 8:30am and our last load touched down a little over midnight thanks to our pilot Mark Brody. Most of the newbie night jumpers were thrilled by the experience, punching

out three to four jumps each after decking themselves out with glow sticks and what not. Personally, after my first night Hop 'n' Pop from 5,000ft, I declared that I would keep my feet firmly on the ground, I couldn't see a damn thing!

We held an Intermediate Canopy Course with Niki Jackson over a weekend in August which pumped out 30 loads with participants all wanting to increase their knowledge and skill level in 90s, 180s and 270s. The weekend ran without incident and all participants walked away wanting more, so stay tuned for more!

Our last event was a three day Beginner/Intermediate Freefly Camp with the fabulous Tayne Farrant and Ben Lucock. The camp ran with up to twelve participants per day pumping out a further 25 loads from the 182. Quite a few jumpers worked on their Angle flying skills whilst building up their knowledge in designing and executing Angle jumps. We also had five participants obtain their Head-Up Crest. Whoop Whoop – well done guys!

Skydive Taree runs mostly on weekends but we aren't restricted JUST to weekends, we have the ability to operate seven days a week, so if you would like to run a camp/course mid-week, please feel free to get in contact with us. We not only have Fun Jumpers and Tandems but the ability to do AFF and B-Rel's with some great coaches.

Keep your eye on our Facebook Fun Jumpers page for more exciting camps and courses to come.

All Camps/Courses were proudly sponsored by the NSWPC and the APF Fi Fund



SKYDIVE NSW, TAREE

DZ DAYZ



SKYDIVE NSW, TAREE



SABRE3

"IT'S NOT JUST A NEW WING, IT'S A BETTER WING"

CLICK TO WATCH
PD'S VIDEO



THE SABRE3 IS SO INTUITIVE AND EASY TO FLY. IT'S SO MUCH MORE RESPONSIVE ON THE REARS THAN I WOULD HAVE IMAGINED. WE'VE BEEN DOING REALLY COOL THINGS WITH IT - FLOCKING, HIGH PERFORMANCE TURNS, GOING FULL CHARGE. IT'S HEAPS OF FUN."

-ANNA MOXNES, JOY RIDERS/ ZION FREEFLY



"THERE WAS A POSITIVE SENSE OF CONFIDENCE THROUGH THE OPENING THAT IT WAS GOING TO OPEN WELL AND ON HEADING WITHOUT QUESTION."

-STEVEN LEFKOWITZ, RHYTHM SKYDIVING



"IT WILL HELP CLOSE THE PERFORMANCE GAP BETWEEN THE CURRENT LINE OF CANOPIES AND THE NEW HIGH-PERFORMANCE WINGS."

- CURT BARTHOLOMEW, TEAM ALTER EGO FASTRAX



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WWW.PERFORMANCEDESIGNS.COM/SABRE3



By Sarah Gordon

What a year so far!

After closing for two weeks in January due to the bushfires, we, like everyone else, had to close again from March to June because of Covid-19. Now we are working through the challenges associated with operating a drop zone in the 'new world', and providing a covid-safe environment for our staff, jumpers and customers.

Despite face masks, social distancing and temperature checks, the interest in and love of skydiving is stronger than ever here. Being isolated and cooped up has made many people yearn for the fresh air and freedom of the skies.

It's been encouraging to see so many AFF students joining skydiving since restrictions have been lifted. We've been at capacity since opening to students in late June. And of the students who have already completed their course, some have absolutely smashed it in two to three days - then stayed on to do their B-Rel's. A strong sign of their desire to continue in the sport.

As a special treat, some of the guys from Nitro Circus joined us for their AFF course, adding another extreme sport to their repertoire and making for an awesome week for everyone.

Fun jumpers have also been out in force, jumping throughout the week and weekend. We've had Mr Bills, horny gorillas, wagon wheels, plenty of hybrids, Head-Up crests, synchronised swooping, CRW jumps, nudies and many more shenanigans happening in the sky and on the ground.

In other exciting news, the Beaver is so close to being finished, we can taste it! After undergoing a complete overhaul, its wings are back on and will soon be ready for its first test flight and final paint job. Watch this space, because it won't be long before it's flying loads!

We're grateful to be jumping again and are loving the vibe that's been building. Assuming there are no other covid closures or other natural disasters, the rest of 2020 is set to be amazing and we can't wait!

MORUYA



DZ DAYI Z



MORUYA



SKYDIVE TERRITORY, NT

DZ DAYZ



By Leah Smith

While the rest of Australia is in lockdown or enduring the cold winter months the Darwin Parachute Club boys and girls are running it hard. With the cooler, dry weather and the midday winds, sunrise loads have become a new regular to start the day. The last load finishes with our usual swoop 'n'chug before we have dinner together. Dinner is usually cooked by the famous Ryleigh and Jenita Hunt – award winning chefs!

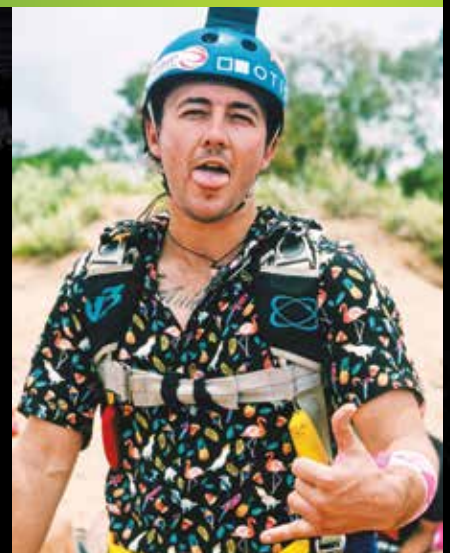
We welcomed in a new committee to keep the club running, and we have many new students learning to love the sport with instructors Mippa, Brad, Doodz and Dave working hard! Then there's the Darwin Deadly Divers made up of Leah, Halei, Bianca and Mon: The best flat flying team going around town that still haven't jumped together!

Tragically, one of our main skydiving members, committee member and bar manager (such an important role), Justin Fraser, died suddenly in a non-skydiving accident, leaving a hole in our hearts and one big question.... WWJD? What would Juzzy do? Well, he would send it! So we run it hard.

The rest of the year brings a sense of excitement as we plan our NT World Championship event and our second yearly club Micro Boogie at Crab Claw Island! Who says 2020 has to end as bad as it started?!



RIP Justin 'Juzzy' Frazer: Son, brother, boyfriend, best friend, skydiver, BASE Jumper, bar manager, all round legend and party machine. Forever loved. Forever missed.





DZ DAYZ



PORT MAC IS BACK!

By V-MAN and Robbo

Aka Chris Vieira and Ian Robertson

The sunny and beautiful town of Port Macquarie is located on the “Mid North Coast” of NSW Australia, with a stunning back drop of some of Australia’s most beautiful beaches, forested mountains and on a super clear day to see as far south as Taree and as far north as Kempsey. Port Mac is one hell of a spot to go skydiving!

HISTORY PART 1:

Skydiving kicked off in Port Macquarie in the late 70s with a group of like-minded jumpers who just wanted to push the boundaries of what this amazing sport had to offer. Jumping roundies and performing PLF’s like they were going out of fashion; progression and good times were had by all.

HISTORY PART 2:

Fast Forward a little over 20 years later and the first official DZ in Port Macquarie opened in 1996.

During its Hay Day, Port Macquarie’s first and only drop zone was buzzing with life and heaps of progression, with not just local jumpers but also a lot of visiting jumpers running everything from Belly to Freefly, canopy accuracy sessions to AFF, just to name a few and also having a few big name skydivers training out here as well (you know who you are). Alongside this there were a number of not to be forgotten Boogies that will stand the test of time to this day, and the DZ also put out a number of skilled and now highly experienced skydivers since their humble beginnings during the AFF courses they run.

HISTORY PART 3:

Fast forward another 21 years and after a good innings unfortunately “Coastal Skydivers” in Port Macquarie shut it doors for what was thought to be the end of an era in the region.



PORT MACQUARIE



GAME ON. THE TIME IS NOW!

Fast forward two years more to October 2019 and “Skydive Port Macquarie” was born. Fresh blood, new look, ideas flowing like a racehorse taking a leak, plus motivation, drive and energy that could be compared to an addict on a bender.

Now that the fires are well and truly done and dusted for the year and COVID is (fingers crossed) on the way out, Skydive Port Macquarie is on lock and guns blazing, firstly kicking off with a fortnightly “Sporty Saturday”, religiously. If the weather’s jumpable, you can guarantee we will be there jumping until we can’t, and having wicked BBQ cook ups and beers to top everything off.

Next up for the remainder of the year we’re planning on running one event every month from September to the end of this year, to keep any and all jumper’s progression, knowledge and fun at the top of its game. Skydive Port Macquarie also runs AFF student courses if you know someone who wants to start learning the best sport on the planet. And we’re looking forward to 2021 Boogies and other special events...

Our goal is simply to grow the skydive family and community here on the Mid-North Coast as best we can and do some really cool stuff along the way. Everyone is invited to be part of this Kick-ass journey and we would love to have you along or the ride.

For all you maddawg sporties stay tuned for our upcoming events release dates and disciplines on our FB fun jumpers page (Skydive Port Macquarie: Funjumpers) and the APF and NSWPC event Calendar page. Also be sure to check us out at www.skydiveportmacquarie.com

“PORT MAC IS BACK” BABY, YEEEEEW!



DZ DAYZ

ABOUT PORT MAC'S HORNIEST GORILLAS

BRAD CUSATO

I remember when I was younger I used to watch my father Zac skydive, and although I never really understood the reason behind his attraction to jumping out of planes, I did think it was still pretty awesome. Little did I know that I would one day follow in Dad's footsteps and take up the sport myself.

It was February 2019 and I was watching Dad train 4-Way in the wind tunnel at Penrith for his Aussie Record attempt later in the year when he coaxed me into giving the tunnel a go myself, sure enough I enjoyed it and made the irreversible comment, "that felt awesome, I'd love to experience a real freefall one day". No later than two weeks later I was doing my Stage 1 AFF, and within the month I had done the majority of my course at Elderslie, NSW.

Upon completion of the course Dad thought I might enjoy experiencing a world class drop zone on the otherside of the planet, and although I was still fresh and hadn't yet gotten over the fear and nervousness of skydiving, I jumped on a plane and headed to Perris, California with all but fifteen jumps under my belt. After three unreal weeks in the States we returned home to Port Macquarie, Dad with his new Australian Formation Record and myself with 85 jumps and one wicked balloon jump. I had fallen in love with the sport and the idea came to us not long after being back in Australia to reopen our local drop zone here in Port Macquarie with local skydivers Tony Maurer and Tim McDonald.

After a month or two Skydive Port Macquarie was registered and it was finally time to see the town I had grown up in from the sky, and what a memory that was. The first load of our grand opening was comprised of our skydiving friends Libby Wood, Ian Robertson and Asher Hillcoat. We took a 3-Way out of our Cessna 182 and came together in a 5-Way round to form a Horny Gorilla! This was the coolest experience ever, to be with my father and our skydiving friends, jumping over the beaches of Port Macquarie. Although the photo doesn't really show it, there was really no words to describe the happiness and excitement we were all feeling.

I don't know what my future in skydiving holds but I can only hope that more skydivers will one day visit our small family run small drop zone to experience these feelings for themselves.



PORT MACQUARIE



Ready to go for Balloon jump at Perris

Brad's first landing at Perris, found the only mud hole on the DZ!



Brad & Zac at Port Macquarie



STEVE (ZAC) CUSATO

I did my AFF course in Port Macquarie in 1997 with a good mate. Since then I have only managed 1,400 jumps, predominantly Rel, fun jumps and Big-Ways. I had six years out of the sport between 2008 and 2014 until I was talked into coming back by Port's C.I., Tony Maurer, to do the 2015 Aussie Formation Record in Perris USA in which I was lucky enough to be on the 119-Way, then again in 2019 on the 130-Way record also. I absolutely love the sport and all the people who I have met through it. Now I have my 24 year-old son Brad also jumping alongside me which is a great thrill.



LIBBY WOOD from Newcastle did her first jump AFF course with Robbo at the old Coastal Skydivers in Port Macquarie in 2005. Libby and rigger husband **ASHER HILLCOAT** usually jump at Elderslie.

ROBBO ROBERTSON lives in Port Macquarie and recently finished his Presidency and seven years at Skydive Elderslie. He's a current AFF Instructor and says he's now keen to help Skydive Port Macquarie become the DZ of choice on the NSW Mid-North Coast. Robbo started his jumping career in Victoria 35 years ago, has done over 5,050 jumps, and has skydived around Australia and in New Zealand, Europe, England, the USA, Slovakia, Malaysia and Egypt.

Guess Who?

**ICARUS
CANOPIES
NZ**

**WINNER OF THE COMPETITION IS JED SMITH,
SCORING 30% OFF AN ICARUS CANOPY FROM NZ AEROSPORTS.**

- | | | |
|-----------------------------|----------------------------|---------------------|
| 1 MIKE TIBBITTS | 19 ROGER MULCKEY | 38 JULES MCCONNEL |
| 2 CRAIG (CRASH) BENNETT | 20 STEPH VAUGHAN | 39 PHIL ONIS |
| 3A GRAHAME WINDSOR | 21 BRETT HIGGINS | 40 SHIRLEY COWCHER |
| 3B MIKE DYER | 22 CRAIG VAUGHAN | 41 MARCO DE BONI |
| 4 GARY NEMIROVSKY | 23 TANYA CALE | 42 ERICA TADOKORO |
| 5 MARK GAZLEY | 24 PAUL (POO) SMITH | 43 JOHN GODWIIN |
| 6 BEN NORDKAMP | 25 SHANE SPARKES | 44 PATRICK NYGREN |
| 7 LAWRENCE (POM) HILL | 26 DOUGLAS MICKLE | 45 WAYNE MCLACHLAN |
| 8 CINDI HEMMILA | 27 JOHN SWANLAND | 46 ALAN GRAY |
| 9 DREW INNES | 28 LEIGH (MACCA) MCCORMACK | 47 SUSIE MCLACHLAN |
| 10 STEVE (HILLY) HILL | 29 IAN (ROBBO) ROBERTSON | 48 STEVE FITCHETT |
| 11 JED SMITH | 30 RIA PECK | 49 ATTILA CZISMADIA |
| 12 JANINE HAYES | 31 MELISSA HARVIE | 50 PAUL OSBORNE |
| 13 ASH SAUNDERS | 32 OSSIE KHAN | 51 RONNIE PERRY |
| 14 SIMON (SASS) DI SCIASCIO | 33 IAN (MOSSY) MOSS | 52 DAVE GIRVIN |
| 15 JIM CZERWINSKI | 34 ARCHIE JAMIESON | 53 VIKKI GIRVIN |
| 16 GORDON TURNER | 35 ASH SMITH | 54 PETE LONNON |
| 17 STEVE LEWIS | 36 ANDREW (SARGE) PRESTON | 55 ANGELA HIESLER |
| 18 HOLLY GODWIN | 37 JONNY GOSS | |





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SERIOUS JUMP PANTS

SKYDIVING PANTS BUILT TOUGH. TO LAST A SERIOUSLY LONG TIME.

TOUGH 600 DENIER SHOOT TIGHTS
3/4 LENGTH OR FULL LENGTH OPTIONS
CONSTRUCTED WITH TOUGH GARBEDENE
CORDURA KNEES & SUITLY BUILT TO LAST
KID POCKET COMES STANDARD
CUSTOM DESIGNS AVAILABLE

TRENCH MASTER & PASSENGER PANTS
BUILT TOUGH WITH GARBEDENE & CORDURA
3/4 OR FULL LENGTH FOR TRENCH MASTERS
KNEE LIFT ADJUST FOR PASSENGER PANTS
CLIP CLOSED BEST AVAILABLE FOR PASSENGERS
CUSTOM DESIGNS AVAILABLE

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SERIOUS SKYDIVING GEAR

FROM LOCKDOWN TO FREEDOM

COVID HAPPY SNAPS

KRISTINA TRUESDALE'S FIRST POST LOCKDOWN JUMP

TOOGOOLOWAH DZ

Photos by hubby Craig Truesdale



MARK LEA'S 100TH JUMP

PICTON DZ

"Great occasion to kick-off our post isolation jumping weekend".



Back L-R: Joe Karlek, Greg Whitehead, Gina Mahnkopp, Fiona Jansen, Bella Smart. Front L-R: Ben Cuttler, Mark Lea.
Photo by Casey Myall

ARCHIE HARD AT WORK?

GOLD COAST

"Archie Jamieson back doing Demos and experimenting with his new toy".



WINGSUITING OVER JURIEAN BAY



Chris Byrnes
Photo by Johannes Debler



Johannes Debler
Photo by Chris Byrnes



Toby Redmile
Photo by Johannes Debler



Chris Byrnes & Toby Redmile
Photo by Johannes Debler

Time to Bed

Compiled by the APF at ASM deadline time.

CERTIFICATE 'A'

LUCAS	ACEVEDO CEBALLOS
MICHAEL	AHRENS
NICHOLAS	AMBLER
BREE	CAMPBELL
SAM	CATOR
EMMA	CHOYCE
ETIENNE	COURET
ADAM	CROFSKEY
LACHLAN	CRUICKSHANK
GLENN	DINGWALL
MATHIS	ENGEL
LIAM	FAULKNER
SCOTT	FITZGERALD
SHANE	GROVES
JOHN	HARRIS
LAUREN	HART
BEN	HEIDRICH
VALERIE	HUANG
BRENDON	HUNTER
PERO	ILIEVSKI
DAYNE	INGRAM
SHAUNE	IRVING
CARL	IVANOFF
ZACHARY	JABBOUR
SANDRINE	JANSSEN
JOHNATHAN	JOHNSTON
JACK	JUDGE
BRETT	LONNON
ADAM	MCCONNELL
ROBERT	MCGAVOCK
STACEY	MCGLINCHY
SAM	MCGLONE
BRITTANY	MILLS
RYAN	MONTICONE
HAMISH	NEWMAN
ROB	PARKER
SKYE	PARSONS
PAIGE	PREEDY
DARREN	PROCOS
DEAN	PROCOS
BEN	RICHARDS
LACHLAN	RUSSELL
EMANUEL	SEGOVIA
MAXIM	SHEEHY
RYAN	STOCKS
MARLEE	SWAN
PETER	SWAN
CHRIS	TENNIE
KARL	VORDERWINKLER
SIMON	WALSH
JESSICA	WALSH
SIMON	WEBER
NICHOLAS	WELLS
ISAAC	WILTON
JAYDEN	WOODS
PAT	YARDLEY
MALGORZATA	ZMIJEWSKA

CERTIFICATE 'B'

MATT	BROUFF
TAS	BROWNING
MICHAEL	BRYEN
BREE	CAMPBELL
CALLON	CHAPMAN
RYAN	COOK
ANDREW	COSGROVE
MALCOLM	CROSS
BETHANY	CULLEN
BRENTEN	DONOGHUE
BRAYDEN	DOROTICH
YUNJIE	GAI
DANIELLE	GALES
ZUZANA	HOMOLKOVA
TRAVIS	INGLEBY
EMILIO	JANSEN
TYLER	JORDAN
REAGAN	KENNEDY
MATTHEW	KENNEWELL
CHU	LIU
GLENN	MACDIARMID
MARC	MCCALLUM
JOSHUA	MCCORMICK
RENEE	MCEWEN
JOSEPH	MCINTOSH
KATE	MCQUILTY
CAMERON	OWENS
AMBER	PELLIZZON
MORGAN	PRESTON
LUKE	PUXLEY
VICTOR	RUDOLFSSON
SCOTT	SHEPHERD
BRODIE	SHEPHERD
JINLUN	SONG
PAUL	STUBBS
SHARATH	VENNU
ADEN	WAITZER
ADAM	WALSH
KAREN	WALSH
MICHAEL	WHELAN
BRUNO	YOUNG BORGES
KIM	YUSAF
XIYUAN	ZHANG

CERTIFICATE 'C'

TONY	CARRUTHERS
BENJAMIN	DAVITT
ANGUS	DICKER
BRETT	DOWNEY
KYLEIGH	DRISCOLL
NICHOLAS	EVERETT
MATTHEW	EVERINGHAM
TODD	HALL
CRAIG	HICKS
REAGAN	KENNEDY
MATTHEW	KENNEWELL
ASHLEY	KRAAY
MARK	LEA
YESID	LOPEZ GARCIA

BEAUDEN	MAHER
ANDREW	MALONEY
JIMMY	MANSFIELD
SCOTT	MARSHALL
CLAY	POWELL
MORGAN	PRESTON
LUKE	PUXLEY
HUGH	RAWLINSON
VICTOR	RUDOLFSSON
TOBY	RUNDLE
COURTNEY	RUTH
LUKE	SMITH
CHRISTIAN	STORNI
RUSSELL	THOMSON
ADAM	WALSH
DREW	WHITTY
BRUNO	YOUNG BORGES

CERTIFICATE 'D'

MATT	ANDERSON
SIMON	BACKMAN
ANDREW	BOW
CAMERON	BRODIE
JASON	CROWLEY
NATHAN	DAVIES
GLENN	DUDLEY
TIM	DUGAN
MATT	GODFREY
DANIELLE	GOODWIN
DONGGEUN	HYEON
OSCAR	JACKSON
FRITZ	KLEINERT
YESID	LOPEZ GARCIA
SAM	MICHELL
MATTHEW	O'BRIEN
JOSHUA	TASSICKER
RUSSELL	THOMSON

CERTIFICATE 'E'

KATRINA	CAWLEY
ATAWHAI	CHARTERIS
DORIAN	GIMENEZ
ARKADY	LER
ZACK	ROSSER

CERTIFICATE 'F'

RANGRY	COLLESS
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STAR CREST

JASON	CROWLEY
BRENTEN	DONOGHUE
JACK	EVANS
DORIAN	GIMENEZ
CHRISTIAN	GUERRERO PACHECO
DONGGEUN	HYEON
OSCAR	JACKSON
ASHLEY	KRAAY
MARK	LEA
ZACK	ROSSER
MATT	SIVWRIGHT

WINGSUIT CREST

FIONA	JANSEN
ANDY	TWINE
HAN	YU

FREEFLY CREST HU

MATT	ANDERSON
ALEXANDRE	COMBEMOREL
THOMAS	FORBUTT
JOHN	HANNAN
STEPHEN	MCBRIDE
LISA	MILLER
DAVID	SHEN
SHAAN	SINGH SHAAN
AARON	WILTON-JONES

DISPLAY GENERAL

TONY	BAI
CHOPPER	BEVERLEY
NICHOLAS	DEATH
MATTHEW	EVERINGHAM
DORIAN	GIMENEZ
MATT	GODFREY
MATTHEW	O'BRIEN
MICHAEL	YOUNG

CRW COACH

SPOT	TONSON
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CERTIFICATE 'B' COACH

BEN	WHYTE
JAKE	VALES

PACKER 'B'

CHRISTIAN	GUERRERO PACHECO
HYUN SEOK	KANG
ASHLEY	KRAAY
JODIE	MAYO
TREVOR	NORRIS
ZACK	ROSSER
MATTHEW	STEVENS
ASH	VAN HAGEN
BEN	WHYTE
ROBERT	WYLIE

PACKER 'A'

SILVIO ARY	DE MENEZES
	CAVALCANTE
TASSIO	PORTO
NATHAN	SPOWART
NICK	THELAN
SPOT	TONSON

RIGGER

KRISTAN	FISCHER
JESSICA	JOHNSTON
ZAI	PIEPER

JUMP PILOT AUTHORISATION

HENRY	BALTA DE OLIVEIRA
JULIAN	BOOTH
GRAHAM	BUNN
TIM	DUGAN
NEIL	HUGHES
MIKHAIL	KULIKOV



dz directory

Source: APF Database as at deadline.

*Some members have commented that a few of these Club records are not accurate. We can only print what we're told. Please contact the APF office apf@apf.com.au if you find any inaccuracies.

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWN)

AFF, SFF, Tandem and Licence holders.
Temporary Chief Instructor: Trevor Collins
GPO Box 3114, Darwin, NT 0801
Club Ph: 0412 442 745.
DZ Ph: 08 8976 0036.
Email: skydive@skydiveterritory.com.au
Web: skydiveterritory.com.au
Drop Zone Location: Batchelor Airfield
Aircraft: Cessna 206

SKYDIVE ULURU (SKYROK)

Tandem only.
Chief Instructor: Sam McKay
PO Box 419, Yulara, NT 0872
Club/DZ Ph: 0450 337 951.
Email: skydiveayersrock@gmail.com
Web: skydiveuluru.com.au
Drop Zone Location: Ayers Rock Resort
Aircraft: GA8 Airvan, Cessna 206

TOP END TANDEMS (TOP)

Tandem only.
Chief Instructor: Ashley Smith
PO Box 692, Sanderson, NT 0813
Club/DZ Ph: 0417 888 645.
Email: topendtandems@gmail.com
Web: topendtandems.com.au
Drop Zone Location: Lee Point Beach, Darwin
Aircraft: Cessna 182

QUEENSLAND - NORTH

ALTITUDE SKYDIVE (ASMB)

Non-training organisation.
PO Box 5361, Wollongong, NSW 2520
DZ Ph: 1300 663 634.
Email: info@skydive.com.au
Web: skydive.com.au/
Drop Zone Location: Mission Beach

FAR NORTH FREEFALL INC (FARNTH)

AFF, Tandem and Licence holders.
Chief Instructor: Brandon van Niekerk
PO Box 1058, Tully, Qld 4854
Email: tkolln@hotmail.com
Drop Zone Location: Tully Aerodrome
Aircraft: Cessna 208

SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only.
Chief Instructor: Max Motzo
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/airlie-beach
Drop Zone Location: Whitsunday Airport, Shute Harbour
Aircraft: GA8 Airvan, Cessna Caravan 208

SKYDIVE CAIRNS (OSBO)

Tandem only.
Chief Instructor: Dave Ciccicarelli
PO Box 105, Cairns North, Qld 4870
Ph: 1300 663 634.
Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/cairns
Drop Zone Location: Edmonton and Cairns
Aircraft: Cessna Caravan 208, GA8 Airvan

SKYDIVE CAPRICORN (SKYCAP)

AFF, Tandem and Licence holders.
Chief Instructor: Lloyd Cofield
29 Agnes St, The Range, Qld 4700
Club Ph: 0429 044 224.
Email: skydivecapricorn@icloud.com
Web: skydivecapricorn.com.au
Drop Zone Location: Hedlow Airfield, between Yeppoon and Rockhampton
Aircraft: Cessna 182, Cessna 185

SKYDIVE MISSION BEACH (SDCNS)

Tandem only.
Chief Instructor: Steve Lewis
PO Box 105, Cairns North, Qld 4870
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/mission-beach

Drop Zone Location: Tully Aerodrome and Mission Beach
Aircraft: 3x Cessna Caravan 208

AIRLIE BEACH SKYDIVERS (WHITS)

AFF, Tandem and Licence holders.
Chief Instructor: Jason McGregor
PO Box 226, Milperra, NSW 2214
Club Ph: 0424 150 923.
Email: support@airliebeachskydivers.com.au
Web: airliebeachskydivers.com.au/
Drop Zone Location: Bowen Aerodrome and Queens Beach
Aircraft: 2x Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

Tandem only.
Chief Instructor: Alan Moss
PO Box 1786, Townsville, Qld 4810
Club Ph: 07 4721 4721.
DZ Ph: 0412 889 154.
Email: info@skydivetownsville.com
Web: skydivetownsville.com
Drop Zone Location: The Strand, Townsville and Ayr Airport.
Aircraft: Cessna 182

TANDEM CAIRNS (CAIRNS)

AFF, Tandem and Licence holders.
Chief Instructor: Adam Davies
PO Box 753, Bungalow, Qld 4870
Club Ph: 07 4015 2466.
Fax: 07 4041 7724.
Email: support@tandemcairns.com.au
Web: tandemcairns.com.au
Drop Zone Location: Innisfail Airport
Aircraft: Cresco XL, de Havilland Beaver, Cessna Caravan 208, Cessna 182, Cessna 185

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

Non-training organisation
Po Box 86, Southport, Qld 4215
Ph: 0422 848 710.
Email: paulweir56@yahoo.com.au
Drop Zone Location: Robina

GOLD COAST SKYDIVE PTY LTD (TGOLD)

Tandem only.
Chief Instructor: Archie Jamieson
PO Box 332, Coolangatta, Qld 4225
Club/DZ Ph: 07 5599 1920.
Fax: 07 5599 1921.
Email: info@goldcoastskydive.com.au
Web: goldcoastskydive.com.au
Drop Zone Location: Kirra Beach and Len Peak Oval
Aircraft: Cessna 182, PA-31-350 Navajo Chieftain

LEARN TO SKYDIVE (LTS)

AFF and Tandem.
Chief Instructor: Peter Sutton
18 Coyne Street, Coolangatta, Qld 4225
Club/DZ Ph: 1300 049 533.
Email: jump@learntoskydive.net
Web: learntoskydive.net
Drop Zone Location: Murwillumbah
Aircraft: Cessna 182

RAMBLERS PARACHUTE CENTRE (RAMBL)

AFF, SFF, Tandem and Licence holders.
Temporary Chief Instructor: Ben Nordkamp
PO Box 136, Toogoolawah, Qld 4313
Club Ph: 07 5423 1159.
Email: skydive@ramblers.com.au
Web: www.ramblers.com.au
Drop Zone Location: Toogoolawah
Aircraft: 2x Cessna Caravan 208, Cessna 182

SKYDIVE AUSTRALIA BRISBANE (RED)

Non-training organisation.
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: Web: skydive.com.au/brisbane
Drop Zone Location: Suttons Beach, Redcliffe
Aircraft: Cessna Caravan 208

SKYDIVE BRIBIE ISLAND (ASQ)

Non-training Organisation
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax: 1300 338 803.

Email: info@skydivebribie.com.au
Web: skydivebribie.com.au
Drop Zone Location: Caboolture Airport (Ops Centre), Bribie Island beaches
Aircraft: Cessna 206

SKYDIVE FRASER ISLAND (RAINBO)

Non-training organisation.
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Drop Zone Location: Rainbow Beach
Aircraft: Cessna 182 (Super)

SKYDIVE HERVEY BAY (HERVEY)

Non-training organisation.
PO Box 7441, Hervey Bay, QLD 4655
Ph: 0458 064 703.
Email: bookings@skydiveherveybay.com.au
Web: www.skydiveherveybay.com.au
Drop Zone Location: Hervey Bay beaches, Bunya Creek and Fraser Island
Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE NOOSA (SKRAM)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Wayne McLachlan
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/noosa
Drop Zone Location: Coolum Beach and Bli Bli
Aircraft: Cessna 182, Cessna Caravan 208

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

Non-training organisation. Licence holders
248-250 Forestdale Drive, Forestdale, Qld 4118
Club Ph: 0412 090 027.
Email: seqsclub@gmail.com
Web: sites.google.com/site/seqsclub

SUNSHINE COAST SKYDIVERS (SSCS)

AFF, Tandem and Licence holders.
Chief Instructor: Cameron Cooper
PO Box 1079, Caloundra, Qld 4551
Club Ph: 07 5437 0211.
Email: bookings@sunshinecoastskydivers.com.au
Web: sunshinecoastskydivers.com.au
Drop Zone Location: Caloundra Airport and local beaches
Aircraft: Cessna Caravan 208

TOOGOO LAH SKYDIVERS CLUB INC. (RASP)

Non-training organisation. Licence holders
40 Sword St, Woolloongabba, Qld 4102
Club Ph: 0418 154 119.
Email: bennord@ozemail.com.au
Web: tsc.skytix.com.au
Drop Zone Location: Toogoolawah

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

AFF, Tandem and Licence holders.
Temporary Chief Instructor: Jim Czerwinski
PO Box 844, Goulburn, NSW 2580
Club Ph: 02 9042 2000.
Email: bookings@askydiver.com.au
Web: askydiver.com.au
Drop Zone Location: Goulburn Airport
Aircraft: Bandeirante EMB-110P1, Cessna 182F

AIRBORNE SUPPORT SERVICES (3RAR)

Non-training organisation (Military)
11 Yanderra Road, Tapitallee, NSW 2540
Ph: 0487 505 800.
Fax 02 4421 5107.
Email: shep@airbornesupportservices.com.au
Drop Zone Location: Nowra Airport

COFFS CITY SKYDIVERS (COFFS)

AFF, Tandem and Licence holders.
Chief Instructor: Lawrence Hill
65 Albany Street, Coffs Harbour, NSW 2450
Club Ph: 02 6651 1167.
Fax: 02 6651 1094.
Email: jump@coffsskydivers.com.au
Web: coffsskydivers.com.au
Drop Zone Location: Coffs Harbour Airport
Aircraft: Cessna 182, Cessna 206

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

AFF, Tandem and Licence holders.
Chief Instructor: Rob McMillan
PO Box 158, Branxton, NSW 2335
DZ Ph: 02 4938 1040.
Email: enquiry@nspc.net.au
Web: skydivenewcastle.com
Drop Zone Location: Moores Lane, Elderslie
Aircraft: Cessna 185

SKYDIVE AUSTRALIA NEWCASTLE (SBN)

Tandem only.
Chief Instructor: Bill Tuddenham
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Email: info@skydive.com.au
Web: skydive.com.au/newcastle
Drop Zone Location: Lake Macquarie Airport
Aircraft: Cessna 206, Cessna Caravan 208

SKYDIVE BYRON BAY (BYRON)

AFF, Tandem and Licence holders.
Chief Instructor: Joe Stein
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/byron-bay
Drop Zone Location: Tyagarah Airfield
Aircraft: Cessna Caravan 208

SKYDIVE CENTRAL COAST (SCC)

Non-training organisation
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/central-coast
Drop Zone Location: Warnervale Airport

SKYDIVE HUNTER VALLEY (GOFAST)

Tandem only. Chief Instructor: Byron (Paul) Smith
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/hunter-valley
Drop Zone Location: Whittingham Airfield
Aircraft: Cessna Caravan 208, Cessna 206, Cessna 182

SKYDIVE OZ (PAUL)

AFF, Tandem and Licence holders.
Chief Instructor: Paul (Poo) Smith
PO Box 925, Moruya, NSW 2537
Club Ph 1300 185 180.
Email: fun@skydiveoz.com.au
Web: skydiveoz.com.au
Drop Zone Location: Moruya Airfield, Moruya Beach and Trangie NSW
Aircraft: Cessna 206, Cessna 208, DHC-2/A1

SKYDIVE PORT MACQUARIE (COAST)

AFF, Tandem and Licence holders.
Chief Instructor: Tony Maurer
23 Bluewater Close, Wauchope, NSW 2446
Club Ph 0428 471 227.
Email: ind18@icloud.com
Drop Zone Location: Port Macquarie Airport
Aircraft: Cessna 182

SKYDIVE SYDNEY-WOLLONGONG (SBS)

Tandem only.
Chief Instructor: Kobi Bokay
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Email: info@skydive.com.au
Web: skydive.com.au/sydney-wollongong
Drop Zone Location: Stuart Park, North Wollongong
Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

Tandem only.
Chief Instructor: Mark Brody
PO Box 764, Taree, NSW 2430
Club Ph: 0418 730 741.
Email: skydivingsw@bigpond.com
Drop Zone Location: Taree Airport
Aircraft: Cessna 182

SYDNEY SKYDIVERS (SYD)

AFF, Tandem and Licence holders.
Chief Instructor: Cindi Hemmila
PO Box 226, Milperra, NSW 2214
Club Ph: 02 9791 9155.
DZ Ph: 02 4630 9265.
Email: support@sydneydivers.com.au
Web: sydneydivers.com.au
Drop Zone Location: Picton
Aircraft: PAC 750 XL, Cessna 208, DHC-2/A1 Beaver

SYDNEY PARACHUTE & SKYDIVING CENTRE

(WILT)
Non-training organisation
Email: hihilly@optusnet.com.au
Drop Zone Location: Wilton Airport, Picton

VICTORIA / TASMANIA

AUSTRALIAN SKYDIVE - TORQUAY (TORQ)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Ralph Hamilton-Presgrave
PO Box 839, Torquay, Vic 3228
Club Ph: 1800 557 101.
DZ Ph: 0402 467 253.
Email: info@australianskydive.com.au
Web: australianskydive.com.au
Drop Zone Location: Tiger Moth World Torquay
Aircraft: Cessnas 182, 206 and Caravan 208

COMMANDO SKYDIVERS INCORPORATED (CDO)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Craig Trimble
Club Ph: 1300 555 956.
Email: info@commandoskydivers.com.au
Web: commandoskydivers.com.au
Drop Zone Location: Latrobe Regional Airport and Phillip Island Airport
Aircraft: GA8 TC 320 Airvan

RELWORKERS UNLIMITED INCORPORATED (WORK)

Non-training organisation. Licence holders
7 Akers Court, Darley, Vic 3340
Club Ph: 0409 802 338.
Email: relworkers@relworkers.org
Web: jump.relworkers.org
Drop Zone Location: No fixed DZ

SKYDIVE GREAT OCEAN ROAD (GOROAD)

AFF, Tandem and Licence holders.
Chief Instructor: Mike Tibbitts
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/great-ocean-road
Drop Zone Location: Barwon Heads Airfield
Aircraft: Cessna 206, Cessna 182, PAC750 XL

SKYDIVE MELBOURNE (STBM)

Tandem only.
Chief Instructor: Cody Bekkerus
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/melbourne
Drop Zone Location: Moran Reserve at St Kilda
Aircraft: Cessna 206, PAC750 XL

SKYDIVE NAGAMBIE (CROSS)

AFF, Tandem and Licence holders.
Chief Instructor: Don Cross
PO Box 311, Nagambie, Vic 3608
Club Ph: 03 5794 1466.
Email: jump@skydivenagambie.com
Web: skydivenagambie.com
Drop Zone Location: Nagambie-Wirrate
Aircraft: Cessna Super Caravan 208, Cessna 182

SKYDIVE SOUTH EAST MELBOURNE (SSEM)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Chippe Lindberg
PO Box 486, Yulara, NT 0872
Club Ph: 0450 337 951.
Email: skydivemelbourne@gmail.com
Web: skydivesemelbourne.com.au/
Drop Zone Location: Tooradin Airfield
Aircraft: Cessna 206

SKYDIVE YARRA VALLEY (VPC)

Tandem only.
Chief Instructor: Cody Bekkerus
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/yarra-valley
Drop Zone Location: Lilydale Airport
Aircraft: Cessna Caravan 208, Cessna 182, PAC 750 XL

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

AFF, Tandem and Licence holders.
Chief Instructor: Allan Gray
PO Box 1014, Golden Grove, SA 5125

Club Ph: 08 8261 4161.
DZ Ph: 08 8520 2660.
Email: info@adelaideskydiving.com.au
Web: adelaideskydiving.com.au
Drop Zone Location: Lower Light, Rowland Flat and Clare Valley Aerodrome
Aircraft: Cessna 182, Cessna 206

COASTAL SKYDIVE SA (COOL)

Tandem and Licence holders.
Chief Instructor: Mark Gazley
PO Box 333, Glenelg, SA 5045
Club Ph: 0448 148 490.
Email: jump@coastalskydive.com.au
Web: coastalskydive.com.au
Drop Zone Location: Goolwa Airfield, Aldinga Airfield and Semaphore Beach
Aircraft: PAC Fletcher FU-24-950

SA SKYDIVING OPS (SASD)

AFF, Tandem and Licence holders.
Chief Instructor: Greg Smith
PO Box 1595, Murray Bridge, SA 5253
Club/DZ Ph: 08 8272 7888.
Email: admin@saskydiving.com.au
Web: saskydiving.com.au
Drop Zone Location: Langhorne Creek Airfield
Aircraft: 2x Cessna 206

SKYDIVE THE SOUTHERN VINES (VINE)

Tandem only.
Chief Instructor: Mark Pincombe
51 Anderson Rd, Bridgewater, SA 5155
Club/DZ Ph: 0455 266 880.
Email: jump@skydivethesouthernvines.com.au
Web: skydivethesouthernvines.com.au
Drop Zone Location: Leconfield Wines (McLaren Vale)
Aircraft: Cessna 206G

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC (SOUTH)

Non-training organisation. Licence holders
PO Box 884, North Adelaide, SA 5006
Email: saspc.committee@gmail.com
Web: https://www.saspc.asn.au/
Drop Zone Location: No fixed DZ

WESTERN AUSTRALIA

GERONIMO ROTTNES (GEROT)

Tandem only.
Chief Instructor: Glenn Stutt
PO Box 1478, Busselton, WA 6280
Club Ph: 1300 449 669.
DZ Ph: 0424 174 197.
Email: rotnnest@skydivegeronimo.com.au
Web: skydivegeronimo.com.au
Drop Zone Location: Rottnest Island Airport and beaches
Aircraft: Cessna 182, GA-8 Airvan

HILLMAN FARM SKYDIVERS INC. (HILL)

Non-training organisation. Licence holders
PO Box 39, DARKAN WA 6392
Club Ph: 0438 555 037.
Email: hkcampbell246@gmail.com
Drop Zone Location: Hillman Farm Airstrip

KAMBALDA SKYSPORTS (KAMBIA)

Non-training organisation. Licence holders
PO Box 79, Kambalda West, WA 6444
Club/DZ Ph: 0419 853 193.
Email: murtaghm@bigpond.net.au
Drop Zone Location: Kambalda Airstrip
Aircraft: Cessna 182

SKYDIVE AUSTRALIA WA (EXPR)

AFF, Tandem and Licence holders.
Chief Instructor: Don Woodland
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: www.skydive.com.au/perth
Drop Zone Location: York, Langley Park East Perth and Rockingham
Aircraft: Cessna 206, PAC 750 XL

SKYDIVE JURIEBAY (PPNW)

AFF, Tandem and Licence holders.
Chief Instructor: Pete Lonnon
PO Box 810, Jurien Bay, WA 6516
Club Ph: 08 9652 1320.
Email: jump@skydivejuriabay.com
Web: skydivejuriabay.com
Drop Zone Location: Jurien Bay beaches and airport
Aircraft: Cessnas 182, 206 and Caravan 208

