

Australian

skydiver

magazine



ISSUE 61

Volume 3
2012

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



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Tracing groups at the Funny Farm with Fred & Vince.
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Canopy Flock at the Farm.
Photographer: Jonathan King

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This issue is dedicated to Michael Holtham, that larrrikan Territorian skydiver we all know and love as 'Handbrake'.

In the year 2000 I returned to jumping after a broken leg. I only had a couple of hundred jumps but had caught the jumping bug big time. I had just been to the APF Conference and pitched my idea of publishing ASM to the Board, quit my 'real' job to start this dream job and promptly jumped on the Caravan with my new computer and proofs of Issue # 1. I headed north to Batchelor for my first boogie without my security blanket of Dad or Wayne. I was a young girl with big eyes and an open mind, ready to have some fun – keen but still very green.

Within minutes of touching down, a local 5 year old kid beat me at foose and got the 'F word out of me. There I stood at the bar, ringing the bell, bewildered at the local mayhem and the sight of the kid's somewhat feral, skinnyass Dad in stitches, laughing his head off at me with such pride for the work of his son, with his one tooth hanging out, body covered in scars and the toughest crocodile skin feet you've ever seen. Have a go at this guy I thought, what a bloody ripper. He may look kinda scary but his inner beauty shone brightly through his eyes, his smile and every pore of his skin. I cracked us both a rum then pantsed him at foose and the bar erupted again. That was the beginning of my friendship with Handbrake, what an adventure – pure, wild, honest fun.

That boogie he taught me a thing or two about partying and I taught him a thing or two about rodeo jumps. After that, it was only he that kept teaching me things, about living life to the max, about selflessness and keeping it real, but mostly about love. Even in his death, as I question and ponder and reflect and equate, I'm still learning about his unconditional love of every human being. The priest at his funeral compared him to Jesus Christ. As our Lord Buwa put it, "We have all got a lot to learn from Handbrake's profound love of all, it's something else".

My heart bleeds as I think of his beautiful family and all the other larrikins of the Darwin Parachute Club... boy, they must miss his everyday antics and crazy Handbrake-isms. Both selfishly and selflessly my heart feels robbed, mostly for all those 'beautiful people' out there who's lives he won't get the chance to touch.

On the flip side, my heart gushes with warmth to soooo many incredible memories... Incredible in a good way and incredible in a mind-blowing, outrageous way. They're etched in our minds and forever in our soul. We'll be telling Handbrake stories forever. He is now Legend.

Our sport has always been more than just jumping out of planes - it's these kind of friendships and special times that are just as intense and meaningful, and keep us going back for more.



Another fun jump with Handbrake.
Photo: Archie Jamieson

Thanks and congrats to double cover photographer JK and to all the wonderful contributors, big and small, for another outstanding, jam packed issue. We need more pages. If you could see what's on the cutting room floor you'd agree it's a tragedy!

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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.



directors direction

Director of Competitions

It's that time of year on the competition scene where everyone is winding down from the Nationals and our elite are gearing up for their international challenge ahead. Being cold and wintery in most parts of Australia, we find that most use their downtime to recover from intense training bursts of commitment and financial expenditure, or take the opportunity to go to warmer climates or do indoor activities such as tunnel training. Meanwhile, the hardcore teams amongst us are working hard towards their goals.

Congratulations to all of those who were selected for the 2012 Australian Team and those who were offered Performance Based Funding from the Australian Team Trust, based on their results at the 2012 Nationals (compared to the 2010 World Parachuting Championships). The funding offered is to be used for training expenses only (jump tickets and coaching fees) and is provided to boost our top performers financially during their training program.

In other news, more congratulations go to three of our canopy pilots, who received exclusive invitations to compete at the World Air Games Test Event of Canopy Piloting, in August in Columbia. There are only 36 slots available world-wide and our very own Luke Oliver, Andy Woolf and Brad Jones made the cut, based on their performance at the 2011 World Cup of Canopy Piloting! This will be a test event for the next World Air Games in 2013 at the same location, and it is a privilege to be invited – well done guys!

Also, a big thank you goes out to all members that participated at the various competition workgroups at the APF Conference in May. All contributions have been noted and will be considered for the future improvement of our sport, particularly in the relevant areas of competition. You should start seeing the effect of some of these ideas as they progress into reality over the next few months, leading into the Spring competition season and beyond.

Happy competing!
Lisa Perdichizzi



Photo: Steve Fitchett

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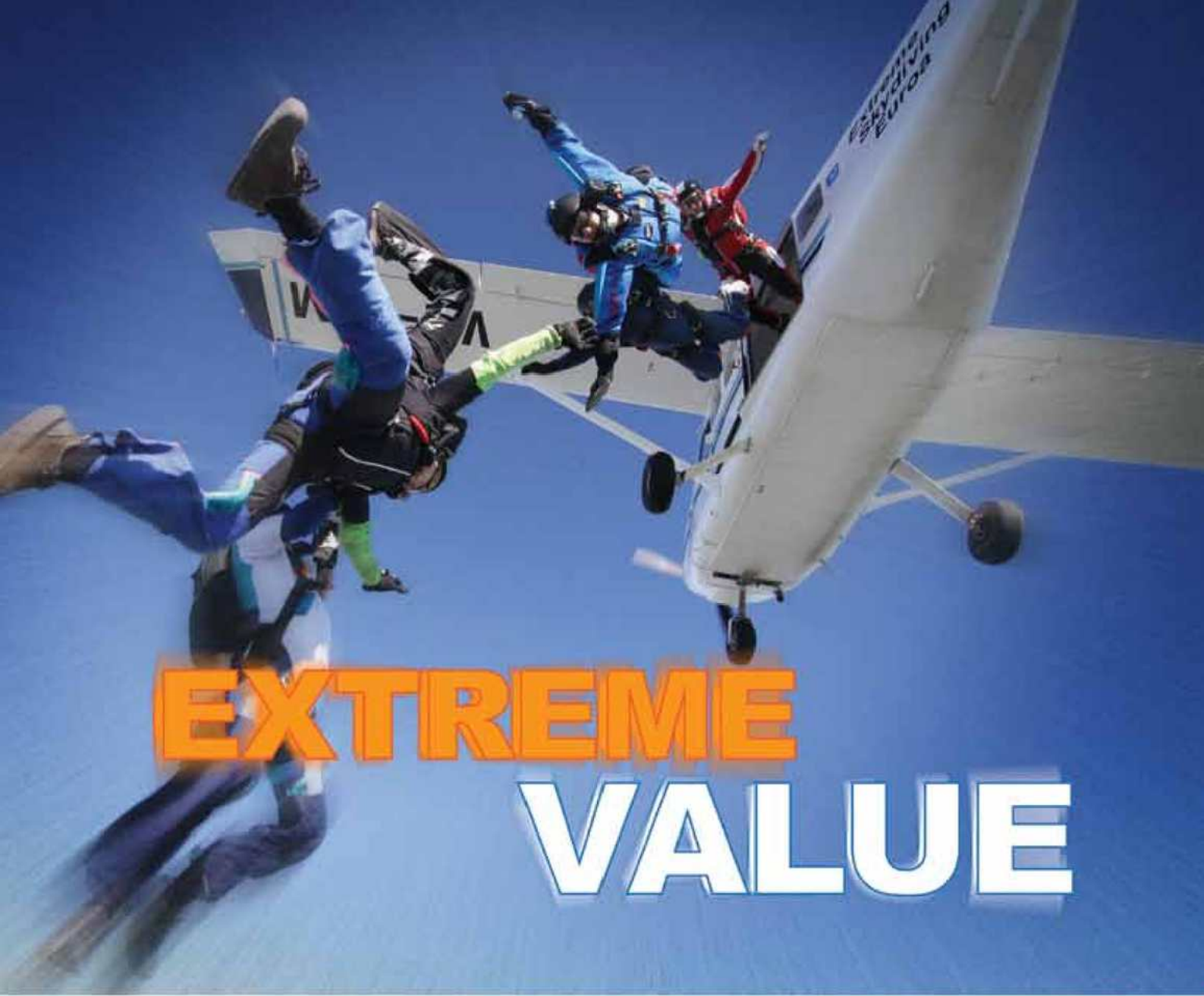
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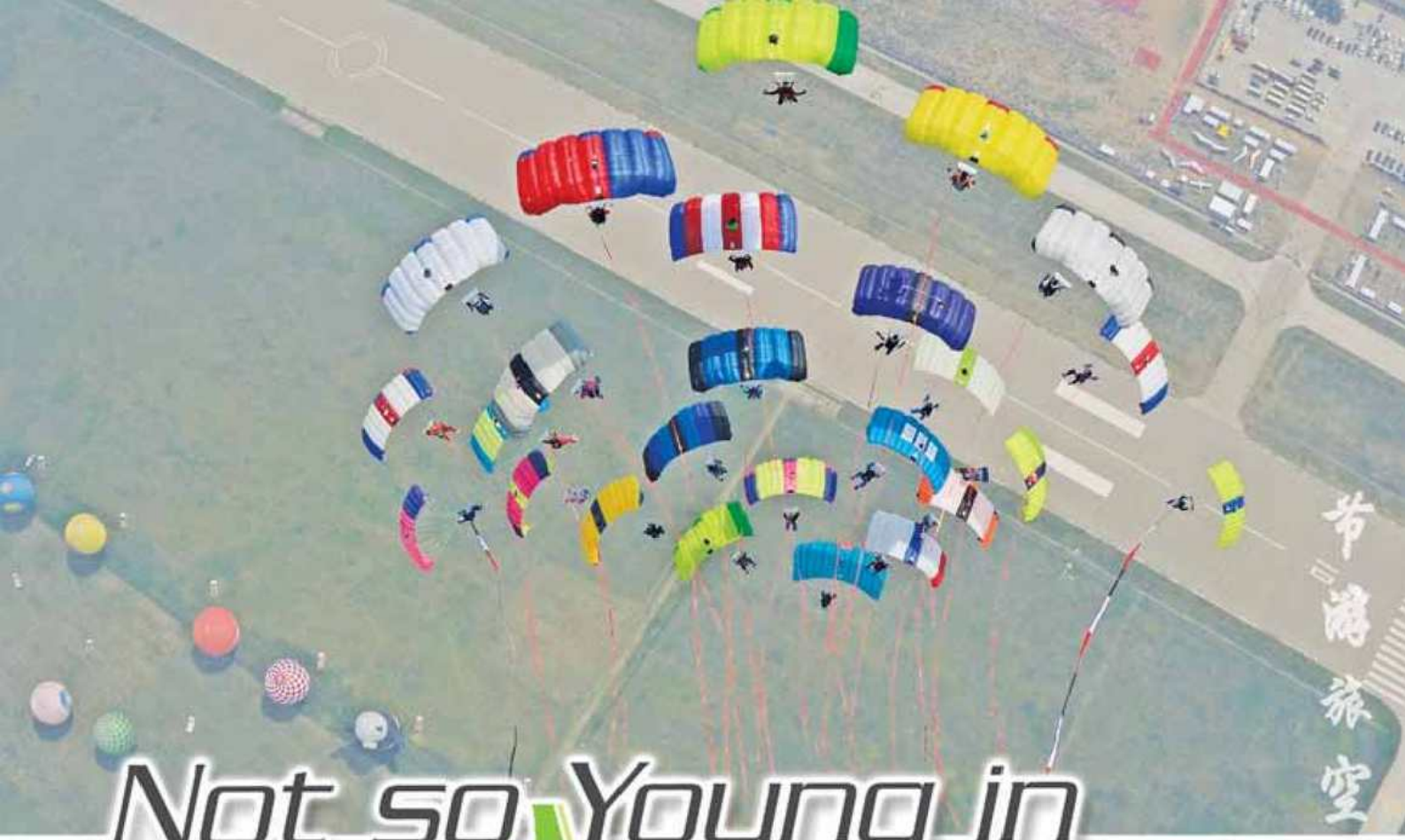
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CANOPIES

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Not so Young in Anyang

**By Michael Vaughan
Photos by Shireen Khavari,
Bruno Brokken &
Gustavo Cabana**

安阳航空
旅游节

Back in September 2011, Sarge and Ookoonono (Jules McConnel, Craig "Crash" Bennett and I) were invited to be a part of an international team of CRW dogs to build 25-way canopy formations at an air show in Laiwu, China. The air show organisers were so happy with our performance and the crowd's reactions that they invited us back to do it all over again, this time at the Aviation Tourism Festival in Anyang, Henan Province.

The invitation arrived in our inboxes from Chris Gay, World Team Organiser, in February. We did a quick shuffle of our schedules to make ourselves available and replied "Hell Yeah!" There was only one potential glitch in the process of getting over there: in order to get visas, we needed invitation letters from the organisers. The invitations arrived just twelve days before we were due to fly out, not leaving us much time to organise them! We received ours a few days before departure; the Dutchies received theirs just hours before take-off. Sarge was a last minute withdrawal due to a landing incident. Though bad luck for Sarge it was good luck for Chad Neidigh from the USA – a last minute inclusion. Chad then had seven days to not only get a visa, he had to first get a passport!

We arrived in Beijing after our twelve hour flight to see lots of faces from last year as well as some new faces taking the places of those who could not make it this time around. This year's "World Team" included three women and twenty-three men to build the 26-way canopy formations plus two videographers, Bruno Brokken and Gustavo Cabana. The vast experience of the group included current and former world and national champions, world and national record holders, long time competitors and canopy formation specialists. With that sort of experience comes years in the sport. Some of the group were competing at World Championships in the late 80's and early 90's, well before I even started skydiving. It was a humbling experience sitting around listening to their stories.

Last year we were in a very small village in the countryside which, although the countryside was spectacular, gave limited opportunities for activities outside the hotel, especially after dark. Remembering the cuisine experience last year (traditional Chinese food three meals a day, seven days a week), many in our group brought familiar foods with them including tuna, mayonnaise, peanut butter, muesli bars, a couple kilos of beef jerky and much, much more.



Not so Young in Anyang

This year we travelled by bus to Anyang, population two million, in Henan province. Being based in a larger city was quite a different adventure. There were many options for sightseeing, drinking, eating (steak, chips, pizza) and also freshly ground \$10 coffees.

Anyang is not a major tourist destination in China so we got lots of stares everywhere we went. Jules and I went to a local public park with exercise equipment and were the centre of attention. These parks are very popular with the older generation, all 50+ years old, not just for exercising but also for daily social gatherings. The locals rarely had sufficient English so communication was not easy. We did get to ask one guy who was quite good at English about the obvious lack of younger people using the equipment. To the question, "Where are all the young people?" his reply, "The young people, they are lazy." made us laugh. We had just read that the one child policy in China is leading to an entire generation of "Little Emperors" so his reply fitted right in with that description. It was definitely impressive to see 70-80 year olds doing chin ups, head stands, sit ups, gymnastics style moves, stretching and balance exercises. We can all only hope that we are that active at that age.

On the Friday night we went to a local festival (more like markets with knick knacks for sale, games for the kids

to play, dancing and music). Our international group was a big hit, especially Wilco from the Netherlands who was cornered for ages with mother after mother handing him their kids to get photos with the tall, strong, fair-headed westerner. Jules, Shireen and Chris Gay took the opportunity to get a 30 minute full body massage. No-one was disappointed. Dave got a massage on his ankle that he had bruised that morning on landing. He was in so much pain during the massage that the masseuse paid him 10 yuan rather than making Dave pay. Dave shared that story a bunch of times the next day. Many from our group also managed to get free henna tattoos with the artist who did the work then refusing to take any money. The joys of being a Wock Star!

On the way back to the hotel that night I noticed a bunch of bicycles parked on the side of the road in the middle of a road bridge over the railway lines. There was a gathering of people looking through the bridge railings. At first I thought it was a little strange but then I realised that they were train spotting! Mostly they were parents with young children waiting for the trains to pass under the bridge and toot their horns. I have heard of plane spotters, why not have train spotters!

As for the jumps, they were a HUGE success. We did four jumps in four days, two practise jumps on the Thursday and Friday and two jumps at the air show on Saturday and Sunday. Three Chinese built Y-5 aircraft (based on the Russian built AN2) took us to 10,000 feet in anywhere from 45 minutes to an hour. All 26-ways were built easily by 5,000 feet and were flown toward the 20,000 strong crowd with a break off often well under 2,500 feet. When we landed we had swarms of kids and parents wanting photos, autographs and the flyers that we were handing out. We really did feel like Rock Stars!

Jules had an exciting break off from jump one, day one, when she flew through the streamer I was trailing resulting in a broken A line. Jules chose to land it and had a firm landing. Thankfully all was fine. Dave came to the rescue with needle, thread and spare line to get Jules and her borrowed canopy back in the air again. Crash and Kevin Keenan had a quick wrap on break off on the last jump of the trip and were lucky enough that both canopies separated quickly without further incident. We finished the trip with no cutaways and no serious incidents.

Bruno and Gustavo gave us fabulous video to allow us to debrief each day. The photos are also spectacular.

We weren't the only entertainment at the air show however. There were also hot air balloons, model aircraft, paragliders, microlights, helicopters and a spectacular show put on by the Chinese parachute team with fireworks being launched from brackets on their legs whilst under canopy.

On our return to Beijing Jules, Crash and eight others from our group finished their trip to China with a motorbike sidecar tour of the city. The tour included some of the major tourist attractions as well as many back alleys, hutongs and markets. Everyone was buzzing with stories when they returned to the hotel.

A big thanks to Gao Miao, our liaison in China, for all your hard work in making us feel welcome and shielding us from all the organisational issues. We know you enjoyed us throwing you in the air like that! We hope to see you next time.





World Team members

Chris Gay (Organiser)	USA
Mike Lewis (Pilot)	USA
Brian Pangburn	USA
Bruce Robertson	CAN
Chad Neidigh	USA
Chris Warnock	USA
Cliff Dobson	USA
Craig "Crash" Bennett	NZL
Dave Hillebrandt	USA
Dean Keating	USA
Eduardo Guillen	ARG
Emie Pliscott	USA
Herman Slot	NED
Jimbo Bolton	USA
Jules McConnel	AUS
Kevin Keenan	USA
Kevin Vetter	USA
Martin Cennon	USA
Michael "Chico" Tomaselli	USA
Michael Vaughan	AUS
Shireen Khavari	USA
Steve Archuletta	USA
Thomas R. Seelbinder	GER
Viktor Krause	GER
Yulia Korkh	BLR
Wilco Peppelman	NED

Camera

Bruno Brokken (Camera)	BEL
Gustavo Cabana (Camera)	ARG

Statistics

- Average age:** 49
- Average jumps:** 6,066
- Six jumpers with >10,000 jumps**
- Youngest:** 35
- Oldest:** 68
- Least # jumps:** 595
- Most # jumps:** 20,000

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After a few days break from Farm, just enough to get clean, Erica 'Ooodle' Tadokoro, Cath 'Feathersword' Comyns and myself 'Special J' made the journey to Elsinore for an official Vertical World Record warm-up camp. The camp was run by David Gershfeld and Andy Malchiodi, and boy they were well prepared. There were so many people registered that they had to have two groups of 30-35 jumpers, one led by David and one by Andy. We did five jumps a day for three days. It doesn't sound much, but when that's ten formation loads a day for the drop zone amongst a busy jumping weekend, five was definitely enough.

Most jumps were a similar build of formation, with a couple of loads trying out an experimental build playing around with different options for the World Record. Each and every jump had all 30-35 people in assigned slots. On the first and second jump I was a bridge stinger. I felt I patiently flew to my slot and waited for my pod to build before stinging on the outside. For the third jump David made only one change in the formation, and it was me - to second stinger. Just when I thought that meant I might be doing bad, he reassured me the opposite. In fact, the better you do each of the slots, the more they will move you around. So much so that in the 15 jumps, I was bridge stinger, bridge closer,

pod closer, second stinger, first stinger, all right and left hands. I had been fourth diver in the lead plane, floater lead, super front float trail, first diver trail, the list goes on.

This camp was a breakthrough for me, as I've never really had the opportunity to try so many different slots and be pushed so hard. I remember one particular jump and I'd been given right hand first stinger. God help me this was my bad arm, the arm that I wasn't confident first stinging with. I remember absolutely **peaking** out in the plane, but trying to act 'Special J cool'. I was first diver in the trail plane. I kept thinking why the hell am I in the trail plane as first stinger! I wanted to do well so badly that something just overcame me, and I nailed it. I now can't seem to understand what I was going on about, "bad arm" geez, it's now actually my favourite arm.

There were a few other lessons learned, like sticking to the rules. LSD. No, not the hallucinogen, Level, Slot, Dock. Ever since the first day of doing vertical Bigways that's all you hear - **get on Level; fly to your Slot; take the Dock**. But seriously, stick to that and you're sweet. There were times that I was focusing on some other thing, like waves coming through the formation, that I forgot these basics. You can't forget these basics. The moment you do, you're on an

Aussie Chicks



"Elsinore was an awesome event. It was great fun to hang out with the Aussie Freestyle chicks. Now, on to the World Record!" Catch Camps

"It was a very last minute decision to go to the try outs at Skydive Elsinore, but I'm so glad we went. The competition was tough and the pressure was on. We did fifteen jumps, all formation loads. I came home satisfied that I did my very best. As I was unable to participate in the Aussie vertical record because of shoulder surgery I wasn't able to qualify for an invite to the world record. It has been a goal of mine to get an invite to the world record for as long as I can remember. We had to wait a week to find out if we got one of twelve invites they were handing out. I can't describe how I felt when I got my official invite! Bring on the world record!, Thanks to my sponsor The Skydive Shop." Erica Tadokoro



uphill battle. On one particular jump I'd just completely forgotten about levels. What was I thinking?! I found myself around half a meter high on the formation as a pod closer, this is no good.

My main aim at this camp was to learn. I felt I had nothing to lose, all I had to do was not screw up. I found out there were twelve invites to be given amongst these 60 people. Some already had invites, but I know many were attempting to get one. There were many sky gods around who deserved those slots, there were even people coming from Eloy who missed out on an invite there. I don't envy David and Andy having to choose, gosh what a headache. I learnt a lot about the politics of the record invites and how it's important to sell yourself well. These days the skill is so good that you need to stand out to be noticed. Even though I didn't get an invite, I was very glad to get my face around and I met some awesome people. We even had an intimate sushi evening with Norman Kent, just the three of us girls and Norman. I think most of all, the important thing that I realised is how us Aussie chicks compare

to the rest of the world, especially American's skill level - the land of the tunnel. We're doing pretty bloody alright. Will I see you at Summerfest? If not, you're missing out.

Thanks to Brian Buckland for the great photos and to Andy and David for the organising and for treating us Aussie chicks like Rock Stars.



Rock Elsinore

By Jenny Gordon Photos by Brian Buckland



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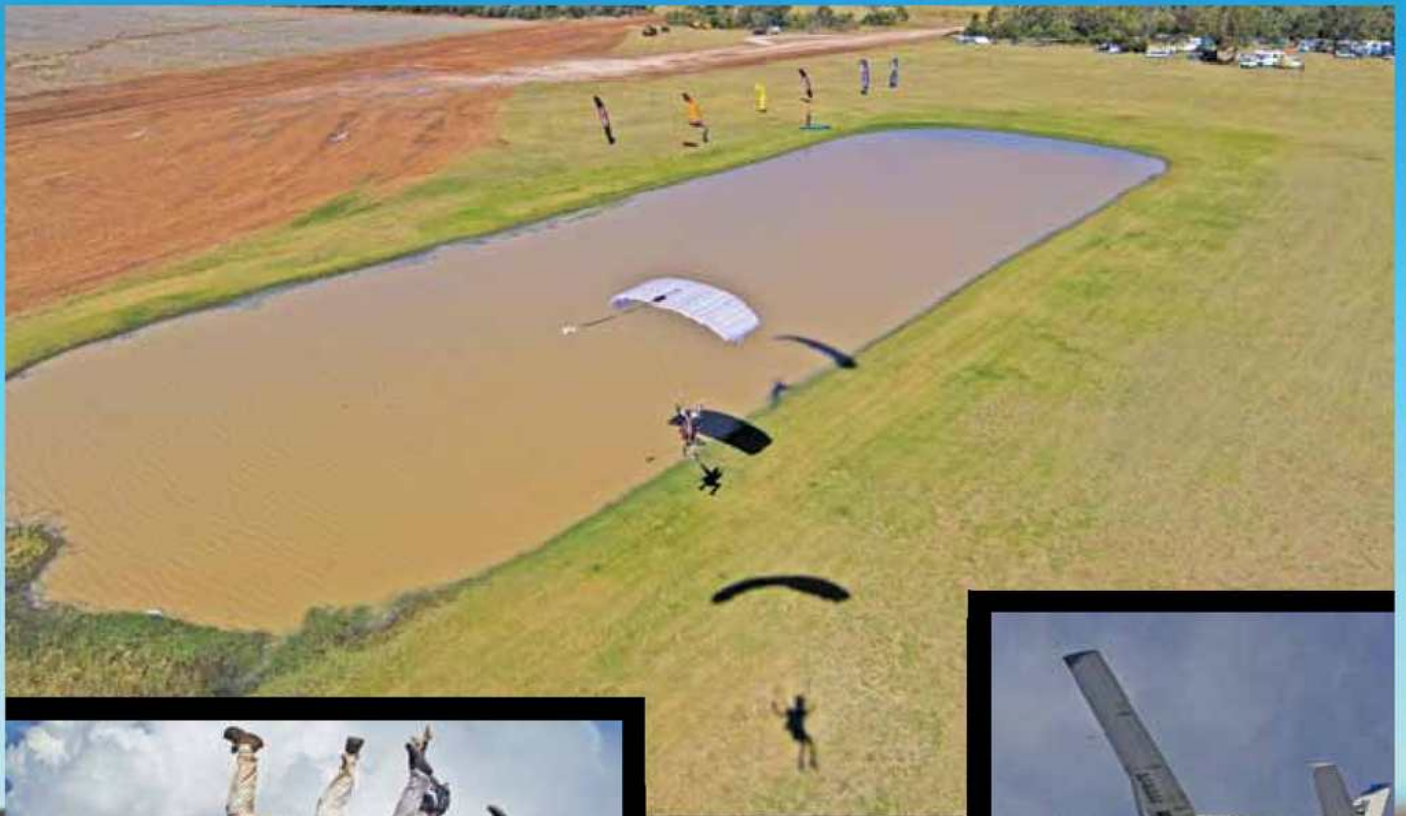
funny farm

OUTBACK QUEENSLAND AUSTRALIA



FARM 2012

Photographic pictorial by Jonathan King, Wendy Smith, Brett Newman & Jean-Phillippe Teffaud





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Photo Willy Boeykens

Photo by David Royer

Wingsuit

By Harry Parker

On April 20 and 21, 2012 in the department of La Guajira, Colombian jumper Jhonathan Florez broke four world records in Wingsuit flight. Florez jumped from more than seven miles high (37,265ft) with temperatures of -45 degrees to break the following records:

- 1. Guinness World Record Longest total distance travelled while in freefall.**
Florez achieved 17.52 miles, the earlier record was 16.06 miles.
- 2. Guinness World Record Greatest distance flown in a Wingsuit.**
Florez achieved 16.31 miles, the earlier record was 14.04 miles.
- 3. Guinness World Record Longest freefall time.**
Florez flew for 9 minutes 6 seconds, the earlier record was 6 minutes.
- 4. Guinness World Record Highest altitude Wingsuit Jump.**
Florez achieved 11,358 meters (37,265ft).

The record's data has been analysed and confirmed by the GPS manufacturer who measured the time and distance. The Guinness Book of World Records has confirmed all four records.

CYPRES 2
never pay a battery

Over 20 years ago this project started in a young boy's mind after learning of Joe Kittinger's remarkable leap from 102,800ft. Jhonathan never imagined he would break four world records in one jump.

Fuelled by the passion of his country, Jhonathan Florez visited soldiers in the hospital during their recuperation. The soldiers made Jhonathan a token heart made from the uniforms of soldiers killed in action. All the soldiers he met had always dreamed of achieving the "Paratrooper Lancero Insignia" designating them as Paratroopers for the Colombian Military. These dreams were erased for many with the tragic loss of their limbs to war time mines. Jhonathan befriended two soldiers who ended up playing a crucial role in his success. Captain Andre Valencia (38) and professional soldier Andres Uribe (22) who have both lost limbs to wartime mines.

"To them I made the promise, if I break any of the four records, I would take them to make a Skydive."

Physical Preparation

Over a year before the jump Jhonathan began his physiological prep work at the Arizona State University Polytechnic Department of Aeronautical Management Technology. Jhonathan took a two day course on Aviation Physiology and Human Factors dealing with Hypoxia and Oxygen deprivation.

"One of the hardest things I learned during my training jumps was that even with specialised gloves, the cold from altitude would go into the bones of your hands and make it very painful when the warm blood would start coming back after landing."

The physical prep work started four months in advance when Jhonathan had to completely change his diet of American fried fat to one of proteins, rich essential fatty acids, veggies, usable carbs and healthy fats. For the first time, Jhonathan had to hit the gym 3-5 times a week concentrating on a rigid program of strength exercises that would not build muscle mass. Jhonathan credits Gershon Rosengarten with his physical success for the records.

"The skydiving training was intense. I was doing jumps from regular altitude and trying to achieve delays of four minutes on a regular basis. I also discovered that doing XRW was an excellent Wingsuit workout. The slow speed, body position and the heavy arm input was an excellent way to practice and build up my stamina. Friends like Brian Drake, TJ Landgren, Katie Hansen and Zak Tessier were helping me with this part of my training."

Support & Gear

Master Riggers, Pete Swan and Zak Tessier, helped customise the Apache Tony Suit and the harness to integrate the Oxygen systems. The TonyFly CC1 helmet also needed to be customised to incorporate the Oxygen Mask. The in-flight oxygen bottles had to be rigged to the side of Jhonathan's leg with a special strapped system, rigging the hose outside of the suit and placing the centre valve to the outside of the suit.

Flight

<http://teamgo4it.com/project/jhonathan-florez-breaks-fourguinness-world-records/>

Smashes Four World Records

Extreme temperatures required the GPS unit to be hidden under warming garments as the cold would have damaged the electronics. The extremely small Flightsight GPS tracking was used for technical data and to locate Jhonathan upon landing – and absolute necessity if Jhonathan had passed out from an equipment malfunction.

In Columbia, part of the skydive community decided to pitch in and worked to help the team achieve success. Milton Pachon, Ricardo Ospina, Katy Orrego and the MVP Luis la Loca Rein were on hand during the operational phase of the project.

Once the project was a go for take-off, many injured soldiers arrived at the airport in support.

"Once I again saw these Columbian heroes arriving at the airport after a long journey, I felt the gravity of the situation I had gotten myself into. It wasn't about me anymore, I had to fly and succeed for them."

The Jump

The plane used for the climb was a King Air 200. Pre-breathing took more than an hour before the plane could even leave the ground.

"The climb up to jump height hurt. The AVO oxygen is really dry and it dehydrates our bodies with every breath turning our mouth, throat and lungs into cracked concrete."

"At altitude the airspeed of the plane is incredibly fast and very intimidating. The first four to six minutes of Wingsuit flight was easy, the pressurisation of the suit really helps with the overall fatigue, since the four minute range was already comfortable and getting there was easy. The six to nine minute window was tough. My arms felt like they were falling apart. I constantly asked myself, "Why don't you just pull?", "You know you got it, you should just pull", "You won't have enough strength to pull if you continue going." I had to constantly remember why I was doing this and instead of concentrating on the pain, I concentrated on the why. I started to remember my visit to the hospital and what these people have gone through. How they were supporting me despite the loss of their arms or legs. I felt that it was their arms and legs that were helping me push and keep flying."

Once in Bogota everyone was notified of the achievements. What followed was the opportunity to meet with the President of Colombia, Dr Juan Manuel Santos Calderon. During that meeting the team gave a plaque with the record achievements as well as the heart made by the soldier. This heart was the one Jhonathan wore underneath the Wingsuit during his record jumps.

GPS Technical Data

Data analysis for the records was based on data from three FlvSight GPS receivers manufactured by Bionic Avionics Inc. in Calgary, Canada. Two of these units were supplied to Jhonathan in a sealed box.



Credit Jhonathan Florez. 35,000 Ft over La Guajira Colombia. Courtesy of GoPro



Jhonathan Florez in his Tony Suit Apache and Ricardo Ospina the Colombian ST&A and FAI representative, inside the KingAir 200 on their way to 35,000 feet. Over La Guajira Colombia. Photo by Tad Smith.

PROFILE	Base Jumping	Skydiving
	8 years in the sport <ul style="list-style-type: none">• 24 Bridge• 20 Antennas• 400 Cliffs• 300 Wingsuit BASE Jumps	10 years in the sport <ul style="list-style-type: none">• 1,000+ Camera Jumps• 1,500+ Wingsuit Jumps• 300+ Freely Jumps



Picture by: Luis Felipe Ariza, Courtesy of Presidencia Republica de Colombia. President of Colombia Dr Juan Manuel Santos and Jhonathan Florez. Jhonathan giving the President a commemorative plaque with a picture of the record jump, each one of the 3 goals achieve and the symbolic heart made out with the fabric of a Soldiers injured in battle. This heart was wore by Jhonathan during the jumps and is the heart that has flew the longest and furthest.

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5D SOUL FLYERS CAMP II

Thirty-eight Wingsuiters from around the world came together to participate in a five day advanced **Wingsuit training camp** at Toogoolawah Drop Zone, held from 18 to 22 April 2012.

By the 5D Crew

www.5Dwingsuiting.com

Photos by Adrian Acquado,

Jean-Philippe Teffaud, Paul Tozer & Brad Ward

Three international coaches including Fred Fugen and Vince Reffet from the Soul Flyers, and our own homegrown Hayden Galvin from 5D were there to utilise their skills and experience to push the limits of Australian Wingsuiters. Also included in the big names of the camp was the Soul Flyers' cameraman Jean-Philippe Teffaud, 5D instructor Adrian Acquado, as well as Håvard Flaot, 2012 World Champion Freeflyer from the Skywalkers.

Vince, Fred and Hayden organised three groups to run throughout the camp. These groups were then designated A, B and C group according to the Wingsuiter's skill levels. Group A was a full plane load of sixteen Wingsuiters with two coaches; while groups B and C had around eleven Wingsuiters per group. Every load had at least one outside cameraman to help assist with the training and debriefing of the formations. All of the epic photos taken were just an added bonus. Check out 5Dwingsuiting.com to see just a small glimpse of the action.

At the start of the week, groups A, B and C focused on large vertical stack formation flying. We then picked it up from where we left it last year and turned it on with some amazing multiple group, off axis, Wingsuit formations with some big flushing turns to boot. It was great to see that so many people were able to backfly confidently in their slots this year. In one jump we performed a tight 12-way stack with six flyers on their bellies and six flyers on their backs.

It was clear to see that people had taken what they had learnt at last year's camp and not only practiced it, but passed on the skills throughout the entire Aussie Wingsuiting community. The results speak for themselves in the standard of jumps that have been performed this year. It was great to see the diversity of attendees from all over the world, travelling from as far away as Sweden, France, Norway and the United Kingdom. The 5D Soul Flyers' camp is focused on advanced Wingsuit flying, but also has the capability to provide training for all skill levels with some people having a 'D' Certificate and just 250 jumps in total, and others being Chief Instructors and over 10,000 skydives.



As the week progressed we managed to go three days with no chops. Cartons were put on and you could see a clear improvement in all of the boy's flying skills from the first day on. The W.A. boys were running hard with Scotty Paterson on his back and Russ Wilson on his belly. By the end of the week, everyone was mentally and physically tired, but still running tight as a nun's you-know-what. It was an awesome sight seeing Paul Phegan run his V3 with boys in Shadows and with many of the turns going near vertical. Even Håvard who had never flown a Wingsuit like this before, came over to Australia looking forward to joining in on the action as he had heard from his friends, the Soul Flyers, that we were doing things in Australia that had never been done before.

The 5D Soul Flyers' camp is all about increasing the skill levels in Australian Wingsuiters, while also focusing on the safety aspects required for students to be able to participate in these types of aerobatic manoeuvres. Wingsuiters need to be careful of multi group formations, as there are many dangers that lie within this type of flying. Giving too much separation between the two groups can have a larger impact. This is due to the high speed that can be generated during tight Daytona turns. Fly the box, fly stop, fly stop, fly stop, fly stop.

To fully comprehend what was achieved during this camp you need to watch the video. It takes years of teamwork to be able to perform as base flyers in these types of jumps. That is why 5D chooses to fly with the Soul Flyers.

It's going to be an interesting 2-way Off Axis Wingsuit competition later in the year, having some amazing flyers in every state. A big thanks from the 5D crew to the Australian Parachute Federation, the Fi Sports Development Fund and SQPC for helping to create this event. We would also like to thank Fred and Vince of the Soul Flyers for leading some amazing multi-directional formation flights and Jean-Philippe for running camera. Thanks to Cookie Composites, Downward Trend, Icarus Canopies by NZ Aerosports, and Skydive Ramblers for supplying such a great DZ.

To the thirty-eight loose units who came out and pushed the boundaries, we thank you for living our dream. Keep working on the back flying boys. We are looking forward to running with you again in the near future.



By Travis Naughton

When I heard that there was going to be a second 5D Soul Flyers' camp it became my goal to get an invite. After hearing from people who attended the first camp and seeing the video, it was clear that this camp was going to change the face of Wingsuiting in Australia forever. There were three of us from South Australia who scored invites after attending some interstate Wingsuit camps with 5D, and we were all excited to be involved. It was clear after the first day of jumping at the camp that we were going to witness a new form of flying.

After attending multiple Wingsuit camps, it was clear the word 'flocking' was one that is slowly disappearing into Wingsuit history. Thanks to Hayden, Australian Wingsuiting has changed from simple diamond formations to vertical stacks and multi-group flying. This camp was designed to help teach this new form of flying with the best Wingsuiters in the country and the world. The camp started with small movements and angles, but by the end Fred, Vince and Hayden had us running 8-ways circling each other and weaving through the other group. The visuals were amazing and I learnt things that I did not think were possible in a Wingsuit. The skills and passion of 5D and the Soul Flyers were amazing and they created the best skydiving week of my life. I can't wait to take the new skills learnt home to S.A. and to start to teach other Wingsuiters this new form of flying. If you have ever wanted to try Wingsuiting, now is the time to get involved. Wingsuiting is taking over the skies of Australian drop zones and with Hayden and 5D attending boogies all over the country teaching this new form of flying, why not give it a go and see what all the hype is about? Thanks to 5D for organising a great event, and Fred, Vince and Hayden for their coaching. I can't wait for the next one.





By Peter Davls

Before the camp, I had only completed about twenty Wingsuit jumps spread out over a two or three year period, so my experience and knowledge about Wingsuiting was fairly low. During the camp we learnt everything from how to fly a Wingsuit correctly, flying in small to large groups, diving and carving turns, and safety. By the middle of the camp, my skill level had gone from doing solo and small group Wingsuit flights to maintaining my position in ten people plus Wingsuit formations. This camp was always going to be a steep learning curve for me and I am so glad to have had the opportunity to fly with 5D and Soul Flyers!



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Western Australia Parachuting & Skydiving

A Brief History

from 1962 - 1976

By **Brian Bevans**

In early 1962, the Kalgoorlie Skydivers had their first two meetings to form a club. During the third meeting on June 18th at Fred's snack bar in Hannon St Kalgoorlie, it was decided they would fly to South Australia and learn the art of Parachuting and Skydiving. They left Kalgoorlie on Friday, 29th of June, flew to South Australia, learnt how to jump and pack chutes then arrived back in Kalgoorlie on Tuesday July 3rd. The club lasted a couple of years as members moved on to different jobs around Australia and was to be one of the first parachute clubs in Western Australia

The President was Bill Davenport, he was an ex-military jumper from England and instigated the formation of the club. Early members were Bob Atkinson, Percy Roberts Wyborne Taylor and Bernie O'Donohue. Pilot Geoff James in his Cessna 182 VH-GBJ flew to Parafield in South Australia. His passengers were Bill Davenport, Bob Atkinson and Percy Roberts. Bill and Bob completed two jumps each and Percy one jump. They returned with two sets of chutes and the latest in jumping boots. The record has it that the KSC had their first jump day at Parafield South Australia on June 30th 1962.

Within two weeks, South Australian Bob Palmer and Hans Magnusson arrived in Kalgoorlie after hitching a ride on a goods train over the Nullabour. They were both experienced jumpers who had recently competed in the Australian Championships and were waiting to go overseas to represent Australia. They, together with Bob Atkinson, were the first to jump at Kalgoorlie as club members on July 14th with Geoff James as pilot in his C182 VH-GBJ.

Over the following months more members such as George Chapman, Joe Morrissey, Bill Conroy, W Benet, Roy Dowsett, B. Peet, F. English, W. Watts, Colin Dike, J. Cox and J. Trinidad joined and jumped.

On the 21st of July, the first female in W.A. to jump was Elizabeth Peacock, a nurse who was training at the Kalgoorlie District Hospital. Geoff James' log book

indicates that she was accompanied by Bob Palmer and the President Bill Davenport on the jump. Another woman, Maureen O'Brien, also took to the sky and became the first lady in W.A. to complete a ten second freefall.

On the 8th of September, Kalgoorlie played host to a Perth club, the Western Australian Parachute Club. This was the first student jump day for the WAPC. There is no doubt Bob Palmer and Hans Magnusson were instrumental in the development of the KSD. On the 15th of July 1962, Bob and Hans completed a baton pass from 8,750ft over the Kalgoorlie Aerodrome. At the time this may have been an Australian record. Both men had left Kalgoorlie by the end of July 1962. Bob Atkinson then carried on as Club Instructor as he was then the most experienced person in the club, and as indicated in the pilot's log book, was Jumpmaster. Jumping had started over the Kalgoorlie Aerodrome but moved out to Lake Perkolilli, approximately fifteen minutes flying time away in October 1962. Now and then, some of the members went down to Perth and Rockingham to jump and learn to pack chutes. Sometime in 1963 the club faded away as members moved on.

The Western Australian Parachute Club had a public meeting on 22nd of June 1962 at Anzac house in Perth. Approximately 150 people attended and a preformed committee was elected for six months. They were:

Bob Stewart	President	SAS Active
T. Walker	Chairman	(ex Para)
B. Mohan	Treasurer	(ex Para)
G. Jackson	Secretary	(ex Para & SAS)
P. Fleming	Assistant Secretary	(ex Para)
Dough Clively	Trainer	AATT Active

Discussion at the meeting related to insurance, cost of jumps, training, drop zones and the formation of an Air Rescue Team for bushfires and floods in conjunction with Civil Defence.

At the beginning, most of us had copies of Bob Sellick's book on skydiving and we referred to it as the 'Bible of Sports Parachuting'.

Bob Palmer



Paddy Fleming, George Jackson & Johnny Kinnear 1962



Danny Wright



The week before and after the meeting, members of the SAS, Dan Wright, Bob Stewart, Jeff Scott and Clem Kealy, made promotion jumps to advertise the club. Bob, Jeff and Clem were the only three SAS members qualified at that time in F/F techniques and some had previously jumped at a country show. Four others from the SAS who joined the club and helped with the basic training were: Danny Wright, Ray (Chick) Dimmack, John (Cheesy) Grafton and Skeeta Ryan.

Over the years there have been various reasons how and why the club came into being with an input from various people. George Jackson was the catalyst to start the club. Bob Stewart who was in the SAS at the time, indicated that George had badgered him to help organise one, and with his [Bob's] help, especially on the financial side, they went ahead. In those days ex-Paras from the U.K. gradually built up a loose group of "Pegasus" members in W.A., some of whom became members of the club.

At the beginning, most of us had copies of Bob Sellick's book on skydiving and we referred to it as the 'Bible of Sports Parachuting'.

The club was fortunate that the South Australian skydiver, Bob Palmer arrived in Perth after spending some time with the Kalgoorlie Skydivers; and then Norm McDill from Victoria, another experienced jumper, arrived to work in W.A. which broadened the learning curve.

The first student jump day for the WAPC was held on the 8th of September 1962 in conjunction with the Kalgoorlie

Skydivers on the Kalgoorlie Aerodrome. The first to jump were Rudi Laurence aged 14, his father Peter (an ex-German Para), Barbara Duke, and Chick Dimmack who decided to do his first freefall.

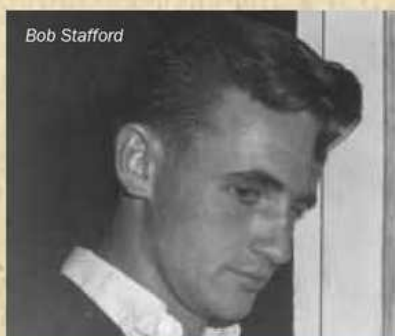
Initially sorties would take off from Maylands' airstrip, fly to Rockingham, a distance of 40km, drop the students out and then fly back. Due to a lack of equipment, Johnny Kinnear used to drive back to Maylands in his FJ Holden with repacked chutes for the next sortie, and the



John (Skeeta) Ryan 1962



Rodney Liddiard



Bob Stafford



Johnny Kinnear, Pilot,
Brian Bevans & Chick Dimmack



Norm McDill from VIC & Lance Rollins 1963

jumpmaster flew back in the aircraft. Gradually, more equipment was purchased or donated. The intent was that the Rockingham Council would lease some land to build an airstrip, which is what eventually happened.

In the meantime, some of the SAS members were being trained in freefall techniques for the army and their contribution as instructors also helped the local clubs. Then during late 1962/early 1963, Paddy Fleming decided to start his own club at Rockingham. The land to be leased to the WAPC was then granted to the Rockingham Skydivers. They eventually built the airstrip in October 1963 after flying sorties from Jandakot. Except for the Grass Trees and the big winds it was an excellent drop zone.

The WAPC continued to jump at Rockingham, also at Pinjarra from an old wartime airstrip at Fairbridge Farm, and the back paddocks at Cunderdin and Grass Valley near Northam; as time went on they gradually jumped more at Rockingham. Eventually the Club slowly closed down in 1968/69 as people moved on into other lifestyles.

In 1962/63, John Mahaffy arrived in W.A., working for the NASA space and moon shots, he helped Rene Jackson, George Jackson's wife, to cut out the canopies and resew them whereby changing them from full to steerable canopies. She had previously modified canopies after reading from a Russian book on parachuting. John also helped to make sleeves. He eventually went to Carnarvon and started the Carnarvon Skydivers. He was there for approximately 12-18 months then went overseas; sometime after which CSD shut down as a club.

Murry (Zeke) Little headed North and started a club in Geraldton in March 1968 which created a fair bit of interest but dissolved in 1969 when Murry returned to Perth and then headed over east.

The SAS members as individuals jumped with the KSD, WAPC and RSD at different drop zones, but mainly at Rockingham. Their first official structured club was eventually organised in 1972 by Aussie Power.

In 1965, W.A. clubs had their first interclub competition to select members for the 6th Australian Titles to be held at Port Pirie in South Australia. W.A. entered two teams:

- A Team – Bob Stafford, Dave Lock and Roland Ayres
- B Team – Brian Bevans, Neil McBain and Bernie Brosnia

B team won 3rd place in the Team's group. Brian Bevans received 4th in Style and was selected to join the Australian Team but declined due to finances. Dave Lock, who was next in line accepted and went to the World Championships in 1966 and became one of our champions.

On the 23rd of June 2012, a 50th reunion for all the early 1960s clubs was held in Harvey, W.A. Additionally, in Perth at Tompkins Park on the 27th of October 2012, the W.A. Council is holding an Anniversary jump day and dinner to celebrate the first 50 years of sports parachuting and skydiving in W.A.

In 1967 at Taree, the 7th Australian Parachute Championships, W.A. won the Overall Team's event. The group were R. Ranney, B. Stafford, J. O'Donnell and D. Lock. In 1968 Bob Stafford, Jenny Stafford, Jenny Bailey and Sharron Wright were members of the Australian team that attended the 9th World Championships at Graz in Austria.

On 17th of July 1969, tragedy struck the Western Australian Parachute Community when a plane crashed near Mt Buangor in Victoria. All on board were killed. They were Bob Stafford, Paddy Fleming, Rodney Liddiard, Lance Rollins and his wife Margarette. Bob, Paddy and Rodney were members of the W.A. State Council and were to attend a National Federation meeting on the 19th. The meeting was to complete details concerning the organising of the next Australian Championships which were to be held in W.A. that year. The event eventually went ahead in 1970 with the logistic help of the SAS providing eating facilities, marquees and tents, etc.

After the accident, Clive Smith and Mike Macaulay were some of those who assisted in running the RSD and organising jumping at the Rockingham (Waikiki) drop zone. In 1973, Tony Dale and Mike Deakin started a club at Dale River and operated as Western Parachutes.

In August 1974, Mike Macaulay started a commercial organisation and commenced with the West Coast Skydiving Centre which he owned and operated with a Cessna 182. During those times, the SAS Sports Parachute Club jumped on Wednesday as part of their sporting day off. Sometime in 1975, some of the freelance jumpers left and started a club at Hillman Farm. It was during these years that the Rockingham Skydivers Club slowly dissolved as members were absorbed into other clubs. The Rockingham (Waikiki) Airstrip was officially closed on legal advice from the Rockingham Shire Council in 1976 due to continuous complaints from one member of the public who was concerned about the noise factor. So ended an era, both historically and nostalgically.

The West Coast Skydiving Centre moved to Dale River as Mike Macaulay and Garry Pears (ex-SAS) brought out Western Parachutes. They, in turn, eventually sold their shares to Clive Smith who operated out of Dale River until he retired. Since then, other organisations have sprouted up in W.A. as commercial operations and life goes on.

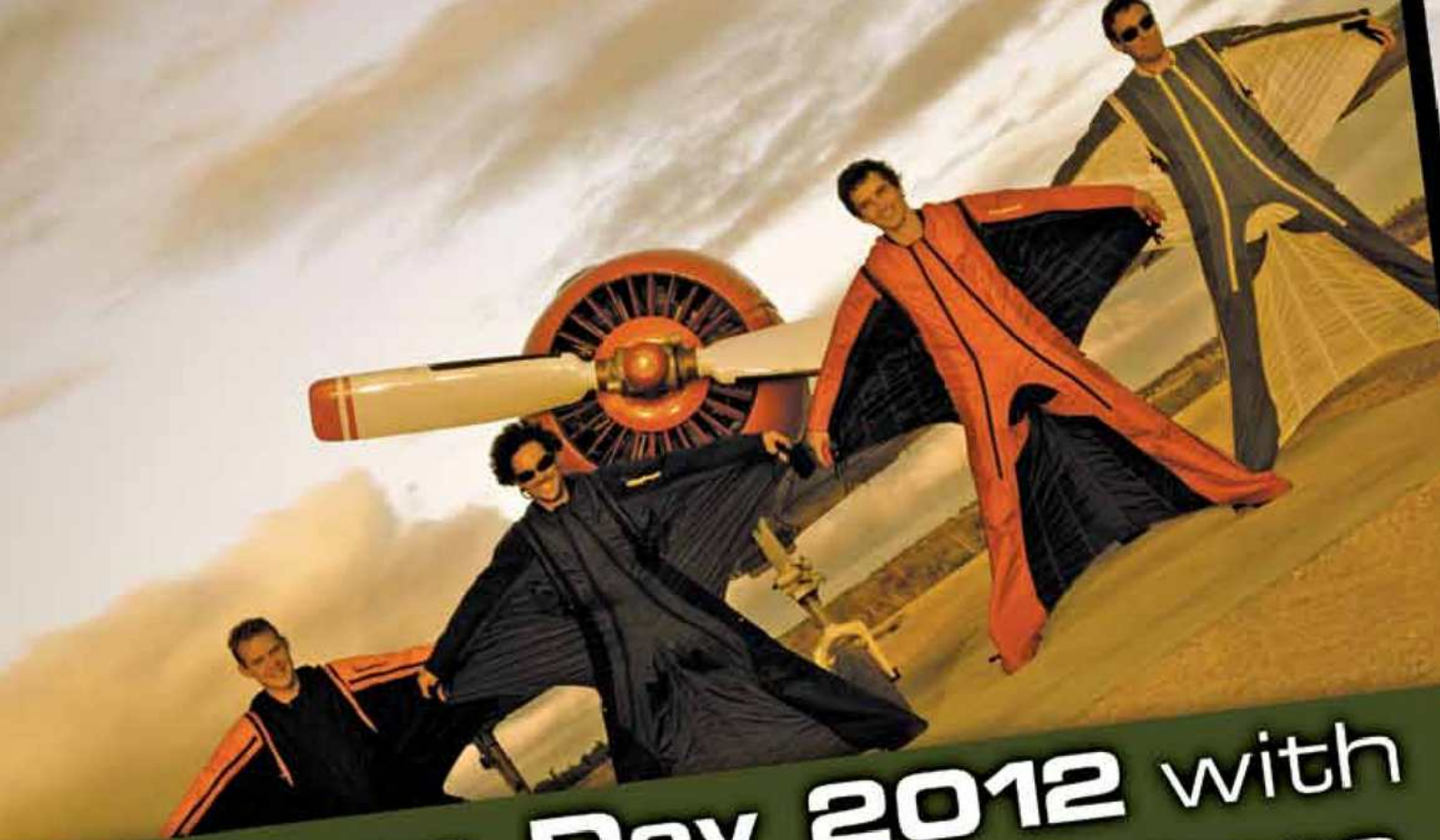
My thanks to Bob Atkinson, Bob Palmer, Bob Stewart, Ray (Chick) Dimmack, Rene Jackson, Murry Little and Mike Macaulay for their contribution and help verify facts and figures to make this as historically accurate as possible. Some of this information has been extracted from larger stories and interviews collected over the last few years, and although there may be minor discrepancies, the overall content is correct.



ABOUT THE AUTHOR

Brian Bevans was at the first meeting of the Western Australian Parachute Club on the 22nd of June 1962 at Anzac House in Perth with his mate Roger Hoey – they both joined up on the spot. Roger joined the Army and eventually gave away jumping while Brian continued on until early 1969 when family matters became a priority. Brian completed his training with the WAPC but did his first two jumps with the Kalgoorlie Skydivers in 1962. During these years he became Club Instructor, ASO for W.A., and competed in the first W.A. State competition. Then as a member for W.A. he competed at Port Pirie in 1965 at the Australian Titles. Some years later he helped organise the 25th Anniversary at Lake Clifton when he decided to start compiling historical information before it was lost.





Anzac Day 2012 with True Aviators





S.A. Skydiving and of South Australia

Article & Photos by Jana Fitzpatrick

Just after the first light of dawn, a mob of parachutists made their way to the open doors of a Cessna 182 and 206. Crawling into the cabins, engines sparked to life as the lot of them warmed up for a loosely formatted climb to altitude. Dropping from 14,000ft, eleven jumpers raced a rising sun back to the drop zone just in time to watch it emerging up over the horizon again for a successful double daybreak experience.

Falling freely through the crisp morning air figures spun and flared under colourful canopies overhead. Cameras snapped endless photos of the crew shaking hands and high-fiving upon landing. It was a beautiful way to start a commemorative day in history.

Tandem passengers, jump masters, sport skydivers and spectators alike gathered around the flagpole with the flag set at half-mast and stood in silence waiting for John Shepard of the RAAF, fully dressed in uniform, to say a few words in the name of those no longer with us, and those who continue defending on our behalf today.

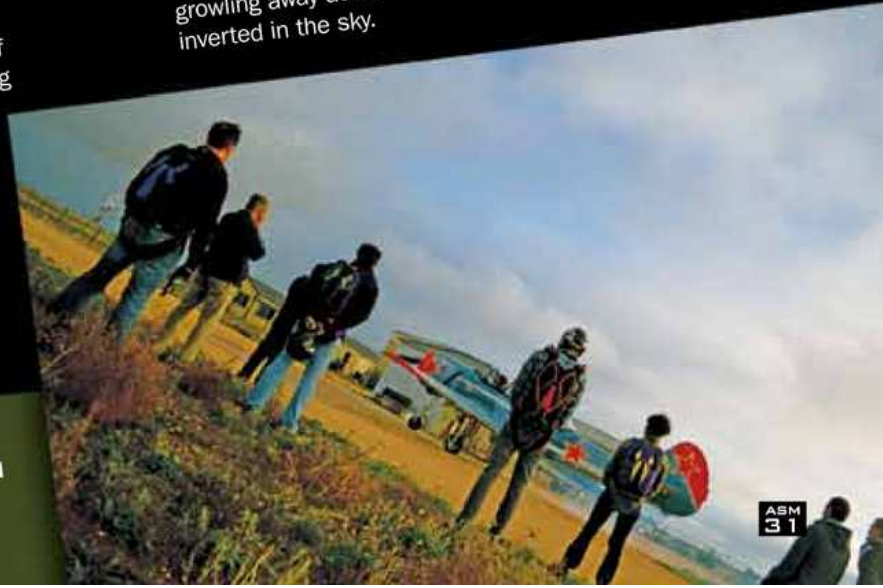
As the sound of the bugle horns trailed off into the distance, an isolated shower came and left just as quickly, leaving in its trail a brilliant rainbow in the early morning light.

Suddenly in the near distance, the powerful sound of a radial engine rumbled to life spitting and sputtering with a cloud of smoke. Adventure Aviation Company, TRUE AVIATORS, of South Australia flew the Russian Yak 52 Fighter Trainer down to Langhorne Creek from Parafield Airport to join in the Anzac Day Events. The Cold War era aircraft was beautifully painted and suited with original nose art of a sexy, scantily clothed Russian lady and cleverly called, the "Russian Bare". Just the sounds of the unique two-seater fully

aerobatic aircraft roaring behind its 360HP engine gave you butterflies in your stomach. Pilot, Adam Butcher, strapped on his WW2 era leather helmet and smiled cheekily from the cockpit as he prepared to take his first passenger of the day, Jed Smith, to altitude for a bit of gut-wrenching aerobatics! Positive 7 and negative 3 Gs, get ready aviators to experience a different kind of flying! Always supportive of any adventure in the sky, the crew of S.A. SKYDIVING gathered around to wave them off before climbing into the Cessnas for their first round of fun jumps.

With fifteen aerobatic flights scheduled in from dawn until dusk, all day Hop'n'Pops, not to mention all the tandems rocking up as well as the wingsuiters blazing trails through the skies, Langhorne Creek was alive and living with plenty of adrenaline pulsing through the air.

It was a day to remember. There wasn't a single person that left without a smile on their face. Everything flowed perfectly. Cessnas came and went humming up and down the runways, parachutes continually dropping and spotting the sky with colour, spectators sipping coffees in the canteen, the smell of BBQ wafting through the afternoon air while the Russian Bare could be heard in the distance growling away at 300km an hour looping and rolling, inverted in the sky.



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Australian Parachute Federation FUTURE DIRECTIONS 2012

Sport, Career, Opportunity



Annual Conference Future Directions 2012 Retrospective

By Stephanie Campbell, National Development Officer, on behalf of the APF Conference Organising Committee
Photos by Susan Bostock & Susie McLachlan

THE APF ANNUAL CONFERENCE HELD AT SEA WORLD RESORT & WATER PARK ON THE GOLD COAST FROM THE 8TH TO 10TH OF MAY PROVIDED DELEGATES WITH A UNIQUE OPPORTUNITY TO LEARN ABOUT AND ENGAGE WITH THEIR SPORT; AND A CHANCE TO GIVE BACK TO THE WIDER SKYDIVING COMMUNITY. BELOW WE EXPLORE KEY THEMES OF THE APF'S MOST IMPORTANT ANNUAL INDUSTRY EVENT.

Staying Safe

In keeping with the APF's commitment to maintaining high standards for safety in our industry, a strong safety focus pervaded all of the workshop and presentation content. International presenters Jim Cowan and John LeBlanc conducted highly informative sessions on canopy control and emergency response which were beneficial for skydivers of all experience levels; while workshops covered important safety issues and perspectives on how to forge positive future directions in those areas, including:

- **Canopy downsizing** – how soon is too soon? How can drop zones and more experienced skydivers better support the canopy skills development of novice jumpers to improve safety and performance standards? Facilitated by Jules McConnel and Michael Vaughan.
- **Freefly training** – what are the dangers of this increasingly popular skydiving discipline and how can we, the APF, work together to protect younger jumpers from injury? Facilitated by Tyler Baird and Mason Corby.
- **Canopy piloting** – proposal for a National Safety Day to educate skydivers about canopy control and flight. Facilitated by Robbie McMillan.
- **APF, S/Line and Tandem instruction** – discussion around various op regs and their safety implications, and suggestions for improvements. Facilitated by Mark Gazley and Paul Smith.
- **Rigging** – canopy relining and reserve packing sessions to improve delegates' knowledge of how to successfully maintain their own gear. Facilitated by Brett Newman and Tom Parker.
- **High altitude descents** – safety issues to consider and procedures that can be adopted to ensure the safety of skydivers when undertaking jumps from above 15,000ft. Facilitated by Ralph Hamilton-Presgrave and Ralf Jaeger.

Supporting Our Industry

The Conference this year also saw the integration of a variety of presentations and workshops of relevance to

commercial operators. The APF recognises that if we are to grow we need to understand how to run our commercial operations more successfully. We believe part of the solution is providing access to educational opportunities that increase our knowledge of successful business models and practices which we can then apply at our own home drop zones. The following Conference sessions supported these aims:

Corporate Social Responsibility for Clubs – have you considered your triple bottom line? This session covered the basics of how to make positive business decisions via a holistic stakeholder management process; and described the economic advantages of doing good (looking after the environment and society) whilst still making a profit. Facilitated by Janine Hayes.

Marketing your Drop Zone – Professional marketer and QUT marketing communications lecturer, Bill Proud, discussed the marketing mix – price, product, place and promotion – to give Conference attendees tips on how to sell the skydiving experience to their target markets.

Understanding Social Media – keen VFS skydiver and Managing Director of Pusher Digital Creative Agency, Kim Hopwood, explained the world of social media with a particular focus on how skydiving clubs can use Facebook to promote their skydiving products and events.

First Responder and Drop Zone First Aid – Victoria University Paramedic Sciences lecturer, Jason Quick, covered the most appropriate methods to deal with skydiving-related medical emergencies.

Supporting Our Athletes

The APF is keen to support the development of our competitive members. The Conference this year integrated in-depth sport psychology sessions with Queensland Academy of Sport preferred provider Dr. Clive Jones to assist our athletes to perform better whilst training and during competition.



Annual Conference Future Directions 2012 Retrospective

Member Engagement

Interactive workshop sessions rather than presentations were the priority this year. Most workshop sessions were dedicated to a particular discipline area and all were facilitated by local experts in the field. Based on positive member feedback we feel this is a more successful format to adopt for future Conference agendas as it allows for discussion and debate of the real issues affecting skydivers in the field. It also provides a constructive forum for members to work together to forge real solutions to address these issues. For the APF to move in the right direction we need all our members to take part and contribute. We feel that maintaining consistency in workshop session foci for the majority of the agenda will also improve members' ability to contribute toward and promote discussion as they will be aware of the different forums available for their particular topic of interest well in advance of the Conference date.

Social Events

After all the scintillating discussion during the day, Conference 2012 also provided delegates with evening entertainment and an opportunity to socially connect with their peers. The Conference opened with a Welcome Gourmet BBQ event on the first night; and followed with the Awards Night Gala Dinner on the second night where we celebrated the achievements of our members. Great food, a large prize pool, roller coaster rides and a very clever sea lion were all included as part of the entertainment, much to the delight of our delegates. Social events are a mainstay of the Conference. However, they would not be possible without the support of our generous sponsors. A big thank you must go to our gold Conference sponsors CASA and Insuranet who provided financial assistance; as well as smaller "in kind" sponsors Cloud VBS, Lifestyle, ASM, Blue Skies Magazine, Downward Trend Rigging Services, United Parachute Technologies, Total Control Skydiving Gear, Koppel Solomon Skydive Wings, Sea World, Sunpath, POPS Australia and Way Cool Industries.



Where To From Here? Suggestions for Improvements

The APF aims to provide a Conference experience that is engaging, interesting and practically relevant to jumpers of all experience levels so we are constantly considering how we can improve the event for future years. One way we believe we can do this is by integrating discipline-specific coaching into the Conference, balancing theoretical sessions on the ground with practical skydiving sessions where delegates would put what they had learned in the classroom into practice in freefall and under canopy. A majority of Conference delegates this year supported a move for the APF Annual Conference to be held once every two years and we believe holding the Conference less frequently would greatly enhance our ability to deliver a Conference with this exciting new format. Whether or not to pursue this course of action will be a matter of debate at the next APF Board Meeting in mid-July.

Closing comments

The APF would like to say a big thank you to everyone who was involved in making this event a success – workshop facilitators, presenters, sponsors, our delegates, members who contributed to the agenda, volunteers, Technical Directors and National Office Staff. Conferences don't happen without combined effort so we look forward to working with you, our members, to deliver many more positive Conference events for the skydiving community in the coming years.



Jyro Causes Trouble, Again



"LOOK MATE, THE WHOLE CONFERENCE IS HUNGOVER AGAIN..."



...AND A \$20K ROOM BILL???"

TOTAL BILL FROM SEAWORLD: \$1,000 FOR REFRESHMENTS, \$2,000 FOR THE ROOMS AND (COUGH) \$20,000 FOR DAMAGES. THANKS TO THE APF FOR NEGOTIATING THE DAMAGES DOWN TO \$4,500, AND SAVING OUR ASS... SEE YOU NEXT YEAR!

**Icarus
CANOPIES**

feedback summary

Key Stats

Based on collected delegate feedback:

- 82% rated this year's Conference as good to excellent overall
- 96% would recommend attending the Conference to fellow members
- 84% said they were motivated and inspired by what they heard and saw at the Conference

Conference Delegate Highlights

Based on collected delegate feedback, common positive themes included:

- Quality and variety of relevant presentations and workshops
- Overseas presenters
- Opportunity for exchange of information
- Awards Night - Jet Rescue Roller Coaster and BJ the Sea Lion
- Welcome BBQ Event

Delegate Comments

"Too many good sessions... Loved the workshops as well as the presentations!"

"...a fabulous opportunity for industry types to get together - is needed."

"...this conference again was great."

"John LeBlanc - great presentation. Wish I could remember it all, could not write fast enough!"

"Jim Cowan - awesome presentation on canopy 2-out/wrap/entanglement emergency response."

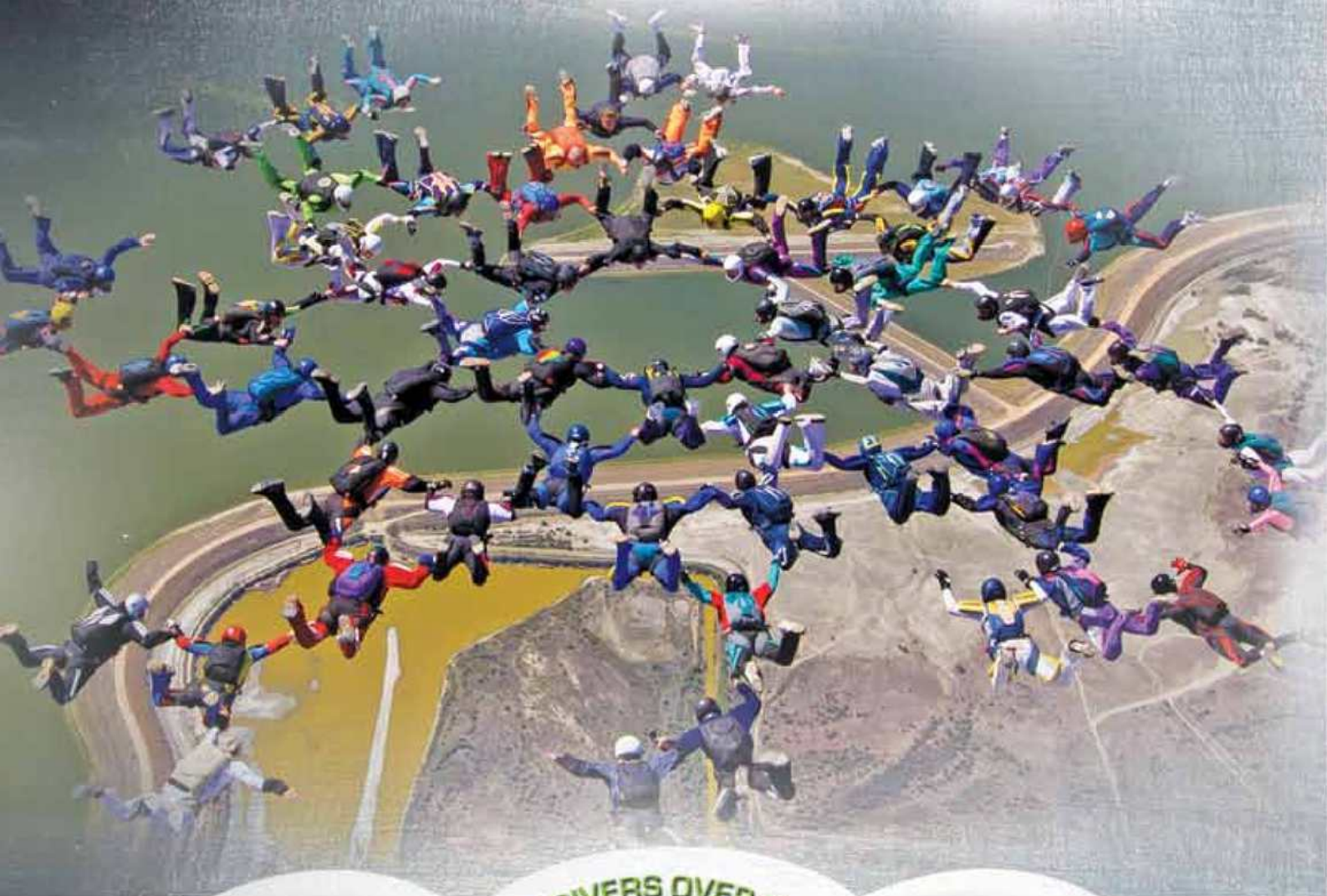
"The Javelin packing seminar was excellent!"

Constructive Criticisms

We received a lot of positive feedback about our workshop and presentations sessions this year. However, to fit it all in we had to run some sessions concurrently and to a tight timeframe. Some common delegate feedback was:

- Delegates were at times torn between sessions, wanting to attend both.
- Not enough time was given to fully extend and explore workshop ideas and themes.

As we are constantly seeking to improve the Conference for you each year, your feedback is important to us and will of course be considered when developing the agenda for the next Conference. As a number of delegates suggested, the potential for future presentations and workshops to be video recorded for dissemination among the membership post-Conference, will be investigated for inclusion in the years ahead.



SOS

SKYDIVERS OVER SIXTY
BUILD A 60-WAY
WORLD
RECORD

By Tony Dale F57 SOS751

Photos by Terry Weatherford & Rob Fortier

The 2012 Skydivers Over Sixty (SOS) World Record attempt was held in April, again at Skydive Elsinore in California. At last, after three years of trying for a 60-way, with a 43-way at Elsinore 2008, a 48-way in Florida 2009 and a 55-way at Elsinore in 2011, SOS skydivers from many parts of the world set a new 60-way World Record.

The week started off with a skills camp which initially concentrated on some precision no-contact flying followed by a serious emphasis on the Sector/Stadium/Radial technique. This was to pay major dividends once the record attempts started in earnest!

Cloud problems on the Sunday became an issue, so things were re-scheduled to the Monday which had been planned as a lay-day. Tuesday was Tunnel Day over at Perris, where a number of people perfected the body/flying position that Head Coach John Hamilton, co-owner

of Skydive Elsinore, was promoting as a refreshingly new technique for many of the old/stiff 60's and 70's 'frog position' flyers.

Wednesday was Try-Out Day whereby everyone needed to perform in an attempt to make the first up record team, and given that there were some eighty plus SOS jumpers registered, things started to get serious.

Finally, on Thursday, the 60-way record attempts commenced, and from the start the overall standard was markedly better than the early jumps in 2011. After three attempts from 18,000ft above sea level (Elsinore is almost 1,500ft above), we failed to make the magic 60-way, but the signs were good.

The first three attempts on the Friday were repeats of the day before with an almost perfect 8-way base launch followed by some very good and disciplined

flying from almost all of the group. Unfortunately, as is often the case, each time we experienced one or two minor problems/collisions that prevented a successful completion. The fourth jump however came together really well, and as the video/stills show, there it was, finally, the magic 60-way!

WHILST THERE WILL NO DOUBT BE MANY LARGER SOS FORMATIONS IN THE YEARS TO COME, EVEN POSSIBLY A 100-WAY DOWN THE TRACK, THERE CAN ONLY EVER BE ONE FIRST 60-WAY FOR SKYDIVERS OVER SIXTY!

For a free video download, of both the skills camp and the record jumps, visit www.skydivingphotography.com. Scroll down to jump four on April 20th for the record 60-way. Terry Weatherall was in the lead Sky Van while Rob Fortier was in the right trail Otter.

Many thanks are due to Carol and Bill Jones, the Chief Organisers; Geoff Jones, Coach at the skills camp and of the back-up group; and, of course, Head Coach John Hamilton and the staff of Skydive Elsinore who always go out of their way to welcome ALL skydivers to the DZ and provide the very best of facilities and skydiving experience.

It was certainly nice to see a couple of other Aussies make the trip to Elsinore with Garry and Lea Rickwood bringing the OZ delegation up to THREE. Whilst Lea never made the record attempts, Rick certainly did and ended up with a 60-way SOS World Record on his first visit! Lea made her 500th during the event and the staff/organisers at Skydive Elsinore went to great lengths to make it a memorable day for her.

2012 was my sixth trip to the SOS events in the U.S. and I now have four SOS record photos on the wall, however considering the time, effort and expense involved I may now have to give it away!

Problem is that this year I turn 70 and the JOS (Jumpers Over Seventy) record beckons...



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Queen's Birthday RAMBLERS, TOOGOLAWAH 4-8 JUNE 2012

Freefly Learning Curve Camp

by Ashlee Arnold
Photos by Louis Trerise
& Phil Kemper

I always have a really hard time describing that ridiculously amazing feeling you get after an awesome jump. It is the culmination of the camaraderie, the anticipation, that initial rush of adrenalin, the thrill of the fall, the serenity under canopy, the uninterrupted view of an immense and beautiful landscape and the feeling of being more alive than ever before. This is the feeling that stayed with me for my entire week at Ramblers, Toogoolawah.

Ramblers is the first drop zone I have visited away from home; and from the moment I drove in I felt instantly welcome. Macca and Bruce helped me cross the Nordkamp Crossing that was flooded due to heavy rain the previous week and Macca made sure that I got the best camping spot on the grounds.

Australian champion Adam Long was head coach for the camp and after a morning brief, we geared up ready for load one. Each day began with a couple of tracking jumps to warm-up before breaking off into smaller groups and one-on-one Freefly coaching. Jumping with Adam was very humbling; he made himself available to all of us, beginners through to experienced. He is very patient and so willing to share his wealth of knowledge. Without making him blush

too much, I found it really easy to understand and learn from Adam's style of teaching and I felt very

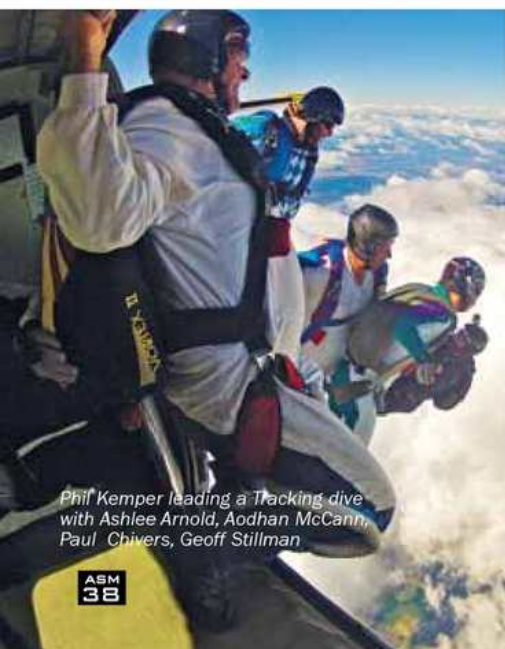
comfortable asking him pretty much anything – the same is also true of the Ramblers' instructors and staff.

The Learning Curve Camp was the perfect environment for me to immerse myself in at this stage in my skydiving career. It was a huge confidence builder for me, allowing me to step out of my comfort zone and jump at a new drop zone with a range of colourful characters from around the globe. It was a blast! Watching the skills of all of the LCC jumpers progress and improve so rapidly was very rewarding and I think it is safe to say that we all had a fantastic week beyond expectations. There was certainly no shortage of smiles, especially from me, and I am glad to say that I have made a whole new bunch of friends for life.

Some of the highlights of my week include: losing my shoe on load one (and then getting back again!); seeing new AFF students complete their first solo jumps; watching Jordan and David complete their B-Rel's (Congratulations!); morning Yoga with Adam, Stilly and Alex; the full moon and the partial eclipse; and being surrounded by an amazing bunch - especially those crazy New Caledonian Frenchies.

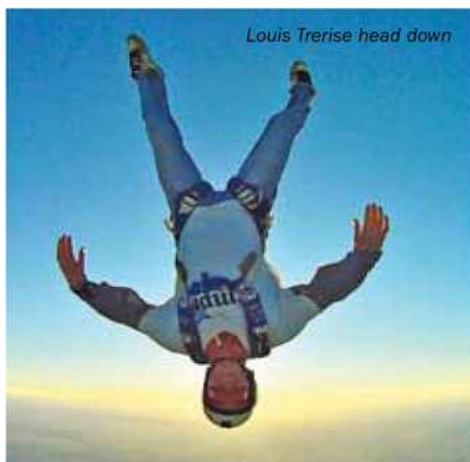
Do yourself a favour and get to the next Learning Curve Camp at Ramblers, Toogoolawah. The crew are fantastic, the beer is cold and the sunsets are stunning. Special thanks to Wade and Louis for helping me fix my landings. Thanks to Phil for the sweet tracking jumps on day one, and thanks to Motzi for sorting out my break lines.

Oh and one other thing – a word to the wise: if you can't play foos, don't play while the bar is open!



Phil Kemper leading a Tracking dive with Ashlee Arnold, Aodhan McCann, Paul Chivers, Geoff Stillman

ASM 38



Louis Trerise head down



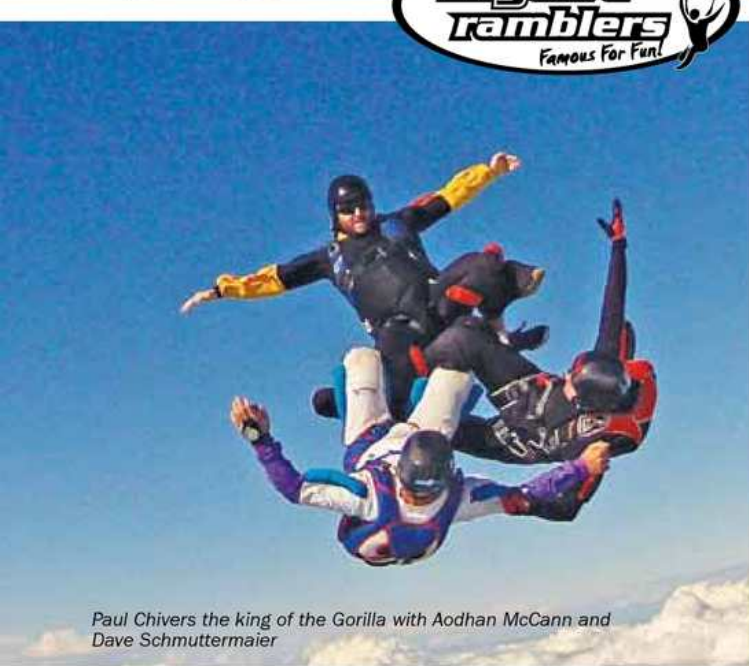
Ashlee Arnold 'yeooooow'



4-way Wagon Wheel with Aodhan McCann, Dave Schmuttermaier, Scott Hamilton and Alex Herewini



Adam Long teaching Geoff Stillman on his back and feet



Paul Chivers the king of the Gorilla with Aodhan McCann and Dave Schmuttermaier



Three Frenchies (New Caledonians), Tanguy Barsacq, Sami Benizeb and Hubert Barsacq

Special Jump

By Frank Klaus Photo by Phil Kemper

I'm a bit of a traditionalist in terms of doing something special for personal skydiving milestones, mainly those 100ths or anniversary date events which come along during one's skydiving career. My problem was that I was nearing my 800th with no idea what to do. I wanted to do something I hadn't done before and it had to be a bit of a challenge, and of course very cool. The hard thing which compounds the task is that you have to work with your skydiving friends and guests present at the DZ.

As skydiving disciplines come in different styles, I do prefer flat fly Big-ways and I love Wingsuiting, but both couldn't be done on the same jump. Somebody suggested a hybrid jump which sounded like a great plan, so I was thinking a 4-way base with two hangers would be great! As I was asking around a small discussion ensued between the Flatties and the Freeflyers and suddenly this formation started to grow into a big 10-way formation. I thought, "Wow, is this really happening - a 6-way flat with 4 hangers?" I was starting to love this idea however was a bit hesitant if it would work, so presented it to Longy. He was not convinced due to the slight imbalance of the formation and the high degree of difficulty. Disillusion started to set in, however the words "might not work" or "can't be done" are not acceptable to me. There is always a way!

I had all my people together and most of these guys had been at the DZ all week participating in the Freefly LCC so were current and keen to finalise their week with something great. They were happy to give it a try and were getting excited themselves. The base people discussed exit strategy while the hangers discussed the execution of the hang. Meanwhile I tried to suppress the image of my 800th being a flop.

At height the door opened, it was action time - exit was good, base was free built quickly, I approached and must have panicked, I missed the base! I quickly neg arched, re-aligned and I made it, phew - that would have been a major embarrassment if the main person was not in the formation! All Freeflyers made their correct slot, 1st point done, stoked, then the transition into the 2nd point. Synchronicity was the key and to everyone's disbelief they pulled it off and held it for eight seconds. I yahoed like crazy!

There were big UHHs and AAHHs echoing throughout the drop zone at the various stages of the video and carton shout. We did it, we did it, yehaaaaah. The feeling was awesome, needless to say, this turned out to be one of the best jumps I have ever made and I won't forget it for a while. The big problem now is, what will I do for my 900th to top that?



Flatflyers: Jack, Geoff, Rob, Doug, Frank & Macca.
Hangers: Trip, Darren, Louie & LJ



Aussie Big Ways in Perris



June 2012

By Scott Clark

Photos by Craig O'Brien
& George Katsoulis

Yeeaaaaahhhhh baby, that short email was just what I was looking for! All paid up and ready to head to Skydive Perris in Southern California with world class coaching from the good folks at P3 (Perris Performance Plus). I couldn't wait to finish work and get on the plane.

Late May saw 60+ Aussies (including partners) rally to Greg Jack's call for another attempt at breaking the Australian Large Formation record. In the last few weeks prior to departing, it became obvious that the numbers would not be available to go past the 112-way of 2010. Whilst disappointing, it quickly became accepted that this was a great opportunity for Australian skydiving to grow by taking away the pressure of a record and putting in place some other challenges. Aussies have never shied away from a challenge, have we?!

People started to arrive en masse around 28/29 May 2012 and launched straight into some warm-up jumps. Soon we had some 12–15-ways going and everyone was getting familiar with the DZ. A couple of people were already at the DZ having completed the very successful "Perris Wheel" 151-way jumps the previous week. Soon it seemed that there were more Australians than Americans at the DZ and everyone was catching up with old friends and making new ones. The vibe was very Australian... Laid back but ready to go!

CAMP ONE: Day One saw the entire contingent cram into a debrief room and go through the meet and greet process. Each person had the opportunity to stand up, introduce themselves and state their goal for the camps. The P3 coaches needed no introduction but they also took their turn and it soon became clear to anyone who wasn't previously sure that we were in very good hands. The experience of Dan BC, Kate Cooper-Jensen, Tony Domenico, Larry Henderson and Mark Brown, coupled with the camera team of Craig O'Brien, Terry Weatherford and George Katsoulis, and most ably supported by Jen Domenico as Administrator, makes P3 a formidable skydiving machine! We had a hugely varied amount of experience in the room

which ranged from a couple of people with 200–300 jumps to those with many thousands of jumps. Overwhelmingly, the goal of everyone was to be safe and take whatever learnings they could back to their home DZ to spread the Big-way message. Then, almost seamlessly, we were split into four groups with each of the P3 coaches and dirt diving 12-way jumps. Almost without fuss we found ourselves on the Twin Otters heading to 12.5k AGL for some freebuild fun.

The next two days were similar as we fell into the routine of jump, hydrate, pack, hydrate, debrief, hydrate, dirt dive, hydrate and jump again. Everyone was moved around into different slots with different coaches in an effort to challenge the various skill sets. P3 have a "no fault" approach to this type of training camp where everyone is encouraged to step outside of their own comfort zone. In fact, the coaches demand that mistakes are made as this provides opportunity for people to learn and change old habits. So, if you were ever going to go low on a formation, if you were going to take a hard dock or you were going to be too conservative, this was the best environment to do so. The coaches never missed a chance to encourage and praise someone who was prepared to "have a go", very Australian of them! Each and every jump was meticulously debriefed using at least one camera angle and more often two or three cameras. The coaches allowed everyone to comment on their own performance, which created a self-awareness in all of the participants resulting in better performances across the board.

Soon we were becoming better skydivers almost by osmosis.

After three days of continually better jumps culminating in some two plane formation 26-way dives, we had a day off. The risk was, of course, that "those damn Australians" would drown all of the good work by the P3 folks in a haze of Coronas... A risk they had to take!

CAMP TWO: The first day of the second camp started with something totally unexpected... Dan BC stood in



front of the crowd and told us to forget all the niceties and controlled behaviour of Camp One. We were a little stunned until he fleshed out the plan for the day: 14-way speed stars with (almost) no rules! Ohhhh yeah, now this is a game that Aussies can play. The idea was to gain some approach speed plus aggression and learn when and where to throw out the anchors. The coaches played base and actually devised a formation but slots were out the window; first in best dressed. It made for a really fun day where we actually learnt heaps, although more than one person asked that if they needed to go head down to reach the formation, did they need a Freestyle Crest?

Day Two was back to normal with the addition of some of that aggression learnt on the previous day. Two plane formation loads again but the trail plane was moved from left to right a couple of times to let people see the different picture.

Day Three got off to a slow start due to the "June Gloom" which occurs from time to time at Perris. Only three jumps were made but the quality was on the improve and we were running 28-way formations with completions on almost every jump. The errors being made were nowhere nearly as "bad" as the previous days and really came down to individuals focusing on every jump. It became clear to everyone that Big-way success is about the entire group focusing all of their energy into that one jump at the same time – then being able to go and do it again... and again... and again... and again.

Another risk was taken and we were granted another day off, I'm sure there are plenty of stories that could be told...

CAMP THREE: At this time if we had been on a serious record attempt, then the start of this Camp would have been the time when serious game faces went on and the "no fault" atmosphere would have disappeared. Instead, we were split into two groups – POPS and PUPS. It was decided by popular vote that Aussie POPS would dedicate a single day to trying to break the existing POPS record by attempting a 42-way. Meanwhile the PUPS did some pretty cool 16-way jumps under the tutelage of Larry Henderson. Higher altitudes also meant the introduction of O2 into the mix. The POPS group was doing some really nice jumps and some fine-tuning by the coaches delivered what everyone believed to be a new Australian POPS record with Aussie Top POP Robbo settled into the base.

The whippersnappers crashed a POPS debrief and "distributed" adult diapers which was pretty funny, especially when Kate Cooper-Jensen insisted on wearing hers over the top of her jumpsuit for the next few jumps. A payback was definitely in order and the arrival of 16 baby's dummies seemed to fit the bill. The 42-way POPS record was confirmed by Deb Hobbs the next day.



7th June, 2012 - Perris, California

Wladimir Abad
Clay Anderson
Steve Baker
Dan BC
Kelly Brennan
Nigel Brennan
Mark Brown
Matt Chambers
Scott Clark
Kate Cooper-Jensen
Shirley Cowcher
Jim Czerwinski
Tony Domenico
Mike Dyer
John Friswell
Allan Gray
William "Bill" Harris
Janine "J9" Hayes
Mark "Higgo" Higgins
Michael "Mick" Hill
Gregory Jack
Ralf Jæger
Warwick Jones
Ove Jorgensen
Antony Kaine
Graham "Dixie" Lee
Adrian Lloyd
Helen Mahony
Tony Maurer
Jan Nejedly
Adam Pemble
Ian "Robbo" Robertson
Andy Rowan
Leigh "Shep" Shepherd
Steve "Smeds" Smedley
Ricky "RD" Smith
Mildred Spinoza
Mark "Stretch" Szulmayer
Maxine Tate
Guy Taylor
Janine Wassens
Alan White



Photographer: George Katsoulis



WORLD RECORD FORMATION

Aussie Big Ways in Perris

We settled back into a single group on the second day and started to run some 57-way completions from 16.5K AGL. We came super close to a 2-point 57-way but the key was given just prior to the first point being complete. The absolute highlight of this day was that Kate Cooper-Jensen finally did her 10,000th jump which resulted in a full-on Australian style gunging. Each of the ten women took great pleasure in hitting Kate in the face with a pie, followed by a bunch of blokes dousing her in warm Fosters, then several cans of silly string were let go and finally she was thrown into the pool. The Americans were gobsmacked by this but we thought it was hilarious.



The last two days of the camp was taken up by running four plane formation loads attempting 54-way sequentials. The group was unfortunately reduced to 54 due to a couple of injuries. The planes in use for these jumps were a Skyvan as lead and three Twin Otters in trail. One of the Otters was damaged in an incident involving a local 4-way team with luckily only minor injuries. This meant that the second Skyvan was pressed into service as the left trail plane, you gotta love a DZ that can trot out a second Skyvan at will! The biggest problem was that Larry Henderson had to squint out of the window of the second Skyvan to key the exit as we were effectively blind.

With the second last jump of the camp we achieved a 54-way 2-point jump, which was a fantastic feeling. Then the coaches did it again... as in 2010, they laid a challenge right at our feet, "could we do it again?" This meant we

had no choice but to go back to height and have a crack. I am very happy to report that on the very last jump of all the camps we completed a 3-point 54-way skydive! That's right a 3-point 54-way meaning that we had just created an unofficial Australian Record by jumping the largest sequential FS formation in Australian skydiving history.

Consider this... the exit altitude was 17.5 AGL (19k AMSL) with first break-off at 6.5k AGL. That meant we only had 11k of working time to not only put together 54 jumpers from four planes but to also key the second point, ensure that point was built and then key the third point prior to break-off.

The poolside fun and games went on for many beers... Errr I mean hours!



3-point 54-way

Highlights

- ◆ Tracey going hard and having two chops in two jumps.
- ◆ A day of extreme carnage during an improvised Aussie 2-way Tunnel Comp.
- ◆ A variety of balloon jumps completed on days off.
- ◆ Big Andy losing his helmet in freefall and still making his slot – it's very hard to take up a dock with one hand holding your helmet on!
- ◆ The opportunity to jump with one very "flamboyant" Venezuelan man – Vladi, you really were the life of the party!
- ◆ Beef jerky, Hawaiian BBQ, Corona, Modelo Especial, Winco, Hana Sushi Restaurant, Jimenez Mexican Restaurant, Applebees Restaurant, Joes Crab Shack, Panda Express and Sizzlers again!
- ◆ Trying to correct the American accent to properly pronounce "Robbo" instead of "Robo" (as in Cop).
- ◆ Standing seriously close to the runway whilst an Italian jet did a really low, high speed pass.
- ◆ The Show & Shine car and bike show.
- ◆ Trying to get Bart to leave the Firemen alone (you had to be there!)
- ◆ Good friends, new friends and old friends.
- ◆ The noise during a successful debrief.
- ◆ Having two Skyvans and two Twin Otters do a Victory Pass over the landing area after the final jump.
- ◆ Watching people extend themselves and achieve beyond their own expectations.

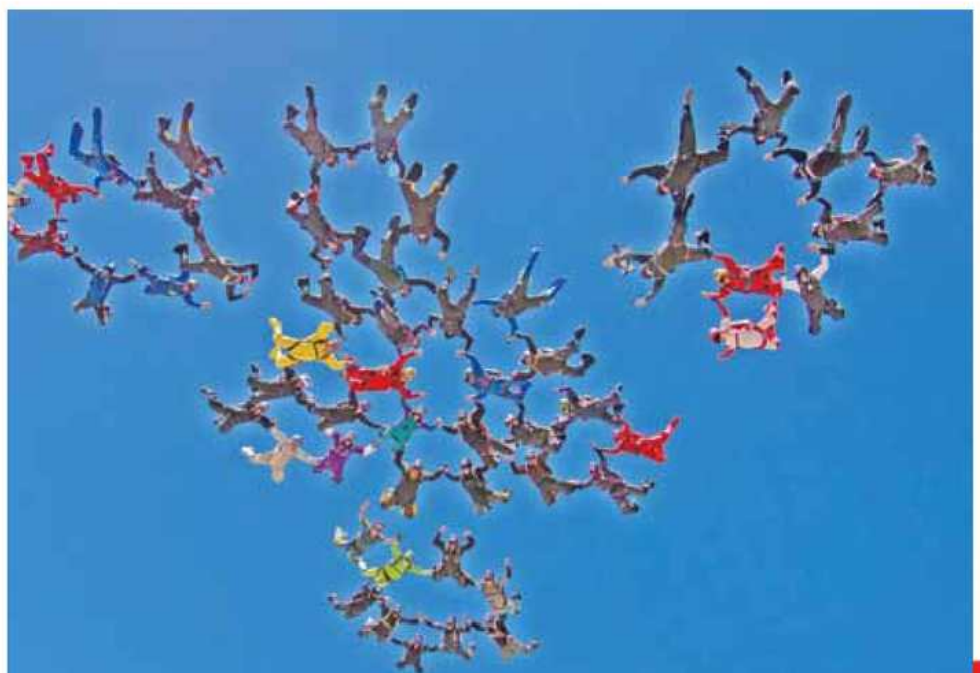
Most people did in the order of 50 jumps in the two weeks at Perris which means everyone who participated came away a better skydiver than when they started. The atmosphere at the DZ when it is taken over by Australians has to be experienced to be believed. Everyone from Melanie Conatser (DZ Owner) down to Tim, the guy driving the pickup truck, loves having Aussies at Perris, which they displayed proudly by wearing team t-shirts.

The ability of the P3 organisation to draw the best out of participants is unbelievable. So, if you have any inclination to jump in a formation bigger than a 12-way then you must get yourself to Perris and get coached by P3, they are the best at what they do. A huge thankyou to the entire Perris Valley Skydiving organisation, the P3 team, the camera team headed by OB, the pilots and our tunnel coach Christy Frikken and her team.

Of course, all of this wouldn't have happened if it weren't for the vision and hard work on this side of the Pacific Ocean and that was done by Greg Jack. The amount of work that goes into getting an event such as this to happen (let alone on the other side of the world) cannot be underestimated. Greg has worked tirelessly to ensure the smallest detail has been attended to so the camps could run flawlessly. Assistance to Greg has been provided by Shirley Cowcher, Kelly Brennan and many others – Thank you all!

So, get your bums over to Perris and we will better the current 112-way record. See you all in 2015...

<http://www.p3skydiving.com/index.php>
<http://www.skydivingphotography.com>
<http://www.skydiveperris.com/>



STAR CRESTS & BIGWAYS

By Kelly Brennan Photos from Aussie Record by Norman Kent

These notes are designed to help you get in the right head space for your Star Crest jumps. But they don't come remotely close to real coaching or real experience. Use this and other material as a useful starting point, then tap into ways of learning while you're at the DZ. Watch experienced people planning their Bigway jumps or debriefing with their videos. Ask your AFF instructor or a local Bigway flyer for useful advice and seek out opportunities for coached Star Crest loads. Boogies and special events are often the best time to take advantage of great coaches and willing players.

What is a Star Crest? The APF adds a Star Crest number to your licence in recognition of your proficiency in Flatfly relative work. It allows you to take part in skydives of more than ten people.

Who needs a Star Crest? Anyone who wants to participate in skydives (any type of skydive) involving eleven or more people in freefall formation. It's also a must if you want a Tutor or Instructor rating.

How do I obtain a Star Crest? The full details are in the APF Op Regs. Essentially, you need to dock fifth or later on three successful eight, nine or ten ways. You need two Star Crest holders to sign your application form and you need your CI to sign that you are safe and competent to jump with more than ten people.

What can I do after I get my Star Crest? The Bigway world is your oyster once you've done your Star Crest jumps. If you keep up the disciplined flying skills, experienced people will include you in larger formations. It's not acceptable on Bigways to crash into a formation, take a death grip on that blue gripper that you fixated on, or hang off the base until it folds. That's why coaches nowadays are looking for solid, safe and disciplined skydiving on Star Crest jumps. They're setting you up for bigger and better skydives in future. They're also ensuring it's safer and more enjoyable

for the other skydivers who've spent their jump money to help your Star Crest mission!

What should I do before I get my Star Crest? Get your 'B' Licence and then re-read the 'B' Licence manual for a stack of useful information on body positions. Instead of rushing into your Star Crest attempts, practice plenty of 4-6 ways, especially with unlinked exits. Practice a variety of exit slots: diving, floating and base. Work on your tracking. Separation is vital. Improve your packing to reduce the risk of an off-heading opening. Know your fall rate and improve your range. Practice your 'no momentum' docks. Stop in your slot, take a breath, then take your grip. Discuss Star Crest opportunities with AFF instructors and experienced Bigway flyers.

TERMINOLOGY

Different coaches often use different words, but here are some of the relevant basics that you'll need to get your head around:

Floaters – Usually exit the aircraft from outside the plane.

Base – Usually the centre person or people of the formation, setting the fall rate for the rest of the participants to dock on. A base could be a small linked group, but is often 'free built' or unlinked for larger formations.

Divers – Usually exit after the base, from inside the plane, and dive to the formation.

Present, Identify, Intercept – This means first presenting yourself to the relative air flow when you exit the aircraft. Next you identify the base of the formation. Then you intercept your appropriate point to approach the formation.

Sector / Radial / Quadrant – Different terminology is often used for these, but the general idea is the same. It's all about having a zone of your own to stay in, from exit to formation, to ensure a direct approach and minimise the risk of getting in the way of others. Your portion of the completed skydive is often referred to as your SECTOR. The QUADRANT is your 90 degree area for approach and the RADIAL is a more specific line of approach. To avoid collision, you must fly a disciplined approach in your assigned quadrant and radial towards your sector. The larger the formation, the more specific your radial will be.

Stadium – Stay on an angle above the formation, just like the angle of seating in the MCG. As you approach, you are moving down the tiered seating. When you arrive in your slot you become part of the playing field. Some people liken this to a wok or a bowl. It's all about the side-on view. Anybody who gets below the angle of their stadium will struggle to get up. But they must get up to that angle again BEFORE going closer to the formation.

Fly quietly – This phrase sounds odd, but it's something worth aiming for. When you look at jumping videos, there are some people who fly wildly and arrive dramatically. Even when they're in their slot they wobble and legs wave. Then there are those who look smooth for their arrival and rock solid in the formation. This is what we mean by flying quietly. They are relaxed enough to make subtle constant changes as needed, but they are rigid enough to strongly hold their space in the air. To achieve this, you might need something simple like an extra two kilos of weight or pointing your toes to control those legs. Coaches can usually assist with useful tips.

BEFORE THE SKYDIVE

Dress for success – Wear a Flatfly RW suit for this skydive and make sure it's appropriate for your fall rate. Do you need weights to increase your fall rate or a baggy suit to slow down your fall rate?

Equipment – A hard shell helmet is recommended, along with an audible altimeter and a canopy that you are familiar with.

The jump design – It's usually better for experienced Bigway skydivers to design your Star Crest jumps. Coaches and Load Organisers tend to aim for centre facing skydives, where they can keep an eye on the Star Crest participants. They'll often limit the number of Star Crest seekers on a jump to two or three and put them in separate parts of the formation.

ETIQUETTE AND DIRT DIVE

If you commit to a skydive, then be there for the dirt dive. The load organiser is not a babysitter. Do not make them go searching for you!

Wear your jumpsuit to the dirt dive. Everyone needs to visualise the colours of the person they'll be docking on. If you change suit after the dirt dive, make sure you alert everyone and go through the dirt dive again.

One person speaks at a time. Listen while the load organiser explains the formation and the slots.

If you need extra guidance, ask for it. If you feel strongly about not doing a particular slot, speak up early in the planning, not at the end.

Use the dirt dive to plan every aspect of the jump. A practice pack-up for exit is there for a reason. Be precise in your practice.

During the dirt dive, the load organiser should ask you to take five steps back and look at the big picture. You need to be really clear on your position in the formation and you do this by locking in as many key reference points as you can.

1. Identify the main base person who'll be flying on aircraft heading. What colours are they wearing?
2. Where is your sector/quadrant in relation to this person?
3. Who will you be docking behind and next to? What colours are they wearing?

Use the dirt dive to plan what order you will get INTO the plane as well as what order you will get OUT of it. Look at the person behind you in the pack up. This is likely to be the person you follow onto the plane. Don't forget to think about camera when planning the climb out.

DURING THE SKYDIVE

Exit pack up – You all have to leave together, with minimum distance between each other. That means packing up promptly and properly at the door. Take up as little space as you can, whether you're outside the door or inside. You can't spread out like a 4-way exit because there are too many people to get out. Don't steal other people's exit space or let anyone else take yours.

Timing – Watch the exit key and be ready to go. Timing is vital.

Present – No matter where you are in the exit, your first aim is to present yourself to the wind, which means getting the wind on your chest. As a floater, be packed up facing the front of the aircraft, then simply step off and look up at the aircraft. Even if you are a front floater looking behind you for the exit count (usually given by the centre floater), concentrate on presenting to the wind first. As a diver, make sure you dive straight out the door, aiming toward the wing, not toward the rear of the door. For aircraft with a left hand door, like Caravans and PAC XLS, have your left foot forward and launch off this foot with your right shoulder and elbow high. If you get a knock and go unstable, then get stable and get on with it.

Identify – Once you are out of the plane and flying, find the base (or base person if the base has not yet built). Use your base references to ensure you are going to the correct place.

Heading – The base on a Star Crest jump needs to be on aircraft heading to give the best chance to all participants. Many coaches like to free build bases to avoid the confusion caused when a linked base funnels or veers off heading. Nevertheless, be prepared for the possibility of the base building on a different heading to how it was planned. As you adjust your approach, keep your eyes open for the other jumpers changing their position too.

Notes to help skydivers achieve their Australian Star Crest (ASC) and perform well on larger Flatfly formations.

Approach – It is not a race as you approach the formation. Let the base build before you dock. You need to ensure you're in the correct quadrant well away from the formation. It's important that all approaches are in straight lines to minimise traffic. If you go to the formation first, then orbit in a search for your slot, you may cut others off and you'll increase the risk of mid-air collisions. As you get closer, make sure you are still in your STADIUM position, with the correct people in front of you and beside you. Keep your eye on the base and your other reference points. Move surely towards the place where you need to be.

Stop above the formation – You need to stop your approach about 10m out from your slot, at a 30 to 45 degree angle. Assess the fall rate. Anticipate changes as other people dock. Formations usually slow down as they get bigger. It can seem like it is rising towards you. You must match the fall rate, stay above the formation and approach slowly but surely.

Stay out of the Danger Zone – Don't fly over or under the formation. You could cause the formation to funnel.

Stop before you dock – Fly to one metre from your slot, at the same level as the formation. Stop your momentum before you get there, take a breath, THEN move that last small distance and take your grip. This is a no momentum dock. The person you are docking on should hardly feel you are there. That will win you friends on larger skydives!

Keep flying – Focus on the base and your 'opposite' in the formation. Keep flying your slot rather than hanging off it. There should be no tension. Do not look away from the centre of the formation. Do not look around for people who aren't there yet. Do not reach out to 'help' somebody else. The best way to help others is to keep flying YOUR slot and give them a solid, reliable platform to take up their dock.

If you don't get on – Make sure your group has a plan during the dirt dive for anybody who doesn't get on. It's usually a case of 'Don't give up!' to start with at least. If you're above the formation, keep trying until the break-off height. If you fly well and get close, you will be praised and you will have learnt something new. But, if you rush and take out the formation at break-off height, you are in VERY

dangerous territory. If you're below the formation, keep trying to get up until the height determined in your group's break-off plan.

Break off at the planned height – It's always tempting to hang in there for an extra 500 feet if somebody is close. Don't do it. Imagine waiting for that extra three seconds, then the last person hurtles in, crashes hard and you have ten people in a mega funnel just at the height when they should have been about to deploy.

Track – Track away from the centre. Depending on the formation, it's not always a 180 degree turn. The aim is a flat track, generating maximum lift and distance. Keep your eyes open for others. No short tracks.

Under canopy – Like all skydives, keep your head on a swivel from the moment your canopy opens and be ready to avoid other canopies. Don't let yourself get distracted by stowing sliders, undoing booties or other 'housekeeping' issues. On really big formations, these things are often banned. Watch out for other canopies all the way down. If you see other canopies at your level and they have similar flight characteristics to yours, then there's a good chance you could be landing at the same time. Do something to change this up high. Either fly with a little brake to get above the other canopy, or some riser to get below. Be aware of how your canopy flies. If it's a big, slow canopy, don't try to spiral down to land first. You'll only cause problems for those on smaller, faster canopies trying to follow you in. Fly predictably for anyone who may be behind or above you. Fly the designated landing pattern, without sudden turns or braking movements. The aim is a safe landing for all participants. This is not an accuracy jump or a chance to practice your swoop. Once you land, collapse your canopy quickly and watch for following canopies. When it's safe to move, get off the landing area as quickly as possible. The skydive is not over until you are in the packing area.

COMMON MISTAKES

Traffic problems – People can get confused if the picture is different to what they expected. This might be due to a base not going to plan, or somebody taking a wrong slot, or somebody rushing to their slot and confusing people who were supposed to get there first. On top of creating

STAR CRESTS &
BIGWAYS

confusion, it starts getting dangerous when people criss-cross into other people's air space.

Rushing – It's very common for new players to rush their Star Crest attempt. They feel pressured to perform and want to get on with it. This is what leads to many of the common mistakes listed here. Remember, it is not a race. Every person must do their job equally well for the formation to succeed. If you rush and muck it up, you'll add to the pressure for next time.

Hesitating – We often say that 'slow is fast', but don't hesitate too much or you'll never get there! Sometimes people are so cautious about rushing or going low that they hang back too far. Sometimes they're so keen to let the base build that they stay way back and the whole thing builds. 'Slowly but surely' is a good phrase to stick with. If you are not 'surely' on your way to your place in the formation, then you need to have a bit more faith in yourself and get cracking.

Going low on the formation – Ask any experienced Bigway flyer about their own 'go low' horror stories. Don't let yourself go there. Stay above the formation and in your stadium position. Don't rush. Stop more than once on your way down to wash off any fast fall or dive momentum. Often people dive like crazy to get there and they only apply the brakes as the formation appears level with them. Then the formation looks like it's shooting up in relation to them. This is because the downward speed still had plenty of momentum that they did not take into account. When you do stop, do it like you mean it! Hang everything out and flatten out to stop that momentum. If you go lower than your stadium position, then get back up to the correct angle above everything before getting closer to the formation. If you go lower than the formation, move away from it, turn side on and slow fall to get back up to the best approach position. Keep trying. Don't put your head up and look at the formation as this will make you backslide.

Sliding over, under or around the formation – This happens a lot! The most common cause is that people have too much momentum from their approach. They think they have stopped, but they haven't washed off the speed yet. That momentum needs to go somewhere and often ends up as a sideways or forwards slide. The victims of this often say "Just as I got there, the formation turned," or "It suddenly

moved towards me!". You must stop all momentum before you arrive at the formation.

Reaching – Just like your B-rels and all other formations, reaching will only make things worse. Yet people still do it. They arrive and reach out. Or the formation moves and they reach desperately for the grip anyway. You must fly the slot and be able to take the grip without reaching.

Failing to anticipate changes – It's easy to get fixated on the grip that you have to dock on, rather than the big picture of the formation. The problem is that you then miss changes to the formation and such changes can suddenly make your slot disappear. For example, people might be docking and the formation might slow down. It shouldn't, but it might. If people dock hard they might cause the formation to turn or set up a wave reaction which causes the opposite side of the formation to buck and kick. You need to anticipate these changes. Don't add to the problem. If it slows, don't reach up and grab your grip. If it turns, don't let it go underneath you. Wait until it settles, fly your slot, then take your position.

Docking then clocking off – Phew, you've made it. You did a long dive, you stopped your momentum and you took your grip. Now is NOT the time to relax. You are now part of the formation and you must keep flying. If you just hang off the formation you might drag it down. If you stop matching the fall rate you will create tension. If you don't concentrate on your opposite you could make the shape uneven and difficult for somebody else to dock on.

Swing on a star – You've just joined into a really cool star. Wow. Nice fall rates and big smiles! Then somebody thumps down onto the back of the person next to you. Let go of them immediately or you will be dragged down too. Now you need to close the gap. It's a common mistake to pull over towards the person on the other side of the gap. This does not work. The way to rebuild a broken star is for everybody to use their legs and drive inwards towards the centre. This reduces the gap and the star can be linked again.

Confusion at break-off – We can't plan every possible contingency for where each person might be at break off. You might be in between points, or maybe even mid funnel. Keep your cool, keep your eyes open and use your tracking skills to get to clean airspace for opening.



OTHER STUFF

Formation loads – Every now and then, we're lucky enough to have planes, pilots and jumpers capable of formation loads. This means two or more planes are used for the group. These skydives can be fantastic fun, but they do require extra planning. It's essential that a thorough plan is organised between the jumpers and the pilots for all the planes. If you're diving from the chase plane, the base might not be where you expected, so your skills at 'Present, Identify, Intercept' are all the more important.

Higher altitude – If you ever have the opportunity to go to a higher altitude, you'll need to be fully briefed on the use of oxygen and the risks of hypoxia. There are other funky things that can happen at higher altitude, like faster canopy openings if a pin is knocked. Extra height brings extra issues and you need to fully understand them.

Boogies – It's only natural to have a home DZ, a place where you feel comfortable jumping and you're surrounded by friends. However, the best way to get better at your skydiving is to step outside your comfort zone. Jump with new people. Try new techniques. The best way to do this is to seize on the coaches made available at boogies and special events. If the coaches are there, use them! Never underestimate the value of expert coaching.

Bigger opportunities - If you really enjoy Bigway jumping, then consider honing your skills overseas. Some of the bigger drop zones have special programs like 100-way camps. These opportunities don't happen in Australia, so it's worth investing in a trip.

Help others – When you've finished your Star Crest jumps and you've been bitten by the Bigway bug, don't forget the people who are still trying. You really appreciated experienced people using their jump tickets to help you. It's important that you do the same for others!

FURTHER READING

- Star Crest Techniques From Basic Body Flight for B-rels and Beyond - Thesis by Alan Moss 2008
- <http://www.aussiebigways.com/> Website to connect and inform Australian Bigway jumpers.

This article is based on Skydive Nagamble's Star Crest & Bigway notes by Kelly Brennan. (With tips, advice and ideas stolen from: Fiona McEachern, Mark 'Stretch' Szulmayer, Don Cross, Michael Vaughan, P3 coaches, Simon 'Sas' Di Sciascio and dozens of jumping friends.)

SOME TIPS AND QUOTES FROM THE EXPERTS

"There is no team effort that quite compares to what goes into large formation FS records - 100+ people putting in hours for groundwork preparing them and demanding them to be at the top of their game for the same 90 seconds. Sharing the success of something that requires this much from everyone on the team is incredible."

DAN BRODSKY-CHENFELD – World Champion, Author, P3 Coach, 25,000+ Jumps

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"There's this beautiful big carpet in the sky that I have to join on to and be part of, and it's a great feeling!"

FIONA MCEACHERN – Instructor & Bigway Coach

"Bigways have a slower rhythm than the frenetic pace of the competition disciplines and give you a chance to appreciate what we actually do, plus there are so many more friends to share the experience and discuss the dive with afterwards."

MARK 'STRETCH' SZULMAYER – Instructor & Bigway Coach

"Perfect speed, my son, is being there."

RICHARD BACH, Jonathon Livingston Seagull

"A Star Crest is a one point skydive, just doing a 2-way with the person you are docking on."

MICHAEL VAUGHAN – Instructor, Bigway Coach, Australian Champion

"TIP - Take advantage of people with bright jumpsuits. If everyone in your sector is in black, then use the opposite person in the bright yellow jumpsuit as a key reference point. Tell yourself that your quadrant is directly opposite that person, rather than trying to line yourself up behind a person in black." **STRETCH**

"#1 most common mistake: Rushing. Often, Star Crestees will make two to three rushed approaches at the formation. They'll go past it and usually low each time, then come back and rush it again. Taking it easier and slower the first time would easily get them there in time."

"#2 most common mistake: Too low. After going low, Star Crestees will often come back up level with the formation and start approaching. They often go low again. It's important to get above the formation to have some insurance."

MICHAEL VAUGHAN – Instructor, Bigway Coach, Australian Champion

"Best advice – Stay level, fly quiet, know when to let go." **STRETCH**

YOU know when YOU are skydiving well in a big formation when nobody else notices you."

SIMON 'SAS' DI SCIASCIO – Instructor, Coach, 400-way participant

"If we want people to jump with in the years ahead, then we have to jump with them and help them now."

FIONA MCEACHERN



Skydive Nagambie has been running and sponsoring a series of five coached 'Bigways & Star Crests' weekends over summer. It's been a great chance for the serious flatties to get in some practice for the Aussie Bigway record in June, and we've also signed off plenty of Star Cresters.

Special thanks must also go to the APF 'Fi Fund' and to the VTPC for helping us out with significant grants to offset the coaching and camera costs. The grant from the Fi Fund is especially important because Fiona McEachern was so passionate about the sense of teamwork and fun that comes from larger formations. Thanks APF!



Adrian Chapman in his Vampire 4 was the fastest Australian with 241 km/h ground speed.

**This was the first
GPS based performance race
in distance and speed
held in Australia.
We had three categories:
Tracking, Wingsuit Intermediate
and Wingsuit Open.**

1st Australian Wingsuit & Tracking Race Paralog Performance Competition

www.paralog.net/ppc

By Roger Hugelshofer

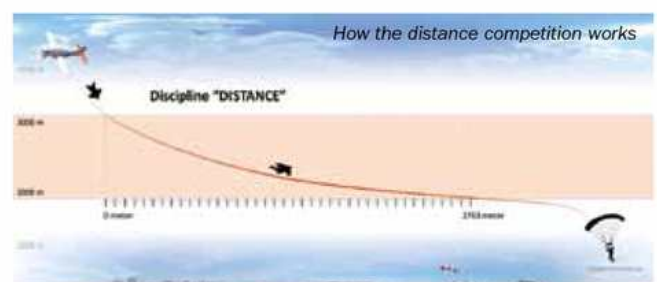
Aerial photo by Roger Hugelshofer and
Ground photo by Jason Dodunski

After the event was postponed several times and lots of practice runs were held on different drop zones, the competition was finally held at the end of March at Elderslie drop zone.

This was the first GPS based performance race in distance and speed held in Australia. We had three categories: Tracking, Wingsuit Intermediate and Wingsuit Open. Everyone had to complete four jumps in total: two in speed and two in distance.

Skydive Elderslie was the place to hold it. For jumpers who have never been to Elderslie, it's based in the Hunter Valley region. The drop zone has an impressive sized area of flat, freshly cut grassy landing area, and can't be missed from the sky with its black runway with ELDESLIE written in white.

With clear blue skies and little wind, the event had ideal weather conditions. We started with an introduction from the DZSO, Gatsby, and a welcome to all. Next was a run through of the competition rules and the disciplines competing followed by the flight pattern for the comp and putting people into groups. We had five people per group with three Tracking suits, two Wingsuits, and two groups per load. This encouraged groups to work together and look after each other as the day went on. One group per pass jumped to reduce the amount of people in the sky at once.



Jumping started as soon as groups were ready. Groups 1 and 2 were on the first load of the day while Groups 3 and 4 were on the third. The competition was on alternate loads to give us the time to download the GPS and have them ready for the next two groups.

We used the lunch break to catch up on the downloading of the results and to get a few pictures with the Red Bull girls.

With the free Red Bull drinks to give us wings (made little difference) we were back on track.

The results were on the Internet after each round and as the day went on some people checked every log to see if it made changes to their results and others never looked.

The presentation started with a thank you to our sponsors and to the drop zone for letting us run this competition. We then started with the results.

Open Wingsuit

1st Roger Hugelshofer - **2nd** Dave Dobson

Tracking Suit

1st Cliff Wilson - **2nd** Daniella Liaris (aka Curly)

Intermediate Wingsuit

1st Andrew Wright - **2nd** Karina Tuveng



Not even the Red Bull team was missing at the event. Great fun for everyone!

We lay all of the prizes out on a table and let people pick their own. There was one special prize for the fastest Wingsuit, clocking in at 241.2km/h ground speed, which went to Adrian Chapman.

The night then went like any other weekend at Elderslie. We all had a fantastic weekend and would like to say a big thank you to Skydive Elderslie for letting us host our event there and to all the skydivers who competed in the competition. We would also like to thank Meagan Thorpe for helping with the planning of the whole event, Bella Smart for the logo and t-shirts and Sharney Perrow for running manifest the day of the competition.

A massive thank you goes out to our sponsors for our prizes: Downward Trend, Cookie Composites, Phonix Fly dealer Ferral, Tony suits, Icarus, Parachutes Australia, Paralog, Flysight and Tonywingsuits.



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Michael Vaughan's

Canopy Handling Course

at Toogoolawah

By Jenny Thornton

Photos by Lisa Perdichizzi



The course was structured to run for one day with ten participants per day doing a classroom session first to talk about wing loadings, what they were hoping to gain from the course, and any particular problems they were having and needing advice on; then five Hop'n'Pops from 5,000ft. Michael assigned a few solo in-flight exercises to be done while under canopy and discussed the circuits and landings. He then filmed and debriefed all the landings in the classroom. The course catered to all ranges of ability and experience, from novice jumpers needing help with accuracy to experienced jumpers wanting to improve their swooping, and everything in between. Some of the topics covered were as follows:

- ◆ Equipment awareness
- ◆ Planning and flying a defined circuit
- ◆ Preparing for changing wind conditions
- ◆ Safe and efficient use of inputs eg. front risers, rear risers, harness, brakes
- ◆ Stalls (toggle and rear riser stalls)
- ◆ Accuracy techniques
- ◆ Flare and touchdown
- ◆ High performance landings
- ◆ Useful and fun canopy exercises

There was a bit of a glitch with the 182, so the jumping continued from Homer the big yellow Caravan, with a pass at 5,000ft to drop the canopy handlers, meaning all the other fun jumpers had a spacious ride to height. There were obvious improvements in many of the landings as the day wore on and the level of enthusiasm was infectious.

Clay Anderson

Here are some quotes from the participants themselves:

"Over the two days I found my ability and confidence with canopy piloting grew massively. The knowledge shared and instruction given by Michael was invaluable. Nothing was too much trouble; Michael even helped me pack a couple of times! His teaching methods were great; the time just flowed between the classroom and the jumping so efficiently. Thanks to all concerned!" **Alan Deadman**

"I'll just say Vaughny IS THE MAN! Thank you again, mate..."
Brody Johnson

"No matter what I write it will be understatement. Simply, Michael is unreal not only as a skydiver but as a teacher and human being. I can't wait till next time. Awesome, awesome, awesome. Thank you." **Zeno Sharp**

"I also had a very positive experience at the canopy course and I don't know how, but Michael Vaughan just 'fixes all your skydiving problems'! He has a great way of explaining things and because of his passion for canopy flying, made the day really enjoyable. My main goal was to improve my landings and the debriefs with video helped a lot. I also felt I learned a lot that will help me to have fun and stay safe in my future skydiving. I just wish the course was on more often."
Kate Monaghan

"Well my thoughts of the canopy course are nothing but AWESOME! The quality of tuition was great, briefing, debriefing, the lot. Michael was extremely knowledgeable and catered for everyone's skill level. The value was amazing as well! I'm sure everyone else would have the same opinion, I will definitely get on the next one for sure."
Bart Cunningham

"Vaughany's canopy handling course was a great experience. Michael encouraged everyone to achieve their many and varied goals, all the while keeping safety the number one priority. He made me feel comfortable outside my comfort zone and it was obvious that everyone got the attention they needed in the group and on an individual basis. A very big thank you to the TSC and SQPC for sponsoring this event."
Lisa Perdichizzi

"There's an awesome amount of polish on Michael's work these days; a "day well spent" is an understatement! It's a rare day that any skydiver can't find the time to improve their landings; no surprise this event was oversubscribed. Thanks to the SQPC and TSC for bringing Michael to town once again."
Luke Oliver

With the sport-wide increase in incidents due to either canopy collisions or errors of judgment from pilots downsizing and swooping, it is of enormous benefit to jumpers to be able to learn from someone this knowledgeable and experienced in a dedicated session. Sometimes it is very busy on the drop zone and the experienced people are often staff with other commitments and though they are very willing to share their knowledge, it may be difficult to find the time to help. If you are thinking of having an event at your drop zone, seriously consider one of these courses in the interests of turning out more knowledgeable, confident and safe skydivers. There are a number of people available who can help.

Thanks go to Michael for his professionalism and patience; to South Queensland Parachute Council for helping out with funding for the event; Ramblers Parachute Centre and staff for accommodation, some jump tickets, and the best equipped drop zone classroom ever.



Dave Bleakley

LOAD ORGANISING LOAD ORGANISING HOP'N'POPS

By Ronnie Perry Photos by Angelique-Marie Pierry

WTF! LOAD ORGANISING HOP N POPS! ARE YOU KIDDING? IT'S JUST A HOP N POP...

This is not meant to be a definitive article, it is more of a discussion article to use at the DZ and get people talking. If people are talking about 'stuff' then it seems that their awareness and general interest in the subject is heightened – a possible recipe for success.

A good thing about load organising is that people have a plan, structure and direction. You wouldn't try to make a successful 100-way without planning and talking about it.

WING LOADINGS

- Generally the highest wingloading exits first.
- Wingloading is: Exit weight in pounds divided by size of canopy.
- *Example: Exit weight 100kg x 2.2lbs/kg = 220lbs divided by 150 sq ft canopy = 1.47 lbs per sq ft.*

1,000FT PER JUMPER

- This seems to be a good rule of thumb.
- Canopy Piloting competitions run on four people per pass at 5,000ft.
- Exit order is landing order. Work together as a team so you can focus on your own thing and not having to worry about others getting in your way. But **always, always** keep your eyes open and see what's going on around you. I can't stress this enough!
- If you're first, then don't mince around under canopy. If you're last to exit, you may have to fly in a slower flight mode to get separation for landing/video. There are always a zillion cameras on the DZ so why not ask someone to video all the approaches and landings for a debrief after.

PLANNED DELAYS BOTH HORIZONTALLY & VERTICALLY

- This helps with the two types of separation on exit (horizontal and vertical).
- Exit order is landing order – not foregoing safety, circuits etc.
- *Example of Vertical Delay: 1st jumper 8-10 sec delay, 2nd jumper 6-8 sec delay, 3rd jumper 4 sec delay, 4th jumper pitches off the door.*
- *Example of Horizontal Delay: Depending on aircraft ground speed, I usually go with 8-10 seconds between each exit. If you have a 60 knot ground speed it will take the aircraft one minute to travel one Nautical Mile (1 NM = 1.86 Km). Have a look at the runway at your local DZ on Google Earth to get distance information.*

EXITS

- There are many different types of exits to do on a Hop'n'Pop.
- Strut hangs, dive exit, float/poise exit, emergency exercise exit (quick dive and locate handle not throwing until freefall delay reached).

AIRCRAFT GROUND SPEED

- You may not be used to getting out at 4,000 or 5,000ft, so when you look out the door, the aircraft ground speed may appear to be faster than usual. Relax and jump the plan.

PLANNING BEFORE EMPLANING

- Before emplaning, talk amongst your pass and confirm the plan. After a few jumps with the same people this may become minimal.
- Also, any exit order changes can be made as two people might need to swap exit orders so they both get the most out of their canopy flight.

STYLE OF APPROACH (NORMAL VS HIGH PERFORMANCE)

- It's a great idea to split the landing area up and keep any High Performance (HP) approaches in separate areas.
- Normally the HP dudes exit first and fly to their designated landing area which might have a lane or cones marked out, or to a Pond.
- Split landing areas have worked very well for me. Mixing up HP flying and Non-HP traffic is asking for trouble.

SUB-TERMINAL OPENINGS

- Some jumpers haven't experienced a sub-terminal opening since their Stage 9.
- Sub-terminal openings can be very different to openings in terminal. Personally, I don't change the packing for a sub-terminal opening as the next jump may be terminal!

DRESS FOR SUCCESS

- Be careful of shorts and t-shirts.
- T-shirts tucked into shorts seem to work well. I also see people tying the sides of their t-shirt up with rubber bands. It helps to keep the t-shirt flapping and covering up your handles and your BOC. Whatever works for you.
- Helmets. If your head is worth protecting then protect it! On a Hop'n'Pop exit there is no one to hit. There is a small chance you might hit your head on exit. The ground is the thing that is going to hurt your head and we have no choice but to arrive at the ground eventually.



Mark Edwards



Brett Fawell



Ronnie Perry



Shannon Straubinger

HOP 'N' POPS FROM ALTITUDE

Check with the DZSO

- Let the DZSO know what you're planning!
- Inform the GCO for Canopy counting purposes

Check with the Pilot

- Any airspace issues with being open at height?
- Winds/conditions up at height?
- Multiple Aircraft DZ?
- Always buy the pilot a beer at the end of the day.

Weather Permitting

- 8/8 cloud is no good regardless of Cloud Jumping Manual and GPS.
- Be aware of winds from exit to ground level.
- ARFOR (www.bom.gov.au) has all the info for your area on forecasted winds.
- Normally, Hop'n'Poppers from height exit last, so get in the plane first!

If you want to get better quicker, then get coaching by a recognised APF Coach. The APF website has a full list and contact details of approved coaches for all disciplines. See: <http://www.apf.asn.au/Comps-Events/Coach-and-Tutor-Register/default.aspx>.

You may not agree with all the ideas or you may like them, but if people talk about this kind of stuff then awareness has to improve. An extra few minutes on the ground sorting this stuff out is so much easier to deal with than other possible outcomes...



Curtis Morton



Glenn Farrell



Tom Gilmartin



Kieran Rundle

"I have used the ideas below for the last five Go Troppos, demos and many canopy schools, both here in Australia and internationally. Along with an easy briefing, jumper discipline and good aircraft piloting, it hasn't failed me yet. The ideas are proven and they have worked very well for me and other coaches I know that work by them. I welcome any comment or feedback on them that others might have."

Ronnie Perry

RP canopyschool- skydiveperry@hotmail.com



Ronnie Perry



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Ben Hodson on a Sunset AFF Stage 2
Photo: Belgium Steve Geens

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Safety Matters



Compiled by:
**Kim
Hardwick**

The following are taken from a selection of incidents as reported to the APF and are published in the interest of safety education. (Note: no tandem or student incidents are included.) While every effort is made to ensure accuracy, neither the APF or ASM make any representations about their accuracy, as information is based on incident reports as received.

AIRCRAFT/EXIT

Certificate 'F'. Positioned as front floater for FS 8-way exit. Mistimed exit - left too early and dropped straight down onto wing (XL), dislocating shoulder. Managed to continue with planned skydive, but painful. Landed awkwardly.

FREEFALL

Certificate 'C'. 5-way "tube exit". On approx 3rd rotation, main canopy prematurely deployed. Very hard opening followed resulting in a broken brake line. Tested flying on rear risers and elected to retain the canopy. Landed OK on DZ after very long canopy flight. Suffered superficial chin laceration. Action: It was noted by an instructor on the same load that pilot chute was exposed. Required correcting twice prior to exit. Gear was taken to Rigger to repair the brake line and check security of the BOC. Need to be much more vigilant on gear maintenance / pre-exit checks to prevent recurrence of similar incident.

Certificate 'E'. 2-way free-fly jump with Certificate 'C' jumper. 'E' was head down (HD), 'C' head-up (HU). Jumpers were driving towards each other and collided, with the HU's foot impacting with the HD's throat/neck, resulting in some grazing and bruising to neck. HD was able to pitch and land as normal. Checked to see other jumper was OK under canopy and checked each other on landing. Had made two jumps together previously without incident. Action: Get more coaching in HD forward and backward and stopping. Ensure base position knows to hold position.

DEPLOYMENTS / MALFUNCTIONS

Certificate 'E'. Freefall successful (completing speed star formation), noticed others tracking, by which stage heard 2nd stage beeps on audible dytter. Tracked away, with by then the dytter screaming. Stabilized to deploy main, with the Reserve immediately following due to AAD activation. Jumper instantly cutaway Main canopy to land reserve canopy without further incident. Action: Grounded until further review by ASO. Note: 2nd AAD activation for this jumper in 10 weeks.

Certificate 'D'. CRW Jump. Talon 2. Main - PD Lightning with red Dacron line as a bridle. Deployed pilot-chute following three second delay after exit. Pilot chute-in-tow occurred. Rolled over on back and grabbed bridle, but couldn't clear. Deployed reserve at 10,000ft. Landed without further incident. Later inspection revealed the pin had punctured bridle and was locked in position. Action: A proper gear check before putting the rig on or before exiting could have avoided this situation.

Avoiding a Pilot-Chute-in-Tow Malfunction

The following was published in Parachutist Nov 2010 and is published with permission of the USPA. Since originally addressing the issue in the November 2009 edition of Parachutist ("Safety Check—A Pilot-Chute-in-Tow Malfunction" by Jim Crouch), USPA has received two more reports of

jumpers who experienced the malfunction when their main closing pins pierced their bridles as they attempted to deploy, locking their containers shut. In all four of the reported cases, the jumpers successfully deployed their reserves and landed uneventfully.

Proper routing of the bridle and main closing pin can help jumpers avoid this malfunction (see photos 2 and 3). However, USPA has asked the Parachute Industry Association to look into the matter to determine whether container manufacturers need to make any material or design changes. This malfunction has now occurred on at least three different containers: a United Parachute Technologies Vector 3 Micron, a Velocity Sports Equipment Infinity and an Aerodyne Research Icon.



Photo 1. In this photo of a recent container-lock malfunction reported to USPA, the closing pin pierces the pilot-chute bridle, creating a pilot-chute-in-tow. Photo by Mark Lancaster.



Photo 2. This photo demonstrates a correct configuration of bridle and pin. Note that the pin is visible and that there is some slack in the bridle above it.



Photo 3. A configuration like this can cause the malfunction shown in photo 1 since the bridle lays directly on top of the pin and since there isn't any slack in the bridle above the pin.

CANOPY CONTROL / LANDING

Certificate 'E' – 6,500+ jumps. Experienced and competent canopy pilot, regular at this DZ. First load of the day. Prior to the jump, due to obstacles (tractor/slasher) in the 'D+' Cert LZ, it was decided to land in an alternate landing area.

On set up for landing, jumper was distracted by another canopy, becoming aware of conflict in their approaches, so extended his normal pattern and went a little deeper than planned to avoid this conflict. A normal 270 approach was initiated and completed successfully. However, jumper forgot about location of power lines, felt them across hips, continued landing with no incident, skidded in on knees and feet then dived away from power lines that were left lying on ground. He received no shock from the power line what so ever and there was no flash witnessed.

The power lines had snapped and pulled off the pole. Energy company was notified immediately power was restored within the hour. The Jumper was extremely lucky to avoid electric shock and collision whip lash from hitting lines.

In an aside to this incident, the tractor operator observed the lines fall onto the slasher. He got out of his tractor and kicked the line off. He later commented that he was an "Ex Linesman and that 240v didn't worry him". Action: A group debrief was carried out. And jumpers were warned about

getting themselves too close to known hazards on the DZ. The landing pattern issue was discussed and plan made to put in place a stricter set of landing pattern rules to eliminate as far as possible landing conflicts.

The energy linesman kindly placed orange markers on the lines after restoring them and advised we can apply for a permanent visible marker to be placed on the line.

Certificates 'F' and 'D'. During a CRW 4-way formation build, two canopies became wrapped. J2's canopy wrapped J1, J1's canopy at first flying OK. J2's canopy began spinning violently causing both canopies to be uncontrollable. J1 elected to cutaway, but experienced hard pull resulting in no cutaway. J2 tried to cutaway, had a hard pull, deployed reserve which opened cleanly, down-planing. J2 eventually cutaway and flew away under reserve from J1. J1 then cutaway and deployed reserve. All landed safely off DZ. J1's rig had hybrid hard housings - hard housing around the yoke only. J2 rig had full hard housings. J1's risers also did not have hard housing. Action: Practice being a better pilot on canopy formations. Hard housings may have prevented the hard pull on J1's rig.

Certificate 'E' (J1). J1 made a late decision on descent under canopy, to make a swoop approach over the pond. Permission had not been acquired prior to his jump, nor had he made it known that he was going to execute this manoeuvre. Under canopy he checked the area, but incorrectly assessed there was no other traffic swooping the pond. During his accurately performed swoop, J2 - another canopy pilot who had planned (and gained prior permission), had to abort his approach at the last second to avoid a collision. Canopies passed in opposite directions about 15 feet apart. Both jumpers landed safely. Action: J1 expressed extreme regret to DZSO and other jumpers and indicated a strong understanding of how dangerous it was to a) not obtain permission to run the pond, b) make a late decision on landing approach, c) land in opposite direction to others. DZSO discussed the importance of same and reminded J1 never to run the pond without permission.

PENCIL PACKING

Are you getting what you paid for?

What is it? I doubt there are any of you that do not know already, but just in case there is someone out there... Pencil Packing is when someone signs a parachute's packing data card as airworthy and states that an Inspect and Repack has occurred, without actually completing any inspection or repack. A Pencil Pack takes as long as it takes to pull out the card, sign it and put it back in the pocket, a real Inspection and Repack takes time! That is what you are paying for.... someone's time and rating.

The time it takes to check RAC's and Service Bulletins against the information on the TSO labels of the equipment, to thoroughly read and be familiar with the manuals for each of the components. To inspect the equipment from top to bottom for wear from use, for poor workmanship by the manufacturer, for mistakes others may have made assembling components and of course you are paying for the time that a person invested in study to pass the exam both theoretical and practical to earn their Packing or Rigging rating that allows them the responsibility and authority to do this very important job.

Why have a repack cycle? I have been asked how long it would take before a reserve no longer functioned as it should if it was left in the container. The answer to that question is how long is a piece of string? There have been studies, both serious well documented studies and the more general, practical study by the person in the field who has apparently gone a number of years without repacking. I have heard of reserves that have been left for a number of years and then when needed they have worked as they should and of course

there are those rigs that have spent a long time in the field with a potential problem!

These are well documented cases that demonstrate why we need a repack cycle.... reserves with molar straps left in place discovered at the next repack cycle, rigs that have had soft-links or rapide links incorrectly installed that would either have given way during deployment or have caused damage to the risers, reserves or containers that are not TSO'd packed and in service, rigs that may not have had the same stringent testing as those that bear a TSO label. Incorrectly installed AAD's that may not have worked when needed due to damage to cutters, cables or old batteries.

It is also an opportunity for someone to compare the rig's details to RAC's and SB's. Your average jumper may not be aware of a Service Bulletin that has been published due to someone having a serious or fatal accident and a piece of equipment needing inspecting or modifying. Your vigilant Packer A or Rigger should be as they will have received the SB from the APF when it was distributed.

Then there are the checks that are placed by some manufacturers, for example Performance Design's reserves are required to have an annual fabric test. Their test is for fabric integrity and if it is not completed and noted on your packing card then your rig is not airworthy.

These are all reasons why a repack cycle is needed. Ask anyone who packs reserves for people who jump on a beach regularly or at a dusty location. You would be amazed at the amount of sand and dirt that can be found inside your reserve try. Sand that is damaging your last chance.

Any Packer 'A' or Rigger worth trusting with your gear and your life will happily have you watch them do the job. Also if they happen to be an Instructor, it is a good opportunity to revise your Emergency Procedures and actually pull the handles and see what it feels like.

Do bear in mind that with the likelihood that you will ask questions, which you are encouraged to do, it may take them a little longer than normal so try and arrange a time that suits them and consider making a donation to their drinks cabinet / fridge for their extra time.

Remember, just because the last person signed the card that doesn't mean that its right!

Pencil Packing is stupid and it's theft...

Are you getting what you paid for?

Kappel Solomon, Rigger 126

EXCERPT- IFR MAY 2012

This notice has been compiled from information gathered in an on-going investigation by the Area Safety Officer. It is promulgated in the interest of education and accident prevention. Further investigation may reveal errors or other pertinent information.

Age: 66 **Sex:** Male
Time in Sport: 45 years
Total Number of Jumps: 2250+
APF Certificate: 'F'
Cause of Death: Impact with Terrain

Equipment

1987 Vector with 1986 X300 Main and X228R. Container had been modified from BOC to accommodate main Ripcord with Spring loaded pilot-chute. The Main Ripcord was installed just below the chest strap on the R/H side Main Lift-web of the Harness, in close proximity to the cutaway handle. There was evidence that the cutaway pad was not mated onto the full strip of Velcro on the main lift web and wear showed that this was its standard positioning - i.e. with ~80-90mm of cutaway cable exposed between the top of the cutaway handle and the bendex housing.

The Packing card did not record the date of the modification and the last reserve repack was dated as May 2010.

The container was fitted with a CYPRES AAD, found with a blank display after the incident. Despite contrary data on the packing card, the unit was found to have an 'end of service life' of 04-2006. (Further analysis is yet to be received from the manufacturer)

An RSL was fitted, however not connected. A functional visual altimeter was in use. The deceased was wearing a leather soft hat – no audible altimeter was found to be installed. He was wearing his regular gloves, described as thick leather as used in manual labor to prevent hand injury.

Background

The deceased began jumping in 1967 and was renowned for being a very talented skydiver. He represented Australia in Style and Accuracy three times in the early 70s.

A skydiving accident in 1975, where he landed into power lines under a round reserve, left him with serious burns to his legs and back. These injuries required him to use walking aids (walking sticks) from that time. He returned to skydiving in the late 80s. According to records, the deceased had been periodically absent from the sport during the last 24 years, but had increased currency in the previous five years doing an average of approximately 20 jumps per year over that period.

The deceased jumped with the aid of leg braces to help control his legs during freefall. The use of these leg braces gave the deceased a permanent forward drive during freefall, which was controlled with the use of his arms and upper body allowing him to be quite capable in freefall.

Description

This jumper was making a planned solo descent from 14,000ft, following out to observe a 2-way B-Rel. He planned to deploy at 6,000ft. During the jump, video footage shows the deceased flying stable at ~8,000ft, and again later still in freefall as the B-Rel student tracks off and deploys at ~5,000ft.

The deceased is not seen again until eyewitnesses on the ground report first seeing him at 500-700ft AGL, in an unstable body position deploying the main canopy.

The main canopy was seen to reach line stretch, begin to inflate and then detach from the three-ring system, after which the deceased impacted the ground without a canopy. No attempts to deploy the reserve were observed or evident. The Reserve Ripcord Handle was found in place in the harness, still secured by the Velcro.

No AAD activation took place.

- The main canopy landed approximately 30 meters from the deceased's impact site.
- The main Ripcord was found approximately 10 meters from the deceased's impact site.
- The Cutaway Handle was found approximately 200 meters from the deceased's impact site.
- There was no witness to the deceased's descent between ~4,500ft and 500-700ft.

Conclusion

The modifications made to the container exposed the deceased to a precarious situation in the event of a Malfunction or unusual event.

It appears, (after referencing the final ground locations of the Handles after the incident), that the Cutaway Handle had been grasped (possibly inadvertently) and pulled in error at Main Canopy Deployment Height. This would explain why it

was found 200 meters from the impact site. This situation possibly led the deceased to being in an unstable body position which drew him down to a very low altitude.

The decision later to deploy the main is questionable. If the deceased realized that the Cutaway Cables had been extracted, the decision to deploy the Main Canopy should not have been considered. Confusion and available decision making time may have been a factor in this decision.

Fatal injuries were sustained from high-speed impact trauma.

Summary of causal factors

- The modification of the container to relocate the Main Ripcord into an area where the Cutaway Handle was located.
- The moving of the Cutaway Handle down below the Main Ripcord and into a less secure situation (by only mating half of the available Velcro) whilst exposing an excessive amount of the Cutaway Cables.
- The wearing of Gloves which may be seen as being unsuitable for the application.
- The changing of the initially briefed plan from deploying at 6,000ft, to deploying after the Student and Instructor.
- The inadvertent activation of the cutaway system at Main Deployment altitude.
- At a very low altitude, the deployment of the Main Canopy instead of the Reserve, followed by the immediate disconnection of the Main during its deployment.
- The deceased had not had a recorded malfunction in the previous 24 years.

Recommendations in the interest of preventing recurrence.

Immediate personal review of emergency procedures should be made by every individual skydiver. Critical analysis of any modification made to each skydiver's equipment should also be made.

As experienced jumpers, we have undertaken the overall responsibility for ensuring the equipment that we use is airworthy and safe for use. The Packer "A" or Rigger that inspects the equipment periodically is seeing the equipment in a situation sometimes without the context of operational reality; they may not be able to see all of the problems caused by the equipment and ancillaries.

All skydivers should be aware of the possible outcome from their actions. However, if more input of these situations is made by all of us, as interested and concerned skydivers about each other, the possibility of these situations occurring is reduced.

The practicing of Emergency Procedures and the drilling of malfunction scenarios should always be practiced by all skydivers. There is no evidence the deceased had experienced a malfunction in the last 24 years, and although it is unfair to assume that the drills were not done; it begs the question as to how often any skydiver practices their drills. The current malfunction rate (as per APF records) of 1/750 jumps suggests that if a jumper only does 50 jumps per year, then it may be 15 years between malfunctions. This is more than enough time to forget even the most basic procedures if the procedures are not practiced on every skydive.

We are responsible for ourselves, however we can also share our knowledge, information and experience with others to ensure the sport and industry is as safe as possible.

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Easter Boogie

Skydive Express, York, W.A. 6-8 May 2012

By Kleren (KJ) James Photos by Adrlan Acquado & Crispy

After missing last year's boogie, it was great to again be part of the biggest event in the W.A. skydive calendar and be the Freefly Load Organiser. The demand for Freefly has taken over again in W.A. and most of the L.O. slots for the entire boogie were for Freefly and Atmonauti over any other disciplines.

The skill level of W.A. flyers, particularly in Atmo has really improved. Thanks to the regular WAngles camps that have been running lately, we are now seeing some tighter and more disciplined angle flying, and everyone was having a blast at it during this boogie. Great flying... keep it up people!

Following a short seminar on Big-way Vertical Formation Flying, we also ran a few 'warm-up' jumps for the more experienced flyers to visualise the proper aspects of setting a base as well as approaching and gripping correctly. The intent for W.A. is to build a 12-way State Record in December. It was obvious from this first warm-up that we still need some work before this is achievable, but there'll be plenty of additional opportunities to get this nailed down before December.

Party night on Sunday night was 80's themed and continued well into the dawn with a few zombies still roaming around the DZ. The old tunes rocked out on the Ghetto Blasters and the neon shone brightly all night long, mixed with a good dose of mullets and Metallica t-shirts. Plenty of dance-offs and special mention to the effort of Super Mario for a great costume.

Some great prizes were handed out thanks to our major sponsor Downward Trend and also thanks to Icarus Canopies for heaps of free stuff.

Happy to say that W.A. Freefly is alive and well and we hope to see some East Coasters make the pilgrimage to W.A. to hang out with us at the next boogie.





"The 2012 Skydive Express Easter Boogie started once again with the perfect combination of a long weekend, great weather and good friends. With the boogie beginning, the Wingsuiting began focusing on improving the fundamental flying skills in small groups. There was a good range of skill levels from jumpers doing their first flights, having a handful of Wingsuit jumps, jumpers with new suits and the more advanced jumpers looking at pushing their skills with movement Wingsuiting. One of the highlights of the weekend was joining the Atmo crew for Big-way Wingsuit Rodeo!"

Adrian Acquado





"The weekend started off pretty quiet for the Flatfly side of things as jumpers took advantage of the canopy coaching available (and the chance to sleep in on a Friday morning!). Friday afternoon picked up with some sweet 4-way jumps with Tina and Alison showing the boys how 4-way is done. Saturday picked up with some Star Crest jumps with James Nowland, Corey Smith and Ash Walsh making some great progress. Now we need to keep them flatflying so they don't go over to the dark side!

The day was topped off with a really nice sunset 10-way roundie. Sunday was a little quieter as a few people forgot that the party was Sunday night, not Saturday!

Once again there was some nice 4-way jumps going on with Steph Dunkel, Adrian Weaver and Angelica De Vries going hard. The flatflyers finished up on Sunday arvo with a nice Big-way to round of the boogie. It was good to see some newer jumpers progressing with their flattie skills, keep it up!"

Ryan (Red) Ferguson

Easter Boogie

Skydive Express, York, W.A. 6-8 May 2012





Velocitá and The Future 8 Project

By Peter Etherton (Ebony) and Simone Bambach Video grabs by Scott Neander & team photo by Liz Siedlecka

The Future 8 Project team now has a name: Velocitá. You can follow us on Facebook, or visit our website at www.Velocitá8.info.

It has been twelve months since the team for the Future 8 Project was selected from a group of candidates. When we did our first training session together in August last year only three of the eight players knew 8-way and that, of course, included the two coaches. Although we had given the team plenty of homework in the form of Airspeed DVDs and 8-way notes, it was still a huge challenge for these new players to see the formations in the air and to perform with such high discipline.

That was then, now the team has progressed over ten months from a 5 point average team to a 9.1 average team, to be able to win the National Championships and have the opportunity to represent at the World Championships.

Over those past ten months before the Nationals took place, the development of the Future 8 Project took shape with several training camps and of course, as with all skydiving training, the weather and injury has played their part. From the training camps, the Project has done a total of 220 jumps but only 170 of these were with the actual

team. In saying this, the team has steadily progressed and, as coaches, we can see that the Project has definitely achieved the goals that we set out to develop.

The 8-way Open dive pool is definitely challenging especially for new players who have not seen the dive pool or even skydived 8-way before. Because of this, learning a whole new level of skydiving discipline has been a huge part of the process so far and will continue to be. It is therefore easy to say that 8-way formation skydiving has more potential to have things go wrong than 4-way and in a bigger way. That's why we have the three basic rules of 8-way:

1. Build the centre first.
2. Let the centre build.
3. Don't f*&k with the centre!

Opening each of the player's peripheral vision to be able to see not just the person you are docking on, or even the two players in front of you, is one of the big learning curves in 8-way. Once you can see your opposite at all times whilst looking in the centre and being solid, then the team starts to function and you feel the progression accelerate.

Velocitá L-R: Peter (Ebony) Etherton, George Tang, Russell Blackman, Laurence Garceau, Scott (Spud) Neander (Cameraman), Clayton Gill, Troy Crotty, Simone Bambach, Vernon Quek

Another sign of progress is in the mental and physical skydiving capacity of the team members. At the start of training for this team, a ten or twelve jump training day was at the edge of people's ability. Now we are seeing a high level of concentration maintained through twelve and even fourteen jump days. This is also while remembering two jumps at once at all times for back-to-back loads. This means when we came to competition, the team found the mental load quite low and relaxed. Another aspect of mental development is the ability to deal with slot swappers, which have ten or twelve points to remember. We see fitness in both these aspects as being an integral part of achieving high returns for the goals that we set out at the beginning of this project.

Besides developing memory and skydiving skills, we have worked with each team member to help them to recognise their optimal arousal level prior to exiting the aircraft. This is so that we can aim to deliberately be at that level for every jump.

Now, the huge preparation for Dubai has started with our training plans in place which includes camps every month from July onwards and an intensive tunnel camp with an outside coach to hone our skills with the blocks in home slots and our 'B' slots, as well as working on centres.

The success of this developmental project has been due to many factors. These include sponsorship from the Sydney Skydivers, the APF, Cookie Composites, Airsuits, Airborne Graphics and Tavaton. We thank you all and appreciate your support. Also the continuing effort, skill and determination of the team members play a huge role. We've had plenty of support from fellow skydivers in a general sense and also with filling in when circumstances have required.

We see multiple benefits from this program. Firstly, all the people in the team should be considered as a resource for information about 8-way, relative work in general, and team building. Please utilise this resource when one of us are on a drop zone near you. We can also now say that this Project can be used as a template for developing other disciplines. If you want any information on the detailed process we have been through to develop this Project then please don't hesitate to ask. The interest generated by the Project will also, we hope, lead to an increased participation in the 8-way event at future Nationals.

*"With only an intermediate 4-way team experience under my belt, Star Crests were the closest I'd come to 8-way. I had few previous opportunities to accomplish simple 8-way skills - build a cat, fly a bi-pole setup or spin a 4-way piece. It's no wonder I started with a small sphere of awareness, seeing only grips - any grips - hoping the ones I grasped were right (sometimes not...). Working consistently with basic principles - letting the base build, don't f*ck with the base and expanding awareness, first with opposites eye contact, then seeing one set-up reference person, then two... I'm at the stage now where I can keep track of three reference people and anticipate their moves. Fair way to go yet." Russ*

"Velocitá has constantly pushed and challenged me in terms of my skydiving, mental and physical abilities. It feels great to be a part of a team working hard towards a common goal, to support each other in tough times and also the high fives and happy faces after a great jump."

GTang

Velocitá exiting the Caravan, photo taken by a strut-mounted GoPro



Formation 'LG' built for Laurence Garceau's 1,000th jump



Formation 'Hope Diamond'



'Arrowhead' formation



entering the blue room

Candice de'zilwa

Story by Candice De'Zilwa Photos by Jin Nejedly

Who Am I...

Greetings fellow skydivers, my name is Candice De'Zilwa and I would really love to share with you my skydiving experience to date. Writing this article has been a cathartic experience for me, as I would like to share some personal experiences to acknowledge my skydiving journey to date. What am I hoping to achieve by doing this? Well... I HOPE it inspires others to NEVER have regrets, to never be ashamed of their past and to live each moment with LOVE!

My dear friend Dana Ross Hambly, who died recently, was the driving force for me to write this article. I first wrote it when he was alive and so much has changed, in fact, everything has changed. He helped give me the courage to share what's in my heart to you and to also offer an insight into my mindset as to why I chose to start jumping out of planes. Here's to you Dana...

To cut a long, dramatic story very, very short, I was on the cusp of going into my 20's with vigour and enthusiasm, looking forward

to that rite of passage into adulthood, then a couple of things happened that changed my life for the next decade. At the age of nineteen years old, I had a very traumatic experience that left me with no confidence, no self-esteem and no self-worth. To top it off, twelve months later was followed by another traumatic experience and that was it. I was completely destroyed mentally and emotionally as a human being. I could not cope. I then started a decade long journey of self-destruction. I did anything not to feel the pain that was in my heart. Feeling was just not an option. Life seemed unappealing, and nothing could stop me on the path I was on. I just did not want to live anymore.

During that ten year period, I would often daydream of a normal life. I would watch people on the train to work and going shopping at the supermarket, and I wished I had what they had, a 'normal' life. A part of me never gave up hope. With the support of my mum and dad, I pulled my shit together and began my journey back into the land of the living. Slowly but surely, I went through many therapy sessions and faced all of my demons head on. I then started to gain some confidence again. Self-belief was sorely lacking after such a long period of time, I needed something, but what? I pondered and pondered and then I had a brainwave: "Why not go skydiving?" Yes, that was it! That will shake some much-needed freshness into me, brilliant!

So, off I went on the bus, down to Australian Skydive in Torquay, to do a tandem skydive. The first time I went, the weather was no good (ah yes, weather hold was to become something I would have to get used to!) but the second time was a goer. I was extremely nervous, but excited. That door opened and I went numb, then out of the plane we fell. For the first time in years I had a clear mind, RELIEF! No horrible memories of my past to deal with, no worries, just a PURE feeling, something that I had never felt before! I could not find the words to describe that feeling. About half way through the jump, I thought "hey, this is fun", and landed vowing to do another tandem! I went home and, on a whim, typed into Google "dancing in the sky". Growing up, I literally used to dream of doing dance moves in the sky (I was doing ballet). To my surprise, it was real! I watched some footage of Yoko doing this thing called 'Freestyle' and that was it!



My mind was made up. I wanted to dance in the sky as well! I swiftly booked into doing the 'A' Licence week course at Skydive Nagambie. I was working again and I saved very hard to pay for what I thought was going to be a breeze, I was pumped! All of a sudden, my life started coming together. It had new meaning, a purpose and my skydiving journey began...

Um, yeah... What can I say? I had an idea of how I thought it would be, but the reality was entirely different. Skydiving was hard! The first three jumps were scary, but great at the same time. Then I got to the Stage 4 and 5 'hump'. I was bummed and to top it off, I had a malfunction on my second attempt at Stage 5. I pulled my reserve at 2,000ft and out it came. Okay then, no worries, but I was still quite dependant on T/A for landing and I had completely lost radio contact. I was on my own. I had no bloody idea what to do. I was paralysed. I was coming down fast to the ground and I thought, "Well, this is it, I am going to die now." It really is amazing how accepting you are when you think you are going to die. At the last moment, I heard in my ear "FLARE, FLARE, FLARE" and bam! I landed safely. I wanted to cry, but could not. I just started laughing uncontrollably. I was alive, hell yeah! Unfortunately, after the adrenaline wore off, I was completely rattled. I threw in the towel. My skydiving journey was over. I was at my limit emotionally and just thought, "This is not for me."

So, off I went back to my life and tried to get on with it however I just could not let it go. I would daydream of those amazing visuals and memories, and that feeling. Wow, that feeling I had fallen in love with. Man, it would not go away! Damn it. After so many years of failure, it just was not an option anymore. It had been so long since I had accomplished anything that I just had to go back. I was not going to give up. I would finish this. So, three months later, I went back into the classroom and over a period of time did all the jumps and finished my 'A' Licence. I was over the moon!

I have just had my 'C' Licence signed off and I am currently learning Atmo with my amazingly supportive boyfriend, Dale Polglase. I have to tell you, losing my best mate but gaining my one and only true love has had an amazing effect on my skydiving. I channel all my feelings of loss over Dana plus my love from Dale into my skydiving and I am getting amazing results! That's what I love about skydiving. It does not just have to be about getting this jump right, and doing that on that jump. For me, it's about transmuting what's happening in my life and using skydiving as a tool to do it. Everything gets washed away and is new again after a weekend of skydiving.

I hope you have enjoyed my story and I look forward to years of awesomeness! Thanks Skydiving, I love you.



Dale Polglase geeking the camera with Candice



Candy expressing with a scream



Candy's 'Awesome Atmo'

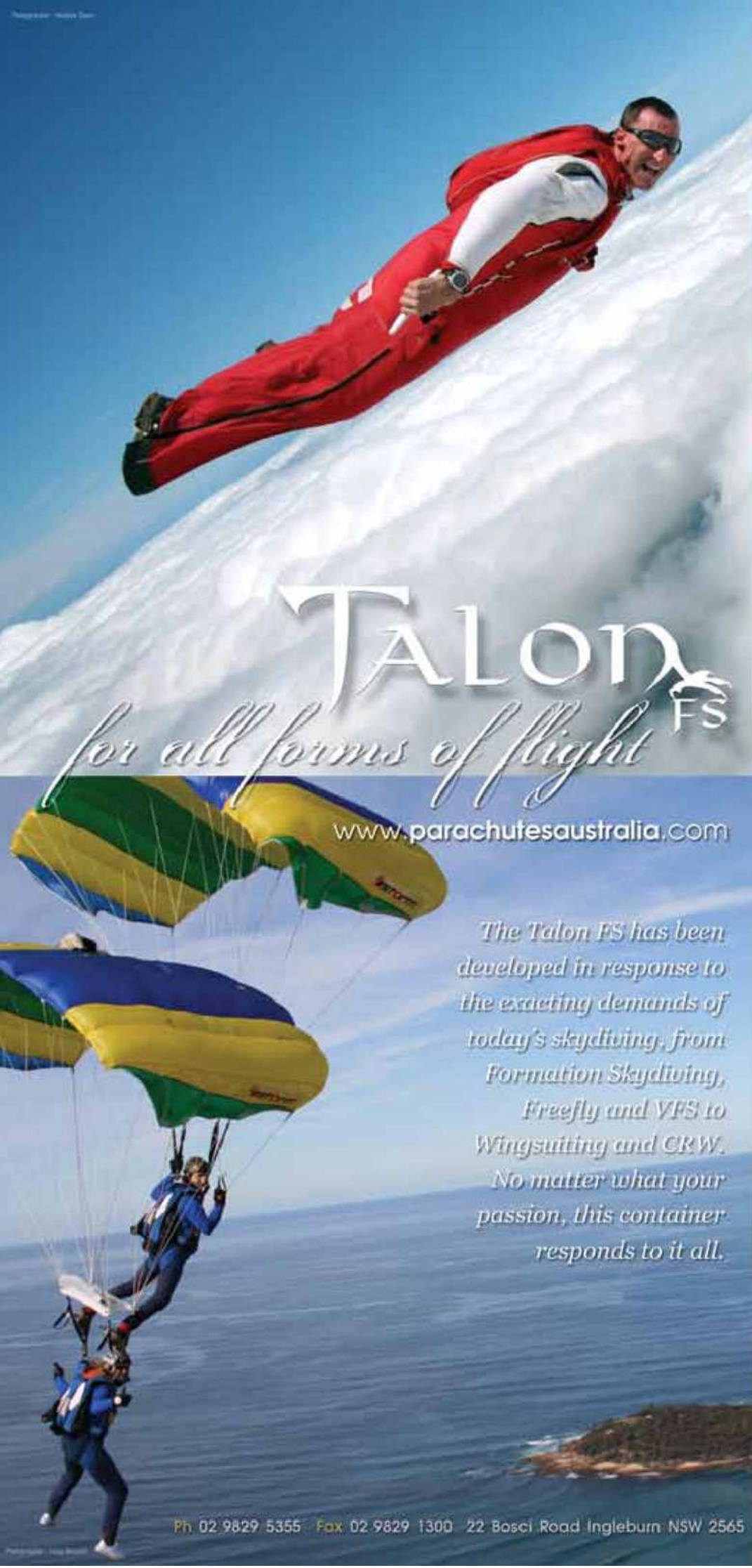
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MICK HILL 10,000 TANDEMS

By Mick Hill

JUMP PIG



To my great astonishment I recently survived my 10,000th tandem. So, it occurred to me that in the spirit of sharing the love I would pass on some tips that were handed to me and acknowledge the skills, wisdom and humour of others.

In sort of chronological order the first was from Macca (Dave McEvoy) who was brave/silly enough to go on the front. "Arch hard and throw the drogue through a wall!" has served me well.

Advice also collected from Toogoolawah: "When going on the front of a novice TM, always decide before finals who is doing the landing." Thanks Big Bad Ben (Nordkamp).

From G.J. (Graham Jeffery), a TM so talented when I started that I can't imagine how much he knows now. The double wrap of student goggles around my wrist has saved me losing countless goggles.

"Those goggle marks you have will be gone in 12 months." was a closing line borrowed from Bob Cane. and still gets a laugh every time.

A lesson learned all by myself: jumping naked girls is good, but try to make sure the landing area for the Sunday jump is not a church. Oopsey.

False teeth do fall out at 200kmph.

When releasing ashes in freefall, breathe out through your nose!

From Phil Onis, an occasional quiet suggestion or well-placed guiding hand and acceptance that "Everyone's different.", has made all the difference. If I can enjoy tandems after another 10,000 like Phil, I will be doing well.

I have missed so much and so many people, but thanks to all whose funny lines I've stolen, I'm sure I have given some back.

"It's such a privilege to take people for their first skydive. How lucky are we?!" Yes that's from Greg Jack.

Happy Days.





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DZ DAYZ

FAR NORTH QUEENSLAND

Article and Photos by Greg Puttick, Wingsuit Tutor #18

The inaugural Wingsuit and First Flight Course (FFC) weekend was held at Mundoo Airport in Innisfail, Far North Queensland on the 5th-7th of May 2012. We couldn't have asked for better weather over the three day camp. We started out with a thorough briefing on all aspects of Wingsuiting from fitting your wingsuit to your rig, to the opening of your canopy and landing. Once we had all geared up it was time for us to hit the skies for the start of what was to be an epic weekend of Wingsuiting.

Thirteen eager jumpers showed up over the weekend to come Wingsuiting with six jumpers doing their FFC and five going on to get their Wingsuit ratings. Well done to Paul Beahan, Troy Maher, Kane Sherrin, Alicia Hill and Joh' Bekker for completing the course, and to Darren Butler who almost finished his.

Day 1 was celebrated with a nice flock of seven right on sunset, the perfect jump to end a perfect day.

Day 2 started off where day one ended and just grew from there with jumpers finishing the FFC moving up and flying some very nice 3 and 4-way flocks. By the end of the weekend everybody had a turn at leading and diving on a flocking jump.

By the end of Day 3 the guys and girls were doing some very nice flocking Wingsuit jumps. Jonas Luetke saw in his 500th jump giving Jamie Downham, who was also celebrating his 300th jump, a Wingsuit rodeo ride to remember.

Matt Hart - Was too nice of a day not to fly a wingsuit over Innisfail



A big thanks goes out to all the jumpers who showed up: Andrew Fabbro, Matt Hart, Jonas Luetke, Hamish Brissett, Gavin Downes, Ray Worrall, Kane Sherrin, Alicia Hill, Joh' Bekker, Paul Beahan, Troy Maher and Darren Butler.

Thanks also for all the support from the NQPC, APF, Tandem Cairns and Mundoo Skydivers without whom this event could not have gone ahead. We are hoping this event will be the first of many of its kind. Plans are being made to organise a Wingsuit weekend every other month, so feel free to come along and join us. Dates to be advised on the Mundoo Skydiver's Facebook page.



NAGAMBIE *By Mike Tibbitts* *Photos by Jai Campion, Jo Bergic, Chris McCoughtry and Rob Delaney*

It's been successive months of hectic busyness for the various and varying team of giant, killer cyborgs who make up the team at Skydive Nagambie. Pausing only to eat ice creams and to somehow make Dub Step popular, we've achieved more than the workers on the White Sea canal ever did, and with seven percent less typhus.

Our new students from the New Zealand school, Luke and now Wade have arrived, packed, cleaned, learned, mowed, painted watercolour landscapes, lazed, jumped, bantered, drunk, slept, cried, poked, caught yabbies, hummed pre-electric Dylan songs and made Nagambie their home. Luke, now near the end of his placement, is soon to be cast off into a world filled with hope and madness with what we taught him in but a fleeting moment to steady his tender soul.

We've run several successful full week AFF courses of late as well as our more usual weekend students and consequently have lots of eager young jumpers proudly showing off newly acquired bits of mostly shiny gear. As such, if anyone has an old chest mount with a battered roundie in it, just post it to Nagambie and mark it 'Freefly Friendly', the fools won't know the difference!

As we polished off all the student slabs, we, purely to keep us in beer, decided to run a pretend ID course. Patsies included Nagambie's own Sarah Brown, Jo Bergic and Rob Delaney with Ben Milham-Marks managing to power past the handicap of being from South Australia to complete what we told them was an 'AFF course'. To really make sure we didn't get thirsty, we ran Jai Campion through some version of a tandem course. Ryan Duh-Duh-Dudderidge, or the Wodonga Wordsmith as local children know him, did very well at the sitting-around-with-a-broken-foot component of the course, but due to being a generally terrible person, didn't get to do any jumps. Thanks for the beer and good luck waiting for your paperwork, suckers!

Adding to the beer, Ro Spain achieved her 'A' Licence, much to the surprise of everyone as she's been around for so long everyone had presumed she was somewhere between her C and D. Lachie Fox, Nic 'Treehugger' Phillips, Lex Stanley, Shannon 'Space' Docking, Brooke Eastlake, Jacob



Steve



Wonder student Emmy deploys

Muscat, Muneesh and Stu McCrae have all also made the giant leap from student to novice. Rob Delaney has become a Freefly tutor and Jai Campion is a newly feathered Wingsuit tutor, whose first addition to the knowledge pool is something about not jumping his Crossfire with big suits... Screaming headlong at either tragedy or awesomeness we have Woody and Griggsy, who both insist the X they've painted on themselves is for XRW and isn't just being used as an aiming point. Standing by, just in case, is Dr Alistair Ware pointing in equal measure to his shiny new rig and his shinier new 'B' Licence. Equally 'B' Licensed, but less medically licensed, is dreadless Johnny; meanwhile, Candice and Lothar are far too busy sticking GoPros on their helmets to celebrate their 'C' Licences.

A special mention has to go to Emmy Granger, our general wonder student extraordinaire. After doing her first jump course in January, she's only missed one weekend and as of late May has over 150 jumps. What's more of an inspiration is that she's achieved this in spite of having all her limbs replaced with giant lizard tails as a result of a terrible accident involving 'several toasters' when she was a small child. She credits her ongoing success to being dazzled by a handsome and heroic FJC instructor.

We've seen more CRW on the DZ than you can wrap a dozen canopies around, with Matty Berans and Hamish Barker leading a line of bewildered and afraid looking first-timers in their timid trepidation towards the plane. Most lived. A few landed off, further than the eye can see with and came back in rags, telling tall tales of wearing sheepskins in order to fool a Cyclops and something bizarre about a special cow. That the sun was barely even at all blotted out by an unending rain of freebags, made our insistence of ordering more incident books than Operations Olympic and Coronet had Purple Hearts appear rather foolish, and our hot potato handling of the DZSO hat seem a youthful whimsy.

More important than any of this difficult to quantify touchy-feely stuff is the re-opening of the bar. With the bridge



Rob Delaney



Tim - AFF Stage 1



drawn up and our best archers atop the turrets, the Temperance Union Thugs stand sadly on the far side of the moat and listen to our merry drunken rejoicing as we Morris dance the cold Victorian nights away. We may not get much done and we may not be better people for it, but we do enjoy it.

After a drink fuelled farewell, our youthful pommy packer, Dave Reader, either got on a plane and has jetted off for his next adventure, or was killed after a minor disagreement and buried in the woods. Sadly, we were all just a little too drunk to really remember.

Left standing in the sights of our pommy pogrom was the wonderful Emmy Pierce, packer, student admonisher and UDL consumer par excellence. She arrived here a youthful cherub, filled with hopes and dreams, 300 jumps in her logbook and several pairs of fashionable shoes in her knapsack. She leaves us, with four years of accumulated wanderlust dying to break free, a knapsack filled to the brim with the riches and ever so slightly more than 301.75 jumps in her logbook. As others have come and gone, Emmy has stayed, countless thousands of pack jobs, possibly as many as 3 billion, and more reserve saves than a seven handed monkey could have hoped to achieve in a decade. Thanks for everything Emmy. Enjoy your travels and the warmer climes of the West, all the while taking care to feast on everything that is great and wonderful in this country that lays open before you. Your curiously small shoes will be strangely difficult to fill.

As the dark heart of a Victorian winter approaches, we find ourselves readying our mechanical pet fighting baboons for the callous and terrible Mechanical Fighting Baboon Trophy held annually around the bar and fireplace at the DZ when the jumping slows. We'll get drunk and tell war stories of that time Steve Williamson got really drunk and did something foolish, or perhaps dwell on the magnificence of John Kinton and of the strange weirdness that inflicts his son, Dave. Perhaps we'll wonder out loud what really happened to Dave Totera's thermal jumper. In our thoughts too are the Aussie contingent who've bravely left winter behind to travel to California to sun themselves and train for some Bigways.

Awaiting us, but sadly not many of the baboons, when the sun once again warms our delinquent hearts, is November's Full Moon Boogie. Nearly a week of uber-skydiving badassness. More winguits than Jeb Corlis couldn't land in a month and two of the best tutors in the world. More flat-flyers than the whole of the 1990's and some freeflyer called Friday...



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Fantastic... it's migration time again. Byron becomes a magical place in the winter when the whales pass by; it makes the plane ride to height such a delight. It has been a great start to the year with everyone enjoying how the club is flowing with all the new renovations. Customer satisfaction is what it's all about, and with the team we have here at Byron it's always an A+ on our report card. The team here utilises everyone's abilities and positive energies, which is what creates "the buzz" when you're here – an experience to rival any DZ around the world.

Sadly, on the 16th of June, Stacey Edwards passed away after a short battle with cancer. Stacey had been jumping at Byron for almost 10 years, she was someone who was always there to help and inspire others. Stacey was a true friend to many at Byron. Our condolences to her husband Steve and Parents, Murray and Kaye. She will be truly missed.

A memorial will be held at New Brighton Beach for Stacey on the 22nd of July at 4pm, all are welcome. A fitting tribute to Stacey will be in the next issue of ASM.

As Stacey would have wanted, the Byron team is still going hard. Wednesday fun jumping is cranking. Special thanks to Adam Long for running one of his camps here with an amazing turnout from many South Queensland skydivers.

Dave did his 500th after 25 years in the sport; Ray Palmer returned to the sky with Tezza after a year of no flights; Emma got her 'B' Licence, as did Tash, and she also got her Caravan endorsement; Eric completed his AFF; and Miles did his 'Packer A' – nice job gangstas. There are a few contenders on the mat being closely monitored by Em who just got back from the U.S. with Brad from a top up on their tunnel time. Wednesday fun jumping is going fantastic, being held numerous times with Lynda, Eddy and Andrew regularly attending the days – nice flying guys. With Longhurst, Brad and Emma coaching Freefly, it is only inevitable that Byron flyers are to build bigger formations in VRW. The focus is here and it's contagious with world class skydivers here to answer any skydive related questions, making it all a lot easier.

With the fun jumping scene really taking off here there are lots of good times ahead. A big thank you to all those who keep showing up ready to take to the skies and fill the loads from Gully, Kiwi, Tim and Rob

flocking over the Bay; to Ripy, Ian and Neil regularly showing up on the weekends getting on loads; to the skydivers from the South Queensland area; and the ongoing support from SQPC. You guys all rock. It's always a pleasure when we have you show up here. Danke, Merci, Grazi, Cheers, ... yyeewww



Stacey swooping the crowd



TM Stacey



Stacey & Steve Edwards



Daves 500th



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Parapenalia

WINGS OVER ILLAWARRA

The Skydive The Beach crew did into the "WINGS OVER ILLAWARRA" Air Show. Photo: James Cooper



NICE STACK

Top to bottom: **BRIAN KIRKHAM, PHIL MCCOOMB** and **JEREMY BOURNE**, over Tooradin. Photo: Mauro Bampo



RIP – PHIL WHATMORE

Son Brother Friend Artist Skydiver

Born 21 July 1945

A man of many beautiful colours

Whose works of art will continue to tell his story.

A man of unrelenting faith and against all odds -

A man who fulfilled his endless desire to fly.

Flew away 27th May 2012

First Jump 28th September 1967

Last Jump 27th May 2012



Phil Whatmore, self portrait

Next issue will feature Phil's Skydiving Art Exhibition.

SPECCY

PAT ATKINS flying a Spectre 150 over Corowa. Photo: Ken Stone



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MOMENT SPECIAL

JONAS LUETKE (wingsuit) and **JAMIE DOWNHAM** (rodeo) on their 500th and 300th jumps over Mundoo DZ in Innisfail, FNQ. Photo: Dylan Anderson.



RIP – ROLF LINDSTROM

Rolf was a well known 70s jumper and character who lived and jumped around the Sydney scene. Unfortunately Rolf lost his leg in a motorcycle accident in the later part of that decade and although he tried to jump again could not get enough control to stop spinning.

Rolf was one of the wild men of skydiving who was a party legend. His main party trick usually involved his glass eye ending up in someone else's beer glass. For those who remember Rolf please remember that he lived life to the max and would be pleased if you raised a glass to his parting.



The Opera House Skydivers, early 70's, from left to right. John Dangard, Andy Ski, Gary Myors, Rolf Lindstrom (circled), Ian Swinbourne, Frank Vanhoe, Bill Egan, Warren Sorell, Geoff Bingham. Missing from the photo is the foreman Dave "Hobbsey" Hobbs, storeman Stan Brailsford and Gerry Harper. The jumpers worked for Haden Engineering and were all part of a team of sheet metal workers installing the air-conditioning ducting and plant rooms during the construction of the Opera House. They were all active jumpers at Wilton (Picton) which was part of the original Parachutes Australia company.

WEDDING PROPOSAL

ANDREW BARKER diving out after **TM KOBI** & passenger **MIKE DOBROTA**. Mike proposed to his girlfriend **ANCA** with a big sign on the grass after the jump. Photo: Yaakov (Kobi) Bokay



100TH JUMPS



PETA THOMPSON enjoying her milestone jump with her mates at Elderslie.



Wonder Woman **VICKY BOUZA** celebrating with Super Hero **PETER ACKROYD**.

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NAIT ELLIOT
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FRANCIS AL REECE
ROB TODAS
DANIEL MARTIN

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ADRIAN BRAMWELL
CHRIS ALTIERI
ARNOLD BOSCHIERO
MARIO BRICKNELL

CERTIFICATE 'C'

AHMED ANDRELOS
BAGG BASS
BELANGER BERGAMINI
BOTT BRANDLE
BRESNEHAN BROCK
BURGESS BEN
DAVID SAMUEL
PETER PETER
ADAM CHARLES
NIGEL MATT
MALCOLM EMMELINE
PAUL JARED
DANIEL DANIEL
BERNICE JOEL
SHANE JACLYN
MITCHELL EMMA
MARTIN ANDREAS
LUCAS GLEB
SIMON JOHN
JOHNNY JOHNNY
ALYSHA MICHAEL
SIMON ANNALEAH
ADRIAN JASMINE
CAROLINE PAUL
SEB DIRK
BEN SEAN
SOLOMON CHRIS
VANESSA TRAVIS
SAM KAT
MAX NIINA
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JORDAN AIMEE
ALEXEY SKYE
CRAIG JAMES
JAMES RICHARD
ADAM ANDREW
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SCOTT QUENTIN
VERA SIMON
MARIO TIMOTHY
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ROB MICHAEL
JOSH JINDY
CANDICE JASON
ZAC SAMUEL
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BEN HOLLY
DAVID DAVID
BEN MALCOLM
EMMELINE VICTOR
LIAM ALICIA
EMMI ARTHUR
JONATHAN CLINT
ALLEN WES
KATRINA ANDREA
JOHN TIA
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SEB JAMES
LAUCHLAN SEAN
WILLIAM TRENT
LUKE THOMAS
LEE CHRIS
COREY MATTHEW
MICHAEL CHRIS
SKYE PETA
AARON JAMES
MARK MATHAN
ASHLEY SOEREN

CERTIFICATE 'E'

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KELLY DAVID
LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
BELLA SMITH
SUMMERS THORNTON
TRERISE WILLIAMS

CERTIFICATE 'F'

OLIVER STAR CREST
DANIELLE LESLIE
CLAY MARK
JOSEPH PAUL
JOEL DAVID
BEN JASON
STUART DAVID
MARK AMANDA
EDWARDS KAREN
LAUCHLAN EMMA
ROBERT CHRISTOPHER
CORMAC DAVID
LUKE CRAIG
FLIP MICHAEL
CRAIG PETA
STEVIE NAOMI
JOSH JOSH

CERTIFICATE 'G'

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LUKE JOHN
JOHNNY JOHNNY
ALYSHA MICHAEL
SIMON ANNALEAH
ADRIAN JASMINE
CAROLINE PAUL
SEB DIRK
BEN SEAN
SOLOMON CHRIS
VANESSA TRAVIS
SAM KAT
MAX NIINA
BRENDAN TIAN
JORDAN AIMEE
ALEXEY SKYE
CRAIG JAMES
JAMES RICHARD
ADAM ANDREW
CHRISTIAN SUSHAN

CERTIFICATE 'H'

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KELLY DAVID
LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
BELLA SMITH
SUMMERS THORNTON
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CERTIFICATE 'I'

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LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
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CERTIFICATE 'J'

DAVID PENELOPE
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LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
BELLA SMITH
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CERTIFICATE 'K'

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KELLY DAVID
LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
BELLA SMITH
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TRERISE WILLIAMS

CERTIFICATE 'L'

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KELLY DAVID
LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
BELLA SMITH
SUMMERS THORNTON
TRERISE WILLIAMS

CERTIFICATE 'M'

DAVID PENELOPE
KELLY DAVID
LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
TIM MARK
MARIUS GREG
KENNETH DAVID
LUKE CRAIG
BELLA SMITH
SUMMERS THORNTON
TRERISE WILLIAMS

CERTIFICATE 'N'

DAVID PENELOPE
KELLY DAVID
LUKE JOHN
ADAM GRANT
ANDY MATTHEW
CHRISTINE BEN
BEN MICKEY
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