

Australian

# skydiver

magazine



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2012

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



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Freely chunk exiting the Super Caravan during the Winter Escape Boogie, Innisfail NQ.  
**Photographer: Hamish McCorkindale**



Nudie jump over Byron Bay to celebrate Gulliver Page's 500th jump, with Nick Pierce, Glen Docherty and Steve Edwards.  
**Photographer: Danny Helmy**

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Usually being last out on any big formation jump you have to dive like a demon to get there fast. Imagine a big headdown formation... they are already going faster than your fastest dive. So how do you get down to a 142-way headdown world record if you are last diver or super floater? Scatty's article on page 9 gives a bit of insight.

One hundred and forty two people – that's huge in anybody's reality. A few years ago when the guns were doing 30-ways I was well impressed. They dreamed of a 100-way and I wondered if that was even actually possible! The pool of talent and know-how has expanded rapidly and by the looks of the videos and photos of this latest record, there is no doubt they'll go bigger. A 200-way would definitely be on the cards and who knows after that? Perhaps the only limit is the lift capacity... Imagine the sound of a 500-way vertical formation in freefall...

So you thought a 142-way was pretty cool... check out the 360 degree photo of it on page 11! It's monumentally impressive – truly gobsmacking! Photographer Steve Curtis has set a new benchmark, all made possible by the trusty little GoPro, well six of them at once.

It got me thinking about these super little cameras and how I was expecting to see people mounting them all over themselves in the hunt for rad new photo angles. That's definitely happened, but not to the extent I thought it would. So let's put it out there – set your GoPro to photos instead of video, mount it safely in an unusual spot and send in your happy snaps for next issue's feature pictorial.

**Winning photo will receive a new GoPro for Christmas!**

Cartoon in memory of Col Newton, skydiver friend who recently died of cancer. His cartoon series "The History of Skydiving" was an absolute ripper, just like the man himself.



Susie EDITOR

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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.

## [ WANTED FOR NEXT ISSUES ]

- Profile of yourself, your mate, your hero or a 10,000 Jump Pig
- No Shit There I Was stories
- Ouch photos
- Happy Snaps
- Wild New GoPro Angles

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### [ Next Deadlines ]

Issue 63 Deadline 5th Nov, 2012 Mag Out Around Xmas, 2012  
 Issue 64 Deadline 15th Jan, 2013 Mag Out 19th Feb, 2013



# TALON FS

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## Competition

What a great time of year! Spring has sprung and so has competition activity for Australians!

Just recently, in August, we were very lucky to have two representatives competing at the invitation only World Games Test Event of Canopy Piloting in Colombia. My apologies for any confusion in the last issue, where I misreported the event as the "World Air Games", which is a different event entirely! Luke Oliver of South Queensland and Brad Jones of New South Wales competed under the Australian flag; wearing their green and gold uniforms with pride. They both achieved so much, personally and for Australia, with Brad setting the new Australian Open Distance record of 94.70m under the new rules that came into play this year; and Luke Oliver ranking 5th overall! See the article on their journey in this issue. Congratulations boys!

We have other athletes competing overseas under the Aussie flag such as APF members who are also in the Australian Defence Parachute Association (ADPA). They are competing at the 1st Asian CISM (International Military Sports Council) Championship and Indonesian Military Championship in late September. There are also other individuals who are travelling to compete at foreign events for their own personal development. Well done all for getting out of your comfort zone and experiencing performance under competition pressure, in an unfamiliar environment. Good luck everyone!

Closer to home, the state and regional championships season has begun, and North Queensland kicked off with formation skydiving, sport accuracy and canopy piloting. The other areas will soon follow with their events in the spring and summer. If you're looking to try something different, need a challenge, or just want a new definition of fun, then why don't you try a new discipline or spend time in the judging room. Just rock up to your local championships or even an interstate event with an open mind – it's a great way to meet people and there's usually a well-earned celebration at the end!

Just a heads-up: as is usual for this time of year, the APF Sporting Code has been updated to incorporate the majority of the FAI international rule changes, as per our competitors' and judges' decisions at the meetings held after each Nationals this year. Usually Australia adopts all of the changes where the performance or the ranking will be affected, however the other changes that are inconsequential to the outcome are considered optional and adopted how we see fit. There is a summary of changes document available from the APF website if you're unsure if any of the changes affect your training.

These rule changes will be in place for the state meets that occur after the Sporting Code is reissued, and also for the 2013 Nationals.

Excitingly, there is now an additional division for Vertical Formation Skydiving (VFS): 2-way Intermediate. This event has been run in various forms around Australia over the last few years, due to its popularity and progression to 4-way VFS. So with help from Aussie VFS team, The Addicted, and the use of existing international blocks and randoms, there is now a formalised APF dive pool ready for its debut at the 2013 Nationals. Also featuring in next year's Nationals will be a test event for 2-way Artistic Wingsuiting, as was discussed at the APF Conference earlier this year. The rules for this event have been developed using the international rules provided by [www.wingsuitcompetition.com](http://www.wingsuitcompetition.com) and 5D Wingsuiting.

Of course, I can't finish without mentioning the hottest event of 2012 – the upcoming Mondial in Dubai! It is with great excitement that 50 competitors will form the Australian Team representing at the World Parachuting Championships Mondial (WPC)! With managers, judges, officials and the support crew it's going to be a massive contingent in the green and gold. Naturally, there is currently a flurry of activity with training, fundraising and preparation while everyone gets ready for the event of their lives! In the lead-up to the main event, the APF has arranged for an exclusive training camp at the Australian Institute of Sport in Canberra in late September, for all of our athletes who are able to attend, with workshops, lectures and practical sessions on psychology, physiology, nutrition, etc. While the APF has always supported our WPC competitors with funding, administration, uniforms and entry fees, this year there will also be a competition website especially for Aussie WPC news, athlete profiles, blogs and fan mail, as well as incorporating social media links. Go to [wpc.apf.asn.au](http://wpc.apf.asn.au) and check it out!

So, as you can see, there is a lot happening this Spring – get amongst it!

Happy competing

**Lisa Perdichizzi**

*Director of Competitions*





## Supporting Women in Skydiving

**VOTE FOR MAYBRITT PRAHL AND KATE ROGERS, nominees for the Australian Women's Health Support Women in Sport 2012: Local Heroine Award.**

Dedicated, driven and humble are three words that come to mind when describing APF skydivers Kate Rogers and Maybritt Prahl who have both been nominated by Women's Health Magazine for their "I Support Women in Sport" Awards in the category of "Local Heroine".

Kate has been nominated on the basis of her skydiving achievements, having been selected into the Australian Parachute Team this year to compete at the upcoming World Parachuting Championships in Dubai in the FS Women's 4-way event; and Maybritt has been nominated for her dual achievements in skydiving and running – Maybritt holds multiple medals in formation skydiving at national level, and only earlier this year set a new world record for being the fastest woman to complete a marathon on ice. Inspiring stuff!

In case you haven't heard of them before, these Awards are a big deal. Last year's winners included 2012 London Olympic gold medallists Anna Meares (cycling) and Sally Pearson (athletics), World Champion surfers Stephanie Gilmore and Layne Beachley, and youngest around the world solo and unassisted sailor, Jessica Watson, among others.

Awards like these attract a lot of positive media attention and it's a great opportunity to promote women in skydiving, and the high achievers in our sport. The 2012 awards will be held in November but before then the public will be voting for who they want to win. We hope you will all get behind Maybritt and Kate, and show your support for women in skydiving.

To vote for Maybritt and Kate visit the Australian Women's Health website here: <http://au.lifestyle.yahoo.com/womens-health/>

Good luck girls!

**Stephanie Campbell**  
APF Development Officer



Kate (middle) with her team "The Valkyries"



Maybritt (in pink) with her team "The Stray Cats"



**ДИПЛОМ**

This is to certify that **Maybritt Elisabet Prahl** has crossed the finish line of full distance of the VIII Baikai Ice Marathon "Clean Waters Conservation Run" in 03 hrs 50 min 11 sec. achieving the best running time in the history of Baikai Ice Marathon and becoming the world's fastest marathon female runner on ice on March,03,2012.

Baikai Ice Marathon race director, "Absolute Siberia" Events & Expeditions Bureau

 Alexey Nikiforov



Maybritt during the Ice Marathan

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## Judging

We are now in the second half of the year and preparing for the State Championships season. Three State Parachute Councils have now purchased In-Time software and the associated equipment. This will enhance competition for the competitors. We experienced some teething problems with the system at the Nationals, and we feel that these problems will iron out as we become more familiar with the system from increased exposure to both its software and set up.

Wide screen HD television screens and HD quality video standard have provided a much clearer image for the judges. It is the best we have seen and it certainly makes a difference to be working with such great quality. We would like to thank the efforts of organisers, videographers and the APF for making this happen.

Training new and existing judges is ongoing and I am pleased to report we have six new trainee judges who will take part in a Trainee Judge Induction Course in the coming weeks. Training judges takes place in groups, workshops and individually. It involves many hours of work behind the scene which is often not seen by the masses. I would like to acknowledge the efforts of all judges who practice and train because the more practice we do the better we become.

Three of our judges have been selected to judge at the 2012 Mondial in Dubai: Peta Holmes for Formation Skydiving, Lindy Williams for Canopy Formation and Ray Williams for Canopy Piloting.

Earlier this year, Peta Holmes was invited to judge the Bedford Tunnel Competition which was an exciting experience, and a credit to Peta for being selected.

Having a good knowledge and understanding of our Sporting Code is a valuable tool and our Sporting Code is a public document available to help and guide everyone toward common ground. It provides information that gives us knowledge, empowering us to a greater understanding of all aspects of our sport and can make the difference between a bad experience and a great time. Our Sporting Code belongs to all of us and I encourage everyone to embrace it, own it, and please don't forget to read all sections.

If you have any questions regarding judging, or becoming a judge, please contact either the Chairperson for judging in your state, or myself.

Cheers and good jumping

**Lindy Rochow-Williams**

Director Judging



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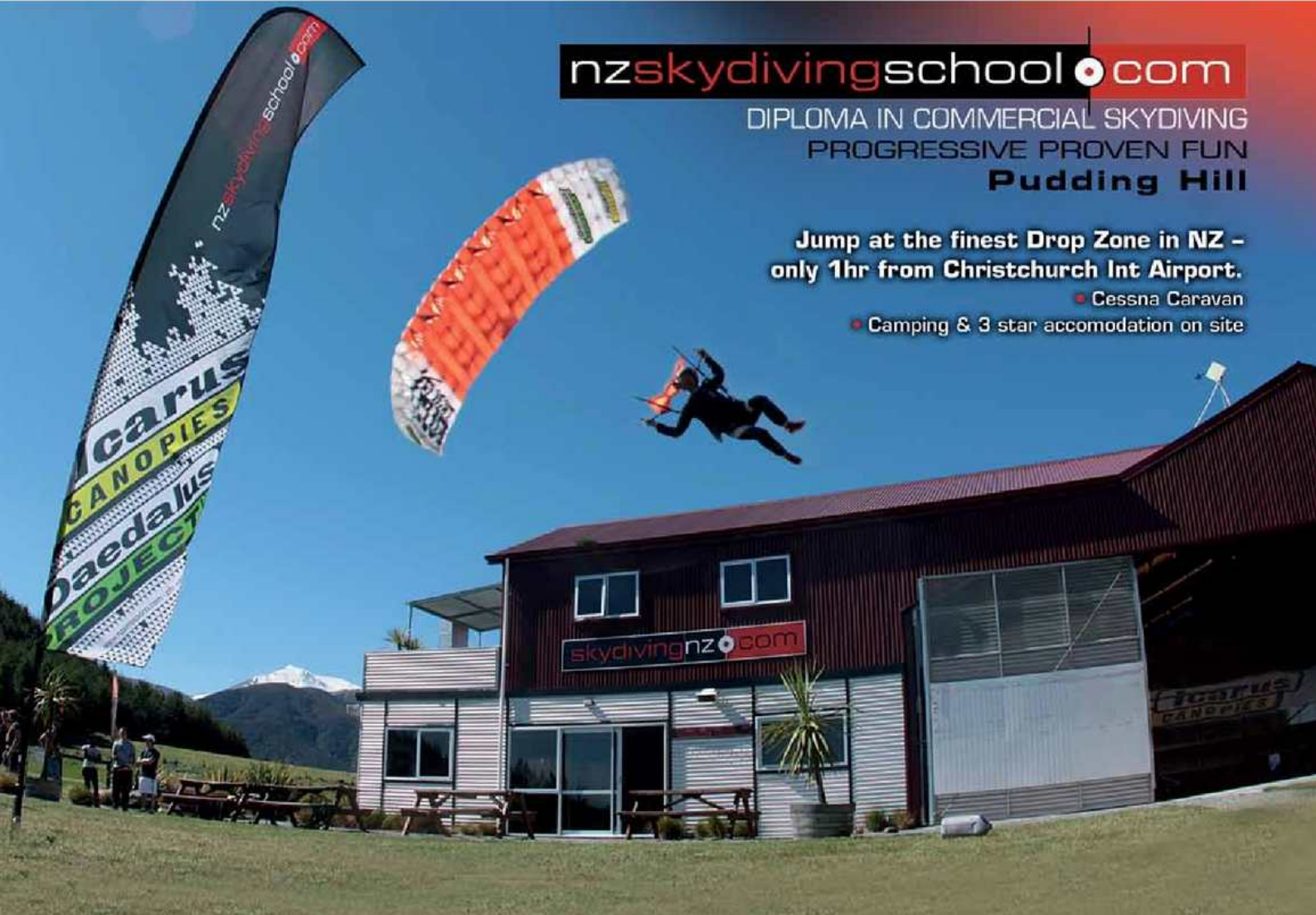


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# 142-way

# Vertical World Record

## The first day

After doing our first dirt dive, it was show time. 142 of us sat silently at the six emplaning areas. The nerves were high. The majority of Aussies including myself were in the Skyvan, which trailed directly behind the lead plane – a 35 place Sherpa (Skyvan on Steroids). We had an awesome slot as we were all early floaters. We exited and spotted the lead plane, along with a string of people cascading out of the other four trail Otters to the left and right of us. It was a picture that will be with me forever.

Adjusting to this new floating position was interesting. The base was both high above us and far away from us horizontally. Tracking toward it felt like we weren't making any progress, until BANG!, it was right in your face. About 50 people overshot the float, going over the base; and some into the line of fire from the opposite side of divers. It was a crazy scene. People got back on level and the formation had around 110 or so built. The second jump was an improvement with less "Wiffs" as Rook Nelson politely described them.

Then came something unexpected.

On our third jump, at about 18,000ft, we had a sudden green light. In a rush, we opened the door, looked and jumped. Floating up staring at the planes in formation, we waited for the bodies to begin piling out. Ten seconds... nothing. Fifteen seconds... nothing. We started to scatter and track away from each other. I tracked away from our run in, and at about 8,000ft saw 100 canopies under me.

I deployed immediately and we all landed safely. The whole formation had left before we even had the door open, and while we were looking up on our backs, they were underneath us. This highlighted another complexity of flying blind behind the lead plan in the Skyvan: not being able to have a visual on exit of the rest of the formation. We did have radio communications, but they had failed, and the pilot made an error in not giving us a red light. We re-briefed our plane to make sure the last diver out maintained a visual of the lead plane through the front window, and had hand signals to communicate to the people at the door. No one was to talk or shout once we were set to go to avoid any confusion.

These are the things that can happen when doing something like a world record for the first time. Even with careful planning there can always be situations you need to deal with.

## Day 2

Day two kicked off with the Skyvan team keen to prove we could get to the formation, if it was where it should be! Everyone was amped and we raced in to the formation. The whole thing was messy but it worked for the most part. The day saw things getting smoother and smoother. On jump five of the day, magic happened. We came together immediately. It built fast. Head levels were awesome. Our side was flying like a dream with no noise and at least for 8-10 seconds before the first wave break off at 7,000ft. Celebrations were happening, but on landing we packed and with no debrief were told to head up again.

The last jump of the day was not as smooth, with a few people off. The debrief followed, where we were told the magic jump actually was the 142-way. We watched the video, and it was a beautiful sight. The formation flew for a solid five seconds, complete! The organisers then announced that unfortunately there was a clerical error. A change from the original formation plan had been drawn with an incorrect grip – which meant the entire formation was invalid and the record void (FAI rules state grips must be drawn and submitted to judges the way the formation is flown); bummer.

## Day 3

We picked up our game for a third day and got back into it. For four jumps in a row, the formation was building and flying stable every time, except for a small area on the opposite side of where we were. Three days and fifteen jumps into it, we were mentally drained, and the organisers made a tough call to cut out an entire pod, bringing the formation size down to 138. The next jump we achieved the official record, a 138-way.

## Breaking Records isn't easy

A world record is tough, whatever it is. This was proven to us all over the course of the event. You'll notice the title of the article is the 142-way Vertical World Record. To me, that is what the real record is. We had the skill to do it, we did it, and it flew like a dream. Congratulations to all the Aussies involved. Now excuse me, I'm off to do a 2-way!



World Record Vertical World Record Vertical World Record Vertical World Record  
Record vertical World Recc al World Recc



*The above photo was shot with the 360 camera setup from Immersive Media. It's basically six Go Pros in a cube, one pointing straight out of each side. I had it mounted on a pole from my chest that sat out roughly in the centre of the base of the big-way. Immersive has software that stitches it all together afterwards, and can be viewed dynamically from all angles of view. Check out [www.immersivemedia.com](http://www.immersivemedia.com) and [im360](#) in the App Store, it's amazing.*

**Steve Curtis, Photographer**

Vertical World Record Vertical World Record Vertical World Record

# 142-way Vertical World Record

“Summerfest was an absolute blast!

Dirt diving the record on day one was a tad intimidating to say the least!

Standing on the grass out front of the hanger and looking over the sea of people I was wondering how this was all going to pan out, going for a 142-way straight off the bat, are we going to be able to do this?

Getting out of the tail plane and floating up to the base was the most amazing visual ever! Seeing all six planes in formation and about 145 people spewing out of the aircraft, with the base chunking out of the Sherpa is the stuff dreams are made of!

The closing speed on the base was incredible. At the start of the float it felt like I was never going to get to the base, nek minnut, BOOM! There it was!

Every jump there was something to improve on. By the second day the jumps were going a lot smoother, everyone was on their game, and morale was high. We were getting down from attempts and checking with people on the outside pods on each line, “Did you guys build?” with a lot of head nodding we started to get excited, but during the debrief we could see on the video that the last person got on after the first person broke off. With this happening a few times and the frustration setting in, people on the outside started to leave on the last beep of their break-off alarm to give those last people the extra seconds we so dearly needed!

I had never really understood how people say the Big-ways get “quiet” when they’re flying but I definitely started to feel it on the second day when we had it built and we had the umbrella effect. It was smooth; seconds felt like years as it was flying!

When can we do it again?! ”

**Leigh ‘Macca’ McCormack**



“I was invited to the WVR when I attended the selection camp at Skydive Elsinore. I headed over to Skydive Chicago a few days early to warm up. I’m glad I did as it was over 40 degrees every day and very humid! We did some amazing warm up jumps leading up to the record attempts.

I was separated from all the Aussies as I received my invite from Elsinore, so I was with the SoCal guys on the right trail plane – last diver, second stinger on the outside pod (3rd pod from the base!)

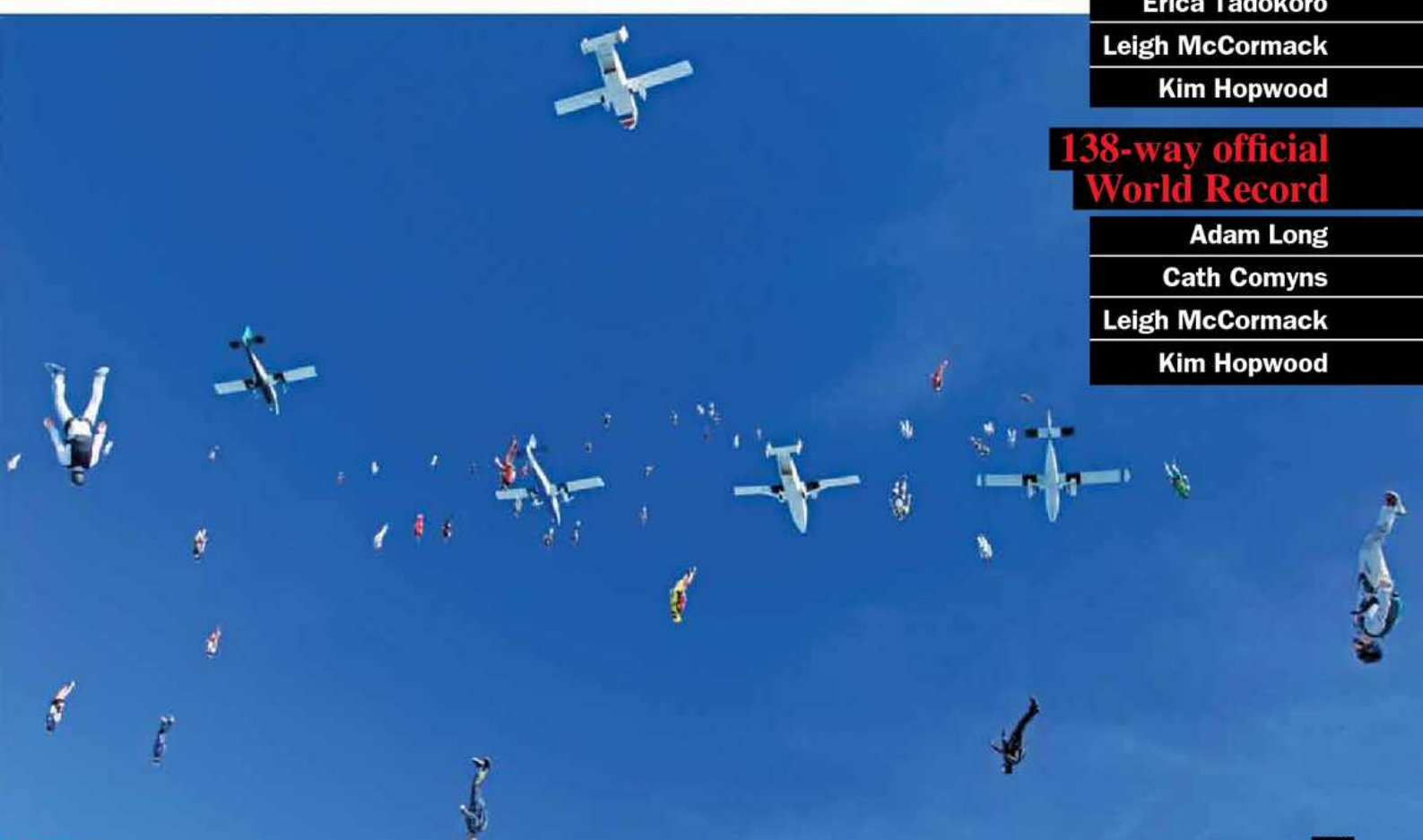
First day of the record attempts saw us building +130-ways! Second day, jump five (jump nine in total) was a jump I will remember forever. I dove out at 18,000ft, got to my slot in no time, took the dock and my closer was on instantly. From my slot I could see the whole formation. There it was, 142-way flying solid! You could tell it was built as it was flying so smoothly with no tension and you could feel the amazing energy through the grips. It felt like an eternity, but apparently was held for five seconds. I can’t describe my feelings when I knew we got it, although I can tell you the canopy ride and landings were always intense! There were high fives and hugs all around, but without debriefing we went up again, this time to 19,500ft, and almost built it again. At the debrief we found out that the wrong diagram was submitted and therefore the judges could not accept it. Day 3, our side of the formation was having issues and the organisers decided to cut most of our pod and make it a 138-way. I wasn’t on the official World Record, but in my mind, and if you ask anyone else they will say the 142-way is the World Record, official or not! Congratulations to all the Aussie’s involved! ”

**Erica ‘Noodle’ Tadokoro**



**142-way unofficial  
World Record**

- Adam Long
- Cath Comyns
- Erica Tadokoro
- Leigh McCormack
- Kim Hopwood



**138-way official  
World Record**

- Adam Long
- Cath Comyns
- Leigh McCormack
- Kim Hopwood

# JFX

## New Kid in the Sky

By NZ Aerosports

The JFX is the new kid in the sky at the moment and it seems everybody wants to know exactly what it is and what it can do.

Since we released it to the market in 2010 there have been posts, discussion threads, questions and queries about it. Now that we've got you curious, we thought it's about time we tell you a bit about it.

The JFX is a 21-cell Elliptical ZP cross-braced canopy. Unlike the JVX, which has been shaped for wicked swooping power and CP competition, the JFX design is simply the highest end, everyday canopy we could come up with.

It is not a prototype and it is not part of our Summer of Love R&D project – it is a fully developed product placed on the market specifically for the already experienced small HP Elliptical 9-cell jumper who couldn't be bothered with a cross-braced canopy until now.

We developed it two years ago and as soon as we started jumping it we knew we were onto something good. We fine-tuned our design and sent it out to some experienced

jumpers to tell us what they thought. The feedback was positive from everyone almost immediately.

Luigi Cani says the JFX is the best overall canopy he's ever jumped. *"Finally I can have one canopy that works for everything I like to do and is still a high performance canopy that you can fly very fast."*

The JFX has the powerful landings, long recovery arcs and the efficient flight you would expect, but now tamed for piss easy, every day, low hassle jumping.

Though it was on the snivelly side at first, one of the best things about the JFX is its consistent smooth openings (we promise it doesn't take 10,000ft anymore!).

Luigi says the way it opens is what he likes best. *"Every time it's on heading and soft, not too slow and not too sharp."*

Tony Uragallo agreed. *"The openings on this puppy are superb!"* he says. *"[My jumps on it] were 99% wingsuit, so nice openings are... nice."*

Mark Lancaster says the JFX has *"a more controlled opening than any canopy I've ever jumped. Period."*

Basically, if you want a cross-braced canopy but can't be arsed with cross-braced openings, the JFX could be your shiny new toy.

Whether you are hard-ass team training, work jumping, doing camera, wingsuit jumping, or just a Jump Hog wanting a bit more welly in your day – the JFX can be your sports car.

In a nutshell, the JFX has great openings, it's responsive, has a rigid wing and a modern design, but it doesn't have to be a single purpose swooping machine. That gorgeously efficient cross-braced flare can become a blazing sloop, or use the power for the easiest, gentlest touchdown.

*"The [JFX] canopy has a larger range than a Crossfire 2,"* says Lancaster. *"It can be a sloop machine if you want, or it can be the all-purpose canopy for someone wanting to step above a Crossfire 2."*

*"The JFX is a pleasure to fly,"* says Brett Newman from Downward Trend. *"It's an all-round performer, consistent in every parameter."*

The JFX is more bulky and a bit more expensive than a 9-cell, but it's worth it!

*"True story, one guy jumped my canopy one time and ordered two identical canopies at the same time,"* says Lancaster. *"You just have to jump one to understand..."*

For more information check out the website [nzaerosports.com](http://nzaerosports.com) or contact [attila@nzaerosports.com](mailto:attila@nzaerosports.com)





## What People Think of Their JFXs

"I do not like my JFX 88, I love it!" Colin 'Crash' Pyrie

"It is a perfect working man's cross-braced canopy." Andy Whitmore

"Since I have had the JFX, I jump without the slightest concern. It opens really great." Andy Isenring

"Awesome canopy, I love it more every jump. Love the openings, on heading every time." Joey Freeman

"Do I like it? F\*#% YEAH!" Pete Lonnon

"Oh, I love it. The openings are softer than anything I've jumped." Lars Von Gottberg

"What a great and well-balanced canopy. I'm finding it pretty intuitive to fly." Eric Busto

"For my work as an instructor it is perfect since the openings are always on heading. With the JFX I have a great swooping machine for every day!" Sim Starkyl

"I love it. It is my favourite part of skydiving at the moment!" David O'mer

# wind tunnel time

## wind tunnel 101

by Garnett Zindaric

You are sitting there in freefall. You break your link and turn to pick up another grip. The other person moves up a little. You notice this and consider which slow fall method you will use and, too late, they have slid even further up and away. You didn't have time to think!

A scenario repeated, in one form or another most weekends at all drop zones across the planet. We have to learn to fly smoothly, efficiently and instinctively but the opportunities to learn on most jumps are quite fleeting. On a jump with 40 seconds of working time, the first five is lost sorting out the exit, the last five is used finding your own bit of sky, and in between seconds are flittered away waiting and thinking.

Wouldn't it be great if there was a way to hone your skills in a quick efficient way where you were instantly at terminal and you could develop skills and practice your moves until they become second nature?

I always remember the joke about the tourist in New York who was looking for Carnegie Hall and happened to ask the famous conductor, Yehudi Menuhin, for directions. Yehudi smiled, looked at him squarely and simply said, "Practice, practice, practice!" Skydiving is no different.

This perplexing challenge is where I found myself last year. Not looking for Carnegie Hall but wanting to polish old RW skills and learn new ones.

Decades ago I remember Ray Palmer coming back from his first international adventure and talking about a vertical wind tunnel. Since then tunnel technology has evolved to a science and so has the process of refining your skydiving skills.

### Which Tunnel to visit?

The challenge is that in Australia, vertical wind tunnels are lacking. A small one at Port Macquarie and a promise of one on the edge of Sydney in a year or so. Around the world they are more numerous with a range of services offered and differing reputations.



Garnett in Singapore Tunnel

Almost all are there primarily to 'give non jumpers the experience of skydiving.' It seems only secondary that tunnel operators allow them to be used by individual jumpers and teams to develop and polish skills. These days it is not uncommon for people with three or four hundred jumps to be flying like someone with a few thousand jumps. Why? Because they have spent numerous hours of freefall in a tunnel.

Put simply, a two minute session in a tunnel is equal to at least four jumps from height. I say at least because each session doesn't require a plane ride, a post jump repack and the feedback from the coach can begin the instant you leave the tunnel. In many cases the coaching will be taking place during the session as the coach stands in the doorway watching closely and sometimes jumping in the air with you to demonstrate the preferred method or simply support and steady you when learning Freely or Head Down positions.

While there are tunnels all over the world, and one next to a busy DZ would be ideal such as Eloy or Perris in the USA; in the southern hemisphere, the tunnels operate separately from DZs. A close look at the internet also shows you that most of the tunnels are built and operated by a company called SkyVenture.

### Individual stories

In doing my research about various tunnels and pricing, it seems that there are lots of stories and even more opinions on which tunnel is the best. I considered my needs. I wanted to focus on flat flying and doing it well. I wanted to do about four hours over a week and I didn't have much money.

After exploring the world, it quickly came down to two in South East Asia: Singapore's iFly and Malaysia's Genting Highlands. Singapore is a superb brand new facility capable of taking 8-way teams. Genting is cosy with two and tight with three and has a tired lived-in feel to it. But it was jumper friendly.

So I went with Genting, partly because of the price – less than half that of Singapore – but mainly because this was the suggested strategy by the coach. I shall talk more about coaches and their importance later.

### suck versus blow

Apparently there are two main types of wind tunnels. They either blow air up from underneath or suck air from above. Of course, the air recycling tunnel in Singapore could sort-of be described as both but since the fans are in the top, it is described as a sucking wind tunnel. Which is best? Google, that wonderful advisor that it is, left me feeling that the opinions are equally divided.

Then again, this is also where you need to take weather into consideration. When it rained at Genting it was like jumping on those damp days in winter! Singapore is fully enclosed and dry.





Garnett in Genting Tunnel



The team: Neesan, Ryan, Garnett and the operators

## wind tunnel 101

### air speed

If you want to Freefly and do Head Down stuff, you need more wind, don't you? Hmm, maybe...

When you are getting your initial balance and feel for the air, the answer is, "Not as much as you think." At least that is what my coach said a number of times. In my group at Genting, we had people learning assorted flips, back flying, sit flying and introductory Head Down. The operators just turned their machine on flat out and left us to it under the supervision, of course, by Neesan who was one of their instructors. For extra fun we would occasionally invite him on some of the RW sessions.

In Singapore, they just dial up the speed you need to fly any position. For experienced and serious Head Down and Freefly people you need this power. Tip: Ask your coach where you should go to get the best value for your hard earned dollars.

### video coaching

To me this was the weak point. While you get video records to take home it would be great to be able to actually review the session immediately. I am sure some do or could provide it. Make sure to ask for it.

### coach selection

You may have noticed I have mentioned coaches a few times. In talking to many people about their wind tunnel experiences and adventures, and from reading other articles in ASM, more than the quality of the wind tunnel, the most important aspect of planning the experience is selecting a coach and following their guidance.

Most wind tunnel instructors are not jumpers. This means that what they teach is primarily about flying in their wind tunnel and not what you will be doing 20 seconds after someone calls "Door!" at 14,000ft.

Looking at what many of the non-jumping instructors were getting people to do, it seemed as though they were teaching 20 to 30 year old freefall techniques. While these approaches work, it seemed they were not aware of the state-of-the-art techniques that the winning teams are using.

My Coach was Ryan Chee from Singapore – a Tandem Master and competitive Rel Worker with more than 6,000 jumps and thousands of tunnel hours. While his main job is instructing at iFly Singapore, he often takes poor impoverished jumpers like me to Genting where I managed four hours in the tunnel, and accommodation, for less than two hours tunnel time in Singapore.

Over all, I doubled my freefall experience in a week. More than this my techniques and skills were finely tuned in ways that could only be done in a tunnel situation. I had the opportunity to quickly discuss errors and sensations before

diving back in to polish an idea even more. And then there was the new 'Mantis flying stuff.' Ideas I had heard about but could now test and study side by side with my coach.

Ryan also reminded me that good skydives have a lot to do with smiling. Thinking and being tense, my flying was rough. Smiling, I flew with precision.

### after the tunnel experience

Okay, you have been to a tunnel and you are back at the DZ eager to demonstrate your mantis turns and side flying that adds points to your Rel jumps, but before you get in the plane there are two things to really drive home in your mind. Firstly, you are back to a minute or less of free fall. In the tunnel it is so easy to turn 20 points in two minutes without risking the dangers of going low. Now, you have to be very aware of height, or more importantly, the rapid loss of height.

Secondly, in the tunnel when the lights flash to say the session is over, you just step out of the door. No tracking needed as you don't need your own bit of sky to open your parachute. Therefore make sure you track and track hard.

Local DZ Operator, Paul Smith said that the biggest challenge he sees all the time is that after low jump experience people spend time in a tunnel they often forget the need to track.

### to tunnel or not?

Carpe Diem and just do it!!

Spend the money and do the time! It is an investment that will pay big dividends when you get back to the DZ.

This article was never intended to be a definitive guide to wind tunnels. You can do your own research on the web. This article was to sing the praises of what can be learnt by doing some hours in a tunnel and more importantly, to emphasise the need of having a good coach. I could not have organised the trip as well as what Ryan did. He planned the accommodation, transport to and from Genting, as well as booked and managed the tunnel time. Therefore, get a good coach.

Finally I wanted to drive home the need to raise your safety awareness on the first few jumps when you get back so you quickly get back into good habits relating to safety. Even in the tunnel we made a point of waving off and doing a 180 degree turn when the lights flashed for the end of a session.

While the sky really is the only place to fly, a vertical wind tunnel is a fantastic tool for making critical skills second nature and ensuring that every second in the sky is that much more enjoyable.

# wind tunnel time

## aussie wind tunnel

### The Rumours are True!

Source: ISA Group

Indoor Skydive Australia Group (ISA) was established November, 2011 as the parent company to facilitate a number of indoor skydiving facilities to cross the region in the next 3-8 years. ISA Group is initially constructing and will operate the first of it's kind, industry leading, SkyVenture, 16.4 foot diameter (five metre) air conditioned Vertical Wind Tunnel (VWT) in Australia. Once constructed, this facility will be in the class of the largest tunnels available in the world. There are currently over 24 of these tunnels operating in all parts of the world.

#### ISA Group Founders

ISA Group is led by two former Special Air Service Regiment members, Wayne Jones and Danny Hogan. The founders have been working on the project since the middle of 2009 and full time on the project since January 2011. The founders have already made the initial deposit on the equipment with SkyVenture and the Development Application (DA) was approved in April 2012.

#### ISA Group's First Tunnel Location

They plan to start construction in December 2012. The facility will be located in a newly proposed leisure and lifestyle precinct at Penrith Panthers League Club. The facility will be located adjacent to the main entrance of the club, which has over 140,000 members state wide. The development also provides for transport, car parking, food, entertainment, accommodation and other leisure activities, and is only 20mins away from the recently announced \$115M Wet & Wild theme park which expects around 1M visitors a year.

Become a Founding Member, watch the construction of the tunnel and follow the ISA Group via their website, [www.indoorskydiveaustralia.com.au](http://www.indoorskydiveaustralia.com.au)



## USA group sponsors "The Addicted"

The ISA Group have announced a recent sponsorship package to the Australian 4-way VS Champions "The Addicted" for their participation in the 2012 Indoor Skydiving Championships, to be held in Singapore, December 2012.

*"We are very excited to be attending the 2012 World Indoor Skydiving Championships. We will be the first Aussie team in history to attend an indoor championship and it's only been with the support and sponsorship of ISA Group that we have been able to do this. The Addicted, along with the whole Skydiving community of Australia eagerly awaits the ISA Group's first tunnel opening in NSW."*

**Kilm 'Scatty' Hopwood**

**ISA Group sponsors "The Addicted"**





Macca (Leigh McCormack) and Dylan Tempest with Vince (Soul Flyers) and Havard (Skywalkers)



Jessie Tempest and friends

## australia's first tunnel

One of the earliest wind tunnels ever built for commercial use was established in Australia on the Sunshine Coast back in the 80s. Unfortunately the technology was not there to support the concept at that time. They were the true pioneers of the industry for what now is an amazing real time experience.

## wind tunnel manufacturers

There are around five wind tunnel manufacturers across the globe, AIR 2 Tunnel based out of the Netherlands, Aerodium from Canada, Indoor Skydive Germany, Skydive Arena from Eastern Europe and SkyVenture.

### SkyVenture

Over the last 13 years SkyVenture has designed and built six generations of wind tunnels, all models are still in operation around the world. The first SkyVenture was a single-pass open flow wind tunnel built in Orlando, FL, in 1998 as a prototype and proof of concept. Their engineers removed all steel from the flight chambers, which are now made from some of the largest curved, tempered laminated glass ever cast. These flight chambers vary in size and between four and eight meters tall. These tunnels are simply mechanical art.

## international bodyflight association (iba)

The IBA is the peak sporting body which regulates competition and training for member flyers. The IBA Flyer Rating provides a structured system of recognition of flyer experience and training from beginner "Flyer" to highly advanced "Flyer Pro". A beginner must have completed specific technical challenges and flown for greater than two minutes within a VWT to advance, and to reach Flyer Pro they will have spent over 50 hours in a VWT.

13<sup>th</sup> - 16<sup>th</sup> December 2012



iFly Singapore is proud to host the first Indoor Skydiving World Championships. For the first time ever, ESPN and Star Sports will be featuring indoor skydiving as a competition. Come down to soak in the atmosphere and strut your skills in the world's largest wind tunnel!



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2nd: \$10,000  
3rd: \$5,000

### 4-way Formation

1st: \$18,000  
2nd: \$12,000  
3rd: \$8,000

### 4-way VFS

1st: \$15,000  
2nd: \$10,000  
3rd: \$8,000

### 2-way VFS

1st: \$4,000  
2nd: \$3,000  
3rd: \$2,000

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Contact: [competition@iflysingapore.com](mailto:competition@iflysingapore.com)  
[www.indoorskydivingchampionships.com](http://www.indoorskydivingchampionships.com)

# windtunneltime



## aussie team azure

Photos by Nik Danlel



Brad & Emma's second tunnel camp with Axis Flight School



By Niklas Danlel

Since the implementation of wind tunnel training, skydiving has seen an unprecedented leap forward in freefall skills. In fact, every person or team wishing to advance within their respective fields require this training in order to stay competitive.

Until a decade ago, it took jumpers thousands of skydives to learn some of the advanced manoeuvres that one can now learn in a matter of hours. Coaches are able to share their knowledge and experience in a controlled environment; one that allows for a fast and effectual exchange of ideas and concepts. Being able to stay in close proximity, control the strength of airflow and having video throughout, makes for an effective learning environment. A flyer's relative position to the walls and net gives instant feedback whereby enabling a tremendous amount to be learnt about the behaviour of body positions on movement – even when flying solo.

Even though there are many talented flyers emerging from wind tunnel facilities all over the world, there is a pitfall that most overlook. Tunnel flyers are able to join extremely complicated jumps at a very early stage in their skydiving careers. Because of this, they lack some essential skills not found in the tunnel such as: aeroplane procedures, creating adequate separation between groups, exit techniques, awareness of the aeroplane's line of flight, altitude awareness, emergency procedures, canopy skills, tracking, etc. Simply being a great tunnel flyer does not equate to being a great skydiver.

In order to become a well-rounded skydiver, it is imperative that we include tunnel in our training process in addition to ensuring advances in all the other aspects – especially those involving our safety and the safety of our fellow jumpers.

## arizonal arrenal

Photos by John Walker





Glen Nuttal



Matt Boag, Doug, Mickle, Martin McInnes



Bevan Horgan



Keith Watson



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GOOD VIBES (GV) IS NEW ZEALAND'S LARGEST SKYDIVING EVENT AND IS ETCHED INTO EVERY SKYDIVING KIWIS DIARY. IT IS ALSO FAST BECOMING AN AUSSIE MUST DO.



By Lisa Chambers Photos by Adrian Acquado, 5D

This year, the boogie celebrated its 11th year, with GV12 being a week-long event hosting 120 skydivers and making around 2,000 jumps. The Load Organisers were bigger and better than ever, with Hayden Galvin and Adrian Acquado from the 5D team; our very own flying Kiwi, Pony; Michael Vaughan made his first trip over to Good Vibes and we also had our own Kiwi coaches Rob Spedding (FF) and Fiona McLaren (FS).

The 5D team hit the ground running getting the first Wingsuit courses and flights in the air as well as building flocks and working towards the goal of an NZ Winguit record. Utilising the two planes to make the most of their formations throughout the day, Hayden and Adrian managed to celebrate Hayden's 5,000th jump with a new NZ 14-way Wingsuit record.

Fiona McLaren did an excellent job managing and up-skilling the girls that wanted to participate in the NZ female Formation record. The girls enjoyed trying their hand at a variety of slots and doing two plane Formation loads before pulling off the record by Friday lunchtime. Pony, with the support of Rob Spedding and Asher Zalchandler, introduced Kiwis to angle flying (a relatively new concept in NZ). Those involved in these jumps loved the principals of Atmonauti and there is a need for more camps to

up-skill the skydiving fraternity of NZ. Michael Vaughan did an exceptional job of organising Big-ways for beginners and experienced skydivers; pulling off some fantastic jumps.

Michael and Fiona worked together with the Kiwis to build another new NZ record, a two plane Formation 22-way.

All the formations were watched by around 200 spectators, as locals observed in awe the different formations coming together and then dispersing across the skies above the stunning Abel Tasman.

Michael Vaughan has to be commended on his seminars, which were outstanding, informative and very well received. Additionally, after Liam Dunne's hard landing on the Thursday, Michael stepped up and gathered the crowd into the hangar for another wonderful seminar on canopy handling and canopy malfunctions.

That incident aside, the rest of the event ran as usual – without any drama. We wish Liam the very best and a speedy recovery; he is one very, very lucky man.

GV12 proved to be another fantastic event, filled with fun skydiving, great achievements and entertaining evening functions. Nearly every person who registered won a prize; and the huge finale awards night saw awards going to Max Biles (Swoop n Chug), Shannon Seyb and Piliino Nonato (Jump Pig), Ikuko Yoda (Most Travelled), Lisa Chambers (SARGE award in memory and honour of the late Rod Miller) and the big one... Rob Spedding took home the annual award for Captain Good Vibes 2012!

Good Vibes 2013 dates have already been set: 12-18 August and will yet again be a week-long event of fun and frolics – SEE YOU THERE!







2012 British National 8-way team Brit Chicks 8 in their Javelin Odyssey's training for the World Parachuting Championships in Dubai, UAE.

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# Northern Territory's 50th Anniversary

By **Christine Collins**

Photos by **Bruce Towers, Anna Grabls & Sheena Simmonds**

## Reunited

Do you know that feeling when you meet an old friend after a long time and how you seem to pick up where you left off? That's what the reunion at Batchelor was like, except now imagine reuniting 50 years worth of skydivers. I think that will give you an idea of how special the weekend at the DZ was on the 7th and 8th of July. Fifty years of skydivers – five decades of jumping – is in effect, five generations of jumpers. It's normally impossible that five generations of a family would be able to get together but our skydiving family is different. Time is running out though, the founder of Territory skydiving only missed the reunion by a few years – he was 82. The Northern Territory has recently lost other legends, including Kathryn Flynn (nee Henderson) and Lenny Hunter. A reunion such as this is not likely to happen in the Northern Territory again, so this was a unique weekend.



It sounds cliché but people at the union did share their experiences and try to comprehend the exponential growth and development of the sport in what really has been a short time. The old and the new jumpers marvelled and expressed admiration for what each other had achieved. TC pulled out the old gear – most had never seen 'rings and ropes' before. Jimmy brought Lenny Hunter's orange jumpsuit and it swung in the breeze in the packing shed as if he was there



watching the current jumpers pack. There were several loads, with most modern jumpers experiencing jumps from the vintage Antonov 2 for the first time, while retired jumpers watched in awe at the newer canopies.



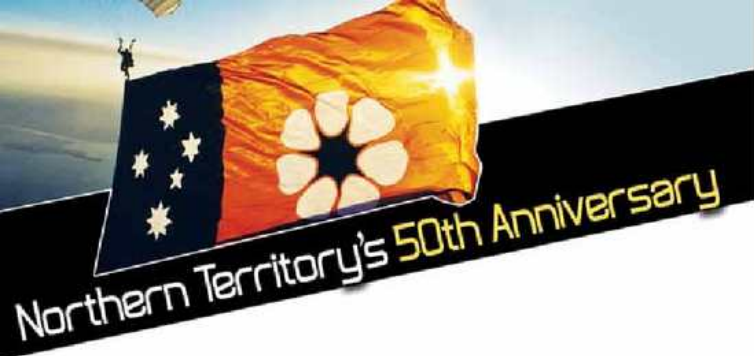
It was special that so many jumpers had made the journey to be here for the reunion and there were many past jumpers, especially from the 1980s. I was especially privileged with jumpers there who nurtured my jumping since the 1970s. Thanks for being part of it all, Dave, Faye and Claude.

## History in the Making

My book, "Northern Territory's Parachuting History Since 1891" was launched at the reunion. It felt a little surreal at the reunion as there were people whom I hadn't met yet, had recorded their stories, and now they were here and I could meet them in person! From the stories I was told, I knew why a particular jumper had a limp, or a scar, or what invisible yet incredible experiences some jumpers had encountered.

I felt it was important to record their stories but I also felt the weight of putting their words in print. As an amateur, I can't say it was easy, but at least there is documentation of the N.T. history. My disclaimer here is that although I tried to be as accurate as possible, it was not always possible! Recording stories late at night at the bar over a few drinks, only afterwards to be deciphered – you see my problem!





## No Rules

Dave McEvoy said at the reunion, "That was what the Territory was all about in those days – they didn't know anything else except true adventure – they didn't know rules. The rule was you don't die!" It was a recurring theme in stories from oral histories. 1950s jumpers, Walter Strohmayer and Herb Hoeschle, still commented about the lack of rules on the weekend.

Lee Hunt said at the reunion, "When the whole rel week things started early on, Claude said to us, "Look you guys, you know, you really should join the APF... so we did... That's why we are still here!" Lee was right. From the time that the Australian Parachute Federation infiltrated the 'wild north', safety and training aspects of all the clubs improved markedly. From the end of the 1970s onwards, there were no more comments made during interviews about not knowing what instructors were doing, or being shit scared about putting students out. So having Claude Gillard present at the reunion and presenting past N.T. Chief Instructors with awards in recognition of their leadership, was extremely significant. Here was the grass roots member of the APF recognising the far-reaching influence of Chief Instructors over the years and their significance for Territory jumpers to the present day.

It was also special to receive the message from Brad Turner, linking the modern APF with the old APF values. The APF has the same drive to support members as it originally did:

### Message from the APF CEO, Brad Turner:

*"The 50th anniversary of skydiving in the Northern Territory - a fantastic achievement only made possible by those stalwart men and women who first began jumping from aircraft in the top end, so many years ago.*

*It is the passion and dedication of those first pioneers of this sport that has helped forge the path for skydiving in Australia today. It is from this same foundation and these same humble*

*beginnings, that the Australian Parachute Federation was born, carried along by the imagination, determination, innovation and courage of many individuals across the past fifty years who shared common goals, passions and motivations. As they took to the skies in a variety of aircraft using a variety of equipment, these gutsy parachutists learnt from trial and error. From front*



*mounted reserves and static lines, round canopies and baggy jumpsuits, the advancements in technology, technique and safety over the years has been incalculable.*

*In this special year of your 50th birthday we pay tribute to all those who have had a role in our history, who have left their mark along the way and in so doing helped to build the NTPC and indeed the Federation into the organisation it is today.*

*On behalf of the APF I wish to congratulate all those that have made this celebration possible, from those first pioneers who leapt from bi-planes to those that are here today helping to keep the sport and the dream alive.*

*Very special congratulations must also go to Chrissy Collins who has devoted so much of her time in researching and compiling the History of Skydiving in the Northern Territory. Chrissy's depictions of the history and the people from the war years through to present day are awe-inspiring to say the least and truly leave one breathless and full of admiration and respect for these innovative and colourful men and women from yesteryear.*

*On behalf of the APF I wish you all well and hope you enjoy a fantastic night of celebrations as you reunite with old mates and share the endless stories and experiences of this fantastic milestone. Happy 50th anniversary Northern Territory."*

## Our Chief Instructors

The following are parts of the actual speeches made on the night by Chief Instructors. The speeches were totally unrehearsed yet from the heart.

**Walter Strohmayer:** I wish you all happy landings!

**Geoff Cowie:** I'd like to thank you all for participating in a part of my life. It has kept me going. For as long as you have kept going, (looking at Claude Gillard) I'll keep going too!

**John Cook:** I haven't been back here for a long, long time, years and years and just seeing the faces tonight. You've all come back here. Thanks a lot for the experience! It was just so easy here; I've been in sports all my life and joined DPC in 1981. It was easy to move through the ranks and do things – it was fun. I'm still a skydiver, I'm throwing drogues now, that's what DPC and the N.T. gave to me – a career!

**Trevor Collins:** This has been an amazing ride for me. I started in Katherine with Murph, Macca, Lee; I've done most of my jumping here but I've been jumping all around Australia and overseas but this is home for me. It's a really special place. Claude's taught me a lot over the years... Those people from the Parachute Federation... It's been my entire life...

**Claude Gillard:** (commenting about TC): He's more than that... He's a giant, he's been the chairman of the board of the APF for that many bloody years I don't know how many. He's a doer, a giver, a guy who'll give what's necessary to the sport. I love him.



**George Faulkner:** (Trevor commenting about George) It's what we are today because of people like him.



**Ashley Smith:** It's so great for the old and new jumpers to meet. I've met a couple of the older guys and they've got some good stories. There's just not enough time to really get to know everyone here; we'd need a three day reunion to do that!



The efforts of absent Chief Instructors were also acknowledged, including Brian Murphy, Lou Armstrong, Tony Edwards, Dave Opitz, Michael Braun and Terry King.

operation, not a bunch of drogue throwers, just a bunch of people. People like Lee Hunt, Brian Murphy, TC. They're not in it for the money; they are in it for the skydiving. They are backed up by good people who are always behind us. Over the years, the aircraft got bigger. The planes went from 182s then Trickey brought his 402, Towers the DC3, then there were Casas and all sorts of big aircraft and fantastic jumping going on. Australian records, then Big Al brought two Caravans up here, Onis brought the Skyvan; the whole place was a Mecca for skydivers, not just Australian, but international. I'm so glad to have come back for this special occasion. History in the making and it's still being made. I have to thank the Territorians for giving me a part of skydiving that has made me really feel like [emotional] – thank you, thank you, thank you!!

## On the Shoulders of Giants

Rel Weeks have been a huge part of the Northern Territory history since 1977 – the last 35 years – and it has been the longest running and most significant event in the N.T. It has assisted hundreds of jumpers to grow and develop their skydiving skills, as well as being lots of fun! Particular consideration was paid at the reunion to those who have supported it over the many years. Following are the words from a few of the key players at Rel Weeks over the years.

**Trevor Collins:** I've got to take you back on this one. I'm sorry that Brian Murphy isn't here. Rel week started when we used to drive down to a place called Caloundra Downs and jump with a bloke called McEvoy. It worked out that it got too dangerous to drive down because we'd stop for a carton at every pub. By the time we got there, well, it took a while before we could start jumping. So we rang McEvoy up – in the old days we had those dial things, no mobiles then – and said, "Macca, you really need to come up to us, otherwise there won't be enough of us left to jump with." Dave came up and was the very first tutor at the very first rel week, with another bloke called Ron Law.

**David McEvoy:** Yeah, I remember TC in the old days at Caloundra Downs. The whole territory – Murphy, TC, and the gang when they came down – they were terrific people, they were so keen to learn and when I got the invite to come up. I think I came up with two or three others for the first three or four Rel Weeks. It was just fantastic, the enthusiasm. Brian Murphy – he had foresight, that fella – his first jump I think was from 10,000ft freefall. There was just a pure innocence among them as well. They were just so keen to learn. When I first came up in 1977, we played knuckle head with six or seven instructors and haven't looked back since. The place has kicked on. Now Territory Rel Week is one of the biggest boogies in the whole of Australia. It's just gone from strength to strength. I've come back for a few of them over the years. I think the 10th, the 21st, the 30th and a few others in between. People like Fiona and Stretch have taken the place to a different level. Now there's wingsuit tutors, a whole concept up here – Territory Rel Week is fantastic, it's great fun, run by a club, people – not a commercial



**Paul Osborne:** We heard about Rel Week and decided to come up. We piled the plane with rigs and things. At Tennant Creek, we organised all these jumps, we were flying the plane with all this stuff and about ¾ of the way through these jumps, the plane flipped over. Now we have to refund the money! From there we came up to here. I spent a lot of years jumping at Katherine (Rel Week) and I say, "What happened in Katherine stays in Katherine!" We had a hell of a good time! What more can I say?



**Stretch:** I feel like a junior. I've been coming to Rel Week for fifteen years. It doesn't feel like a long time and listening to the guys that came before me, I'm just standing on the shoulders of giants. Some of the stuff you guys did was amazing...



## Remembered

The Indonesian skydivers were acknowledged as part of the occasion. Jumpers from the 1980s would remember the Mandagi family who came to several Rel Weeks. The niece of Robbie Mandagi, Pingkan Mandagi, wrote, "I'm so flattered that you want to me to be part of the reunion. I just talked to Jasmin on the phone, she's so excited. I'll see if it's possible for me to attend the reunion. Yuza, Jasmin's son has made a nice memorial slide show of Mandagi brothers and he promised me he would upload it to YouTube for you ... Thank you very much for everything Christine, I really feel like I have a new family there in Darwin."



There was a quiet tribute to Handbrake in the form of a memorial book given to close friends on the night. Jason, Handbrake's son, attended the reunion for a short time in memory of his Dad.



We also remembered Fiona with the addition of two new Desert Rose bushes for her garden. The Desert Rose is the Territory equivalent of the pink rose in southern states.



## 50 Years On

Even though there was a balloon jump in 1891 and many jumps during the war, Sergio Cattonar was the one who established parachuting as a sport in the Northern Territory. Claude Gillard remembered Sergio and interestingly never awarded him his Instructor rating. Sergio had not done a freefall jump in Australia, which was part of the licencing requirements. What Sergio did do, however, was establish a club. He called it the N.T. School of Parachuting and ordered four rigs at great expense from the States. He initially trained eighteen students and maintained club operations until he left in the late 1960s. The operation has continued to this day, only stopping for a short time after Cyclone Tracy.

Sergio returned to Adelaide after his stint in Darwin and it wasn't until 2009 that I found that Sergio had passed away during the 2009 Rel Week. In 2011, by ringing through the phone book, I finally found Sergio's son, Paul. He sent me Sergio's log book and a few photos of jumps at Batchelor.



They established the date of the first jump in the Territory, confirmed also by old newspaper clippings. The date of the first jump was 8 July 1962 at 8.30am, and meant that 2012 was the 50th year anniversary. A date that needed to be remembered!

After several phone calls throughout mid-2012, Paul was partly convinced to attend the reunion and possibly undertake a commemorative jump. Although adamant that he was scared of heights, Paul agreed in principle to the jump, even if he had to close his eyes the whole way!



On the actual day, with ABC news closely following his every step, Paul was taken by Ashley Smith on a tandem jump – successfully, with eyes open!



It was also a touching gesture that Paul had brought his Father's original log book as a gift from his family and presented it to the N.T. jumpers as part of the commemoration. There were 79 jumps in Sergio's log book, the first one being Sunday, 8 July 1962. The 80th and final jump was added by his son, dated Sunday, 8 July 2012.

No.	Date	Dropping Zone	Field Size	Altitude	Rate Time	Under Canopy	Type of Jump	Remarks	Time	Wind	Parachute	Height	Masses	Remarks
77	14-10-62	Batchelor	100m	2000ft	1000	10	Freefall	1st jump	10:00	10	1000	1000	1000	1st jump
78	14-10-62	Batchelor	100m	2000ft	1000	10	Freefall	2nd jump	10:00	10	1000	1000	1000	2nd jump
80	07-12-12	Batchelor	100m	2000ft	1000	10	Tandem	80th jump	10:00	10	1000	1000	1000	80th jump

### Paul wrote afterwards:

*"I would like to thank yourself, Trevor and the club for getting me to Darwin to celebrate the clubs 50th anniversary. All of the club members made me feel welcome and made the experience all the more memorable.*

*I have given the [history] book to mum, she is so pleased that Dad has been recognised and that you made it possible for me to experience what Dad did. We were able to see the story the ABC put on the news.*

*I could tell that the club is a group of people that get along really well but I could also see that you and Trevor are the driving forces behind the club. I hope that at one of the future celebrations, you are both honoured, as you have honoured my Dad.*

*Again, thank you for a wonderful experience.  
The Cattonar family"*



## Flying High

Batchelor was a busy place in the 1940s. The airstrip that we now use for jumping was once the site of thousands of troops and many airforce squadrons. Among them was First Lieutenant Luke Dornseiff of the 18th Squadron, Royal Netherlands East India Airforce who was posted to Batchelor He flew 33 missions in Mitchell Bombers from Batchelor and survived three forced landings during the war. His role was to intercept enemy shipping in the Timor Sea and attack enemy positions in New Guinea and Bougainville.



Luke was described as a reluctant hero at his eulogy; one of those men who didn't discuss his wartime experiences. He passed away in 2002.

Luke's ashes were brought back to Batchelor 70 years later by his daughters, Yvie Domseiff Fregon (an ex-jumper) and Belinda Day for the reunion. At the reunion, his daughters went up in the Antonov 2 and flew over Batchelor Airstrip and nearby Gould Airstrip, where Luke was stationed. The rumbling old aircraft was very much a reminder of the sound and movement of a bomber. I was not prepared for the wave of emotion that struck the sisters as they saw where their Father had flown from. They hugged each other as they peered out of the windows and saw the airstrips for the first time. As the setting sun streamed into the windows of the vintage plane, the tears streamed down the faces of the girls. It was so moving.

After a night sitting at the bar as part of the reunion, Luke prepared for his last flight on the Sunday. Once again from the Antonov 2, Luke flew his final mission successfully. It was a fitting farewell, a moving tribute.



phone number and finally on the Monday we received the message and rang her back.

Jessie was Laurie Trotter's sister and she had cared for him in his final days. It was very emotional connecting with her, not only because she solved the puzzle, but she was able to tell us stories about Laurie and his family. It was also coincidental that a number of jumpers from the same era were present and able to tell Jessie stories about him as well. After an hour on loud speaker with us, Jessie was tired, "I'm not doing bad for 87, am I?" The call ended but we were buzzing! Eddie was shaking his head about the chance encounter. It was like Laurie was at our reunion with us!



## Stepping Back in Time

*"So did you have a good weekend Eddie?"*

Eddie Smith didn't say anything at first but a broad smile grew across his face. It said it all.

*"I'd forgotten about the mateship, the camaraderie that skydivers have. Even after all these years, it's still the same."* Eddie was a different person from the introspective one who had stepped off the plane from Alice Springs two days before. His reaction captured the essence of the reunion and what it was all about.



## Blast From the Past

We never knew what had happened to Laurie Trotter, a very influential jumper from the 1960s and 1970s. His last known whereabouts was Tennant Creek and the last jumper to have seen him was Eddie Smith. It was always a bit of a mystery as the following email shows:



Wednesday, 2 June 2010

CC: Trevor Collins; Andy Keech; Harry Pugsley  
Subject: Re: Trotter

*Great to see a History page for N.T. Skydiving being put together – it can all just disappear so fast in a sport as mobile as Skydiving. Will be only too happy to help with any info we have on Laurie, the only uncertainty that we have – what ultimately happened to Laurie? In doing the research around the NSPC 50th, we could find no one who could give a definitive answer. The consensus seemed to be that he had finished up in Katherine, but the when and how of his passing is a mystery. Laurie was a real pioneer and helped many of us along the way; by virtue of his nomadic lifestyle managed to take the sport to places that would not have seen it otherwise. So any detail that you can give would be much appreciated.*

**Allen Jay**

The reunion had been the subject of much positive publicity, including the radio show, 'Australia All Over'. One of the listeners happened to be an 87 year old lady from Goulburn, who was blind and living by herself with a carer. She had a story to tell, so she rang the radio station, who gave her the phone number for N.T. Tourism who rang Coomalie Council (responsible for the Batchelor area) who then rang Skydive Territory, who then emailed TC and I. Jessamine had left her

## The Planes





## Final Words

The photo of the club members from the night demonstrates what a small group of people we are and yet were able to organise yet another successful event. The following comments are a tribute to all the hard-working team that is Darwin Parachute Club. Thanks to all the members for making the reunion what it was. Some of the correspondence post-reunion included:

**Herb (1950s Jumper):** Rest assured that I had a wonderful time; the highlight of it was being reunited with Walter Strohmayr, with whom I had no contact for the past 43 years.

Thanking you again for the great privilege of participating in the reunion, and making me feel at home! In answer to your question, I was introduced to parachuting in March 1953, when I got my wings as part of an airborne unit of the Canadian Armed Forces. I started jumping as a sport in May of 1957.

**Faye (1960s Jumper):** Must say again, what a wonderful visit and privilege to be a part of your well organised and wonderful reunion. I have been looking through the book and it is really interesting. Hope I can do one on N.Q. and maybe QLD with help from S.Q.

**Cathy Hannant (1970s Jumper):** Thank you both for the things you did to make it happen and to make it so special.

**Ruth Connors (1980s Jumper):** You have done an awesome job with this event and to all your contributions to skydiving in Oz. Ta also to TC and many other N.T. legends! Keep skydiving N.T., the rest of Australia love you!

**John (Visiting American Jumper, 2000s):** I just wanted to say thank you again for a wonderful weekend. Special thanks to Naomi, Christine & TC! Hello to Jimmy, Bubba, Matt and the rest!

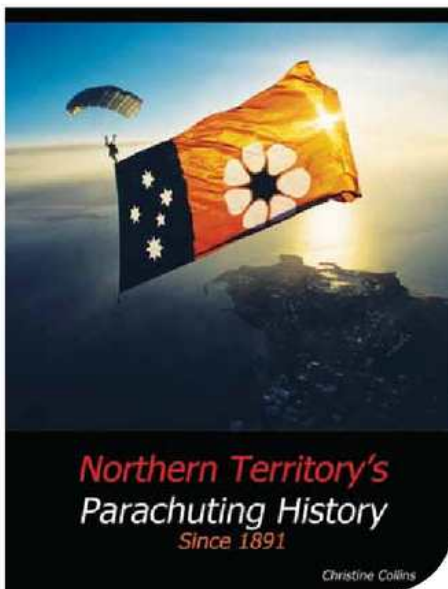


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HAVARD FLAAT,  
MIKE CARPENTER  
& FABIAN RAIDEL



# Innisfail 2012 Winter Escape Boogie



By Tracy Scott, *Event Organiser*  
Photos by Hamish McCorkindale



Tracey, Jill, Issy, Cath

**EPIC!** IF I WAS GIVEN A DOLLAR EVERY TIME I HEARD THAT WORD AT THIS YEAR'S WINTER ESCAPE I WOULD BE ON MY WAY TO THE TUNNEL RIGHT NOW, NOT SAT HERE ATTEMPTING TO PUT INTO WORDS THE CRAZY WEEK IN JULY THAT HAS BANKED SO MANY GOOD MEMORIES FOR ME. IT IS HARD TO BELIEVE THAT THIS IS ONLY THE 2ND WINTER ESCAPE BOOGIE. THANKS TO THE CREW AT TANDEM CAIRNS WE WERE WELL PREPARED AND THE EVENT RAN SMOOTHLY WITH MORE THAN DOUBLE THE PEOPLE REGISTERED IN COMPARISON. IN THE WEEKS PRIOR TO THE BOOGIE, FIRTHY PROVED HIMSELF TO BE INVALUABLE BY LAYING A CREEPER PAD, EXTENDING THE CAR PARK, BUILDING A SHOWER BLOCK AND TWO BUNK BEDS AS WELL AS A HEAP OF OTHER JOBS AROUND THE DROP ZONE. ALL OF THIS WHILE STILL ON THE ROAD TO RECOVERY, WHAT A GUY! YOU ROCK, SAM!

The mood was contagious with the arrival of the super caravan and a bunch of Picton jumpers on the 28th of June. Someone must have sacrificed a virgin to the weather gods as the sun shone for the first time in weeks, much to our relief, and luckily continued to shine for the entire event.

The awesome Michael Vaughan arrived a little earlier to lead a group along a popular hiking trail through the rainforest before spending the week load organising and coaching RW and Big-ways. Sadly Phil and Cindi got roped into working while everyone went off to enjoy the local wildlife. Damn work gets in the way of everything!

We were lucky to have guest load organisers from Skydive Dubai, Team Makatoum's Kai Kai and Micah. They arrived at the drop zone shortly after the caravan and were keen to take to the sky with Firthy and make the most of the good weather. A few more jumpers turned up throughout the day and set up camp in the drop zone's tropical gardens before everyone headed off to the pub for dinner.

The following day saw the arrival of keen jumpers Jill and Em from Nagambie and Tracey from Townsville who very nicely delivered a lost fun-jumper they happened to come across on the way to the drop zone. We all enjoyed sharing the carton later that night. More and more people trickled into the drop zone and it became clear that the week ahead was going to get crazy!

Saturday the 30th June and Day 1 of the 2nd Annual Winter Escape Boogie began with a many more jumpers arriving early. The sun was shining and everybody was ready to get high as the first load took off at 7:30am. With myself and Brigitte Jones (Yes, that is really her name! Plans for a 'big knicker jump' are imminent!) holding the fort in manifest, the plane didn't stop all day! The fun jumpers were going hard and on top of that we smashed our record number of tandems too.



Vaughany 4-way



Bec, Erica, Micah, Jill & Strop



Firthy, Micah, Vicki & Fleggy

# Innisfail 2012 Winter Escape Boogie

NQPC kindly funded tutor slots for both B-Rel's and Star Crests throughout the event and Marika Forster and Agnes Belanger took full advantage of the subsidised slots and awesome weather to drill through some B-Rel's, Marika actually completed the whole table by the end of the boogie! Good on ya girls.

During the course of the week, Michael Vaughan organised some Star Crest jumps for those who were interested and as always entertained us with his canopy tricks and adventurous landings.

Kai Kai and Micah proved to be fantastic flyers with their own unique spin on angles and gave the Freeflyers something fresh to work with. They jumped hard all day, every day, making sure that everybody got a chance to benefit from their sensational flying skills and awesome personalities.

Michael Vaughan had a lot of newer jumpers to load organise this year as well as a couple of the Ayr Chix, Vale and Karen and some old school jumpers, Andy Weir all the way from Thailand and Toogoolawah jumper Blaino (who by the way is a legend on the guitar and vocals!)

Hamish McCorkindale became the unofficial cameraman of the boogie and it was great to see him sharing the love and running some greatly appreciated baby-Atmo jumps for beginners. Thanks Hamish.

Congratulations were in order as Claire McGrath reached her 200th jump and Vicky Allen reached her 500th. Jonas Luetke celebrated his 600th with Sarah Coleman who reached her 1,000th. They planned a double tandem Mr Bill and it



Vaughany



Lauren



Julia



Micah, Firthy, Erica, Jonas, Bec

was drinks all round when Sarah ended up landing under the tandem canopy

straddling Greg Puttick after they had problems disconnecting the harness. Jonas, after hanging on too long waiting for Sarah, managed to land off the DZ. At least they have a funny story to tell and we all enjoyed hearing it while we helped drink their cartons! The drop zone was dubbed "Jill-topia" after *someone* stole Jill Grantham's childhood pillowcase from her tent and displayed it on a flag pole in the landing area, where it stayed all week much to Jill's delight.

The days began early and the nights ran into the early hours as new friendships were formed and old friends caught up with one another.

Each day ended with everyone gathering to watch the day's jumping compiled by Josh Maheady before sitting around the bonfire where many beers were drunk and the Bop-it game ensured we were flicking, twisting and spinning it into the early hours.

On Thursday, two sunset loads were organised to jump into the Johnstone River Crocodile Farm where they were met by the crew there and taken on a tour. Vaughany aka The Croc Whisperer, proved to have a secret skill as he manhandled a croc in the enclosure. Seriously, is there anything he cannot do?!

The lovely Katrina and Debbie catered the event again this year with the help of three crazy pommy chicks, Hannah, Lauren and Christy. The food was delicious and it was always a pleasure to pop in the catering tent as the girls served food while singing and dancing. Note to self: Do not get involved in backpacker drinking games! King cup has a lot to answer for, as do the girls who introduced it!

Cairns local, Fletcher Minngram, and Julia Beck from Sydney began their AFF on the Saturday. A wise choice for Julia to escape the cold of Sydney and complete up to Stage 8 before heading back to the real world. It took six years of convincing for Julia's flat mate, Sarah Coleman, to finally get her in the air! Nice one Sare Bear!

All pre-registered jumpers were put into a draw to win one of two fantastic prizes. The draw was made during the week and the winners were named. Claire McGrath was the winner



Matt Hart



Jonas, Firthy & Stiffer



Micah, Jonas (wingsuit),  
Firthy (rodeo)

of a brand new canopy courtesy of Sydney Skydivers and Aerodyne. Jill Grantham bagged herself a brand new, made to order wingsuit courtesy of Pheonix-Fly (and JonasJ). There were heaps of other cool prizes given out throughout the week thanks to the many sponsors.

The decision was made that party night would be on the Wednesday as Cath and Erika had flights booked to head back to Sydney the following day. The bonfire was lit and the bar was moved outside. Bec Scott provided the tunes and everyone got into the party mood. As it happened, Cath and Erika decided they didn't want to miss out on any fun and didn't even make it out of Innisfail the following day. They turned their camper van around and came right back to the drop zone so we had party night on Thursday too! Love your dedication girls; nobody wants to be a FOMO!

The Bop-It champion was named after many nights of passing the game around the fire – Jill Grantham aka Bop-It Queen took the title with Em Granger being a close second. I expect there will be a re-match at the Full Moon Boogie at Nagambie in November.



It was a sad scene as Vicki hobbled off on crutches after losing a wrestling match for the first time to Fry on party night. As Jonas saved Jill's pillowcase from the landing area, the realisation dawned on everyone that the boogie had come to an end. Nobody wanted to leave and there were sad faces all around

as everyone promised to be back next year for more epic jumps and crazy party nights.

A big thanks to Phil Onis for such an awesome event and to all the people who worked hard to make it happen: Cindi, Russell, Adam, Firthy, Terry, Lee, Brigitte, Kat and Debbie, Val, Josh and all the staff at Tandem Cairns, not forgetting the pilots Jurik, Stefan and Kris or the amazing Bella Smart for designing and printing awesome boogie shirts.

Also, a massive thanks to Michael Vaughan plus Kai Kai and Micah from Skydive Dubai for providing your awesome skills, and of course to the Australian Parachute Federation and the North Queensland Parachute Council who both provided funding for the event.

Huge thanks to all of the sponsors of the boogie



MIRAGE SYSTEMS

North Queensland Parachute Council

Famishes Café

Sibby's Bakehouse



Fleggy & Jonas



Matt & Sarah



Little Em

# Innisfail 2012 Winter Escape Boogie

"Winter Escape is aptly named. It was sought by many southern jumpers as a refuge from triple layering and double gloving (not as fun as it sounds). It is an oasis tucked away just past the South Johnstone River, where there are rolling grass meadows, fruit trees, swimming pools and a delightful bunch of characters welcoming you in.

The drive to the drop zone involved a touch of girl navigating as we were distracted by something shiny and missed the big airport sign that was the turn off. It didn't work out too badly because as we

turned around to get the dot back on the blue line, we saw a jumper landing off right in front of us. We joked it must have been a wingsuiter. Low and behold it was Marc Huggleshoffer, not in a wingsuit, but landing off all the same. The boogie got underway, jumps of all shapes and colours were filling the crisp Queensland skies. Michael was catering to all Rel jumps (some vertical) and the Maktoum boys were introducing us to their own brand of angle flying. "Just hold on and go faster" was the advice given when things weren't going according to plan. Speed fixes everything.

Kai Kai got an Aussie experience he hadn't bargained on when he volunteered to help look for a lost freebag in a cane field. Apparently Terry made reference to all the idiots who had walked straight into the cane without checking the direction of the sun, only to have Kai Kai giggle nervously and then stay glued to Terry until he made it out of the cane. There was no luck finding the freebag but the tale goes that they came across a wild boar. Needless to say Kai Kai stayed clear of the cane after that.

When Hamish had a chop the very next day, he ran the gauntlet and landed with the freebag in a row of banana plants, only to discover that the bags used to cover the bananas look remarkably similar to a freebag. He did manage to locate his freebag in the end.

The boogie went on, awesome jumps were done and new friendships were formed. From an outsider's view the participants got more and more affectionate, but upon closer inspection it was people patting each other down in search of the infamous Doha pipe.

Along with Doha and some other quirky games of hide and seek, Micah was full of useful information. For example, it apparently takes seven pounds of force to pull off a human ear. Handy to know for the next trivia night you attend.

Thursday was Display day and we had the opportunity to jump into the local Crocodile farm. During the brief, all I could hear was, "blah blah blah, pools of imminent death", so opted out of the display. Two loads jumped in without incident and the farm owners allowed a couple of people into the pens to actually handle the crocs which was a pretty cool experience for everyone, especially the overseas jumpers.

Michael Vaughan (crocodile hunter), as always, was the consummate professional, always around to offer advice and jump with everyone, and with equally deft skill, peeled out after the day tape before any afterhours shenanigans. Watching the landings, you would hear people gasp and then say, "Oh, it's just Michael" as he stalked the jumpers all the way to landing. The weather on the last day turned, so Michael ran an impromptu Two Canopies Out seminar, which concluded with a group consensus that you are basically screwed if you have two out. Not sure that was the message he intended.

This is a new boogie on the scene but a definite must for anyone's boogie circuit. Mark it down on the calendar for next year.

See ya there." **Jill Grantham**



Group angle



Freeflyers go flat at sunset



Jonas (wingsuit) Firthy (rodeo)



Angle over burning cane fields



Stuart Forster

"Well, what can I say but "Amazing!" This was one of the team's first trips out of Dubai for the 2012 boogie season. I couldn't have asked for a better boogie to go to for our season starter. Just driving to the drop zone was amazing. A little different than the desert and camels we are used to back home! Haha (get it?!) When we first pulled into the drop zone, loads were already running and the locals were ready to jump! From then on the fun never stopped. Jumping every day, and more importantly, jumping with everyone.

It was all happening! From running bigger groups on angles to doing some smaller groups and just tearing it up! This boogie had it all. From the sky, to the great food every day, to the late night bonfires! If you ever get a chance to make it to this drop zone... Do it! Phil, the DZO was super supportive and wanted to see people jump. The staff were amazing and everyone was having a blast. It truly felt like a family on this drop zone."

**Kai Kai** (Load Organiser)



Coops



Tim & Tracy



Kai Kai, Marklar, Fabbro



Firthy



Jonas & Mr Bill



Marcel



Manifest Tracy



Strop



Charlotte



Jill



KaiKai & Micah



10 way with Blaino



Firthy & Micah



Hamish



Peter Farley



Stiffler

"Aside from just being up the road, the best thing about Winter Escape for me was the awesome vibe and amazing facilities. Let Firthy give you a tour of the drop zone orchard, and if you're really unorganised you could probably survive the boogie off the collection of fruit trees. But no need! The caterers will blow you away with their themed nights, my favourite being Malaysian. Best boogie food for sure!

We did lots of great jumps with the Dubai crew. They had a lot of faith in us, trying some really cool stuff that I don't think we came close to pulling off, but it was fun all the same. I snuck in my 500th, won a Cypres service (great giveaways) and also tarnished Wingate's pride when he attempted to wrestle me (he's not as tough as he makes out). I also rang the bell for my first loss, damn you Fry! Maybe time to retire from late night wrestling...

A special thanks to all involved in making Winter Escape a great success!"

**Vicki Allen**



# Michael Vaughan's Canopy School

By Annaleah McAvoy Photos by James Allen



On a clear, crisp Saturday morning, I make my way into the garage-turned classroom where I find nine eager students, including myself and Michael Vaughan, our canopy instructor for the day. It is quarter past eight and the class commences. I can only imagine what we are in for!

Michael started the day off, asking what our expectations were and what goals we would like to achieve throughout the day. We all took turns in sharing what it is we were keen to learn. When it came to Lauren Allen, she readily exclaimed, *"I would just like to have fun under canopy!"* An interesting remark, as I never thought of having *"fun"* under canopy. Isn't it all in the freefall? Being a fresh student with barely 100 jumps under my belt, my canopy was simply a way to get back to earth safely. No canopy collisions, no low turns, just an enjoyable ride with an amazing view. That was enough fun for me. But may I happily say, Michael was about to change our view on canopy piloting and truly make it fun for all of us!

We did a total of five Hop'n'Pops in the day, working on everything from front and rear riser stalls to hook turn recovery and harness turns (which are my new favourite, thanks Michael!) Claire and Denise McGrath improved immensely on their landings and canopy handling, hats off to them as they are on borrowed gear patiently awaiting their new gear, go girls! Lauren and Fry Allen dazzled all of us with their quick learning skills and accuracy on landing. Sonja Neville was awesome under canopy, showing us all how it is done! Meanwhile Andrew Fabbro and Oliver Fong improved heaps on their high performance landings, inspiring the rest of us to one day, have a go! Nikki Healy did her *second* jump on a crossfire canopy (notice what I did there Nikki? You're welcome!), making us all a bit jealous of her mad canopy skills. Last but not least, Josh always did the most impressive exits out of the Cessna making me just a tiny bit envious... One day I will grow muscles and hang off the strut too, Josh!



"North QLD in winter time is always appealing. The temperatures at height are above zero rather than freezing level being about halfway to height like at my home drop zone. That and Innisfail is a great drop zone to jump at. The weather held out for the nineteen participants on the course to get a bunch of jumps in over the weekend. Everyone got some feedback on their current canopy skills as well as the chance to test themselves with some new skills such as braked approaches and switchblade flares. I was impressed with the improvement of many over the course of just a few jumps. I was also impressed with those chocolate chip cookies and the lunches each day - thank you Valerie. Thanks also to Tracey and Tandem Cairns for inviting me up north once again. I can't wait to do it again next year." **Michael Vaughan**

On our last jump of the day we were told to try the "toggle off" exercise. I may have been the only one in the group who wasn't too keen for this, as I've heard your canopy starts to spin frantically the longer it is left off. On this jump, only a minute before the door would be flung open, Michael asked me to do an exit I've never attempted before, a partial strut-hanging, if you could even call it that! My exit was embarrassing. It took a couple tumbles before I finally got stable as Michael jumped out after me. With that bit of excitement, I did my normal routine of checking my canopy and without thinking, popped both toggles. "Oh shoot!" was my first thought, as I glanced back to see if Michael had seen. Reassuring myself that he was too far away to notice, I tried, without much success, simulating what a toggle off would be like. Unfortunately, I had to cop the brunt of it when I landed. As everyone shared their toggle-off experiences, Michael approached me with a wry smile, casually acknowledging the fact that I had not done the procedure. So he saw me after all! Ah well, next time Michael!

It is fair to say, we all had a blast and learnt so much from the one who has done it all. It's not hard to recognise the passion Michael has for the sport, with his unending knowledge and canny way of explaining things. Not to mention the time he took to film each of our landings and methodically explain what we all could work on. He challenged each one of us to try new things and may I say, we all came out refreshed and eager to meet those challenges and further understand our canopies.

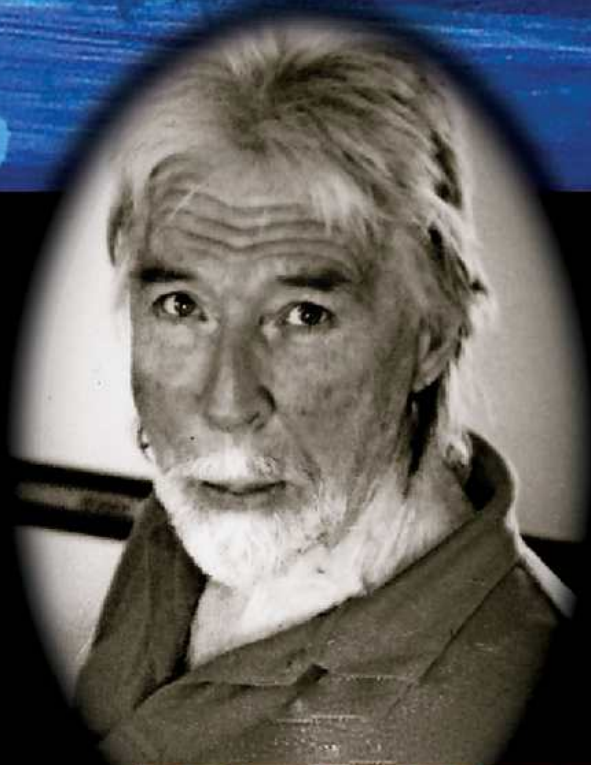
To come back to where I left off, I think all of our goals were met, especially yours Lauren. For once, I truly had fun under canopy and I'm sure the whole group that participated in the school would agree wholeheartedly as well.

Special thanks to Michael Vaughan and Stefan Brown, the happy pilot!

Cheers guys!



PHIL WHATMORE  
F29



1945 - 2012

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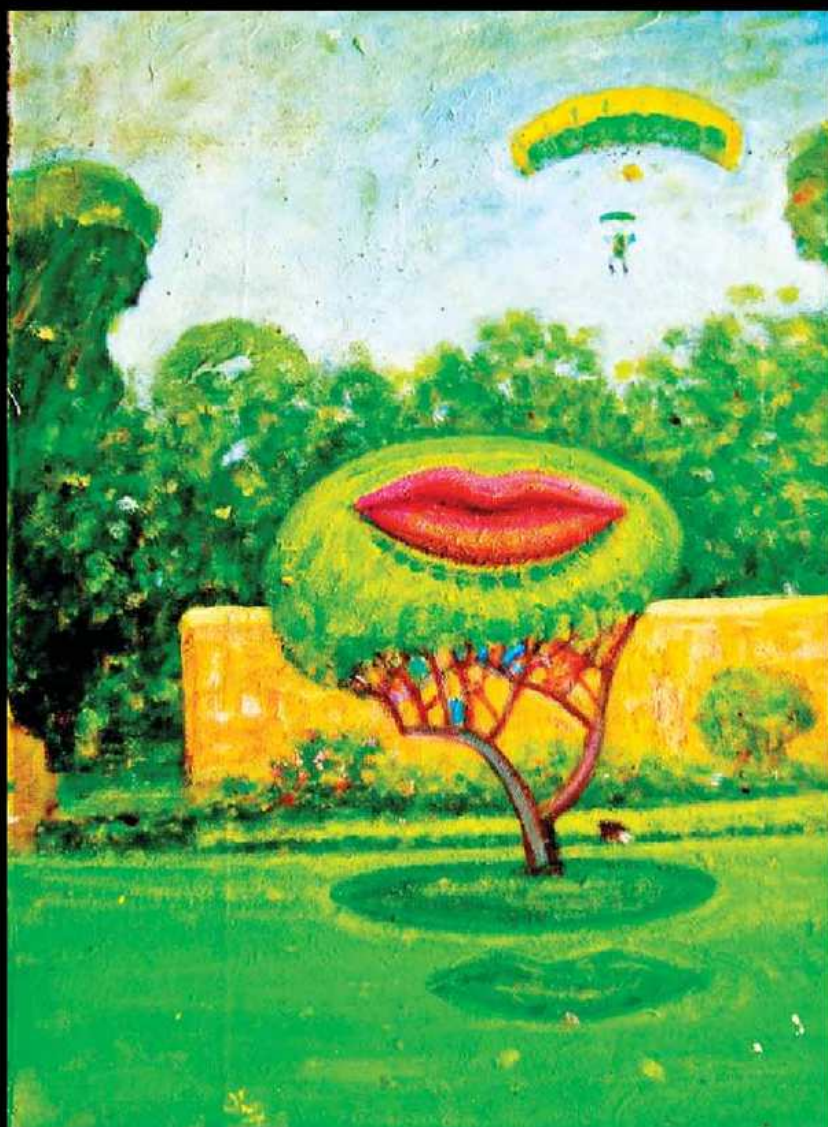
By Dave McEvoy

Photos by Allson Raynor and Susle Mc

Phil's first official jump may have been in 1967, but according to his sister it was at the early age of two, when he jumped off the top of the stairs with an umbrella!

ARTIST - SKYDIVER - CRIPPLE - SAINT

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I met Phil in early 1968 when we were both invited to join the Ramblers Association of Sport Parachutists at the Surfers Paradise drop zone. Phil was a quiet guy, but full of adventure. We would meet up after work mid-week and talk jumping, check out the sky, and wish the weekend to arrive. Bob Morrison was our instructor. After Bob passed us through our student and early Rel Work training, he introduced us to the competition side of jumping and he started training us up in Style and Accuracy. We went to the 1970 Nationals in Perth and all three of us made the Aussie Team. The real adventure had begun; we were off to the World Championships. We all did OK at the World Champs, but Phil excelled at Style. He customised his gear and developed his own method of doing it. He made the Aussie Team again in 1972 and 1974, spent a lot of time in the U.S. and won first place at several major U.S. competitions. He was well on the way to winning the World Championships with his judged performances at the highest elite level; and he was hungry for it. But it was not to be.

Tragedy struck when Phil hit power lines on a jump at Beaudesert in 1975. I called the ambulance, Gary Myers pulled him out of the 11,000 volt lines and John Friswell gave his unconscious form mouth-to-mouth and brought him back to life. He suffered terrible wounds and after several months of skin grafts and extreme agony and suffering he started the rest of his life on callipers and a pair of walking sticks. He used to whinge to me how he hated Frizzy for giving him that kiss of life, how he wished he had died and it would all be over. But Phil had courage and was not a quitter. After a couple of frustrating years, he was back in the air. He modified his equipment again, attached velcro straps and other stuff to help hold his legs in position; and he started doing Style again. He really loved his Style. He tried but he realised his dream was over and he accepted the fact. Notwithstanding, he never lost his love for jumping and he was happy to just jump and have fun.

Then Phil found God and Jesus. I don't know how, or who or when it actually happened, but it transformed his attitude to life. Phil used to be a committed atheist. Now you couldn't shut him up trying to convert everybody, every chance he had to corner you. Now Phil loved Frizzy for giving him that kiss of life. He wouldn't have found Jesus if Frizzy hadn't saved him, and now he was saved. Now Phil loved everybody and everything that lived. He had put his misfortune behind him. He never once complained.

I knew he had been an artist but I didn't really take much notice of the fact before his accident. Now his art was taking centre stage (after Jesus) and it's fantastic. Now when I visited Phil, we'd still talk jumping but it was the art that took up the conversation. First and foremost Phil was a jumper. He loved his jumping, he loved Frizzy, he loved the Gatton Skydivers, and he loved Gatton drop zone. They were his jumping Family. I know he would feel bad about having his tragic accident there and causing them all so much pain, but the pain will pass and I know they will all forgive him. Phil was a sick fella, he was suffering. His death, as tragic and terrible as it is, was maybe for the best, and thank you to the boys and girls at Gatton. Phil died fast and painless, he died doing the activity he loved so very much and he has gone straight to Heaven.

Phil will be remembered. His paintings are truly special and they will make sure he's never forgotten.

PAUL WHATMORE  
F29

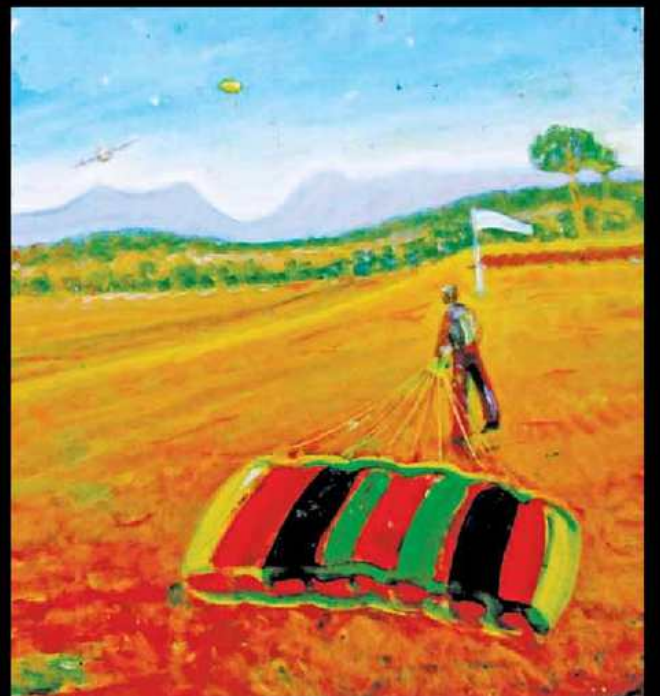
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ARTIST - SKYDIVER - CRIPPLE - SAINT

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# WORLD GAMES TEST EVENT

Colombia, 2012

## The Quest for the Australian Distance Record

By Brad Jones Photos by Billy Sharman, Brad Jones & Luke Ollver

At the International Parachuting Commission (IPC) meeting in February this year it was voted to change the rules for the Distance event in Canopy Piloting, which is aimed at reducing the distance canopy pilots travel. With this rule change, Matt Harris' amazing Australian Distance record of 150.89m has been retired and an opportunity opened for a new Australian Distance record to be set. Game on!

The first event with Australians to compete under the new rule was the 2012 World Games Test Event in Cali, Colombia. With invites based on the 2011 World Cup results, Luke Oliver, Andrew "Angry" Woolf and myself [Brad Jones] received an offer to compete. Unfortunately Angry couldn't attend but Luke and I jumped at the chance. The event would consist of four rounds of Zone Accuracy, four rounds of Distance and then the top twelve competitors out of the field of 27 would complete in one round of Freestyle.

So at the end of July Luke and I headed off to Colombia, via Skydive City in Zephyrhills, Florida. At Z-Hills Luke and I brushed up on our techniques with the expert coaching of Scott Roberts of Team Slipstream. With Scott's knowledge we headed to Colombia ready for competition.

We arrived in Cali to discover why it was a test event. The organisers of the event had been confronted with a myriad of problems that were delaying the chance for training jumps. With Cali 3,000ft above sea level, training jumps would be needed to adjust turn heights and patterns. Markus Graeber, Event Organiser, and his team worked tirelessly to solve the problems they had been confronted with, whilst competitors took a chance to do some sightseeing. After a couple of days of serious negotiation we were boarding the Cessna Grand Caravan to do our first

training jump over Cali. With the drop zone located in the city on the Marco Fidel Suarez Air Force Base, the views on the climb to 5,000ft were amazing.

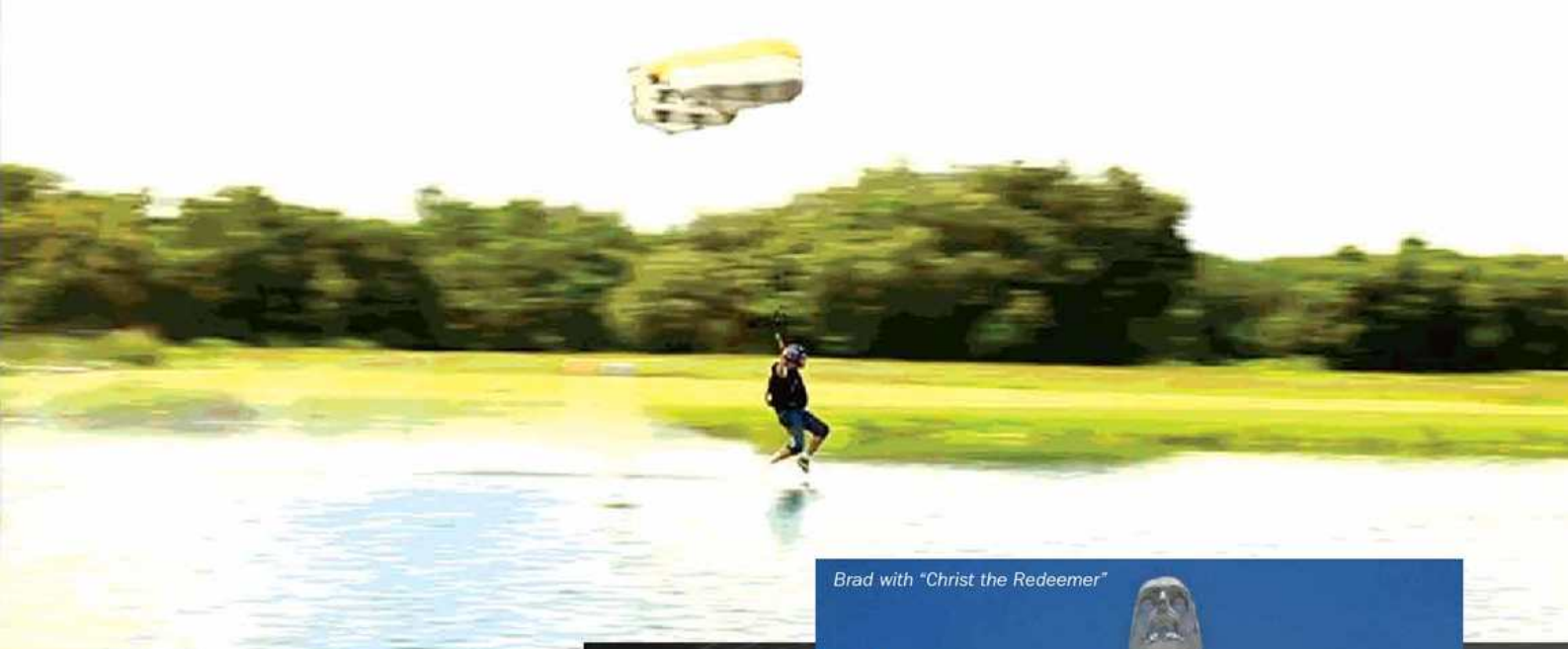
With time already wasted, all competitors only completed five training jumps before round one of Zone Accuracy was put on a call. With round one out of the way and scores on the board for Luke and I, the next round was called for Distance and so was the first chance to set the record. Exiting on the pass before Luke, I had first crack. Deciding on a conservative approach, I put up a score of 70.10m. My new unofficial record didn't last long as Luke, only a few minutes later, cruised past me to 76.29m to become the new unofficial record holder at the end of competition on day one.

Day two started with two rounds of Zone Accuracy. While I put down two bad scores, Luke was consistently climbing the rankings with some very nice flying in the challenging conditions. A switch back to Distance and another chance for the record was hampered by a strong headwind, and neither Luke nor I were able to improve our distance. On round three of Distance the wind began to swing and by the time we were in the plane a slight downwind had kicked in. Again I was first to have a crack and as I lifted off the water I felt the downwind push and knew this was going to be a good run. Touching down at 94.70m, I had unofficially broken Luke's unofficial record. Again Luke's and my distance were close but this time mine was better as Luke landed at 91.14m. With that, day two was done.

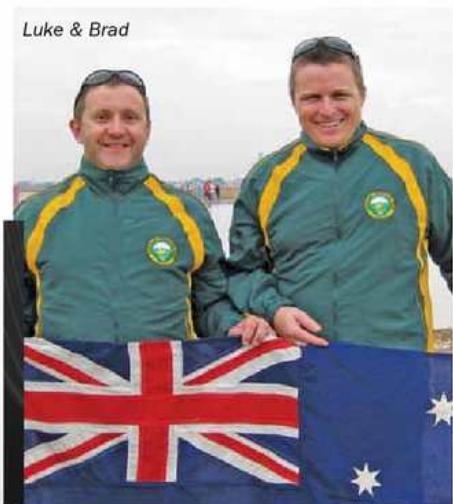
Day three again started with the last round of Zone Accuracy and competitors struggled in the demanding conditions. Luke threw down a run to put him in tenth position overall. Now there was something else going on besides the record chase. Next was the last round of Distance and last chance to take the record, but it was going to be difficult as a strong headwind was blowing. I decided this time, instead of being conservative, to be aggressive to maximise my chance. I blew it and ended with a zero, which proved to be a common result throughout this round. The unofficial record was mine, but Luke was flying well so I was nervous; doubly so when he did his best setup and turn of the meet. Now, with the headwind quite strong, Luke was only able to manage 80.88m. Whilst he hadn't reclaimed the unofficial record, Luke had risen to eight place overall and had to work out what Freestyle run he would do.



Brad's shadow approaching Zone Accuracy landing area



Brad with "Christ the Redeemer"



Luke & Brad



Luke and his 5th place trophy

After looking at the rules for Freestyle and a discussion with his life coach, Billy Sharman, Luke came to the decision to do one simple move, but to do it well. That move would be a Superman, and what a Superman it was, with lots of water contact and a stand up landing, giving Luke a score of 66 points and equal second ranking in Freestyle. Final scores were posted and Luke sat in fifth place overall. To say he was stoked was an understatement, but the result was fully deserved with some smooth, powerful and consistent flying.

With competition done it was time to knock back some cervezas and enjoy the closing ceremony where again Luke was astounded as he was called up and awarded a trophy for his placing.

So, a new Australian Canopy Piloting Distance record of 94.70m has been set (with official ratification by the APF). More importantly though, Luke has once again shown on the world stage how talented a pilot both he and Australian canopy pilots are.

A big thank you goes out to the APF, South Queensland Parachute Council, Moreton Bay Regional Council, Woollongong City Council, Scott Roberts, the organisers and volunteers of the World Games, and also to Burger King in Florida for the bacon sundaes!

### Canopy Piloting Distance Event Changes in 2012

Previously the distance rules required the canopy pilot to commence their distance by entering the "gates" in the centre of the pond – passing any part of their body through two markers 10m apart and extending 1.5m above the pond. They could enter these gates and then do whatever they could to land as far as possible away from them, while staying within the 10m wide course. Techniques have improved so much over time that the world distance records were ever-increasing and limiting the venues that could offer a safe area for landings. The world record of 222.45m set by Nick Batsch in 2011 and the Australian record of 150.89 set by Matt Harris in 2011 have now been retired and new record setting is up for grabs as competitors achieve results under the new rules.

From March 2012, the International Parachuting Commission (IPC) updated the international rules so that the canopy pilot is required to commence their distance by entering the "gates" by dragging water using any part of their body through the markers set 10m apart on the pond. The canopy pilot must then remain below the five course markers that are 1.5m high, for a distance of 50m from the entry gate, and then land as far as possible away from them while staying within the 10m wide course.

The new rules were created to increase difficulty and reduce distances achieved by competitors. Congratulations to Brad Jones for setting a new Aussie CP Open Distance record of 94.70m on 11 August.

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**LIQUID 5**  
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 AVAILABLE IN 1/2, 3/4, 1, 1.5, 2, 3, 4, 5, 6, 8, 10, 15, 20, 25, 30, 35, 40, 50, 60, 70, 80, 90, 100, 110, 120, 135, 150, 170, 180, 200, 220, 240, 270, 300, 330, 360, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2200, 2400, 2600, 2800, 3000, 3200, 3400, 3600, 3800, 4000, 4200, 4400, 4600, 4800, 5000, 5200, 5400, 5600, 5800, 6000, 6200, 6400, 6600, 6800, 7000, 7200, 7400, 7600, 7800, 8000, 8200, 8400, 8600, 8800, 9000, 9200, 9400, 9600, 9800, 10000

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# APF Achievement Awards

## RECORDS & NOTABLE EVENTS

### 150 JUMPS IN A DAY

Moruya, NSW on 13th January, 2012

**Julia McConnel,  
Michael Vaughan**



### 33-WAY HEADDOWN VERTICAL FORMATION RECORD

Picton, NSW on 29th December, 2011

**Mickey Nuttall, Kieren James, Mark Gazley, Kim Hopwood, Robert Delaney, Clayton Werner, James Evered, Leigh McCormack, Jonathan De Wet, William Blackie, Stewart Kemp, Blake Hooper, Michael Rogers, Jenny Gordon, Ryan Dudderidge, Dylan Tempest, Tyler Baird, Shea Convery, Mason Corby, Adam Long, Jessie Tempest, Richard Convery, Kyle Chick, Brad Pokroy, Andrew Bain, Catherine Comyns, Scott Hiscoe, Tim Golsby-Smith, Lucas Georgiou, Sonnica Van Zijl, Brett Sheridan, Oliver Oldham, Wayne Jones, Will Pesek**



### PARACHUTISTS OVER PHORTY SOCIETY (POPS) WOMENS 17-WAY LARGE FORMATION RECORD

Skysisters, Toogoolawah, QLD on 28th April 2007

**Fiona McEachern, Kelly Brennan, Cheryl Robertson, Karen McEvoy, Heather Little, Elaine Cox, Michelle Kosmer, Wendy Smith, Lesley Gale, Elise Hill, Maybritt Prah, Lea Rickwood, Susan Bostock, Conny Van Setten, Janine Whitten, Jane Jones, Kim Hedley, Steve Fitchett**

### JUMPERS OVER SEVENTY (JOS) 5-WAY STAR LARGEST FORMATION

Batchelor Rel Week, NT on 27th July, 2011

**Peter Hannaford, Jim Brierley, Les Facer, Gordon Turner, Norm Hocking**



## COMPETITION RECORDS

### 2.47 SECS - INTERMEDIATE CANOPY PILOTING SPEED RECORD

Australian National Championships  
Picton, NSW on 10th February, 2012

**Michael Rogers**



## COMPETITION RECORDS cont.

### 24 POINTS - LONGEST SEQUENCE FOR CANOPY FORMATION 2-WAY SEQUENTIAL

Australian National Championships  
Toogoolawah, QLD on 6th April, 2012

**Ookoonono: Julia McConnel,  
Michael Vaughan, Craig Bennett**



### SILVER MEDAL - CANOPY FORMATION 2-WAY SEQUENTIAL

3rd Dubai International Parachuting Championships & Gulf Cup  
5th December, 2011

**Ookoonono: Julia McConnel,  
Michael Vaughan, Craig Bennett**



### 11 POINTS - OPEN VERTICAL FORMATION RECORD

Australian National Championships  
Toogoolawah, QLD on 6th April, 2012

**The Addicted: Kim Hopwood,  
Catherine Comyns, Lucas Georgiou,  
Tim Golsby-Smith, Scott Hiscoe**



### 18 POINTS - INTERMEDIATE FORMATION SKYDIVING 4-WAY

Australian National Championships  
Toogoolawah, QLD on 6th April, 2012

**Ayr Monkeys: Alan Moss,  
Andrew Fabbro, Paul Behan, Oliver Fong, Lisa Perdichizzi**



## JUDGING AWARDS

In recognition for outstanding contribution as a selected and approved judge for a FAI First Category Event.

### Judging Panel

17th FAI World Cup of Formation Skydiving  
Saalouis, Germany 1st - 7th Aug, 2011

**Peta Holmes**



### Event Judge - Speed Event

6th World Cup of Canopy Piloting  
Klatovy, Czech Republic

22nd - 27th August, 2011

**Craig Bennett**



### Event Judge - Speed Event

6th World Cup of Canopy Piloting

Saalouis, Germany 1st - 7th August, 2011

**Ray Williams**





# 2012 Winner of Tim Bates Award Simon (Sas) Di Sciascio

By Kelly Brennan



The winner of this year's Tim Bates award has collected plenty of medals over the years, but he seemed a little overwhelmed to receive this high praise from his peers. Simon (Sas) Di Sciascio won the award for his teaching skills and his passion for producing better skydivers.

Sas has made more than seven thousand jumps in nineteen years in the sport. He spent several years at the elite level with Airtite, which many regard as Australia's most successful 4-way FS team. He's competed at more than thirteen Nationals and three World Championships.

Despite all of his achievements, Sas is always available to help others. He simply loves to jump and he loves to teach. He'll happily fill a jumping weekend with everything from B-Rel's to tandems or coaching larger formations.

In 2011, he competed and coached in the Relworkers Skydiving League. He coached at boogies and he led a series of Star Crest and Big-way coached weekends. Sas made a special trip west to reunite with his old Airtite teammates and help with the W.A. State Championships.

In between all of those commitments, it was also a big year for a very special mission. Sas helped identify talented intermediate skydivers to build and coach the 4-way team 'Wookie'. The team took out a trifecta of gold at the Relworkers League, the Victorian State Championships and the Nationals. Not to mention a record-equalling score of 17 in one Round at the Nationals.

"Sas has a passion and enthusiasm for skydiving," says Louise Cross from Skydive Nagambie, "and he is a great ambassador for the sport."

Louise was just one of many eager to support the nomination for Sas. The Tim Bates Award is all about passion, putting back into the sport, nurturing others as well as excellence in the winner's own endeavours.

One of the things that Michelle Hales liked most about her time with team 'Wookie' was how effective Sas was as a coach. "We were never stressed, but we never felt we lacked direction," said Michelle. "His teachings were constructive, not critical. We laughed a lot, and as the least experienced member of the team, I didn't ever feel that I was a weak link."

Scott Clark, the President of Relworkers Unlimited, sang Sas' praises as a competitor, organiser and engineer. "Sas always ensures that any skydive that he engineers has an appropriate level of difficulty without sacrificing the 'fun factor'," said Scott.

We'll be missing those skills for a while as Sas embarks on a new adventure, working in the wilds of north-west Africa.

Don't stay away too long, Sas. We'll miss you in the sky and we'll miss you at the bar!





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# SKYDIVING TEAMWORK

## TEAM TIPS: "THE 'PERFECT' TEAM"

By Gary Beyer

### Looking for the perfect team?

#### You Might As Well Be Searching For The Holy Grail...

How often have you heard of a team who's had a big argument and broken up before, during or immediately after Nationals, having already spent an exorbitant amount of money? Mostly this could have been avoided by using simple communication, honesty and a little compromise from the outset. Instead, the *volcano effect* takes hold and petty grievances, built up over the course of the year, come to an ugly head, usually at an important and stressful event like Nationals.

Quite often, a couple of months down the line, the issues that caused the break-up seem pretty minor. It's an all-too-common practice in skydiving, and one that detracts from teams and individuals being able to perform at their best. Most teams require a minimum of two years to even scratch the surface of their full potential. It takes time for teams to gel to the extent that they have true communication, anticipation and knowledge of working together. This all-pervasive attitude, which makes it acceptable to break up a team over somewhat insignificant differences, prevents the sport and individual skydivers from growing and progressing. It's the syndrome of seeking the *perfect* team, which has become so commonplace in skydiving that we could almost be forgiven for thinking it's acceptable.

### What Is The Perfect Team?

Most competitive skydivers have an idea of what the *perfect* team is. They look at teams like the Golden Knights and Airspeed and see these teams communicating and performing well, and make the assumption that, to some degree, team members are virtual clones of each other. They never see individuals disagreeing or arguing, and believe these must be *perfect* teams comprised of *perfect* skydiving individuals with *perfect* personalities. They imagine how great it would be to be part of a team like this and that their own problems stem from being unable to replicate this perceived perfection in their own teams.

Because of this unrealistic expectation, too many talented skydivers waste their time not training with a team at all. There's nothing worse than not training – in fact, some of my steepest learning curves have come from being part of what could be described as *dysfunctional* teams.

In a similar way, teams waste time by constantly replacing *flawed* team members in search of the *perfect* team dynamic; instead they should be working together,

getting over personality differences to achieve a common goal, which is performing at the team best.

### It May Come As A Shock But... There Is No Perfect Team!

The truth is that on any team, individuals have their own ideas, flaws and times of stress – and often disagree with their teammates. Our unique qualities and imperfections make us part of this diverse human race; differences are inevitable. I can't think of a more diverse group of people than Airspeed 8 – our disagreements ranged from how many jumps to do, to physical training and jumpsuit colours.

Despite this, I often hear how up-and-coming jumpers idealise the top teams and think they always get along perfectly with each other. The result is that when a disagreement naturally occurs on their own team, they assume it's an inherent, insurmountable fault and subsequently break up or switch members. Differences like this are to be expected; they are part and parcel of team training, no matter what level you're at.

A reply I often hear to this is, "Yeah, but we're not Airspeed", implying it's easier to deal with team disagreements and personality conflicts when you're a professional team; if you have to put up with it for *work*, then somehow you can. But when non-pro teams nowadays are spending between \$1,000 and \$20,000 per person per year, it seems like a few minor differences could be worth dealing with for longer than just one season! More to the point, there's really no alternative: if you want to perform you have to deal!



Gary's team "Spaceland Force" in 2009

# SKYDIVING TEAMWORK

It's easy for teams to think their issues are unique and that problems can't be resolved. However, it is most likely that the individuals are not willing to work out their issues. Usually the problem is nothing more than the result of someone's need to express themselves and this, in turn, being taken the wrong way. Problems like this could have been resolved months earlier with the input of a good coach or by using truthful *pass the rock* sessions where team members get the opportunity to vent and communicate openly.

Teams need to realise that what they're going through is normal; conflict is part of a natural evolution for every team. Every single team goes through conflicts. The difference between a successful team and a failing team is that the former works out their differences whereas the failing team does not. It's not a matter of individuals being unable to resolve their conflicts – it's simply that they are unwilling. Airspeed has gone through few big decisions without some pretty heated opinions being cast around the room. Because every team goes through the same cycles of development, it's worth outlining what those cycles are, so they know what to expect. One way of looking at how teams grow and mature is to use Bruce Tuckman's *forming, storming, norming, performing* model.

## STAGE 1: FORMING

### The Honeymoon Phase

When most teams join up, everyone gets along. Team members are excited about the new team and keen to get started. This is known as the honeymoon phase. Most skydivers are jubilant that they actually have a team to skydive with, morale is high and negative personality traits are kept in check. It's very important in the *forming* stage to get an experienced coach for guidance and direction. Many teams also benefit from having a team leader and this is the time to appoint them. You should also spend quite a bit of time discussing your goals and aspirations as honestly as possible, as this will avoid problems down the line. It is very frustrating being in a team where people have completely different agendas; one wants to go to the World Meet and another just wants to swoop at the end of the dive!



The Ayr Monkeys celebrating a win

Levels of commitment in terms of number of jumps, tunnel, money and time should be discussed as a priority. While not every member of the team will have exactly the same objectives, as long as they are in the same ballpark the team can succeed. It's important to come to a workable compromise and move on. Rejecting a team whose goals don't precisely match yours and ending up not jumping is much worse than doing only 200 team jumps instead of the 300 you wanted! Individual long term goals can be different. It's fine if one person eventually wants to become a World Champion and another just wants to compete for a couple of years before moving on to other things, as long as the collective team goal is agreed upon and compatible for the duration of the agreed term of the team. I refer to this as *buying into the contract*.

The key agreements of this *contract* are that individuals:

- Agree to work together to achieve the common goal.
- Agree to communicate honestly with each other, often by having regular *pass the rock* sessions.
- Value their differences; they recognise that every person has a different background and personality, so will have different ways of relating and behaving.
- Seek to gain insider learning about their impact on the team, i.e. thinking before speaking, and recognising that what they say has the potential to impact the team in a negative (or positive) way. Individuals should be responsible and accountable for their actions and words.

## STAGE 2: STORMING

### Guess What? The Honeymoon Is Over!

This is the frustrating stage of learning with the team; individual quirks start to come out and team members vie for position as they attempt to establish themselves. Cliques can also start to form within the team – questions and uncertainties come up and the *contract* itself may be questioned. This is where most teams sow the seeds of inevitable self-destruction. Simply put, this is the stage where arguments might occur over block techniques, individual performance and styles of relating. Even table manners, personal hygiene and fashion sense can all come under attack! It's important to realise that this is natural human behaviour in a goal-orientated team environment. It's also important for individuals and the team to reiterate the goals they set and believe that the team outcome is more important than individual needs. At this stage, outside help in the form of a coach experienced in dealing with team dynamics is invaluable.

I've heard more times than I'd like to recollect, "I guess I'm just not a team-player". I don't believe this. That individual is just not willing to compromise or never bought into the *contract* in the first place. People who are described as



Valkyries in training

team players are just more willing than others to suppress their need to be heard all the time. I believe there's no such thing as a natural team player. Anyone has the ability to become a team player as long as they are prepared, at times, to put aside their own ego for the good of the team. Knowing that the *storming* stage is normal and can be overcome by focusing and refocusing on the agreed team contract is critical. There's no knowing when the *storming* will occur or how long it will last. However the sooner a team recognises it and accepts it as normal, the sooner the team will leave this phase behind.

## STAGE 3: NORMING

### Congratulations, You've Got Further Than Most Teams!

This is the phase where the team has recognised individuality as a strength and has matured as a group. Commitment and unity are strong. It could feel similar to the honeymoon phase but, instead of being based on enthusiasm alone, it marks a time of personal growth and acceptance. Roles and responsibilities are clear and welcomed: the team's everyday interactions have become like clockwork, and the daily training routine, including team meetings and pass the rock sessions, are more instinctive and need no prompting.

It's important to realise the individuals themselves have not fundamentally changed and disagreements will still occur. However teammates have come to understand that having their personal needs met is secondary to team growth. The same disagreements teams had in the *storming* stage suddenly seem less important and are dealt with more quickly and in a more mature manner.

## STAGE 4: PERFORMING

### The Fun Part!

In this stage the team has a high degree of autonomy and will be running like a well-oiled machine. The team is able to focus on performance; personal issues, which would have held them back previously as a distraction, have melted into the background and become irrelevant. This is also the phase where individual relationships and trust are consolidated within the group. On a personal level, team members trust that each one will always act for the good of the team – communication between piece partners is open and honest. In the sky, everything falls into an instinctual rhythm, more so than a forced or conscious act. Trust in individuals' ability runs high, allowing team members to be sure that others will also fly their slots with confidence. This in turn allows for faster keys, more confident moves and, ultimately, more points.

Teams should expect that disagreements will still occur – even arguments – but now issues are resolved within the team positively. It's also important to recognise that, even though a team has reached the *performing* stage, teammates may not be the best of friends. However they trust and respect each other because of the understanding that they are all focused on the common goal, i.e. the *contract*. This phase is more easily attainable than most people think. It's the most fun part of training and the pay-offs are numerous. Individual growth, realisation of your potential, a load more points and the best skydiving you'll ever do are just some of them. It's a choice that anyone can make.



Gary coaching a creeping session in NZ

## What kind of animal is a skydiving team?

### By Team Velocity

The best there is. It has the amazing ingredient of anything related to skydiving: it brings together people from all walks of life, many you may never have come across in your little part of the world and you may not choose as your best friends. There's a possible challenge: what if you don't like a team member? Liking isn't the be all and end all. Amazing teams have achieved their best despite hating each other along the way. Of course, it is much easier if you do like each other, but there's this unique bond that unites skydivers in general and becomes that much stronger in a team. You have a common goal, you all share the drive to become better skydivers, to become a better team. You go through tough times together – hell, people die from this – and you come out the other end, together. Yes, you may fight at times, but, just like brothers and sisters, you're bound to each other within the team. You belong to a common entity.

There are added benefits and complexities in an 8-way team: more people means more calendars to synchronise, more opinions to deal with, more cats to herd. It also gives more breathing space, more experiences to learn from, more brothers and sisters.

## TEAM TIPS:

- Have a designated leader and clear responsibilities within the team.
- Follow the plan. There was a good reason you put it together in the first place.
- Respect the team and its members. Come prepared, fit and ready for action. You can be hung-over another day.
- Be prepared to be consumed by it. Non-skydiving friends will give you *the look* on occasion, but deep down they envy what you have. Your bank manager never really liked you anyway.
  - If a teammate looks mad, it's probably at him/herself, not you. Remember we are A-type personalities.
  - Have fun, lots of fun! It's good for you.

## About the Author - Gary Beyer

- World & National Champion (Airspeed 1996 - 2001)
- World Record holder 4-way (Spaceland Force 2009 - 2010)
- World Record holder 16-way (Arizona Airspeed)
- World Record holder 300-way Sector Captain (Skydive Arizona 2003)



Gary is now Course Director and Chief Instructor of NZ Skydiving School, so you may see him around as he pops into Australia for a visit occasionally.

# SKYDIVING TEAMWORK

## VALKYRIES

### 2012 Australian Women's 4-way FS team

**Kate Langley, Kate Rogers, Riss Anderson, Michelle Hales and Shannon Straubinger (v)**

#### Journey to the World Meet so far...

By **Kate Langley**

After we came down from the highs of the Aussie Nationals, our journey beyond was only pencilled in our diaries in case we managed to reach our Nationals goals. Having achieved them, we could then put in our work leave forms, confirm all our dates with coaches and book ourselves some flights to Eloy!

We wanted to get over to the U.S. pretty early to apply ourselves to work in the tunnel on individual and group skills with a focus on training in our B slots; and we wanted to do it before the weather became too hot – not like our crazy VFS counterparts, The Addicted!

B slot work is important for Open 4-way and is needed when a block move swaps two players' positions in the formation – the front and/or back pairs. These *slot swappers* can seriously mess with your head if you're not used to them! You end up in your piece partner's position and have very different moves and responsibilities; it can make a 6-point skydive, a 12-point skydive! We had already worked in B slots in our training and in competition, but we wanted to use the tunnel time to move ourselves to a place where swapping slots felt natural for all of us and where we inherently knew our piece partner's job.

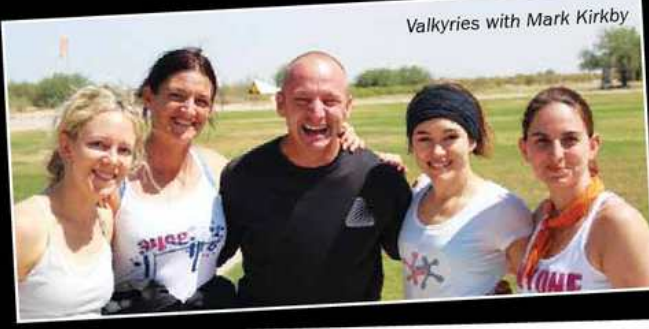
In Eloy, we did up to an hour and 45 mins per day in addition to some jumping; soaking up as much as we could from our Airspeed coaches. Our cameraman, Shannon Straubinger, came with us and it was amazing to have the whole team there together; to have his calm counsel around with any canopy, spotting or dust devil issues; and to watch him get some Freely coaching in the tunnel (wrong way up Shanno!).

In addition to the usual warm welcome from the locals at Skydive Arizona, we were fortunate to meet and train next to both the Brazilian and Chinese female teams who were there training at the same time, albeit for fully sponsored 6 week camps (I know, our jaws hit the floor too). The Brazilians were really friendly and we're looking forward to seeing them again in Dubai!

The rest of the year now consists of 3-5 day camps at Picton, Toogoolawah and Bridgewater with our game faces on where we will work on consolidating B slots, any nemesis blocks, and getting our pace going! We are incredibly excited about the months ahead for us. We plan to work really hard to be at our peak by the time we're in Dubai and make the most of this incredible opportunity. Thanks to all our families, friends and supporters and we hope we can make you proud in December.



Photo: Bill Schmitz



Valkyries with Mark Kirkby

## WD40

### 2012 Australian Women's Freestyle Team

**Amandine Genin & Wade Edwards (v)**

We feel very lucky to have been selected to go to Dubai. There are not many teams doing Freestyle in Australia, that is why we received a slot to represent the country. We are aware of our low level but we decided to compete because we can and we do not want to miss such a great opportunity.

Training is hard and can get very frustrating but it is the game of competition and we are doing our best to keep a good attitude and keep on jumping.

We are so happy to receive morale and financial support from friends and family. We could not make it without them and it feels awesome to have people behind us and giving us anything they can to help us get better and feel better. We may be only two people in our team but it feels like hundreds of people are jumping with us.

Dubai is going to be an awesome experience, we can not expect too much in terms of results, but we are going to give it everything we've got and proudly represent Australia.



Photos: Louis Trenise



# VELOCITÁ

## 2012 Australian 8-way FS team

**Peter (Ebony) Etherton, George Tang, Russell Blackman, Laurence Garceau (LG), Clayton Gill, Troy Crotty, Simone Bambach, Vernon Quek and Scott Neander (v)**

### It's about the Journey

#### The destination just happens to be awesome too

By Laurence 'LG' Garceau, Tall In Velocitá

And what a journey it's been for Velocitá. Just a year ago, most of the members of the team hardly knew a thing about the wonderful world of 8-way formation skydiving. We trained and trained, the *Go Hard or Go Home* way and look where we got to: winning the Nationals back in April. How stoked were we all, I even saw tears in the eyes of some tough guys in the team (no, I won't give names), it was such a dream come true.

It was also just the beginning, as our wise coach Simone announced before the party. I'm not sure we all knew what she meant at the time, but perhaps we've figured it out by now. Truth is, the very worst part was the three months of break we had after Nationals before our next camp together. It was excruciating! Soon as we were back together, we hit the air flying, with training camps planned every month until November, taking us to every competitive skydiver's dream destination: the World Championships. This year, in Dubai.

So where are we at? About mid-way: three days in the air in July, to get ourselves re-acquainted with the discipline and each other, followed by a five day tunnel camp in Singapore in August and four days in the air again 7-10 September. The tunnel camp was a turning point in our training. Five hours (300 jumps worth) together, coached by the one and only Kirk Verner, multiple world champion and Golden Knights coach. Does he know all the intricacies of every slot in the team? Hell yes. Is he able to impart his invaluable knowledge in a friendly, fun and rewarding environment? Too right he is. And does he have awesome stories to tell over a frozen margarita? You guessed it: no shit, there he was. So what more does one need? More of his coaching! Tempted as we were to kidnap him back to Oz, we reluctantly decided to be fair and let the rest of the world have a piece of him.

Where to from here? Could we help it? Not a chance. It's off to the tunnel we go again, 3-7 October. This time, we get another awesome coach to show us the ropes: Andy Honigbaum, former Arizona Airspeed member and former Golden Knight. If you were at this year's nats, you would have spotted him as a member of the 4-way Open competition in Team H. Four hours (240 jumps worth) of 8-way and more individual time on the menu. Are we there yet?

So is it true what they say about the journey? Absolutely. It's already been worth every drop of blood, sweat and tears; even the tunnel bruises become a fond memory after a while.

# THE ADDICTED

## 2012 Australian VFS Team

**Tim Golsby Smith, Cath Comyns, Lucas Georgiou, Kim Hopwood and Scott Hiscoe (v)**

### U.S. Training Camp Update

The Addicted have just completed a successful nine day training camp at Skydive Arizona. The team completed eleven hours of tunnel time between members. Training focused around learning the new Open dive pool, and included intensive coaching by Steve and Sara Curtis of Arizona Arsenal and Mark 'Friday' Friedman from Arizona Drive.

The changes to the existing format of the open dive pool included revising from 4-5 points to 5-6 points per draw. This meant the addition or revision of eight blocks and randoms along with a completely new engineering.

"With such a technically challenging format of competitive skydiving, a tunnel camp was really the only way we could get up to date with the recent changes. The camp was very intensive, with training starting at 5am and finishing late in the evening. It was a great opportunity to learn from some of the world's best, and it's amazing to be a part of a sport that is always continuing development", said team member Lucas Georgiou.

The highlight of the trip was seeing team videographer Scott Hiscoe's Freely learning progression, being heralded as the fastest learner the Arizona tunnel has seen since its opening in 2005. Go Scotty!

Following the camp, team members Cath Comyns and Kim 'Scatty' Hopwood headed to Skydive Chicago, where they were also successful participants of the 142 and 138-way Vertical World Record.

They plan for an additional 100 jumps in the next few months before heading to Dubai.







of ourselves and our own body positions, to be able to fly our own slots. This training was very much tailored to our individual positions, for example with me being point, I did lots of out-facing one-on-one.

Mossy arrived and the 4-way training took off. Another couple hours of tunnel time and we had Mark (rotating) flying each of our slots so we could see what our individual movements needed to look like when flying with the team.

What an experience – not only was it 4-way training, we turned it into a farting competition where the Americans stood no chance to our super powers!

### Team Bonding

We found a big part in making our team work was getting our girlfriends involved (even involving a blow-up one for Mossy) – since it takes up a large chunk of your life. Zo and Rach came over to the States with Mossy and had a go in the tunnel too – to realise it wasn't all just easy going for us.

After the tunnel we did a whirlwind road trip of the States where the bond within our team grew and our brain cells diminished... Tunnel Camp? What tunnel camp?!

### Training

The weekend we returned home to Oz the training started and reality struck! The tunnel camp didn't help with our exits. Funneling exit after exit, many times our individual confidence was broken, but quickly got brought back up by the rest of the team. Soon we decided that no matter how the jump went, we would always get down and high five each other, move on and learn.

Over the next few months we put a plan into place to line up with Fabbro's roster – the rest of us all working for ourselves had the flexibility to commit to monthly training. With us all shutting up and doing exactly what Alan 'always right' Moss would tell us to do, he had us fine-tuning the engineering of our moves and exits, and our learning progression sky-rocketed. I was blown away! Unbeknown to us, not only was Mossy fine-tuning our skydiving, he was fine-tuning our mental approach for competition.

With a sudden rise of progression and confidence; just when things felt like they were starting to fall into place – the brick wall was 10ft high and twice as thick. We had reached the plateau. Even though we were prepped to expect this – the expectations we had on ourselves as individuals meant that we continually fell short of where we thought we *should* be. During this phase it was common for us to feel that we were letting the team down.

Like most training for intermediate team sports - we had times where things didn't go to plan, such as unforeseen commitments. We found the key to working through it was beers, talking shit, and reassurance that we were going ok, all the while keeping our sights set on our team goal.

### The Fifth Element

A difficulty we had during this phase of team development was finding a camera person. We originally lined up Wade, for which we couldn't ask for a better fit, but unfortunately he couldn't commit the time. So we just got whoever we could at the time for each training camp, which would sometimes not give us much footage to work with.



Then all the planets aligned, as they always seemed to for us, and on a training camp at Toogoolawah, Lisa filled in for us. It all clicked, mainly because she could handle us, and our farts. We knew this was a major thing as we had already had a couple of camera people say we were all F#@Ked and walk out. So there it was: Lisa became Mumma Norris and the Ayr Monkeys were complete.

### Competition Experience

Mossy really thought competition experience would benefit us. Before we knew it we were off to the Victorian championships. The inconsistency in jumps continued. We maximised the training jumps beforehand and then hit a wall during the competition. We came away with gold, but felt drained and quite dissatisfied with our execution of the jumps. What we did succeed in finding was where that wall is for us, and therefore learned not to over-train.

The de-brief that followed was a combination of positive team feedback, coupled with what we would personally like to improve on and train. Then it was time for a well deserved party – what a release the night was!

Though the massive nights were a necessity and part of the fun, as a team we soon realised that we needed to find balance, and leave party time until after training and after the competition, so that training days would not become a complete waste. When we are *on* we are ON and when we are *off* we are completely OFF and Fong has full permission to spew on anything!



# SKYDIVING TEAMWORK

## NATIONALS

We arrived at Ramblers five days before the Nationals to setup the Zoo and to get some training in before the competition. Mossy started us off with an Atmo jump, followed by a 4-way jump, then beer! This is how the next few days continued and it really allowed us to get comfortable, relax and have fun. Our last jump before the competition was with Lisa and Mossy swapping slots, just for the fun of it. Our training was done. If we didn't know it by now, we were never going to know it.

Before we knew it, we were high in the sky ready for Round 1: we take positions, everything goes still and silent. Mossy's leg lifts, shake, up, down and we're off. The rest of that first skydive I would like to tell you what happened, but I can't remember. I don't think I breathed the whole jump. Under canopy I open my visor – WOW – that's what everyone's been talking about. Round 1 nerves, I now understand. I was more nervous and had more sensory overload than doing my AFF 1.

I'm not sure how it happened, but from that moment as a team we just clicked. The Monkettes had arrived and we started stringing together round after round of great jumps.

We started to flow. Although some of them may not have been our best jumps, we performed consistently well as a team under pressure and we were super happy to break the Inter 4-way Australian Record! We were even more happy to blitz our goal of a 12 point average and not funnel an exit. The gold: real icing on the cake for all the hard work.

Our motto: learn, earn, burn. Learn the skydive, earn the points, then burn it – just forget about it and move onto the next round.

The vibe at Nationals was something I find hard to put into words. All the sky gods that you read about high fiving you after a jump and freely giving advice to anyone wanting it, was truly a priceless experience.

I couldn't recommend more highly creating your own Zoo and having a go at Nationals. Whether you come first or last, with the experience you gain, you always win in the end!



**"The team doesn't plan to stop here... the Ayr Monkeys are stepping up to Open 4-way for the next season. The journey continues!"**

# 2013 AUSTRALIAN NATIONAL CHAMPIONSHIPS

**CANOPY PILOTING**  
19-24 February, 2013 Picton DZ

**FS, VFS, ARTISTICS, CF, STYLE & ACC**  
28th March - 3rd April, 2013 (Easter) Ramblers DZ, Toogoolawah

**10-WAY, 16-WAY AND WINGSUIT**  
3th May - 6th May, 2013 (Labour Day) Ramblers DZ, Toogoolawah

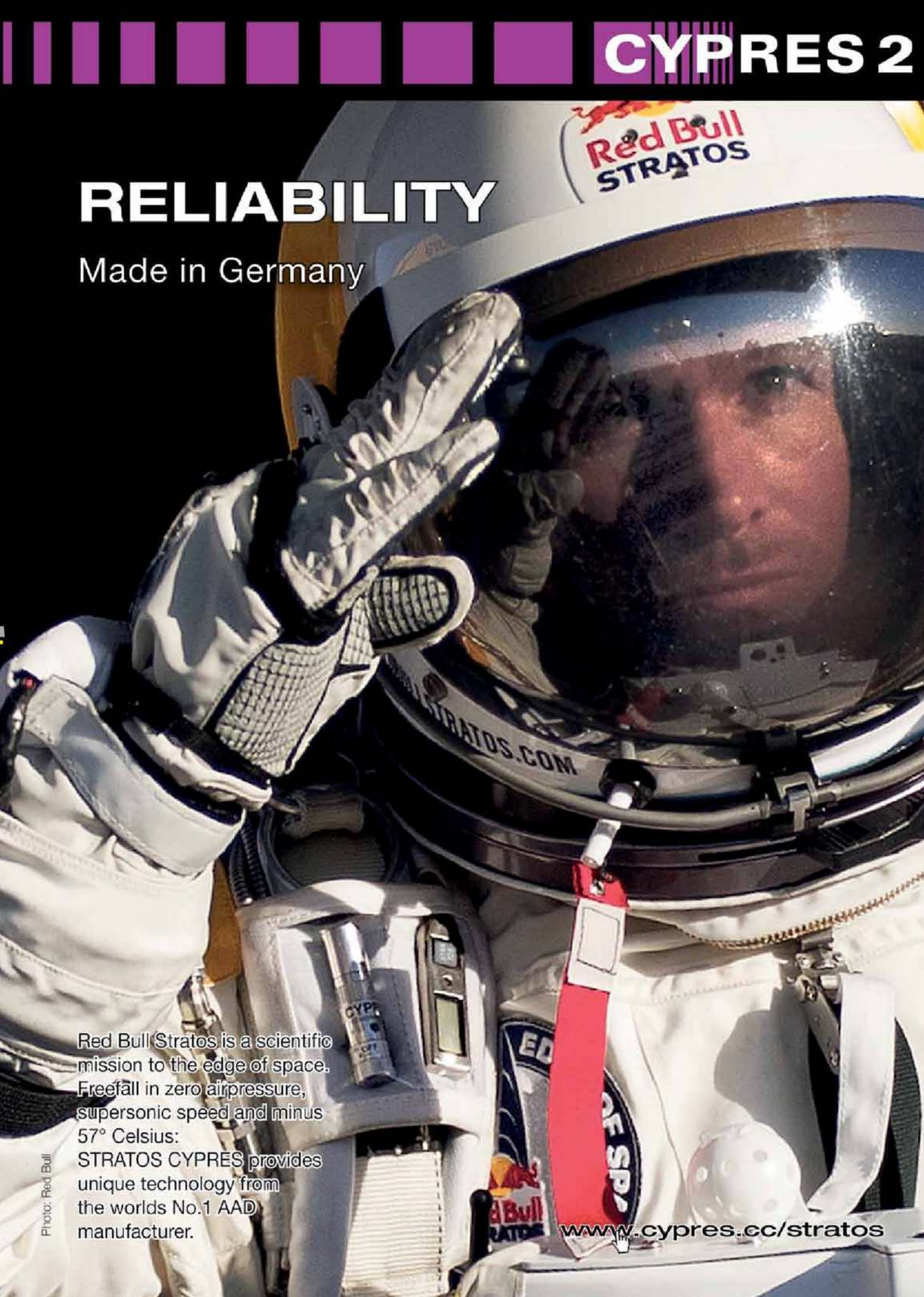
See APF website:  
[www.apf.asn.au](http://www.apf.asn.au),  
for up to date event  
info and Sporting Code  
(competition rules)



# CYPRES 2

## RELIABILITY

Made in Germany



Red Bull Stratos is a scientific mission to the edge of space. Freefall in zero airpressure, supersonic speed and minus 57° Celsius:

STRATOS CYPRES provides unique technology from the worlds No.1 AAD manufacturer.

Photo: Red Bull

[www.cypres.cc/stratos](http://www.cypres.cc/stratos)



# Stacey Edwards

22.07.81 - 16.06.12

A memorial was held for Stacey on her birthday the 22nd of July at New Brighton Beach. Her ashes were released from the Cessna Caravan on a low level pass over the beach. A memorial jump was performed a week later at Byron drop zone where Stacey's father, Murray Connell, and I released the remainder of her ashes.

Stacey's determination to succeed and do her best in all aspects of her life was only outweighed by her enthusiasm for helping others succeed in their chosen passion. Those of us who were lucky to know her will take that with us and try to live up to the standards she set for herself and others.

I would like to take this opportunity to thank the people who believed in Stacey and gave her the opportunities to excel and follow her passion for skydiving and flying; especially Ken, Rex, Don, Louise and Al. I would also like to thank everyone for their messages of love and support sent to Stacey in her final days. Those messages meant a lot to Stacey and I.

Thank you,  
Steve Edwards



*in memory*



**Because of the higher risk of canopy malfunctions with wingsuiting, we wanted an AAD that we can rely on when needed. So our only logical choice was Vigil. From our point of view the most effective AAD on the market.**

Team Oxygen (Bel)



Photo: Bavo Vlieminx



[www.vigil.aero](http://www.vigil.aero)





# safety matters



Compiled by:  
**Kim  
Hardwick**

**"When we jump out of a plane, we have one job: to save our lives and not endanger the lives of others. Fun is secondary" – Max Cohn.**

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 nor ASM make any representations about their accuracy, as information is based on incident reports as received.

## DEPLOYMENTS / MALFUNCTIONS

**Certificate 'E', 810 Jumps.** Deployed at 3,400ft – nothing happened. Looked over shoulder – couldn't see anything, still in freefall, commenced EP. Clean cutaway observing bag lift off. Main began to snake out. Had two attempts to pull reserve handle, then needed both hands to pull it. Reserve open at 2,000ft. Uneventful reserve ride and landing. D-bag recovered with main still inside. Possibly lazy throw on p/c deployment. All new gear. Jumper's first chop, and first time using pud style reserve handle. Action: Need to peel and punch reserve handle better.

**Certificate 'E', 3,264 Jumps.** Normal exit and freefall. On deployment had hard pull with p/c only partly extracted. Tried second time without success. Performed EP. Fine landing on reserve in main LZ. Later inspection confirmed p/c wedged in pocket. Appears bulky bridle jammed p/c in pouch.

**Certificate 'D', 418 Jumps.** Sixth jump on new gear (Talon). Unable to locate BOC after 4,500ft break-off and 3,500ft attempt to deploy. Two attempts then EP. Reserve open by 2,100ft, Landed fine on DZ. Action: Get location of BOC checked and practice BOC procedure on the ground.

**Certificate 'D', 206 Jumps.** First Wingsuit jump. Good exit. Had 3 x practice pulls on Main BOC, but couldn't find handle. Then flew wings until 6,000ft. Still couldn't get handle, so decided to EP. Uneventful reserve ride and landing. Action: Will do more practice on the ground before next Wingsuit jump.

### High-Speed Total Malfunctions

*A total malfunction includes deployment handle problems (eg. unable to locate or extract the main parachute deployment handle), pack closure, and a pilot-chute in tow. Time is the most critical factor with a total mal. The inherent speed of a total mal requires immediate action with no room for error or time for contemplation of possible options. This fact is what sometimes gives the total mal the reputation of being more dangerous. Actually, the degree of danger is comparable to a partial. The possibility of loss of altitude awareness is present with both, though it is a greater likelihood with a total and there is less recovery time available. Remember, your fall rate has not changed from that of freefall, which is fast. Remember also that the intention was to end freefall and get a parachute over your head. If that has not happened, you are late and there should be no pause, no hesitation.*

**Certificate 'A', 31 Jumps.** Jumper exited at 8,000ft and made a solo, stable freefall, pulling ripcord at 4,000ft. Opening of the PA 270 Main was quick and hard, no line twists. Inspecting the parachute, jumper observed a tear on the seam, 2nd cell from left. It started about 30cm from the tail and was 1.2m long. The parachute felt under control, with a very slight turn to the right, which could easily be corrected. He landed the parachute safely without incident. Action: Pack for softer openings.

**Certificate 'D', 264 Jumps.** Hard opening of the Safire 179 Main, riser strike with line twists, jumper suffering a dislocated ring finger. Kicked out of twists and landed OK. Action: Pack better and don't reach for risers on opening.

**Certificate 'E', 1,351 Jumps.** After 4,500ft break-off, tracked to 2,500ft, opening approx. 2,000-3,000ft. Reasonably hard opening of the Icarus Canopies Omni 189 (7 Cell). Observed two messy line twists, kicked out, separated risers and looked up. Observed real mess and had no luck in clearing. Cutaway. Clean reserve opening and landing. Later inspection of the recovered main found it to have been badly damaged, with large tears. Main removed from service and to be replaced.

**Certificate 'F', 2,680 Jumps.** Opening of the Crossfire 135 main was very hard, jumper suffered bruising. Brake line snapped. Had quick go at releasing other toggle, then cutaway. Reserve opened good and flight OK. Action: Jumper had been on the ground for two years after a non-skydiving related injury, so had been particularly careful with packing. Unsure as to reason for hard opening, but will continue to pay attention to packing.

**Certificate 'C', 117 Jumps.** Experienced particularly hard opening of the Aerodyne Triathlon 220. Right brake line fired on the opening and immediately canopy started to spiral. Experienced fairly high G-force so elected to cutaway. Inspection of main showed that the grommets of the slider passed over the connector links due to the speed of the opening. The grommets struck the hard tongue of the right brake toggle, which released it. Action: Slider bump stops are being affixed to rear risers.

### Hard Openings

*Jumpers must pack carefully to help ensure that their main canopies open softly. Many variables – loose line stows, mismatched components or improperly placed sliders – can contribute to hard openings. Check with the manufacturer of your canopy for proper packing procedures.*

*If you have been successfully jumping for a while with a new or used parachute system and the hard openings are something new, then something has changed. Think back to when*

the hard openings started. Did anything change at all with your equipment at that time? You'll want to:

- Check the riser covers to make sure they are releasing properly and evenly.
- Check the pilot chute to make sure the centre line has not stretched or shrunk.
- Ask yourself whether you're using the same stow-bands you have always used and whether the stow-bands are ones that the manufacturer recommends.
- Check (or have your rigger check) the canopy's trim.
- Ask yourself whether you've changed anything in your packing method, no matter how minor it may seem.
- Ask yourself whether you've started free flying, sit-flying or taking part in a discipline that requires slowing down more at pull time.

**Certificate 'D', 315 jumps.** Wingsuit jump, deployed PD Katana 135 main at 3,000ft, with line twists developing. EP commenced at 1,900ft, on back. Cutaway took a few seconds due to not gripping the pud properly and already knocking the reserve handle. Pulled reserve handle ~1,000ft on back. Reserve opened with one line twist to kick out of. Landed on alternate DZ with no further incident. CYPRES AAD was found to have been activated, but loops not cut. (Reserve pin pulled first). Action: Shoulders level on future deployments. Do not reach up. Revise peel, punch, pull procedure.

**Certificate 'E', 1,208 jumps.** After dispatching a student at 6,000ft, on same jump run, exited for 12th Wingsuit jump. Executed a practice p/c pitch followed by actual pitch five seconds later. Slight fumble on throwaway caused slight delay resulting in head low position. Bag contacted back of foot, spinning up the lines. Attempted kicking out twists and steering on rear risers, but canopy went into flat spin at which point jumper initiated cutaway and reserve activation. As he was rolling belly to earth. Reserve pilot-chute contacted left arm, and continued to deploy. Uneventful landing. Action: Continue rehearsal of opening procedure and EPs.

**Certificate 'E', 853 jumps.** 10th Wingsuit jump. Solo Wingsuit flight from 10,000ft. Flight normal and deployment at ~4,000ft normal. Parachute (Samurai 120) opened into line twists and began spinning. Could not kick out in 2-3 seconds so cutaway. Reserve deployed normally and soft landing. Action: Consider not using this canopy when Wingsuiting.

**Certificate 'B', 93 jumps.** Normal 10-way tracking jump, break-off and deployment. Immediately after main opening, freebag and reserve were seen, reserve inflated. Jumper pushed on reserve risers to keep canopies apart, and cutaway. Main cleared. Safe landing. Later investigation revealed that on the previous jump, the RSL lanyard which was not connected to the riser, had come out of the RSL pocket (not velcro™) and was hanging loose. The jumper after packing the main proceeded to tuck away the RSL back into the pouch. It was however routed over the top of the main riser which during deployment activated the RSL (cable kinked). Action: RSL function and routing explained. Two canopy out situations briefed also.

**Certificate 'C', 200 jumps.** On deployment, p/c wrapped around leg, probably due to a lazy throw. Main container (Vector) opened resulting in a horse-shoe malfunction. Jumper could not clear the p/c from his leg. He cutaway and pulled the reserve handle. Reserve p/c entangled with the main canopy and he ended up with the reserve bag in his hands. He threw the bag away and the reserve started to open, beside the horse-shoe mal. Reserve fully deployed. He then managed to clear the main canopy off his leg. This resulted

in a fully open reserve with the main attached to it by the reserve bag/pc. Reserve was hard to control and the jumper landed hard, suffering a compound fracture to the left ankle.

## CANOPY CONTROL / LANDING

**Mixed experience group** exited a/c and commenced ATMO, tracking upwind on an angle from jump run. Group took longer to exit than expected and also had greater horizontal movement than expected. On opening, not all members of the group were certain of their ability to safely fly back to the DZ. Four parachutists selected safer, off DZ, alternate landing areas. All parachutists landed safely. Action: A group debriefing was conducted after this incident covering issues relating to exit timing and situational awareness when moving horizontally in freefall. While all participants chose the correct course of action after opening, better awareness probably would have resulted in all parachutists landing on the drop zone.

**Certificate 'C', 534 jumps.** Jumper reported he made a final turn to the left to do a 180° turn into wind, when he encountered turbulence and the canopy dropped him ~10ft to the ground and he sustained injury of broken femur. He reported that he used his back toggles to try to retrieve the situation, but on reflection thought he should have manoeuvred the canopy differently. The CI concluded that bad decision making in relation to canopy control and hook turn too close to the ground resulted in injury. CI reported previous similar poor decision made with canopy manoeuvre two weeks earlier, that resulted in no injury. The jumper did not agree that he had made a low hook turn. Action: Jumper had been counselled on first occasion of height awareness and avoiding hook turns. All jumpers at DZ reminded of the dangers of hook turns and bad canopy decisions low to the ground.

*Landing in a turn should be avoided. A parachute's descent rate increases dramatically in a turn, and that speed remains for a few seconds after the turn is stopped. Landing in turns is by far the biggest cause of skydiving injuries. These low turns are often made by people who did not pick a safe area and turned at the last moment to avoid an obstacle, or find themselves in an unexpected landing situation.*

*The following are excerpts from reports that have been compiled from information gathered in on-going investigations by the Australian Parachute Federation. They are promulgated in the interest of education and accident prevention. Further investigation may reveal errors or other pertinent information.*

### EXCERPT- Investigation No. 18060 July 2012

#### Description

The deceased was doing outside camera for an AFF Stage 1 jump. The jump went as normal, however the deceased had sunk out and was low for the majority of the free fall.

**Age:** 27

**Sex:** Male

**Time in Sport:** 6 years

**Total Number of Jumps:** ~1,400

**APF Certificate:** 'E'

**Skydives within the last 12 months:** 100

**Cause of Death:** Impact following a low turn under canopy.

The opening and the canopy flight were as normal. The plan was for the deceased to land at the student cross, to film the student landing, however the incident occurred in the experienced landing area. It is unsure why he chose to go to land there.

Witnesses have reported that the deceased performed a 450° left hand turn. After 360 degrees of the turn, he paused. Witnesses who have viewed the footage of the

incident, saw that he looked over his right shoulder twice, (where the AFF instructor from the jump was approaching around 30-40 meters away). At this point he continued to turn a further 90° to the left. The 90° component of the turn commenced at approx. 100ft.

Facts from witnesses as well as the layout of the mud map show that the deceased entered the area from the Western side, and the AFF instructor entered from the Eastern side of the landing area, with the AFF instructor swooping over the pond.

Not long after the deceased looked over his shoulder for the second time, he then impacted the ground on the left hand side of his body, coming to rest approx. 15 meters from the initial impact point. Witnesses state that the time from the commencement of the 90° turn until he impacted the ground was approx. four seconds. It appears that the deceased still had his hands on the rear risers and that no attempt was made to flare.

The first to the scene was the AFF instructor, who advised that the deceased was unconscious for approx. 20 seconds before regaining consciousness. At this point he was responding to questions asked by other jumpers on the scene with the correct answers but was unable to recollect the details of the incident. He was having difficulty breathing and advised that he was experiencing a lot of stomach pain. The ambulance arrived shortly after, followed by the rescue helicopter. He was airlifted from the scene approx. one hour later.

The deceased underwent emergency surgery on arrival at the hospital, but passed away approx. 12 hours later.

#### Summary of causal factors

It appears that the deceased had become distracted when seeing the other canopy, and has misjudged his height, or may have decided to continue the turn to avoid crossing the path of the other canopy.

It is clear from my perspective that the cause of the incident was a turn made too low to the ground.

Note: Two weeks prior to the fatality the deceased was reported to have had a similar incident. It was reported that the deceased had made a low turn and was lucky to have not been hurt. He was spoken to by a number of experienced jumpers.

**System:** Sunpath Javelin  
**Main:** Performance Designs Katana 107  
**Wing Loading:** 1.74  
**AAD:** CYPRES (model not reported)  
**RSL:** N/A  
**Helmet:** Yes (model not reported)  
**Camera:** Go Pro

#### EXCERPT- Investigation No. 18135 Aug 2012

**Age:** 32  
**Sex:** Male  
**Time in Sport:** 28 months  
**Total Number of Jumps:** 300+  
**APF Certificate:** 'C' / Display 'D'  
**Skydives within the last 12 months:** ~50  
**Cause of Death:** Impact after Low Turn

#### Background

The deceased had been jumping in Australia since Jan 2011, his o/s gained qualifications at that time being approved for an APF Certificate 'C' equivalency. He was known to have jumped at a number

of locations in the last six months around NSW, NQ and SQ, and his own helmet mounted camera footage from these DZs showed a skydiver familiar with his equipment and able to handle both poor spot and small unfamiliar landing area scenarios. The footage shows the jumper was in the habit of making large toggle inputs throughout the canopy flight, including below 1,000ft AGL.

The jumper attained his APF Display 'D' Licence issued on the 8th of August this year. It is not known the number of jumps performed whilst exercising the privileges of this Licence. Due to the short time it had been held, it is fair to assume the jumper was a very inexperienced Display jumper.

A week earlier to this incident, he had made a skydive with the same skydiving organisation onto another of their beach landing areas, albeit larger. He had been thoroughly briefed by a DZSO in techniques specific to display areas. He demonstrated a safe landing on that jump.

The landing area, on the 25th August, was approved in 2009 as per the APF Restricted DZ Policy, as a Restricted DZ (+ min Display 'D' for Sports jumpers). Display 'D' (with Certificate 'C') require the jumper to be clear of spectators by at least 100m. The designated landing area (as defined by the area between the warning signs used to keep spectators restricted) was approximately 85 x 35m.

The beach runs at a bearing of approximately 220°. The wind for the first load was coming straight down the beach (from 220°) at approximately 7-10knots. For the load in question, (Load 2) the wind had shifted some time between emplaning and parachutes landing, and was directly onshore (approx. 130°) at around 10-12 knots during parachutes landing.

The jumper was wearing his own Rig which he had been jumping since purchasing it second hand. His experience on it is unconfirmed. All equipment appears in good state of repair and operational, with the container/main appearing to have done less than 350 jumps and did not appear to have contributed to this incident.

#### Description

The jumper arrived at the Skydive Office after the first load of the day had returned from the DZ. His equipment and licences were checked before receiving a brief from the DZSO on current conditions at the beach landing area DZ. His load consisted of four Tandem pairs plus himself making a solo-sit from ~14,000ft. He exited after a TM spotted well the load, executing an uneventful freefall and good opening at 3,000ft.

Initial canopy flight was characterised by large toggle inputs at altitude and never progressed to a straight-in approach. His head-cam photos show repeated large/aggressive toggle inputs throughout the final approach, with no straight/level flight below ~750ft. A final toggle turn initiated at ~150ft turned the deceased through 270° (until effectively a down-wind landing direction). The jumper impacted the ground at an almost horizontal attitude resulting in fatal injuries.

#### Summary of causal factors

The smaller landing area may be seen to be a substantial factor in this incident. Even though the number of spectators on the beach was minimal, there may have been some 'landing area fixation' evident. The deceased had the option to land straight ahead after making a small heading correction and would have avoided the spectators present. This turn may have resulted in the deceased landing in no more than knee-deep water however this would have been a safe option.

The low experience of the jumper is also a factor in this incident. Lower experience levels limit the ability to be able to make the decisions necessary to ensure safety in a display situation. Such information as the correct way to sashay may have prevented this incident.

Performing aggressive toggle movements close to the ground leads to disorientation and a sense of urgency which may have contributed to the jumper's decision to perform the radical 270° toggle turn at an altitude that did not allow the required recovery arc to land safely.



## Conclusion

There are three main factors in this incident:

- The Display Licence possessed by the jumper was not adequate for the Landing Area.
- The experience possessed by the jumper was not adequate for the Landing Area.
- The jumper made inappropriate decisions in handling his canopy flight to execute a safe landing.

As with most accidents; if just one factor is removed an incident may not have occurred.

The correct use of the sashay technique may have provided better spatial awareness and may have allowed the jumper more time to assess landing options. Sashays are usually safely done by following a "square wave pattern" (see image right).

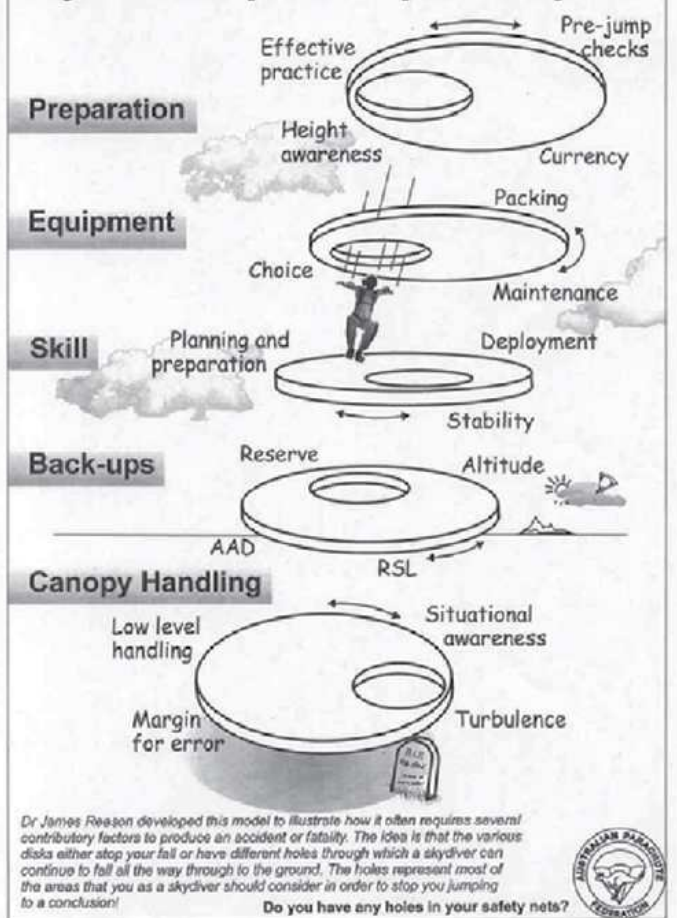


However a "sine wave pattern" (see image left); was adopted on this occasion. The sine wave pattern requires more immediate and aggressive toggle movements to bleed off the altitude. This method of sashaying never allows the canopy pilot to establish their perceived proximity to the ground as the position of the horizon is constantly changing.



**System:** Sunpath Javelin DoM 11/2006  
**Main:** Performance Designs Sabre 2 190 DoM 11/2006  
**Wing Loading:** 1.1  
**AAD:** CYPRES 2 RSL: Yes, fitted  
**Helmet:** Gath – open faced, with Pro-Track  
**Camera:** Helmet mounted Go Pro – camera set to 5 second interval stills.  
**Other:** Altimaster wrist mounted. Freely Suit.

## Do you have any holes in your safety nets?



Jack Elford on his 100th jump  
Photo by Louis Terrise

# Got Questions? Get Answers!

## 2012 Camp

3 Dec - 7 Dec

## 2013 Camps

28 Jan - 01 Feb

29 Apr - 03 May

10 Jun - 14 Jun

12 Aug - 16 Aug

07 Oct - 11 Oct

02 Dec - 06 Dec



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earning Curve Camps

"I want to swoop!" ...

"I want to look cool!" ...

"Everyone else is doing it." ...

"I'm bored" ...

"I don't want to go backwards in strong winds." ...

"I want better landings." ...

"I want a smaller container." ...

By Jules McConnel

# DOWNSIZING

These are most of the reasons people come up with for wanting to downsize. Do you think any of these are appropriate? If yes, then I'd like to ask you some questions. "Do you like hospital food?" "Can I borrow your rig?" "Have you considered becoming a judge to keep you in the sport?"

Take a look at this video:  
[www.youtube.com/watch?v=kGBE-Rh7o4U](http://www.youtube.com/watch?v=kGBE-Rh7o4U)



## Why do people downsize? When is the right time to downsize?

Michael Vaughan and Jules McConnel ran a workshop at this year's APF Conference to initiate discussion regarding the downsizing trend in Australia. The goal was to provide information and possible downsizing guidelines for individuals, DZSOs and CIs to use at their respective drop zones.

Workshop participants included fun jumpers, instructors, DZSOs and canopy coaches. The workshop was broken up into groups to discuss the benefits and obstacles for having downsizing guidelines, those already in place on some drop zones, and suggestions for future downsizing guidelines.

Here are the outcomes from the discussion groups:

### Benefits of Downsizing Guidelines

- Catalyst for cultural change
- Create Australia-wide structure and consistency for downsizing progression
- Improve safety – minimise injuries and incidents
- Increase awareness of equipment and canopy flying skills
- Highlight individuals going too small too soon – being unsafe to themselves and possibly others
- Ensure financial benefit from staying on same gear for longer

### Obstacles against Downsizing Guidelines

- Different rules for different drop zones
- Fear of change
- Advances in technique and technology
- Lack of information and/or misinformation on baseline required canopy skills
- Availability and number of coaches
- Drop zone locations and coach hiring costs

### Guidelines already in place at some Australian drop zones

- Require CI approval to downsize
- Follow wing loading guidelines from manufacturers
- Follow wing loading chart from APF 'A' Licence Manual (page 30)
- Demonstrate canopy proficiency
- Completed a canopy course
- Allow size or type change, not both simultaneously
- Restrict size change to one size down at a time

### Suggestions for Downsizing Guidelines

- Endorsement (CI approval)
- Ensure level of currency
- Demonstrate proficiency and safety under canopy (visit here for examples: [http://www.dropzone.com/cgi-bin/safety/detail\\_page.cgi?ID=47](http://www.dropzone.com/cgi-bin/safety/detail_page.cgi?ID=47), <http://parachutistonline.com/feature/25-ways-become-better-canopy-pilot>)
- Complete a canopy course
- Downsize only one size or type at a time
- Have a plan for the future

## Criteria set by other Federations

	Denmark	Norway	Netherlands	France
Square Canopies	No restrictions	No restrictions	No restrictions	Unknown
Semi Elliptical Canopies	No restrictions	No restrictions	> 100 Jumps	Unknown
Elliptical Canopies	>= 400 jumps OR >= 200 jumps if max 1.1 wing loading	>= 400 Jumps	> 400 Jumps	Unknown
Cross Braced Canopies	>= 600 Jumps	>= 1,000 Jumps	> 1,000 Jumps	Unknown
Currency Requirements	No	No	Yes	No
Wing Loading Restrictions	Yes < 400 jumps	Downsize Chart in use <= 1,000 Jumps	Yes <= 1,000 Jumps	Yes <= 600 Jumps
e.g. 100 Jumps	1.1	1.03 to 1.52	1.1	0.88
200 Jumps	1.43	1.14 to 1.61	1.3	0.96
500 Jumps	None	1.14 to 1.81	1.5	1.16
1,000 Jumps	None	None	None	None

- United States Parachute Association  
No downsizing criteria or guidelines. Entirely up to responsible people on the drop zone. Note that the U.S.A. now mandates a canopy course for a 'B' Licence.
- British Parachute Association  
No downsizing criteria or guidelines. Entirely up to responsible people on the drop zone.

In summary, the consensus of the workshop attendees was that there should not be specific rules in place for downsizing. However, there is a need for more structure in guiding people through their canopy progression rather than the current ad hoc approach. These suggestions are to keep the skies safe and hospital beds empty.

To have a canopy course run at your drop zone, see the canopy coach register on the APF website: <http://www.apf.asn.au/Comps-Events/Coach-and-Tutor-Register/Coach-and-Tutor-Register/default.aspx>.



Lite Edition

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Photography by Jean-Phillippe Teffaud





By Chris Rose, President

## Wings4Every1 2012

Photos by Hayden Galvin, 5D

Wings4Every1 is all about catering for skydivers wanting to enter the fastest growing discipline in the sport - Wingsuiting. As well as offering First Flights, it is a 2-way Wingsuiting Skills Development Weekend, focusing on disciplined relative Wingsuiting, while gradually building up to more advanced manoeuvres.



All participants from the weekend gained a wealth of knowledge from coaches Hayden Galvin and Myles Treadwell as they took them through a number of drill dives. Each jump was videoed with a comprehensive debrief after every jump.

This 2-way Skills Development Weekend was a massive success. The feedback from participants was fantastic with each person expressing an interest in putting their newly learnt skills into action by doing more 2-way Wingsuiting, and, with a number of people expressing an interest in forming 2-way Wingsuiting Teams.

As 2-way Wingsuiting is being developed, and it becomes a recognised competitive discipline in Australia, SEQS Club recognises the need to promote coaching and competitive opportunities for those wanting to move in that direction.

As a trial event for 2-way Wingsuiting in South East Queensland, SEQS Club will also be running a 2-way Wingsuiting competition as part of League this year.

This will involve using the same dive pool and rules as the Europeans are currently using. It is an exciting Artistic Wingsuit Competition that is centred around 2-way teams with a camera flyer; a formula bearing some resemblance to Freestyle competitions. Watch out for dates later in the year.

I'd like to thank the APF, South Qld Parachute Council, Ramblers drop zone and the 5D crew for their contributions in helping make this an exciting and very successful event.



Adele Worthington & Alan Deadman



"Thanks to SEQS for organising the Wings4Every1 2-way Skills Development Weekend with coaching from the 5D Crew! The weekend for me was about pushing my boundaries, and with the fantastic coaching (on the ground AND in the air!) from Hayden and Myles, I improved massively in such a short space of time. I'll never forget watching Hayden flying from person to person in the formation giving mid-flight coaching, with Myles flying on his back underneath the formations - it was surreal!"

Alan Deadman



Frosty & Joe Tuppin



Mat Coles, Myles Treadwell & Dion Giblin



Owen Roberts, Adele Worthington & Mat Coles



Frosty & Joe Tuppin



Dale Findlay, Hayden Galvin & Alan Deadman

## SEQS Club Ball

The SEQS Skydivers Ball was once again a night full of fun and entertainment.

With a Masquerade theme, the 70+ guests enjoyed a night of fine food and drink, video

highlights from the year that was, and great music.

The fun began with a short video compilation from Joel Carpenter that got the crowd in the mood. MC Wade Edwards then entertained us all as we saw the many prizes and awards being handed out. Our lucky door prize winners were: Geoff Stillman (Airsuits Jumpsuit), Christine Clarke (50% off Icarus Lineset), Alan Deadman (\$300 voucher from Downward Trend), Sheena Simmonds (Tandem Skydive from Great Southern Skydivers).

The SEQS League 2011/12 Medals were awarded to the winning teams: SOQS, Brut4CE, Porridge As, Bench Mark and Team I.T. The Camera Flyer award recipient this year was the deserving Mark Laing, who received a 50% discount voucher from Cookie Composites and also produced much of the video footage for the night.

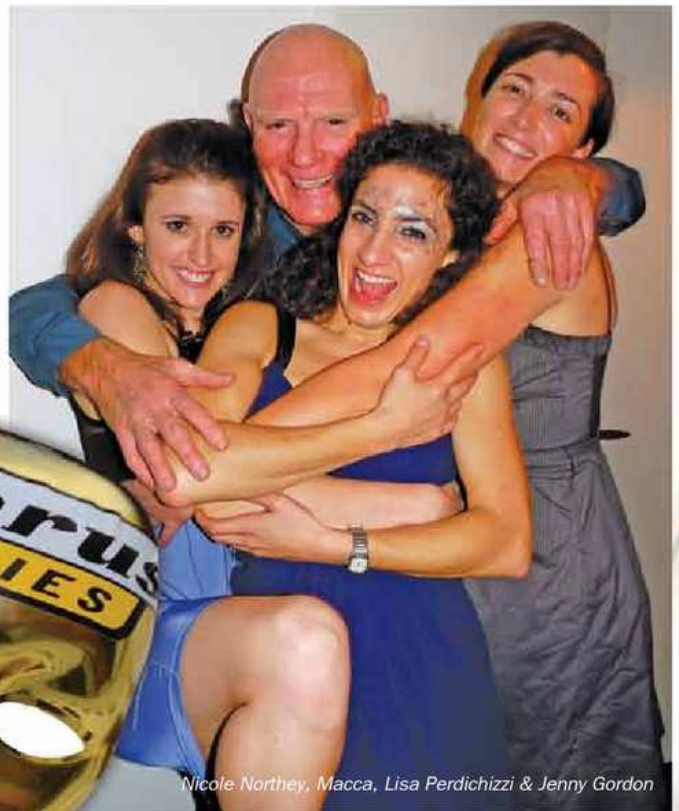
Thanks to our sponsors: Airsuits, Downward Trend, Cookie Composites, Icarus Canopies and Great Southern Skydivers.

I'd also like to thank Kate Rose and Lisa Perdichizzi again this year for helping put it all together and make it happen on the night.

Look forward to doing it all again next year!



Marc Deggaz, Andrew Pony Bain & Michael Manning



Nicole Northey, Macca, Lisa Perdichizzi & Jenny Gordon



Ben Reugebrink & Riss Anderson



# When Gravity Attacks

By Terry Wahlen

## Instructing for Fun and Profit

I love my job. How many people do you know who can place hand on heart and say that?

I'm not talking about a real job though, a nine to five job that requires you to stagnate in peak-hour traffic, sell your soul to a faceless corporation, and then stagnate your way back home. No, I've done all that.

The job I'm talking about is more an extension of my passion, a passion which involves repeatedly throwing myself at the ground... and missing.

Take someone who has only ever seen skydiving on television, give them some training, and be there when they land their own parachute – that has to be one of the most fulfilling things I've ever done. After all, we're not talking knitting here.

Students sometimes arrive at the drop zone with the benefit of group bravado; perhaps a bunch of guys who were at the pub egging each other on about jumping until someone said "well, ok, let's do it".

Sometimes I'll receive students who have held a lifelong desire to leap from an aeroplane and have finally decided it's time.

However they come, they invariably end up in the classroom with some form of introspection, some suspicion about what they're getting themselves into. They've seen it on TV and perhaps watched a wingsuit fly through a hole in a mountain somewhere in China, but as easy as it appeared on the small screen, deep down they know it's going to be an emotional roller coaster.

After all, man's most primitive fear is the fear of falling. This innate fear manifests itself in various forms, and it can take some time to work out what's going on inside their head.

Some people will be very, very quiet, as if "hunting wabbits", as Bugs Bunny used to say. They'll be reluctant to make eye contact or ask questions in front of the group. Others will laugh nervously if they make a mistake when practicing their drills, especially if their mates are standing nearby. Situations like this often become funny to watch as they develop into good-natured piss-taking between friends.

Sometimes, though, this fear is toxic, and can lead to a huge loss of confidence.

Over the years I've been involved as an instructor in a number of disciplines, but teaching Accelerated Free Fall to ab initio students has to be the most rewarding thing I've ever done. Sure, teaching people to ride motorcycles was interesting, as was the gliding and ultra-light flying, but this one, skydiving, is by far the best thing going.



All of the principles of instructing come into play at the highest level. You often don't have the luxury of fixing it once they've left the aeroplane – you're not with them for the whole skydive – and if you accidentally teach a bad habit on that single day's training then you've most likely set them up to make mistakes somewhere down the line.

The problem with that is, their first mistake could be their last.

I guess that's why I love my job. Each class of ordinary people I meet offers new challenges. Working out how they think, how they'll react under pressure. How they'll function when they step out into space.

For me, as with anyone, I guess, job satisfaction comes from making a profit from my efforts. My cost-benefit equation is simple:

Profit = (What I take out) - (What I put in)

Invariably I'm in the black.

The reward I get every time one of my students lands with a beaming smile on their face has no value. It's priceless. Fun and Profit – yeah, I get both.

## Pack Up Your Troubles

The APF News-Sheet is an instrument for the exchange of views amongst Instructors, Packers, Riggers, Pilots, Judges, Administrators and other senior members of the APF. This publication routinely lists incidents which are taken from reports lodged by drop zones. The latest issue, Number 185 of July 2012, listed many incidents which concerned me greatly.

In the sections entitled Deployment/Malfunctions, Student, Novice and Other, there were 68 incidents listed. Of these, 28 were attributed to packing errors. That's a figure of 41 percent.

The accompanying actions were variously listed as "talk to packer", "spoke to packers", "discuss packing procedures", "packing error", "more care while packing",

"greater attention to packing procedures", "closer monitoring of line-set during packing", "pack main parachute better", "slow down packing and do it properly".

No doubt most of us have experienced pressure to be on a load, regardless of whether it's a fun jump or jumping with students. As an Instructor there will always be the pressure to debrief a student, pack your main, go and do a TA, brief another student, gear them up, run through the dirt-dive and check their emergency procedures before boarding the plane. I don't know many DZOs who take pleasure in having their aircraft sitting on the runway burning fuel.

Most of us have also experienced problems during packing where once we've finally got the main bagged we stand back in a lather of sweat and think, "Shit, that was difficult".

I know in my early days I would sometimes sit in the plane on the ride to height with a niggling little voice in my head saying, "You sure you packed that right?" Often this was the next jump after packing on the lawn in the wind when my canopy had a mind of its own and would be tossed about as I tried to put things in place. I'd try and manhandle the thing into some semblance of order only to have a bit here slide out or a bit there inflate and blow around.

As an early A or B Certificate jumper I would sometimes pack my rig only to have a doubt about its integrity. On a few of these occasions I expressed my doubts aloud and considered repacking the thing, only to be told by someone, "Don't worry, it'll open, and if it doesn't you've got a spare."

There were a couple of times when I just wanted to land in the aeroplane so I could go and repack the damn thing.

As I gained more experience, I realised that strangely enough, the sky would always be there, and that there would always be another load going up. I didn't need to rush my packs and give myself grief.

I matured, and now will not rush for anyone or anything. If there is pressure placed on me to hurry up I'll offer to withdraw from the load and give the jump to another instructor if they can't wait for me to do a proper pack. Who really needs the stress?

So far in over one thousand jumps I've used my reserve twice. Neither of these reserve rides was due to a packing error.

Like me, when you do eventually go to your emergency procedures you'll be happy to see the reserve flying overhead. If you are careful and methodical when packing your main you might just eliminate one of the apparent main reasons for having to do so in the first place.

Slow down, take care and think about what you're doing. If someone comes up to have a chat and you're interrupted perhaps tell them you'll talk when you're finished packing. If they don't take the hint consider starting over. Once airborne it's too late to check anything.

Remember, your life is in your hands.

Someone once told me that my reserve wasn't my "second chance" it was my "last chance".

I believe them.

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Photo by Niklas Daniel





# DZ DAYZ

## WHAT'S BEEN HAPPENING AT CSD?

By Amy McCall & Brad Trevena Photos by Hayden Le Page, Elaine V. Hare, Dan Cross, Jeremy Bourne and Mauro Bampo

They say that bad things happen in threes. Well, in early January, the third and final horrific and potentially life-threatening event hit Commandos in Tooradin VIC. A freak gust of wind, described by CSD members as a mini tornado, hit our loaner Airvan (YBA) and tossed it onto its roof like it was a toy. This all happened while the two pilots were just about to board the aircraft to take tandems to height. They literally jumped out of the way to save their skin – several CSD members have seen security footage and described it as shocking and horrifying. It has been reported that tandems were also preparing to board at this point, and one of our TMs turned to his passenger and said "I don't think the jump is going ahead now" Hmmm...



However, undeterred by this horrific event, in February we received our very own Airvan, with rego SXK. Upon landing at our drop zone, it was promptly parked and securely tied up. A HUGE thank you must be given to Jim Owen who co-ordinated the majority of this project, and to Jock Folan, Terry Murphy and Rob Simunic for their involvement too.

Also in February, a surprise party was held at the drop zone to celebrate Darrius Caulfield reaching the milestone of a whopping twenty years in the sport of skydiving. While he was up in the air with his final tandem passenger of the day, members assembled on the landing area and lay in the grass to form the number '20'. After receiving congratulations and a beer upon landing, the party began and went late into the night. Congratulations Darrius and best wishes for the next twenty years!



Since March, the first weekend of each month has become known as a 'Flock Your Socks Off' Wingsuit weekend. On the first FYSO weekend, it was rained out but Jeremy Bourne discussed all the important aspects of safe Wingsuit flying as well as flying different circuits, Back-flying, docks, exits and formations. It also meant that Dan Cross had the opportunity to finish off his Wingsuit tutor rating (SLAB!)

Since then, the experienced wingsuiters have managed to create some 4-way and larger flocks and practiced flying different suits, exit positions and slots on our monthly FYSO weekends. Our beautiful new turbo Airvan has proven to be perfect for wingsuiting, running loads to 12,000ft and running off GPS spotting. Brian Kirkham can be quoted as saying that "deployments with a wingsuit can be 'interesting'" and that it has been great because they were able to gain extra performance from their wingsuits that they didn't even know they had.

Three 4-way Intermediate teams from CSD competed in Relworkers League 2011-2012. The teams of Bomb Diggity (Chad, Philthy, Cam and Goz), Quattro (Paul, Angelo, Bec and Andy) and Far-Q (Precious, Tara, Turtle, Simon and Mitch) all qualified and advanced to the League Final. Great effort to everybody, especially Sugar Lips and D9 for doing camera for each other's team. Congratulations to Far-Q for winning the competition!



Fantastic; what an amazing winter/autumn we've had here; filled with plenty of blue skies for all to enjoy. Fun jumping has been consistent with people from all over Australia now adding Byron Bay to their skydiving holiday's must do list. There have been numerous successful Wednesday camps producing a lot of progression and understanding in all aspects of skydiving.

Big congrats to Rodrigo for reaching his 100th, Gully his 500th and Col his 1,000th. Rodrigo and Gully celebrated their milestones with memorable -15 degree nude jumps along with Miles, Marc, Nick, Kiwi, Col and Steve; nice work fellas. A lot of focus has been on jumpers completing their Freely Crests, with many completing their Head Up levels; enabling Ian, Neil, Eddy, Gully, Luke, Col, and Nick to partake in the big Freely jumps that have been happening. It's been awesome seeing the increase in fun jumpers coming to Byron with plenty of sky talk for everyone to enjoy; bringing many friendships closer.

I'm guessing it won't be long until there are a few teams from this area of various disciplines ready to start competing at State and National levels – with the coaching that's always available and the fine resources to utilise, it just makes sense. "Byron-Bay Fun-Jumpers" is the Facebook friend I recommend you all befriend for all the up-to-date information about the wicked Wednesdays we have here.

Big thank you to SQPC for the ongoing support and guidance they have shown whereby making it all flow more smoothly. An endless thanks also to all the skydivers who keep turning up to enjoy the magical Byron skies!



Kiwi and Gully



Tyler



Gully's 500th



Nick and Matt



Blindy

# SKYDIVE CENTRAL QUEENSLAND

Words & Photos by Karen McEvoy

If you are ever on your way past Gladstone or passing from Rockhampton, look for the sign "Gentle Annie Road". Follow it to this sign and then follow the little red planes along the way. You will find Raglan, a cute little drop zone in the paddocks and rolling hills of Central QLD. Does it have friendly people? Tandem? AFF? Fun jumping? Tick all of the above.



Steve with his fancy feet



Paul Turner with 90 year old young at heart passenger



Tash with her new rig, looks like love!



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# "CONFESSIONS FROM THE CLUBHOUSE" TOOGOLAWAH SKYDIVERS CLUB

By Riss Anderson Photos by Louis Terise

Once upon a time, in a land far, far away... there lived... A WHOLE BLOODY BUNCH OF CRAZY SKYDIVERS THAT SIMPLY COULD NOT ARREST THEIR HUNGER FOR JUMP JUMP JUMPING & PARTY PARTY PARTYING.

End of June saw the annual TSC elections... with "Bloody John" McMahon somehow managing to secure his evil reign as El Prezidente for yet another year (despite an assassination attempt against him via means of parachute sabotage earlier in the day – later discovered to have been craftily undertaken by all-too-innocent looking "loving-wife Jane", hmmm). Rumours spread of bondage and interrogation (but we really suspect John was the source of this... in an attempt to seem less dictatorial and more kinky!). NKOTB Clay Anderson secured position of VP by means of alcohol bribery (damn, his home-bar is NOICE!). Jenny Thornton and Marc Dergacz rounded it out as Treasurer and Secretary (we're still waiting for Marc to come to a meeting actually dressed as a secretary!). 'Big Ben' Nordkamp, 'Medium Riss' Anderson and 'Little Ben' Fuller complete the committee by trying to act as involved as they can whilst doing as little as possible.

After the pesky elections, the fun began... with Jump six being won (and promptly given away again at a rate that made my little skydiver heart flutter!) and copious amounts of food and beer were consumed.

A mere week later the fun escalated with the annual "2Goolawah Challenge". Teams rocked up in droves – 13 of them to be precise, to slog it out in THE 2-way event of the year. Spirits were high... determination higher... and the strutting performed on the tippiest of tippy-toes even HIGHER! Bets were brandished and a hell of a lot of 'gung-ho' was thrown about the place. 'We're gonna beat the pants off of you' were the words most overheard.

The battle was actually rather fierce. Winter nudie jump 4-ways were on the line (damn drunken bets!). Throughout the day teams rose and fell on the ladder. Poor Phil Kemper and John Bucknell bowed out of the game late in the day after making the rookie mistake of changing the dive at 12,000ft...to the wrong dive! Marc Dergacz and Ben Rodderbrick (heehee) were shot down in flames by their



Canadians Richard & Karine

2-way superiors Riss A and Shana Harris – and are yet to honour the nudie-way bet!

Final results were Konitchiwa 8itches (Riss and Shana) in 1st place with 70 pts, 2 Many Points (Little Pete and Little Ben) in 2nd with 64 pts and Chicks2 (Lisa Perdichizzi and Christine Clarke) in 3rd with 62 pts. It was a tight comp... and once again... the beer flowed that night!

End of July brought with it our awesome, annual "Xmas in July". I can't write about it – I have no solid recollection. Apparently it was a good night. I VAGUELY recall being frustrated about missing out on Belgy's famous mulled wine. Seems I didn't need it anyway. I VAGUELY recall saying I'd grab some of Maureen and Fiona's spectacular Xmas feast in a little while. Seems I probably should've done just that. And I VAGUELY recall winning a bottle of Jack Daniels in the Naughty Santa. Seems I didn't need that either. I'm pretty sure a heck of a lot of fun was had. And that crazy 'foam pelley gun-thing' is STILL behind the bar, causing chaos to unsuspecting visitors when time is opportune! Hmmm. If you want more info... you'll have to ask someone else!

So, over the past few months... heaps of people have made heaps of awesome achievements. Mr. Steven (Belgy) Geens recently organised a sweet, 3-point 15-way from 15,000ft to celebrate the massive milestone of 15,000 jumps! Congrats. Lots of B-Rel's were completed at our club B-Rel sponsored weekends (nice work Vanessa and Mikey... along with all the others!), Star Crests have been ticked off at our Star Crest/Big-way weekends (congrats



Max and Throber running a nice sunset angle

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Crikey running an angle with Hayden and Georgia

Greg Callaghan and Christine Clarke who completed theirs just recently)... points have been turned, angles been run, air destroyed, camera's geeked, canopies docked, beer lines bitten and funnels enjoyed. Coz we all love skydiving! And despite the beer, that IS why we're here. Till next time, NUFF SAID.

P.S. If you're not already a member of the club – sign up anytime either at manifest or at the bar... lots of cool incentives... & join our page on Facebook to keep up with all the events... HOPE TO SEE YOU ALL AT EQUINOX!



Christine Clarke & Lisa P.




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# Parapenalia

## IMPRESSIVE NEW WORLD RECORD

**Category:** Canopy Formation Records

**Type of record:** Longest sequence 2-way

**Working time:** 60 sec

**Location:** Vichy, France

**Performance:** 36 formations

**Draw:** C A B B C

**Team:** Kevin Techer, Hugues Orlianges, Rodolphe Pourcelot

**Date:** 11.08.2012

**Current record:** 23 formations (set 21.07.2009)

## LUCKY COSTA

To the envy of many, **JOSH COSTA** lobbed out of **GEOFF STILLMAN'S** Tiger Moth over the Gold Coast.



## SOS AUSTRALIAN RECORD ATTEMPT

**By Ian Robertson - TOP POP Australia 2005-2012, World Top POP 2006-2008**

The 32-way Australian POPS FS record set at Toogoolawah in October 2002 was finally broken with a 42-way built at Perris in California on June 10th, 2012. After almost 10 years and a number of unsuccessful previous attempts over the intervening period this was a great achievement and took a great deal of commitment by all those involved.

With a new POPS record having been achieved there has been growing interest in setting a new Australian SOS record to make 2012 a truly memorable year for POPS Australia.

The current Australian SOS Record is a 14-way set at Toogoolawah in May 2008 at The World POPS Meet. Since that time a number of POPS have turned 60 making it possible to have the numbers to make a serious attempt on breaking the record.

It has therefore been decided to schedule the Australian SOS Record attempt at the Equinox Boogie to be held at Toogoolawah from 20 to 28 October 2012, where we will have the lift capacity to set a new record.

Current (or pending) SOS members are invited to be part of the record attempt team. Accordingly would you please advise me at email [cooncat1@bigpond.com](mailto:cooncat1@bigpond.com) of your availability to participate, and include your name, POPS and SOS numbers, and email or telephone contact details. Please note that to be eligible to participate in this record attempt you must be a member of POPS, and a member of SOS, at the time of the record attempt.

## RETIRED

**NEIL FERGIE** of Skydive Canberra has retired from doing Tandems. His last tandem jump was made with wife Sharan. Fergs will continue running Skydive Canberra from the ground, and with frequent fun jumps. *Photo: Curtis Morton*



## AUSSIE HYBRID SKILLS

"An 8-way hybrid I did last weekend at my home DZ, Edmonton in Canada - showing off the skills I learnt in Australia", says **ROB MACINTOSH**. *Photo by Sean La Rosemps.*



## BLOWN AWAY

The **COROWA AIRPORT TERMINAL** after one of the CASA aircraft being used by the Army Parachute School did a power run up in front of the building - the roof ended up in the car park! **TONY EDWARDS** says, "I'm sure the photo will bring back memories for many and create a laugh for others!"



# 2013 WOMEN'S VERTICAL WORLD RECORD ATTEMPTS

By Amy Chmelecki

The next Women's Vertical World Record Attempt (WVWR) is scheduled for 26 Nov - 1 Dec, 2013 at Skydive Arizona.

The last WVWR 41-way was set in November 2010. That record more than doubled the 2008 record. Event organisers Amy Chmelecki, Sara Curtis, Melissa Nelson, Domitille Kiger and Anna Howerski are very excited about breaking the current record, and would like to break it by at least 20 people, but are not putting any restriction on how big they go!

Amy says, "People have been asking me how big the record attempts will be and I have trouble answering this question. We will go as big as possible. Skydive Arizona has all the aircraft we need to go as big as we need and there is so much new talent constantly getting developed, that we do not want to put a limiting number on how big we go."

Several training camps have been scheduled leading up to the record attempts, mostly in the United States. Potential Aussie participants are encouraged to attend at least one of these camps. Up-and-coming Aussie girls are encouraged to attend as they are a great way to gain the skills and experience needed to be on the record, plus the organisers are keen to meet the new talent!

Contact Amy for more info, [amyhmelecki@hotmail.com](mailto:amyhmelecki@hotmail.com)



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Display jumps contact:  
Lindsay Wiltshire 0415 714 585  
Email [lwiltshire@inet.net.au](mailto:lwiltshire@inet.net.au)

# Timing the Bell

Compiled by the APF at ASM deadline time.

## CERTIFICATE 'A'

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DANIEL  
DANNY  
NITIN  
BRENTON  
JOSHUA  
SHARYFSINH  
KEITH  
ROWAN  
SLADE  
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BROOKE  
JAMES  
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LEN  
LUKE  
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SHANE  
MATT  
EMILY  
KEIRON  
CHRIS  
ANDREW  
AARON  
JON  
STEWART  
ZAC  
CHRISTOPHER  
JACOB  
KERRY  
JOSH  
PAUL  
SHANNON  
ADAM  
TRENT  
NEHA  
STUART  
NIC  
ADAM  
ANDREAS  
MICHAEL  
GORDON  
STEVE  
TIM  
ERIN  
RHYS  
IAN  
ANDREW  
MELANIE  
KOSTIA  
KIRSTEN  
ANDREW  
ROANNA  
LEIGH  
MATTHEW  
ROBERT  
JONATHON  
BENJAMIN  
AARON  
JAMES  
JARED  
MARC  
MARTINUS  
DANE  
MARK  
CHAD  
RYAN  
JAYLENE

## CERTIFICATE 'B'

SALMAN  
JYE  
TREVOR  
ALEX  
JUSTIN  
JAKE  
JUSTIN  
GREG  
STEPHANIE  
PHIL  
TIMOTHY  
ANDREW  
SEAN  
CHARLES  
SCOTT  
MAX

## KELLY

VERONIQUE  
MICHAEL  
ZEV  
JAMES  
BENJAMIN  
ADAM  
SCOTT  
NATHAN  
BRET  
PETER  
MICHAEL  
LEE  
BRIGITTE  
MARK  
DAVE  
JESSE  
PETER  
THOMAS  
MICHAEL  
AIDAN  
MARTIN  
ANDREY  
ALEXANDER  
JONATHAN  
MURRAY  
JASON  
ILYA  
CLEM  
DALE  
ELLIOT  
GENE  
HILDE  
TOVE  
JEREMY  
CAMERON  
DAVID  
LUKE  
MICHAEL  
STEVEN  
JAMES  
ALEX  
OLIVER  
MARIETTE  
ADRIAN  
TOM  
FRANCIS  
SEAN  
ROB  
MARTIN

## CERTIFICATE 'C'

JAYME  
ASHLEE  
WAYNE  
DI  
JUSTIN  
RODRIGO  
WADE  
CHRISTINE  
COLL  
JEAN  
ADAM  
CALLAN  
NATISHA  
STEPHANIE  
ADAM  
JACK  
PETER  
ABBIE  
KEVIN  
JAMES  
KIT  
SCOTT  
DANIEL  
STUART  
KYLIE  
PETER  
SHANE  
LEON  
CRAIG  
JESSE  
MARTIN  
MICHAEL  
JAROD  
ERIN  
ANNALEAH  
ADDHAN  
LISA  
DENISE  
CLAIRE  
DANIEL  
JASON  
CLEM  
TIM  
VANESSA  
KAT  
DAVID  
LUKE  
MICHAEL  
BEN  
LUKE  
STEVEN  
AIMEE  
ULI  
CRAIG  
KATHYA  
TOM  
SEAN  
ROB  
RACHEL

## FARMER

FIATRE  
FILDES  
FREEMAN  
GARNAUT  
GOMME  
HALKET  
HAMILTON  
HANSAR  
HINSCHEN  
HOLLOWAY  
HURLBATT  
JACKSON  
JONES  
JORDAN  
KING  
KING  
KLAASSEN  
KNOCK  
KOLOVOS  
LAMBERT  
LETCH  
LISTOPAD  
LOTT  
MCGREGOR-DEY  
MICHELSEN  
MULLINS  
NALIVKIN  
NEWELL  
PARSONS  
PARSONS  
PEPENE  
PETTERSEN  
PETTERSON  
REIMANN  
SCARVELL  
SCHMUTTERMAIER  
SIMPSON  
SIMPSON  
SMITH  
SWAN  
TAYLOR  
TOPLIS  
VAN DEN BERG  
VAN TRIER  
VAN WINDEN  
WARBY  
WILLIAMS  
WOODS  
WYSOCKI

## ALTERI

ARNOLD  
BEAVIS  
BERGIC  
BOTT  
CAMACHO DE FRIAS  
CARROLL  
CLARKE  
COLL  
DAJEAN  
DEACORN  
DEMPSEY  
DINGLE  
DUNKEL  
EASTOUGH  
ELFORD  
FLANAGAN  
FONG  
FREEMAN  
GARNAUT  
GRATTON  
HAMILTON  
HAMMOND  
HARGRAVE  
HIGGINS  
HOLLOWAY  
HOULAHAN  
INKSTER  
JOHNSTONE  
KING  
KLAPPER  
MANNING  
MANNING  
MATTHEWS  
MCAVOY  
MCCANN  
MCCREADY  
MCGRATH  
MCKIMM  
MULLINS  
NEWELL  
NOAD  
PORCHET  
ROBERTS  
SCHMUTTERMAIER  
SIMPSON  
SIMPSON  
SIRASCH  
SMITH  
SMITH  
SOUTHWELL  
TERHEGGEN  
THOMAS  
TOUSSAINT  
VAN WINDEN  
WILLIAMS  
WOODS  
WORRALL

## CERTIFICATE 'D'

SAMUEL  
MATTHEW  
WADE  
ADAM  
ADAM  
ADAM  
STUART  
JACK  
MARK  
KYLIE  
GRAEME  
ROBERT  
TARAN  
JOHN  
AUSTIN  
ROBERT  
DAVID  
BRETT  
JASON  
BRETT  
STEVEN  
DAN  
THOMAS  
KYTE  
SKYE  
REBECCA  
LUKE  
ADELE

## CERTIFICATE 'E'

GRAHAM  
GRANT  
PAUL  
KYLE  
REILLY  
ADRIAN  
JOSH  
MICAH  
SAMUEL  
SHANE  
PETRU  
HAMISH  
TREVOR  
DAN  
PHIL  
JOHN  
RODNEY  
GAVIN  
ANDREW  
CAMERON

## STAR CREST

GRANT  
MATTHEW  
GLEN  
STEPHANIE  
JAMES  
ROB  
OWEN  
ALEX  
JAROD  
PETE  
JAMES  
ELLIOT  
THOMAS  
DEAN  
COREY  
MATTHEW  
ANDREW  
MARIETTE  
NATHAN  
EDEN

## FREEFLY CREST

JASON  
GLENN  
CAMERON  
HAYDEN  
JEN  
WADE  
SERGIO  
KIP  
DOUGLAS  
LEANDRO  
MICHAEL  
CHANTELLE  
LUKE  
RICHARD  
PAUL  
STEVE  
MARTIN  
AARON  
SAIED  
VERNON  
LOUIS  
EYAL

## WINGSUIT CREST

MAURO  
KIP  
PETER

## PACKER 'B'

CLAY  
GRANT  
SAMUEL  
WADE  
RYAN  
ADAM  
TROY  
TERRY

## BISHOP

BOAG  
CARROLL  
DEACORN  
EASTOUGH  
FIANNACA  
FORSTER  
FREEMAN  
HIGGINS  
HIGGINS  
HOOF  
JACKSON  
LAVAL  
LAVIS  
LAWSON  
MACINTOSH  
MEIRELES  
MOIR  
MULLINS  
OGDEN  
ROSE  
ROSSI  
RUSSELL  
SPECHT  
TAYLOR  
WHITE  
WICKLIFFE  
WORTHINGTON

## BANKS

BARRON  
BEAHAN  
BUCHHOLZ  
CARTLIDGE  
CHAPMAN  
COSTA  
COUCH  
FIRTH  
HAWKE  
LEOVEANU  
MCCORKINDALE  
NORRIS  
ROSSI  
SEIDEL  
SHEPHERD  
SHIELDS  
SMITH  
STEWART  
WHITE

## BARRON

BOAG  
DOCHERTY  
DUNKEL  
GARNAUT  
HERD  
HORTON  
JOANNOU  
MANNING  
MIELL  
NOWLAND  
PARSONS  
RUSSELL  
SAMPSON  
SMITH  
STEWART  
VAN DEN BERG  
WAGEMANS  
WHEATLEY

## LANE

HOYES  
BENNETT  
OGLESBY  
JESPERSEN  
EDWARDS  
NARDONI  
FROST  
MICKLE  
MAGNO  
SMART  
GREGORINI  
BIGGS  
FENTON  
JONES  
WILLIAMSON  
MCINNES  
GRAY  
KHOSHNEVISSAN  
QUEK  
TRERISE  
EREZ

## BAMPO

FROST  
SWANN

## ANDERSON

BARRON  
BISHOP  
CARROLL  
DUNSTAN  
EASTOUGH  
HENWOOD  
HOULAHAN

## JACK

OMER  
ANNALEAH  
ADRIAN  
JACOB  
KERRY  
HUIBERT  
ASH  
MICHAEL  
STEVE  
EDEN

## PACKER 'A'

DUNCAN  
LACHLAN  
DAVID

## RIGGER

ROBERT  
MATTHEW  
JONATHAN

## DISPLAY 'D'

JAMES  
STEPHEN  
GRANT  
LOUIS  
STEPHANIE  
ADRIAN  
JOSH  
MARK  
BEN  
JAMES  
KIT  
BRET  
PETER  
THOMAS  
TARAN  
JOHN  
ROBERT  
JOEL  
AODHAN  
CAROLINE  
WILLIAM  
ASHLEY  
KIERAN  
JEREMY  
KAT  
CHRIS  
LUKE  
ALLANA  
LUKE

## ALLEN

ARKWRIGHT  
BARRON  
BLIGHT  
CAMPBELL  
CHAPMAN  
DAVIS  
DUMBLETON  
FULLER  
GARNAUT  
GRATTON  
HINSCHEN  
HOLLOWAY  
KENNEDY  
KNOCK  
LAVAL  
MACINTOSH  
MARTIN  
MCCANN  
MEDCRAFT  
OSTRICK  
POWELL  
RAMSBOTTOM  
REIMANN  
ROBERTS  
SHARPLES  
SMITH  
TYLER  
WICKLIFFE

## DISPLAY 'C'

AUSTIN  
DEBBIE

## DISPLAY 'B'

JAMES  
CHRIS

## INSTRUCTOR 'D'

GRANT  
JEREMY  
BEN  
KENNETH  
ANDREW

## INSTRUCTOR 'C'

KARL  
ANDREW

## INSTRUCTOR 'B'

NEIL  
JOE

## INSTRUCTOR 'A'

ADAM

## TUTOR RW

LOUIS  
BEN

## TUTOR WINGSUIT

FRANK

## TUTOR FREEFLY

JOHN  
CATHERINE  
SAMUEL

## LEMESURIER

MASIC  
MCAVOY  
MILLS  
MORRISON  
MORTON  
PHIELIX  
SAUNDERS  
STEVENSON  
TURNER  
WHEATLEY

## FRENCH

MIDDLE  
TELFER

## ELLERY

HYLAND  
JONES

## ALLEN

ARKWRIGHT  
BARRON  
BLIGHT  
CAMPBELL  
CHAPMAN  
DAVIS  
DUMBLETON  
FULLER  
GARNAUT  
GRATTON  
HINSCHEN  
HOLLOWAY  
KENNEDY  
KNOCK  
LAVAL  
MACINTOSH  
MARTIN  
MCCANN  
MEDCRAFT  
OSTRICK  
POWELL  
RAMSBOTTOM  
REIMANN  
ROBERTS  
SHARPLES  
SMITH  
TYLER  
WICKLIFFE

## ANDREW

LOUIS

## TANDEM SUB-ENDORSEMENT VECTOR/SIGMA

DARREN  
PHILIPP

## JUMP PILOT'S AUTHORISATION

MICHEL  
MIA  
COLE  
BEN  
TASH  
KATE  
DOMINIK  
GEORGE  
SALLY  
ELLE  
LEIGH  
NICHOLAS  
SAM  
DERRICK  
RAVIL  
MAX

## HARVEY

KEMPER

## ADAMS

ANGUS  
BATY  
BURGES  
CHALLINOR  
EALES  
EHN  
GREENSLADE-PALMER  
HART  
IRWIN-CLUGSTON  
IVIN  
JONES  
MCHUGH  
QUINLHAN  
SHARMA  
TUDERO

## COOPER

SEARLE

## BARRON

BOURNE  
LITTLEPAGE  
RICHARDS  
STEWART

## EITRICH

KNOWLES

## FERGIE

TUPPEN

## PEMBLE

## BLIGHT

FUTTERLEIB

## KLAUS

## BROWN

COMYNS  
FIRTH



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**VECTOR3**

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MIRAGE SYSTEMS



Larsen & Brusgaard



infinity



CALTI-2



velocity





# dz directory

Source: APF Database as at deadline time.

## AIRCRAFT LEGEND

Aircraft Type	Max. Skydivers
Cessna 180	4 place
Cessna 185	4 place
Cessna 182	5 place
Cessna 206	6 place
Islander	10 place
Islander	20 place
Piper Navajo	10 place
Beaver	8 place, turbine
Cessna Caravan	16 place, turbine
Cresco	10 place, turbine
XL	17 place, turbine
Skyvan	20 place, turbine
Helio Courier Helicopter	

## NORTHERN TERRITORY

### DARWIN PARACHUTE CLUB INC.

PO BOX 3114, DARWIN NT 0801  
 CHIEF INSTRUCTOR: VACANT  
 Club 0412 442 745  
 DZ Phone: 08 8976 0036  
 Email: skydive\_territory@yahoo.com.au  
 Drop Zone Location: BATCHELOR AIRFIELD  
 Web: www.skydiveterritory.com.au  
 Aircraft: Cessna 182

### TOP END TANDEM

PO BOX 692, SANDERSON NT 0813  
 CHIEF INSTRUCTOR: ASHLEY SMITH  
 Club & DZ Phone: 0417 190 140  
 Email: topendtandems@bigpond.com  
 Drop Zone Location: DARWIN - LEE POINT BEACH  
 Web: www.topendtandems.com.au  
 Aircraft: Cessna 182

## QUEENSLAND - NORTH

### AYRSPTS INCORPORATED

PO BOX 546, TOWNSVILLE QLD 4810  
 Non Training Operation  
 Club Phone: 07 4728 4437  
 Drop Zone Location: THE AYR AERODROME  
 Web: www.ayrsports.org.au

### FAR NORTH FREEFALL INC

PO BOX 446, EL ARISH QLD 4855  
 Non Training Operation  
 Club Phone: 07 4068 5259  
 Email: p1953@bigpond.com.au  
 Drop Zone Location: TULLY AERODROME  
 Aircraft: Cessna 182 and Cresco.

### MACKAY PARACHUTE CENTRE

9 ELAMANG ST, MACKAY QLD 4740  
 CHIEF INSTRUCTOR: RAY MAKIN  
 Club Phone: 07 4957 6439  
 DZ Phone: 0408 703 554  
 Email: ray@skydivemackay.com.au  
 Drop Zone Location: MARIAN AIRFIELD  
 Web: www.skydivemackay.com.au  
 Aircraft: Cessna 182

### PAUL'S PARACHUTING

PO BOX 90N, CAIRNS QLD 4870  
 CHIEF INSTRUCTOR: GLENN BOLTON  
 Club Phone: 02 6684 1323  
 Email: info@australiaskydiver.com  
 Drop Zone Location: EDMONTON CAIRNS  
 Web: www.australiaskydiver.com.au  
 Aircraft: Cessna Caravan x2 (16 Place)

### SKYDIVE AIRLIE BEACH

PO BOX 1152, AIRLIE BEACH QLD 4802  
 CHIEF INSTRUCTOR: JONNY GOSS  
 Club Phone: 0418 762 315  
 DZ Phone: 07 4946 9115  
 Email: info@skydiveairliebeach.com.au  
 Drop Zone Location: WHITSUNDAY AIRPORT, SHUTE HARBOUR  
 Web: www.skydiveairliebeach.com.au  
 Aircraft: Two Cessna 182s & GA8 Airvan

### SKYDIVE CAIRNS

PO BOX 105 N, NORTH CAIRNS QLD 4870  
 CHIEF INSTRUCTOR: STEVE LEWIS  
 Club Phone: 07 4068 7477  
 Email: jtboffice@australiaskydivercompany.com.au  
 DROP ZONE LOCATION: 1) EDMONTON, CAIRNS 2) MISSION BEACHES  
 Web: www.jumpthebeach.com.au  
 Aircraft: XL750 (16 place), Cessna Caravan (16 place), Cessna 182.

### SKYDIVE THE WHITSUNDAYS

PO BOX 291, CANNONVALE QLD 4802  
 Non Training Operation  
 Club Phone: 0414 566 697  
 Email: nqpc@mackay.net.au  
 Drop Zone Location: PROSPERINE/SHUTE HARBOUR  
 Aircraft: Cessna 182

## SKYDIVE TOWNSVILLE

PO BOX 1786, TOWNSVILLE QLD 4810  
 CHIEF INSTRUCTOR: ALAN MOSS  
 Club/DZ Phone: 0412 889 154  
 Email: info@skydivetownsville.com  
 DROP ZONE LOCATION: 1) AYR AIRPORT 2) THE STRAND - TOWNSVILLE.  
 Web: http://www.skydivetownsville.com  
 Aircraft: C182

## TANDEM CAIRNS

PO BOX 753, BUNGALOW QLD 4870  
 CHIEF INSTRUCTOR: ADAM DAVIES  
 Club Phone: 07 4041 2466  
 Email: admin@tandemcairns.com.au  
 DROP ZONE LOCATION: MUNDOO AERODROME INNISFAIL  
 Web: www.tandemcairns.com.au  
 Aircraft: Cresco XL

## QUEENSLAND - SOUTH

### AUSTRALIAN PARARESCUE TEAM

PO BOX 86, Southport Gold Coast QLD 4215  
 Non Training Operation  
 Club Phone: 0416 611 499  
 Email: paulweir56@yahoo.com.au

### GATTON SKYDIVERS CLUB INC

PO BOX 266, CANNON HILL QLD 4170  
 Non Training Operation  
 Club Phone: 07 5466 5630  
 Email: ripcord@ripcord-skydivers.com.au  
 Drop Zone Location: GATTON  
 Web: www.ripcord-skydivers.com.au  
 Aircraft: C-206 and C-182

### GREAT SOUTHERN SKYDIVERS INC

PO Box 928, REDCLIFFE QLD 4020  
 CHIEF INSTRUCTOR: LUKE OLIVER  
 Drop Zone Location: HAZELTON AIRFIELD  
 Aircraft: Cessna 182

### GOLD COAST SKYDIVE PTY LTD

PO BOX 332, COOLANGATTA QLD 4225  
 CHIEF INSTRUCTOR: ARCHIE JAMIESON  
 Club & DZ Phone: 07 5599 1920  
 Email: info@goldcoastskydive.com.au  
 Drop Zone Location: KIRRA BEACH & LEN PEAK OVAL  
 Web: www.goldcoastskydive.com.au  
 Aircraft: Cessna 182

### QUEENSLAND ADRENALIN SKYDIVERS

PO BOX 166, GEEBUNG QLD 4034  
 CHIEF INSTRUCTOR: JIM CZERWINSKI  
 Club 07 3314 3664  
 DZ Phone: 0417 079 460  
 Email: info@skydivebrbie.com.au  
 Drop Zone Location: RAGLAN & WOORIM BEACH BRIBIE ISLAND  
 Web: www.adrenskydivers.com.au  
 Aircraft: C182 & C206

### RAMBLERS PARACHUTE CENTRE

CHIEF INSTRUCTOR: DAVID McEVOY  
 Drop Zone Location 1) TOOGLOOLAWAH  
 Web: www.ramblers.com.au  
 PO BOX 136, TOOGLOOLAWAH QLD 4313  
 Club Phone: 07 5423 1159  
 Email: skydive@ramblers.com.au  
 Drop Zone Location 2) COOLUM BEACH  
 Web: www.skydiveforfun.com.au  
 PO Box 178, MOFFAT BEACH QLD 4551  
 Club Phone: 07 5448 8877  
 Email: jump@skydiveforfun.com.au  
 Aircraft: Cessna Caravan and Super Cessna 182

### REDCLIFFE CITY SKYDIVING

PO BOX 105, REDCLIFFE QLD 4020  
 CHIEF INSTRUCTOR: JOHN COOK  
 Club Phone: 02 6684 1323  
 Email: reservations@skydiveredcliffe.com.au  
 Drop Zone Location: SUTTONS BEACH - REDCLIFFE  
 Web: www.jumpthebeachbrisbane.com.au  
 Aircraft: C182 & PA31 Navajo

### RIPCORD SKYDIVERS

PO BOX 266, CANNON HILL QLD 4170  
 CHIEF INSTRUCTOR: JOHN FRISWELL  
 Club Phone: 07 3399 3552  
 DZ Phone: 07 5466 5521  
 Email: ripcord@ripcord-skydivers.com.au  
 Drop Zone Location: GATTON  
 Web: www.ripcord-skydivers.com.au  
 Aircraft: C-182 and C-206

### RIPCORD SKYDIVERS ASSOCIATION

50 RICHARDS STREET, LOGANLEA QLD 4131  
 Non Training Operation  
 Club Phone: 07 5466 5630  
 Email: ripcordskydiversinc@hotmail.com  
 Drop Zone Location: GATTON  
 Web: www.ripcord-skydivers.com.au  
 Aircraft: C-206 & C-182

## SKYDIVE BYRON BAY

PO BOX 1615, BYRON BAY NSW 2481  
 CHIEF INSTRUCTOR: STUART GOUGH  
 Club Phone: 02 6684 1323  
 Email: info@australiaskydiver.com  
 Drop Zone Location: TYAGARAH AIRFIELD  
 Web: www.australiaskydiver.com  
 Aircraft: Cessna Caravan

## SKYDIVE CABOOLTURE

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518  
 CHIEF INSTRUCTOR: IAN MCGREGOR  
 Club Phone: 07 5496 9562  
 DZ Phone: 0414 704 415  
 Email: imc@big.net.au  
 Drop Zone Location: CABOOLTURE AIRFIELD  
 Web: www.skydivecaboolture.com  
 Aircraft: Cessna 182, Cessna 206

## SKYDIVE CENTRAL QUEENSLAND

PO BOX 116, GEEBUNG QLD 4034  
 Non training operation  
 Club Phone: 07 3314 3664  
 Email: info@skydivecq.com.au  
 Web: www.skydivecentralqueensland.com.au

## SKYDIVE HERVEY BAY

c/o 677 TOWER ROAD, BANKSTOWN AERODROME, NSW 2200  
 CHIEF INSTRUCTOR: RAY CURRY  
 Club Phone: 07 4183 0119  
 DZ Phone: 0427 969 875  
 Email: dz@herveybayskydivers.com.au  
 Drop Zone Location: HERVEY BAY AIRPORT  
 Web: www.sydneykydivers.com.au  
 Aircraft: Cessna 185

## SKYDIVE RAINBOW BEACH

PO BOX 7, RAINBOW BEACH QLD 4581  
 CHIEF INSTRUCTOR: STEVE GEENS  
 Club Phone: 0418 218 358  
 Email: info@skydiverainbowbeach.com  
 Drop Zone Location: RAINBOW BEACH  
 Web: www.skydiverainbowbeach.com  
 Aircraft: Super C-182

## SOUTH EAST QUEENSLAND SKYDIVERS INC

PO BOX 251, WAVELL HEIGHTS QLD 4012  
 Non Training Operation  
 Club Phone: 0414 712 448  
 Email: seqsclub@gmail.com  
 Web: www.seqsclub.com.au

## SUNSHINE COAST SKYDIVERS

PO BOX 1079, CALOUNDRA QLD 4551  
 CHIEF INSTRUCTOR: TIBOR GLESK  
 Club Phone: 07 5437 0211  
 Email: bookings@sunshinecoastskydivers.com.au  
 Drop Zone Location: CALOUNDRA AIRPORT  
 Web: www.sunshinecoastskydivers.com.au  
 Aircraft: Piper Navajo

## TOOGLOOLAWAH SKYDIVERS CLUB INC.

121 KITCHENER ROAD, KEDRON QLD 4031  
 Non Training Operation  
 Club Phone: 0418 154 119  
 Email: tscqld@gmail.com  
 Drop Zone Location: TOOGLOOLAWAH  
 Aircraft: Cessna Caravan

## NEW SOUTH WALES

### ADRENALIN SKYDIVE

4 RADFORD STREET, HEDDON GRETA NSW 2321  
 CHIEF INSTRUCTOR: BILL TUDDENHAM  
 Club/ DZ Phone: one:one:one: 0422 585 867  
 Email: skydive@pacific.com.au  
 Drop Zone Location: GOULBURN AIRPORT  
 Web: www.askydiver.com  
 Aircraft: Cessna 182 & 206

### BYRON LANDINGS TANDEM SKYDIVE

PO BOX 226, MILPERRA NSW 2214  
 CHIEF INSTRUCTOR: STEVE LEWIS  
 Club Phone: 07 3333 2077  
 Email: admin@byronbayskydivers.com.au  
 Drop Zone Location: GLEN VILLA HOLIDAY PARK, BYRON BAY  
 Web: www.byronbayskydivers.com.au

### COASTAL SKYDIVERS

15 WEISMANTLE STREET, WAUCHOPE NSW 2446  
 CHIEF INSTRUCTOR: TONY MAURER  
 Club & DZ Phone: 0428 471 227  
 Email: jumpportmac@bigpond.com  
 Drop Zone Location: PORT MACQUARIE AIRPORT  
 Web: www.coastalskydivers.com  
 Aircraft: Cessna 182

### COFFS CITY SKYDIVERS

PO BOX 4208, COFFS HARBOUR NSW 2450  
 CHIEF INSTRUCTOR: LAWRENCE HILL  
 Club & DZ Phone: 02 6651 1167  
 Email: jump@coffsskydivers.com.au  
 Drop Zone Location: COFFS HARBOUR AIRPORT  
 Web: www.coffsskydivers.com.au  
 Aircraft: Cessna 182

\*Some members have commented that a few of these Club records are not accurate. We can only print what we're told. Please contact Kim Hardwick at the APF if you find any inaccuracies.

## FUNNY FARM SKYDIVING

11 MARINE STREET, BALLINA NSW 2478  
CHIEF INSTRUCTOR: ARCHIE JAMIESON  
Club Phone: 1800 302 005  
DZ Phone: 0402 008 924  
Email: info@goskydive.com.au  
Web: www.goskydive.com.au  
Drop Zone Location: EVANS HEAD AERODROME & KINGSFORD SMITH PARK- BALLINA  
Aircraft: C-182 (Super)

## JUST JUMP SKYDIVE

PO BOX 4009, EAST GOSFORD NSW 2250  
CHIEF INSTRUCTOR: BILL TUDDENHAM  
Club Phone: 02 4322 9884  
Email: bookings@justjumpsydney.com.au  
Drop Zone Location: WHITTINGHAM AIRFIELD, SINGLETON  
Web: www.justjumpsydney.com.au  
Aircraft: Cessna 206 & XL-750

## NEWCASTLE SPORT PARACHUTE CLUB

PO BOX 158 BRANXTON, NSW 2335  
CHIEF INSTRUCTOR: TONY MAURER  
Club & DZ Phone: 02 4938 1040  
Email: kenton@skysports.com.au  
Drop Zone Location: MOORES LANE ELDERSLIE and WITTINGHAM AIRFIELD, SINGLETON  
Web: www.skydivenewcastle.com  
Aircraft: Cresco 750

## SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE

12 Perth Street, Oxley Park Sydney, NSW 2760  
CHIEF INSTRUCTOR: STEPHEN FICKLING  
Club Phone: 02 9223 8444  
DZ Phone: 02 9223 8444  
Email: debgood@australianskydive.com.au  
Drop Zone Location: PENRITH LAKES  
Web: www.sydneycity.com.au  
Aircraft: Piper Navajo, C-207, C-210, HELIO COURIER

## SKYDIVE COFFS HARBOUR

PO Box 351, COFFS HARBOUR NSW 2450  
CHIEF INSTRUCTOR: Mark Brody  
DZ Phone: 02 4433 254 438  
Email: skydivcoffsharbour@australianskydive.com  
Drop Zone Location: COFFS HARBOUR AIRPORT  
Web: www.skydivcoffs.com  
Aircraft: C-182

## SKYDIVE MAITLAND

PO BOX 202, RUTHERFORD NSW 2320  
CHIEF INSTRUCTOR: JASON CLARKE  
Club Phone: 02 4932 7989  
DZ Phone: 0425 200 185  
Email: info@skydivemaitland.com.au  
Drop Zone Location: RUTHERFORD AIRPORT  
Web: www.skydivemaitland.com.au  
Aircraft: Turbine Stretch Fletch PT6 and C-182

## SKYDIVE OZ

PO BOX 925, MORUYA NSW 2537  
CHIEF INSTRUCTOR: PAUL SMITH  
Club Phone: 0438 185 180  
Email: fun@skydiveoz.com.au  
Drop Zone Location: MORUYA AIRFIELD, BATEMAN'S BAY & COUNTRY NSW  
Web: www.skydiveoz.com.au/  
Aircraft: Cessna 180 and Cessna 185

## SKYDIVE TEMORA

PO BOX 2, TEMORA NSW 2666  
CHIEF INSTRUCTOR: GREG COX  
Club Phone: 02 6978 0137  
DZ Phone: 0417 695 759  
Email: sales@skydivetemora.com.au  
Drop Zone Location: TEMORA AIRPORT  
Web: www.skydivetemora.com.au/  
Aircraft: Cessna 182

## SKYDIVE THE BEACH

PO BOX 5361, WOLLONGONG NSW 2500  
CHIEF INSTRUCTOR: MAX MOTZO  
Club Phone: 02 4225 8444  
Email: info@skydivethebeach.com  
Drop Zone Location: STUART PARK, WOLLONGONG  
Web: www.skydivethebeach.com  
Aircraft: Navajo, Cessnas 206, 182 and Caravan 208

## SKYDIVING NSW DROP ZONE

PO BOX 764, TAREE NSW 2430  
CHIEF INSTRUCTOR: MARK BRODY  
Club & DZ Phone: 0418 730 741  
Email: skydiving@westnet.com.au  
Drop Zone Location: TAREE AIRPORT  
Aircraft: C182

## SYDNEY SKYDIVERS

PO BOX 226 Milperra LPO 2214  
CHIEF INSTRUCTOR: PHIL ONIS  
Club Phone: 02 9791 9155  
DZ Phone: 02 4630 9265  
Email: admin@sydneydivers.com.au  
Drop Zone Location: PICTON, NSW  
Web: www.sydneydivers.com.au  
Aircraft: Cessna Caravan, Beaver & 750XL

## TANDEM SKYDIVING

25 COMARA CLOSE, COFFS HARBOUR NSW 2450  
CHIEF INSTRUCTOR: DICK PETTERS  
Club Phone: 02 6651 9016  
DZ Phone: 0418 275 200  
Email: rpeters@ozemail.com.au  
DROP ZONE LOCATION: CAMBEWARRA  
Web: www.tandemskydivingcentre.com.au  
Aircraft: Cessna 180

## WESTERN DISTRICTS PARACHUTE CLUB

PO BOX 172, DUBBO NSW 2830  
CHIEF INSTRUCTOR: MIKE CARRE  
Club Phone: 02 6884 8266  
DZ Phone: 02 6852 3845  
Email: lyndon.p@optusnet.com.au  
Drop Zone Location: FORBES AIRPORT  
Aircraft: Cessna 182

## AUSTRALIAN CAPITAL TERRITORY

### AERIAL SKYDIVING PTY LIMITED

8 FRASER PL, YARRALUMLA ACT 2600  
CHIEF INSTRUCTOR: GRAEME WINDSOR  
Club Phone: 02 6285 1453, DZ Phone: 0418 487 953  
Email: aerialskydiving@ozemail.com.au  
Drop Zone Location: MINT OVAL, DEAKIN, ACT  
Web: www.jump-act.com  
Aircraft: Cessna 206

### SKYDIVE CANBERRA

4 BADGER PL, OXLEY ACT 2903  
CHIEF INSTRUCTOR: PAUL SMITH  
Club Phone: 02 6296 1911 (BH)  
DZ Phone: 0458 736 920  
Email: neilandsharan@fergiefamily.com  
Drop Zone Location: CANBERRA - MINT OVAL, DEAKIN  
Web: www.skydivcanberra.com.au  
Aircraft: Cessna 182

## VICTORIA

### AERIAL SKYDIVERS

PO BOX 266, CHURCHILL VIC 3842  
CHIEF INSTRUCTOR: JANINE HAYES  
Club Phone: 1800 674 276  
Email: janine@aerialskydivers.com  
Drop Zone Location: LATROBE REGIONAL AIRPORT, TRARALGON  
Web: www.aerialskydivers.com  
Aircraft: Cessna 182

### AUSTRALIAN SKYDIVE

PO BOX 839, TORQUAY VIC 3228  
CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE  
Club Phone: 03 5261 6620  
DZ Phone: 0401 809 022  
Email: info@australianskydive.com.au  
Drop Zone Location: 1) BRIDGEWATER ON LODDON 2) TIGER MOTH WORLD TORQUAY  
Web: www.australianskydive.com.au  
Aircraft: Cessna 182, 206 & 208

### COMMANDO SKYDIVERS INCORPORATED

PO BOX 2066, ROWVILLE VIC 3178  
CHIEF INSTRUCTOR: Peter Knights  
Club Phone: 1300 555 956  
DZ Phone: 03 5998 3702  
Email: jump@commandoskydivers.com.au  
Drop Zone Location: 1) TOORADIN AIRFIELD 2) PHILLIP ISLAND AIRPORT  
Web: www.commandoskydivers.com.au  
Aircraft: 2 x Cessna 206

### FREEFALL UNITED INC

14 ITKESTON ST, HERNE HILL, VIC 3218  
Non Training Operation  
Club Phone: 03 5221 8606  
Email: geoffg2@tpg.com.au  
Drop Zone Location: VARIOUS  
Aircraft: Cessna 182

### MELBOURNE SKYDIVE CENTRE

285 AUBURN ROAD, HAWTHORN VIC 3122  
CHIEF INSTRUCTOR: PAUL MURPHY  
Club Phone: 1300 734 471  
DZ Phone: 0400 550 479  
Email: sales@melbourneskydivecentre.com.au  
Drop Zone Location: LILYDALE AIRPORT  
Web: www.melbourneskydivecentre.com.au  
Aircraft: Cessna 182

### RELWORKERS INCORPORATED

2 Chicquita Street, Bacchus Marsh VIC 3340  
Non Training Operation  
Drop Zone Location: NO FIXED DZ  
Club Phone: 0409 802 338  
Email: info@relworkers.org  
Web: www.relworkers.org

### SKYDIVE NAGAMBIE

PO BOX 311, NAGAMBIE VIC 3608  
CHIEF INSTRUCTOR: DON CROSS  
Club Phone: 03 5794 1466  
DZ Phone: 03 5794 2626  
Email: jump@skydivenagambie.com  
Drop Zone Location: NAGAMBIE  
Web: www.skydivenagambie.com  
Aircraft: XL 750 & Cessna 182

### SKYDIVE THE BEACH MELBOURNE

PO BOX 5361, WOLLONGONG NSW 2500  
CHIEF INSTRUCTOR: GREG HAYS  
Club Phone: 02 4225 8444  
Email: bookings@skydivethebeachmelbourne.com  
Drop Zone Location: MORAN RESERVE, ELWOOD  
Web: www.skydivethebeachmelbourne.com.au  
Aircraft: Cessna 182

### SKYDIVE VICTORIA

PO BOX 16, COROWA NSW 2646  
CHIEF INSTRUCTOR: FRANK SMITH  
Club Phone: 02 6033 2435  
DZ 0415 704 748  
Email: enquiries@skydivevictoria.com.au  
Drop Zone Location: COROWA AIRPORT  
Web: www.skydivevictoria.com.au  
Aircraft: VARIOUS

## SOUTH AUSTRALIA

### ADELAIDE TANDEM SKYDIVING

PO BOX 1014, GOLDEN GROVE SA 5125  
CHIEF INSTRUCTOR: ALLAN GRAY  
Club Phone: 08 8520 2660  
DZ Phone: 08 8520 2660  
Email: info@adelaideskydiving.com.au  
Drop Zone Location: LOWER LIGHT  
Web: www.adelaideskydiving.com.au  
Aircraft: C-182

## SKYDIVE GOOLWA

PO BOX 333, GLENELG SA 5045  
CHIEF INSTRUCTOR: MARK GAZLEY  
Club Phone: 0448 148 490  
Email: jump@skydivegoolwa.com.au  
Drop Zone Location: GOOLWA AIRFIELD  
Web: www.skydivegoolwa.com.au  
Aircraft: C-182

### SA SKYDIVING

89E GOODWOOD RD, GOODWOOD SA 5034  
CHIEF INSTRUCTOR: GREG SMITH  
Club Phone: 08 8272 7888  
DZ Phone: 0418 845 900  
Email: greg@saskydiving.com.au  
Drop Zone Location: LANGHORNE CREEK AIRFIELD  
Web: www.saskydiving.com.au  
Aircraft: Cessna 206, Cessna 182

### SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC

P.O. BOX 884, NORTH ADELAIDE SA 5006  
Non Training Operation  
Club Phone: 0405 167 493  
DZ Phone: 0488 778 864  
Email: committe\_bounces@lists.saspc.asn.au  
Drop Zone Location: LOWER LIGHT, LANGHORNE CREEK, GOOLWA  
Web: www.saspc.asn.au  
Aircraft: Cessna 206, Cessna 182

## WESTERN AUSTRALIA

### HILLMAN FARM SKYDIVERS INC.

PO BOX 75, FLOREAT WA 6014  
Chief Instructor: Peter Swann  
Drop Zone Location: HILLMAN FARM AIRSTRIP  
Club Phone: 0466 725 669  
DZ Phone: 08 9736 1386  
Aircraft: Cessna 182

### KAMBALDA SKYSORTS

PO BOX 79, KAMBALDA WEST WA 6444  
CHIEF INSTRUCTOR: MICK MURTAGH  
Club Phone: 08 9027 1043  
DZ Phone: 0419 853 193  
Email: murttaghm@bigpond.net.au  
Drop Zone Location: KAMBALDA WEST AIRSTRIP  
Aircraft: C-182

### SKYDIVE BROOME

PO BOX 293, WICKHAM WA 6720  
CHIEF INSTRUCTOR: RALPH FORD  
Club / DZ Phone: 0417 011 000  
Email: info@skydivebroome.com.au  
Drop Zone Location: WICKHAM AIRSTRIP & BROOME TURF CLUB  
Web: http://www.broomeskydiving.com  
Aircraft: Cessna 182

### SKYDIVE EXPRESS

PO BOX 151, LEEDERVILLE WA 6903  
CHIEF INSTRUCTOR: DON WOODLAND  
Club Phone: 08 9444 4199  
DZ Phone: 08 9641 2905  
Email: jump@skydive.com.au  
Drop Zone Location: YORK  
Web: www.skydive.com.au  
Aircraft: Cessna Caravan and Cessna 182

### SKYDIVE JURIE BAY

PO BOX 810, JURIE BAY WA 6516  
CHIEF INSTRUCTOR: PETE LONNON  
Club Phone: 08 9652 1320  
Email: office@skydivejuriabay.com  
Drop Zone Location: JURIE BAY  
Web: http://www.skydivejuriabay.com  
Aircraft: Cessna 182

### SKYDIVE KALBARRI

PO BOX 427, KALBARRI WA 6536  
CHIEF INSTRUCTOR: GRAHAM LEE  
Club Phone: 0400 355 730  
Email: info@skydivekalbarri.com  
Drop Zone Location: KALBARRI AIRPORT  
Web: www.skydivekalbarri.com  
Aircraft: Cessna 206

### SOUTHERN SKYDIVERS

PO BOX 1478, BUSSELTON WA 6280  
CHIEF INSTRUCTOR: GLENN STUTT  
Club Phone: 0424 174 197  
DZ Phone: 0439 979 897  
Email: glenn@southernskydivers.com.au  
Drop Zone Location: BUSSELTON REGIONAL AIRPORT  
Web: www.southernskydivers.com.au  
Aircraft: C182 and C206

### SPORTING SKYDIVERS CLUB OF WA

10 VALENCIA GROVE, MOUNT NASURA WA 6112  
Non Training Operation  
Club Phone: 08 9399 7333  
Email: cbenco@bigpond.net.au  
Drop Zone Location: VARIOUS

### WEST AUSTRALIAN SKYDIVING ACADEMY

PO BOX 439, NORTHBRIDGE WA 6865  
CHIEF INSTRUCTOR: ROBIN O'NEILL  
Club Phone: 08 9227 6066  
Email: wasac@inet.net.au  
Drop Zone Location: PINJARRA  
Web: www.waskydiving.com.au  
Aircraft: PA31-310 NAVAJO, G8 Turbocharged Airvan and 2 X C182

### WICKHAM SKYDIVERS INCORPORATED

PO BOX 293, WICKHAM WA 6720  
Non training Operation  
Club Phone: 0418 937 680  
Email: gien@oceanicoffshore.com.au  
Drop Zone Location: WICKHAM

