

Australian

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magazine



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FRONT COVER



Aussie 4-way team, Rotor Out, turning 28 points in time and setting a new Aussie Record at the Mondial World Championships, Dubai.
Photograph by Patrick "Palle" Nygren

BACK COVER



Aussie swooper, Andy "Angry" Wolf, setting a new Distance Record at the Mondial World Championships, Dubai

CONTENTS

p>5 Directors Direction
p>7 APF Contacts

EDITORIAL

The last magazine went to print with me summing up what I considered a fairly good year considering all of it's collective challenges. Could have been a hell of a lot better, but morseso, it could have been a lot worse. Before it was too late to change my statement, three fatalities and a few near misses reigned horror on us, right before Xmas. My heart goes out to all affected.

From one extreme to another - 30,000 jumps for Phil Onis - wow. That's sensational. Imagine that?! No, really, what would it feel like to have done that many jumps, or be that current, that head current, so aware? I wonder if he gets nervous, or stuffs up much, or if he ever gets sick of tandems or wants a break? What does he think about the jumping and the jumpers of the past, present and future? I'd love to hear from him, all about it, in his words. Imagine that - Phil talking.

ASM has been asking Phil for a profile for years, but he's always declined, too shy apparently! He must have something to say. I say let's hear what he has to say! What do you say? Have you got any stories about Phil, or maybe some questions for him? Email them in by the end of March. Photos too please.

From all accounts, sounds like the Mondial World Meeters were treated like the absolute Rock Stars that they are, finally the world understands us! Love it. The rumours or perception of Dubai hosting an out-of-this world event certainly came true. While our Aussie contingent were having an experience of a lifetime, most of the Australian jumping population were following them in earnest, watching with varying degrees of jealousy! Ookoonono winning a Bronze medal plus Rotor Out & Andy Wolf breaking records all made us proud, Oi Oi Oi!

I don't normally take bribes, but Gary Nemirovsky said that I, "could write anything I want about him in the mag if I put his team photo on the front cover". Hah, bonus! I already had him on the front cover! Now it's time to have our next Ouch feature so he can be featured. Ouch needs your content - please send in your jumping related horror stories and interesting yet painful photos by the end of March. It's also time to hear Mossy's No Shit story(s) - we shouldn't let him get away with it!

Susie EDITOR

[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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The Editor retains the right to withdraw any advertisement, article, photo or other at her discretion and does not accept liability for delay in publication or for errors, although every care is taken to avoid mistakes.

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.



National Sport Development

I SUPPORT WOMEN IN SPORT AWARDS

APF member Maybritt Prahll attended a star-studded awards night last month to celebrate her nomination as a finalist in the "Local Heroine" category of the 2012 Women's Health Magazine, I Support Women in Sport Awards.



The high profile Awards acknowledged the talents and achievements of Australia's top female sportswomen, and attracted a host of well-known sport and media personalities from around the country. Ms. Prahll, who was nominated for her dual achievements in skydiving and ice marathon running, was the perfect ambassador for women in skydiving and the Federation

"Being a nominee for the awards was an exciting, glamorous and rare experience that was positive from beginning to end. During the evening I was treated to a photo shoot, drinks, and a lavish presentation dinner where I had the opportunity to mix with an array of fabulous athletes, sponsors and media personnel.

Olympic cyclist Anna Meares won Sports Woman of the Year and the Local Heroine Award, defined as "women who pay their own way in their chosen sport", for which I was nominated went to burpee world-record holder, Julie Hoffman, who raised money for children with heart disease - a very worthy recipient. Even though I didn't take home the prize, it was a thrill for my achievements to be recognised in this way and I send a hearty thank you to each and every one of you who supported me with your votes."

Fellow APF member Kate Rogers was also nominated for an award in the same category for her skydiving achievements but could not attend the Awards Night due to a date clash with her World Parachuting Championships debut in Dubai.

The APF will again be on the look-out to nominate other talented female skydivers like Maybritt and Kate for the Awards this year. Member suggestions for 2013 nominations should be sent to development@apf.asn.au by May 2013.

APF SPORT DEVELOPMENT FUNDING APPLY TODAY!

Need dollars to get your skydiving event off the ground? The APF Fiona McEachern Sport Development Fund offers financial assistance to member-run events that are of benefit to the skydiving community. This year \$55,000 has been made available to support Level 1 (up to \$1,500) and Level 2 (up to \$5,000) applications for 2013 events. Funding requests are accepted throughout the year, however as applications are assessed on a "first in, best dressed" basis, provided the requisite eligibility criteria are satisfied, it is best to get in early to avoid disappointment. To learn more or to apply online visit: www.apf.asn.au/members/sport-development-funding/default.aspx

EXCITING NEWS - WE'RE MOVING ONLINE!

APF members seeking Fiona McEachern Sport Development Funding (SDF) will soon be able to apply via the APF's new online application facility. Benefits of the updated system include:

- Quick and easy to fill out online forms. No more printing, scanning or posting!
- Full email automation at every step of the funding process so you know how your application is progressing from the time of your initial submission to receipt of your final funding amount.
- Nifty online tools to help you demonstrate your funding eligibility, including a downloadable budget template with built-in formulas to help you keep track of your event expenses.
- Simplified and user friendly post-event reporting forms to make it quicker and easier for you to demonstrate your eligibility for post-event funds, speeding up the assessment process so you can get your final payments faster.
- Participant satisfaction surveys included as part of the post-event evaluation process to reward applicants who put on great events.
- Applicant feedback survey included in the post-event reports so you can tell us where and how we can improve the SDF in future.

We hope you will find the new application process simpler, easier and more efficient to use than its predecessor. To make sure it is we welcome your constructive feedback. Any queries about the new online system should be sent to apf@apf.asn.au or alternatively, please contact the National Office on 07 3457 0100.

Stephanie Campbell
APF National Sport Development



Safety

SAFETY LANDING PATTERN

With 2013 now upon us, it is a good time to start thinking about our *Approach* for the year in terms of safety. The last six months of 2012 left us in a horrific way in relation to skydiving accidents and fatalities. It was almost unprecedented in the number of fatalities that occurred in the history of the APF and caused much grief and a lot of searching for answers.

Beyond the number of fatalities, the fact that struck me most was there were no two fatalities that were similar, and as a result, there must be another linking factor. I believe that the sport has become so multi-faceted in its disciplines, that there are now so many ways to hurt, injure or cause yourself a fatal injury.

Twenty years ago, there were only a small number of disciplines within Skydiving - FS, CRW, Freestyle, and Style and Accuracy were established; Freely was just beginning. Now we also have Wingsuiting and Swoop Accuracy. Freely has continually spawned new ways of flying with Atmo, Angles, and Tracing. There are so many ways to fly your body and canopy that we are in a constant learning curve; making it difficult to keep up with the latest technology, equipment and techniques required to stay safe.

The APF is responsible for effectively overseeing the training and conduct of all these disciplines. While the APF can investigate, plan, and implement the latest training programs and regulations; to oversee this system, it must rely on the Tutors, Jumpmasters, Instructors and Chief Instructors for the supervision and control at the coal-face. To do this, the people in these roles must keep their knowledge base up-to-date. If they are not familiar with all of the disciplines, there will be a gap in appropriate supervision which always leaves safety issues.

The people in these positions are treated as being responsible for the safety of other skydivers and those of us in these roles must take this responsibility seriously.

Further to this, there is an inherent responsibility with these ratings to ensure you are always acting in the best interests of all skydivers. It does not get *switched on or off* when you are not in your role; it is expected that the responsibility is always maintained. The same system of responsibility should also extend to every jumper on every load - pay attention to what is going on around us and ensure our actions, and the known actions of others, are not placing anyone in harm's way.

I believe current supervision at larger drop zones should be reviewed to ensure that when all of the sporting disciplines are combined with the commercial disciplines of Tandems and Student activity, additional risks are not revealed. The existence of a formalised system of operating is capable of reducing the reliance on the already over-stressed people in supervisory roles.

As a solution, I would like to offer an introduction to Safety Management Systems (SMS). A definition of an SMS is "A businesslike approach to safety - a systematic, explicit and comprehensive process for managing safety risks. As with all management systems, a safety management system provides for goal setting, planning, and measuring performance. A safety management system is woven into the fabric of an

organisation. It becomes part of the culture, the way people do their jobs." In layman's terms; it is a systematic way of managing risks by examining the worst-case scenario and then reducing the risks involved by appropriate planning and preparation.

A SMS need not be overly complicated or involved, but it should be implemented, reviewed and used to ensure three main imperatives, ethical, legal and financial responsibilities, are properly handled. It is in the best interest of the drop zone Operator and the CI to ensure that all known risks have been examined and a system put in place to reduce the risk that their clients, tandem passengers, students and fun jumpers, are exposed to; a systematic approach to dealing with the Duty of Care that is expected of us all. It can be used to reduce the workload of the Supervisors by installing Systems that will manage the risks for them.

I like to look at the SMS as being a Risk/Consequence/Outcome approach to problem solving. With all Risks there are Consequences, and flowing from that are specific traceable Outcomes. As an example: with the Risk of not maintaining tandem parachute equipment, the simple Consequence may be an increase in malfunction rate. However further examination of the situation may reveal other Outcomes such as: lower productivity, financial burden involved with higher rigging charges and lost equipment, decline in attitude towards what is acceptable by stakeholders, higher risk rates, increased strain and workload on staff, decreased public opinion of skydiving safety, and risk of greater levels of regulation and control by outside sources. By taking a systematic approach to equipment maintenance to reduce the malfunction rate, the Outcomes associated with malfunctions are avoided. By reducing the amount of time spent on the outcome of poor equipment maintenance, all stakeholders are in a better position to concentrate on their normal roles thus reducing risks even further.

I suggest the SMS as a way of operating to best manage risks while reducing the workload associated with many supervisory roles on drop zones. A one time decision followed by the implementation of a safety system, ensuring compliance each time a particular situation is encountered, will ensure consistent quality decisions whilst reducing the need for high level supervision and scrutiny of drop zone operations.

It is up to all skydivers to identify the risks in our sport and industry to ensure safety becomes a higher priority. With every skydiver contributing to safety, we can avoid the number of incidents and accidents that occurred in 2012. I look forward to working toward an Integrated Safety Plan with the APF Management Committee over the next twelve months and hopefully a safer year for us all. As always, if you have feedback that you would like to give, or information that you would like to obtain, please contact me.

Stephen Fickling
Director Safety



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Australia 3



Wow, wow, wow! There are not enough words to describe the World Championships we experienced in 2012!

Parachuting and skydiving competition was showcased at its best, brightest and blingy-est, in the wonderful land of sand that is Dubai. The Aussie team spirit was at its peak, with our largest ever team, at the biggest Mondial ever held.

There's something to be said for the Australian unity and pride that naturally comes out when representing as a group overseas. We were certainly the envy of most countries with our massive flag poles and vivacious mascots. Ultimately, the underlying culture of our country's values is unique and it becomes obvious when representing on a world stage.

Generally the competition went along as most WPCs do. While the weather was mostly ideal (which is somewhat unusual in itself), the competition flowed along quickly, but even so there were long waiting periods between jumps and then surprisingly short calls, in what seemed like illogical organisational decisions. Communication is always a challenge and we certainly experienced frustrations along the way, but believe me: this is normal! What we did get was a superior Mondial and WPC experience, considering the complexity of hosting such a large event.

Our wonderful team managers had their very capable hands full looking after their respective teams and ensuring they were informed, comfortable and on time for their plane as

much as possible. The support crew extended to APF staff on media duties, and cameo appearances from friends and ex-pats. Beavering away in the background were three of our Aussie judges, impartial as they must be, but there in support none-the-less.

Surprisingly we were the subject of the hottest topic of the meet, with some interesting protests to severe penalties that we successfully overcame with the alliance of our friends recruited from around the world. Needless to say, a lot of valuable lessons were learnt by all regarding competition rules and the appropriate complaint and protest procedures. Overall, we negotiated a favourable outcome and we were satisfied that we came away from the competition with our integrity preserved.

Most importantly, there were many very proud moments for our teams: personal/team bests, records set, medals won, personal and team goals achieved. Everyone who participated came away with many great memories and experiences, and we are so very proud of them all.

It takes a massive effort to be a part of a WPC – a huge commitment of time, funds and energy – more than most people even realise... congratulations everyone!

Lisa Perdichizzi
 Australian Head of Delegation and APF Director of Competitions



Ookoonono 2-way Sequential Canopy Formation

Jules McConnell, Michael Vaughan,
Craig "Crash" Bennett (camera)



With so many new Aussie faces at Dubai, Ookoonono felt like old soldiers at this World Meet. We felt as prepared as we could be for the challenge, given Michael's damage that he was carrying from the USA Nationals the month prior.

After we came back from the States, we had a couple more weeks of training at Moruya to see if Michael's body was going to be up to the challenge, a few days training in Dubai and then we were in World Meet mode!

It was always going to be a close comp – the French are definitely awesome, the new USA team was too busy training to go to their own Nationals (that had to be a hint!) and no-one ever knows what the Russians are up to!

Our competition went as well as we could have hoped – we met all the team goals that we'd set for ourselves before we left – set a new personal best for a competition average (we did a 24.1 average, only a month after setting a new Aussie



record of 25), don't get any camera busts, don't choke on the Fast round and set a new Aussie record.

The Russians were pinged for performing moves not drawn after they completed their Round 3 jump and were given a 0 for that round. At this level of competition, that was enough to see the end of their World Meet podium chances, leaving it to France, USA and Australia to sort out the podium places.

No-one had any answers for Team France's superb 27 point average, but we were kicking all the goals we could. We scored a clean 27 in Round 6 setting our new Aussie record, putting us two points up on the USA team at the end of Round 6. USA took four points off us on Round 7 moving two points ahead leading into Round 8 - the Slow round. This last round became both of our throw away scores (it was our only score of less than 20 points) leaving us with the Bronze medal.

We were proud to be representing Australia at the competition and especially while we were standing on the podium of the largest Skydiving World Championships that have ever been held. We were happy that we did the best that we possibly could have and the best that we have ever done.

We want to thank the APF and everyone for the help and support we were given going into this World Meet – we couldn't have done it without you all, and love every one of you.

Ookoonono says: Icarus Canopies are frickin' awesome and Skydive Oz's Moruya DZ rocks!

K4

4-way Sequential Canopy Formation

Carl "Crispy" Jefferis, Jules McConnell, Richie Dronow,
Scott "Splitly" Brown, Craig "Crash" Bennett (camera)



It was the first World Meet for the Chaps and what an experience to have first time around. From the moment we arrived in Dubai we were blown away by the treatment we received. It was like being a celebrity! As we were chauffeured from the airport we were surrounded by billboards advertising the Mondial and for the first of many occasions began to pinch ourselves in disbelief that all this fuss was for a bunch of skydivers.

Straight from arrival there was a real buzz amongst the Aussie team. We were so fortunate to get to experience a Mondial with the team really supporting each other and having a lot of fun. I couldn't imagine a better group of people to experience the World Meet with.

After recovering from the shock and awe of the food, accommodation and other luxuries they had put on for us, the time for the practice jumps rolled around. The nervous energy amongst the team on that first load was incredible and I'm sure we were a little slow on a few points as we took in the incredible view of the Palm and the city.

Then came the competition. Chaps got off to a good start. We were really happy with our first few rounds and were so fortunate to have Jules, Vaughny and Crash supporting us and helping us to engineer the jumps. We stayed in the top half of the competition until a little international camaraderie saw us having a little rest from 2-way for a few days.

Thankfully we had our 4-way team to keep us occupied. K4 had a smashing start with our first round of competition also being our first training jump together, with cameraman Carl stepping into the formation for the injured Vaughny. Jules was amazing engineering the 4-way jumps in between her 2-way loads. She taught us so much and we look forward to being able to compete in 4-way sequential in the future. By the end of the week we had more than doubled our first score so considering how challenging 4-way is all-in-all we're really happy with K4.



Chaps

2-way Sequential Canopy Formation

Richie Dronow, Scott "Splitly" Brown,
Carl "Crispy" Jefferis (camera)



After a few days of frustration and a lot of work and running around by all our amazing support team, we were back in the competition. A huge thank you to: Lisa Perdichizzi our Head of Delegation, Amy McDermott our team manager, Vaughny and Chris Gay for their technical support, Wazza (the kanga from Straya) for always being there to build bridges, and everyone who stood behind us. Once back in the competition we were a little over-amped and managed to tear the centre A-line attachment point off Richie's canopy with a vigorous dock, thankfully our 3-stack inter country relations proved fruitful with the British team lending us a canopy for the remainder of the competition. It really showed that in competition mental preparation and resilience is as important as training jumps.

It was a great result in the end to see Ookoonono (and Wazza) on the podium. Congratulations you deserve it, champions!

A huge thanks to the APF and W.A. State Parachuting Council for their support in getting us to Dubai. Also to the managers and support team from the Aussie delegation and of course the Mondial organisers, you sure put on a World Meet!

Pip pip, tally ho

The Chaps

world championships



world championships

Rotor Out 4-way Formation Skydiving

Craig Vaughan, Gary Nemirovsky, George Attard, Steph Vaughan, Patrick "Palle" Nygren (camera)

After eight hours in the wind tunnel at iFly Singapore, 160ish training jumps at Skydive Perris in the USA and Australian Skydive Bridgewater VIC, Rotor Out were ready for the World Meet!

We arrived a week early in Dubai where we headed straight out to Skydive Dubai 2 (Desert DZ) for some training. Kyle Binning, our trusty Team Manager was also there and had everything sorted so that we could get onto a load in no time.

When our coach, Shannon Pilcher, arrived it was straight out to the Palm DZ for a few more jumps. Our first jump over the Palm was absolutely awesome! Our cameraman, Palle, was zooming around the sky getting the best angle for the mandatory cool photo over the Palm. We only managed three practice jumps there in total as the weather was an issue for a day plus lots of teams of all disciplines were there wanting to jump too. So, that was it, we were trained and ready to go!

Our Round 1 was a bit of a horror show – we funneled the exit and lost precious seconds getting it sorted. We managed to salvage a half reasonable score but were a long way behind!

The next few rounds saw us performing at our best, posting solid scores that we were proud of. We were having a fantastic battle with the Swedes and managed to claw our way back to within two points of them by Round 8. Round 9 would be our last round as only the top six teams progressed through to Round 10...

We were only fighting for ninth place but for us it's the thrill of trying to beat anyone within reach – and they were in reach!



We climbed out and stacked up our exit, it was Block 16, a Compressed Accordion. Not our favourite exit as we had not practiced this one too often! We climbed out and all the teams had their grips, everything was still - we waited for Gary to start the count... shake, shake, shake - shake, down, go! We were away! I looked up and across the formation and it was flying well so it was keyed straight away. We went through the points - time to track, admire the Palm from freefall for one last time, it was solid, nothing to write home about but OK. We landed, high fived each other and our good mates from Sweden - what a great competition.

We stood around to watch the live judging. Here we go, Team 423 Australia. The jump looked clean and smooth on the big screen - to our surprise, we had built the 26th point and the "In Time" clock showed approx two seconds left - we closed the block - 27 and made the next point, 28! About 10 seconds passed and up flashed CONFIRMED. That was it! 28 - Awesome! A new Aussie record and we leap-frogged the Swedes to finish ninth. More high fives and congratulations came our way from some of the other Aussies and our coach, Shannon.

It was a great comp for us with all three goals achieved!

- 1. Ninth Overall;**
- 2. Highest score from an Aussie 4-way team, 19.3 average (9 rounds); and**
- 3. New Aussie record of 28 points in time.**

Overall, a really good performance from everyone. A lot of hard work went into our training over the year, which paid off in competition. An awesome performance from Palle our cameraman – a clean competition from him with no NV infringements. A big thanks to all our sponsors: APF, Ralph at Australian Skydive Bridgewater, Cookie Composites, Sunpath, iFly Singapore, XRF Scientific, Rainbow Jumpsuits and Icarus canopies. And of course to our coach Shannon Pilcher – you're a great driver!

By Craig Vaughan

Velocitá 8-way Formation Skydiving

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

For Australian 8-way team Velocitá, the World Meet represented the ultimate reward at the end of a very steep and challenging learning curve. Two experienced coaches started from scratch with the Future 8 project – six rookie players funneling exits and taking formations out. Just eighteen months later our belief and determination paid off as Velocitá busted out a 10.25 average on the world stage.

Velocitá arrived at the meet well prepared, with over 250 skydives together and eight hours team tunnel. Our training schedule of twelve jumps a day prepared us well for the cracking pace of 1-2 jumps a day in competition – but nothing could prepare any of us for the overwhelming exhilaration and absolute awe as we sailed off in the Twin Otter and began building formations over the ocean Palm.

The team learnt many valuable preparation tools for a World Meet. Never assume anything. Bring your jumpsuit. Buffets are the enemy. Check your camera early. Learn a retort song for the Brits. More than one novel is essential. Always charge your phone. These are lessons we'll all be taking on board for the next big meet.

The Future 8 project achieved and surpassed its goals when Velocitá took to the skies over Dubai. For many of us, it was a chance to experience first-hand the challenges we'd heard about around the Drop Zone campfire.



Long waits and short calls, snap verdicts and decision reversals. The intensity of competition on the world stage – but also the overarching bond shared among the world skydiving community. National pride from the Aussie delegation and good luck high fives from rivals on your way to every jump.

The World Meet rewarded Velocitá's nine members for their hard work and perseverance, and a renewed enthusiasm for 8-way has been ignited within many.

A special mention to Simone Bambach and Peter "Ebony" Etherton – your passion for 8-way and coaching talent drove the team to achieve. Scotty, your postulated law of attraction is not without basis. Thanks to our sponsors APF, Sydney Skydivers, Airsuits and Cookie for making this journey possible.

By Russell Blackman



Valkyries

4-way Female Formation Skydiving

Kate Langley, Kate Rogers, Michelle Hales, Riss Anderson, Shannon Straubinger (camera)

With excitement and nerves we all arrived in Dubai for our debut of representing Australia at the World Skydiving Championships. On arrival we found we had scored probably the best apartment at the Oasis Beach Towers – 49th Floor with views overlooking the drop zone, Palm and the nightly shows of the opening ceremony rehearsals.

We had high hopes of doing a few training jumps on the Palm but with everyone else having the same idea and some bad weather, we only ended up with three. We managed to squeeze in the obligatory photo shoot over the Palm (which will end up on most of our walls at home).

Round 1 was our hardest round with a slot swapper for the rear pair, but our nerves were settled as we had an awesome plane ride up with the Brazilians, New Zealanders and the Danish girls. The boat ride back to the drop zone was a great way to unwind after each jump. A speedboat just to ourselves, ice cold drinks waiting for us at the landing area – it will be hard to return back to reality after this!

With only 1-2 competition jumps a day, we all managed to keep our focus and produced some solid jumps. With only a few busts we were happy with our performance up against the other countries. Being in the Top 10 we made the first cut into the semi-finals, and with a fast round and tough



competitors we pulled out a personal best with a 19 in time.

At the end of competition and with a 13.4 average (2.5 points up from our Australian Nationals), we were able to meet all of our goals including coming ninth overall. We would not have been able to make this incredible journey without the help from the following people:

Our Coaches: Simon Bambach, Ann-Marie Jarzebowski, Mark Kirkby

Our Sponsors: APF, Skydive Ramblers, The Skydive Shop, Freefall Support.com, Empire Xtreme Clothing, Manchester Unity.

And to everyone else who bought t-shirts, stubby holders, raffle tickets, donated money and attended the BBQ – thanks for all your support!



Style and Accuracy Team

Male Team: Andy Pike, Dave Boulter, Mark Edwards, Mike Dyer, Tibor Glesk

Female Individual: Janine Hayes

Para-ski: Graeme Windsor, Mark Edwards

OK, so the average age of the Australian Team was raised by a decade with the inclusion of the Style and Accuracy members. Not surprisingly, the number of previous World Meets attended by Aussies was greatly skewed to the Style and Accuracy discipline. Some of these Team members attended World Meets in the early 1980s, before some of our current competitors were born! With that experience, the S&A team were able to fully appreciate the spectacle that was the DUBAI MONDIAL.

There are four aspects that contribute to the relative success of any World Championships.

1. Weather – despite the best of planning, forecasts and decades of weather records, it remains in the laps of the Gods.
2. Accommodation – it can be anywhere between truly awful and really good.
3. Food – again, between truly awful and really good.
4. Facilities – aircraft, loading, transport, the drop zone “tent”, internet, coffee etc.

Normally you’re extremely lucky to get two out of four with a big tick. Well Dubai delivered four out of four despite the Gods sending Dubai’s annual rainfall in the first few days of the competition. Of course, 5mm isn’t too hard to handle. The winds were a bit more of a worry, still, all events were completed with time to spare. Throw in the entertainment – fireworks shows seemingly every second night, Usher, Chris Brown and KATIE PERRY! (my daughter was incredulous!), flying carpets and sling shot parachuting displays. It was pretty impressive.

In Accuracy, one poor jump means you’re on the sidelines. Unfortunately, we all had at least one poor jump, though most of us took away some valuable insight in relation to skillful execution, management or just the bad, old “luck of the draw”. The conditions were mostly good, but some very awkward winds were not uncommon. There were a number of highly skilled veterans who were badly caught out with some tricky winds.

There were some memorable moments for individuals. At the top of the stack, I had more time to appreciate the sights than the rest. I had great visuals when the team was heading for the skyscrapers, exiting only a few hundred metres from a cluster of 1,500ft buildings. When Mark Edwards cutaway, I had a birds-eye as the canopy drifted backwards and forwards and finally ended up smack dab in the centre of the Prince’s Yacht. However, the hoped-for yacht tour never eventuated.

Advice to all first time WPC attendees: Don’t expect this sort of spectacle anywhere else.

A big thanks to all of our supporters in the community, the various State Councils and the APF who combined to make this such a memorable event.

By Mike Dyer



world championships





Canopy Piloting Team

Andy Woolf, Ben Lewis, Dan Smith, Drew Lipinski, Gary Hamilton, Keven Walters, Rob Verner, Robbie McMillan

The Aussie swoop team assault on the Mondial began at the Skydive Dubai Desert campus. We arrived ten days early to get in some training jumps before the main event. The only thing that stopped us from jumping was rain and thunderstorms, which is quite surprising for a desert, but it was the World Championships after all. The locals said they normally only get a couple of light showers a year. We had two downpours in a week! We only managed two jumps onto the Palm drop zone, though ready or not the biggest skydiving competition in the world was about to begin with a huge fanfare at the world's biggest real life Disney Land.

Who would have thought that a skydiving event could have so many fun things to see and do? From amazing MotoX riders, Acro-paragliding, Camels, Belly dancers, a huge air bag you could jump onto from an eight metre tower, to a 300 million dollar boat used as a projector screen. To top it all off we had Usher and Katie Perry perform at the closing ceremony, whilst His Highness shouted us free drinks all night.

Special thanks to our Super Coach Ronwahahah (Ronnie Perry) - thanks for all the tips and for your valued input. It is more than likely the reason why there were so many personal bests in the team. The person that our team would like to thank the most, is our awesome Team Manager, Sharney Perrow. From scoring us the penthouse suite to helping bail Rob Verner out of Immigration, to doing the mission impossible... finding twenty-five cartons of beer in Dubai. We love your work Sharney, we couldn't have done it without you. A huge thanks to the APF staff, particularly Lisa Perdichizzi for keeping our mob in order and organising the t-shirts and rashies.

Our Team would like to thank our sponsors: Performance Designs, NZ Aerosports (especially for the stubby stickers), UPT, Sunpath, Airlie Beach and Wollongong City Councils. Also a huge thanks to the APF Team Trust and to the APF Area Councils for all of your help. You guys rock, we couldn't do this without your help.

By Robbie McMillan



Andrew "Angry" Woolf

I was very happy with my 10th placing overall at my first World Championships. I was on a pass of two with World Champion, Curt Bartholomew. While I was on approach, I watched him do a huge distance run then I had a blinding run myself, beating him on that round by 11cm with a new Aussie distance record of 149.84 metres. F\$k Yeah!! It felt AWESOME! Thanks for the coaching Ronwahahah and Professor Bobo.*



Dan Smith

I had a fantastic time at my first ever World Meet. Personally, I was rapped with breaking the three second barrier in one of my Speed rounds. I had many memorable moments in Dubai, though the most unusual was eating a sheep's head and eyeball at the banquet night.



Kevvy "Kappow" Walters

Our Team pumped out a lot of personal bests during the meet. I managed to place seventh in Zone Accuracy and even managed an equal first with Pablo after the first run, Oh yeah. I placed thirty-fifth overall with a big fat donut and most of all finally breaking the three second mark in Speed, which was on toggles.



Gary Hamilton

Well this was my second World Meet and what a meet it was. Skydive Dubai certainly didn't skimp on anything. It was great to experience a Mondial where all disciplines could share the same skies. I had a great time competing and also managed to achieve a couple of personal bests. We had great camaraderie amongst the Aussies and it was an experience that I'll never forget.

Ben Lewis

It was great to see that the Aussie CP team could mix it with the top guns. Personally it was great to get nine decent scores on the board, with qualification for the World Games in Columbia later this year being the icing on the cake.



Robbie McMillan

It was a fantastic experience to be at the biggest World Meet ever. My favourite moment was seeing Douggs and Jimmy Poucher being hurled 350ft into the air wearing a BASE rig above the opening ceremony by a huge slingshot during the opening speech. Timing is everything, Ha Ha.

Batsch and Petra set another Record



By NZ Aerosports

Sand, sunshine and skyscrapers were the perfect backdrop for Nick Batsch's latest World Record Distance run on Petra at the Dubai World Championships 2012.

Nick did 154.09m on the Daedalus JPX Petra in Round two at the Mondial, beating his previous record of 151.95m set at the U.S. Nationals. These recent records are set under the

new rules that wiped the original record of 222m.

There are now six pilots flying this prototype wing with success in competition around the world and four of those were in the top ten in Dubai. Andy "Angry" Woolf also set a brand new Australian Distance record on Petra of 149.84 metres - the second longest run in the competition after Nick's record!

Here at NZ Aerosports we are in the process of perfecting Petra before hopefully releasing her to a more general market sometime during 2013.

Stay posted at our website and facebook.com/nzaerosports for more news of this exciting wing in the coming months.

NZAEROSPORTS.COM



Rob Verner

I am very proud to say that this was my first time competing as an Aussie. After spending an extra twelve hours at Dubai airport sorting out my VISA, I was happy to be in the 'Land of Sand' (thanks to everyone that helped with my escape). Although it was a long meet, it was tons of fun and a safe meet, which is what matters the most.

Ronnie Perry (CP Coach)

It was great to be given the opportunity to hang out with the CP Team in Dubai. We are lucky in Australia that we have some awesome natural talent along with a few battlers. Cheers to all the Aussies for putting up with me in Dubai, and for such an entertaining and memorable experience.

Drew Lipinski

I was stoked to be back at a World Meet, particularly to catch up with a lot of great mates and to meet a lot of new ones.



Sharney Perrow (CP Team Manager)

It was great to see that every Aussie team member, no matter what discipline, was cheering each other on. The whole world knew the Aussies were in Dubai! You could always spot our golden teams shirts in large crowds from a mile away. It was great to see everyone work together and show the world what Aussies are made of. Thanks for a fantastic experience.



The Addicted

4-way Vertical Formation Skydiving

Cath Comyns, Kim "Scatty" Hopwood, Lucas Georgio, Tim "TGS" Golsby-Smith, Jenny Gordon (alternate), Scotty Hiscoe (camera)

The World Meet in Dubai was always going to be special. The team was stoked to qualify for a once in a lifetime event. I remember looking at an aerial photograph of the Palm in February and the excitement of jumping over the top of a major city and landing on such a spectacular drop zone had my blood pumping and my head spinning.

Dubai did not disappoint.

The first practice day dawned and walking into the landing arena for the first time was surreal. The flags of the competing countries, air conditioned marques, the glassy pond, all against a backdrop of huge skyscrapers glistening in the sun. The sheer number of competitors was incredible. Thank goodness for the practice jumps. The first time each of us transitioned to a head up move and got the opportunity to look down at the backdrop we completely lost concentration. No matter how many pictures you see of the Palm, the first time you view it in freefall it is still overwhelming.

The VFS competition involved nine teams, the most ever for an international VFS competition. Our goal was to beat our average and our close rivals, the British Team – we did both.



There were so many things that were awesome about the World Meet. From the slingshot BASE jump into the opening ceremony, which made everyone in the Australian team nervous, especially Douggs; to flying canopies over such a beautiful backdrop. Most awesome of all, was the Aussie teams' camaraderie during the hotel dinner. A highlight being Scatty's bold start to an "Aussie, Aussie, Aussie; Oi, Oi, Oi." This continued as a thunderous chant throughout the competition, setting off car alarms in the street.

A special thanks to Phil Onis from Sydney Skydivers for supplying a superfast Caravan that was always there for us. Thanks to the APF and Indoor Skydive Australia Group for their generous financial assistance, Icarus Canopies, Micron and Larsen & Brusgaard for awesome equipment, and Ouragan for our jumpsuits. We'd also like to thank our families for understanding and supporting us in an event that has taken so much of our time and energy over the last few years.

Rock on.

WD40

Freestyle

Amandine Genin, Wade Edwards (camera)

DUBAI, what to say to sum up? It is RAD! (This a word from Wade, not sure what it means exactly but sounds perfect for Dubai). It is all about the show and we were treated like rock stars, even if we all knew we were just bunch of skydivers.

It was amazing. Crazy accommodation, as if we were used to living in a 5-Star Hotel. Thanks Richie (and the rest of the Aussie team, the Belgians, Canadians and the Frenchies) for not destroying the place, we are very proud. The World Meet location was just... have a look at the pictures, you'll get it.

Special mention goes to the most important place at the World Meet - the Australian tent. So packed, so many people, so many rigs, an Eskie always ready... and of course a sweaty smell. It felt like home. Thanks to the Australian Parachute Team, you guys are unreal. The vibe was awesome, how cool it is to walk to the plane with a bunch of crazy Aussies, Wazza (the Kanga from Straya) carried on the shoulders of the hot team managers (yes girls and guys you know who you are) and yelling "Aussie, Aussie, Aussie, Oi, Oi, Oi". It makes you feel special.

So here we go. With all that fun I forgot about the competition; it strikes when you get in the plane and Round 1 is on. Let's be honest, at that moment you wonder what on earth you are doing here. Time to exit and you throw yourself into one of the most amazing views ever. I can't tell you what happened in my head during the jump. I know I saw Wade (which is a good sign for the video) and that's about it. I believed we did all we were supposed to but anyway, it was time to land on the Palm surrounded by ocean and the view. WOW, the boats were waiting for us to take us back to the drop zone. We told you Dubai is RAD! The next day we got our first score and it is unreal!

We are happy we finished tenth in the World but the most important thing was the learning curve and of course the people we met. All of the Freestyle teams were so much fun (especially the Brazilians); we had a blast and gathered heaps of information to get better.

Freestyle is first of all an artistic competition and with a bit of creativity and fun you can present something nice and legit! I can't wait for the next event and please, we need more freestylers in Australia - come on girls and guys, show what you've got and just try anything. It often works better than you can imagine.

Thanks again to all the people who helped and supported us in every way, we love you! I would have needed a full magazine to mention all of your names but you know who you are and we wouldn't have made it without you

By Amandine "Dino" Genin



world championships





world championships



General Statistics

- Nations:** 57 represented
- Participants:** 1,440 registered
- Competitors:** 1,280
- Teams:** 240
- Delegations:**
 - USA - 83 [Largest]
 - France - 79
 - Russia - 74
 - Australia - 59
 - Chile - 2 [Smallest]
- Duration:** (Thursday 29 November - Saturday 8 December)
- **Training days:** 4
- **Official Competition days:** 10
- Number of Jumps:** 11,408 during the Mondial

Videos, photos, articles and results can be found on APF website wpc.apf.asn.au



TV Stars!

The APF media relations effort pays off – A story on the Australian Parachute Team's World Parachuting Championships campaign will air on top-rated Channel Seven public affairs program "Sunday Night".

Members of the show's senior production and reporting team travelled to Dubai with the Australian delegation to capture the spectacular competition footage and report on the journey of our athletes as they competed against the world's best skydivers from 56 rival nations.

National Development Officer for the Australian Parachute Federation, Stephanie Campbell, who organised the story, said the coverage would help to promote competitive skydiving to the public as well as provide Australia's elite skydivers with much deserved recognition for their achievements.

"If there was ever an opportunity to promote skydiving to the world and the Australian public, it was through this event. The competition space and landscape in Dubai was incredible. Skydivers jumped directly over the Palm Jumeirah with the sparkling turquoise waters of the Persian Gulf on one side and the bustling metropolis of Dubai on the other. Overall, it made for some pretty spectacular television footage," she said.

"The story on Sunday Night will really help us to showcase our sport in the best possible light, celebrate the elite members of our Federation, and hopefully invigorate interest in learning to skydive and competitive skydiving amongst the wider community."

Scheduled to air in February this year to a national audience of over 1.5 million viewers, the coverage will deliver over \$1,000,000 in equivalent positive advertising for the sport.



Thank you Dubai for an unforgettable World Championship!

Congratulations to all Vigil athletes for bringing home medals & swords.



Thank you for your confidence. We are proud of you!

- FS 4 USA Arizona Airspeed Gold**
- VFS France 4Speed XP Gold**
- FreeFly France Kristal Gold**
- Freestyle France Akrostyle Gold**
- Freestyle France Solaris Silver**
- Freestyle UK Airkix Bronze**
- VFS USA SDC Standard Bronze**

www.vigil.aero



Photos and Art design: Willy Boeykens

htc one^x PROJECT

An Exclusive Interview with the
Director of Photography, **Norman Kent**

Parachutes Australia

UNLESS YOU'RE LIVING UNDER A ROCK, CHANCES ARE YOU'VE SEEN THE TOTALLY BADASS COMMERCIAL ABOUT A FILM STUDENT AND AN HTC ONE PHONE IN FREEFALL. THE HTC ONE PROJECT, LED BY NORMAN KENT, IS ONE OF THE MOST BEAUTIFUL COMMERCIAL REPRESENTATIONS WE'VE SEEN OF OUR SPORT AS OF LATE. AGREED? OF COURSE YOU DO. THAT SAID, WE WANTED TO GET WITH NORMAN TO GET THE INSIDE SCOOP ON THE COMMERCIAL, WHY USPA WOULDN'T TAKE THE STORY, WHY NORMAN SAID IT WAS "THE BEST PROJECT" HE'S HAD IN HIS LIFE, AND A LITTLE BIT ABOUT HOW IT WAS DONE.



SYDNEY OWEN (SO): So, Norman, word on the street is that the USPA wouldn't run a story about the commercial in Parachutist. Would you mind telling us about that?

NORMAN KENT (NK):

I've received emails and phone calls from drop zones about how they've had a ton of students reference the commercial lately, saying they didn't know that skydiving was for "just anyone" and that they had been under the impression that it was only for military people or stunt men. They've noticed an increase in tandem business and link some of it to the commercial. I brought this up to the USPA when I was pitching the story, and they said that they couldn't run the story because the commercial violates regulations. They went on to explain their rules state that no skydiver under 200 jumps is allowed to take a camera in freefall and ALL tandem passengers are considered students as tandem is not a carnival ride but a training method. Nick has a phone in his hands during a tandem skydive, which isn't safe, so they can't promote it, despite its artistic value and link to an increase in tandem skydives being made.



SO: So what do you think about that?

NK: Well my position is that this commercial is a great contribution to the sport, from an artistic perspective and from a real-life perspective. This isn't like "Point Break" where we're experiencing a three-minute freefall and talking to each other, it goes into the mechanics of what this experiment entailed. Regardless of whatever the regulations say about taking a phone up in freefall, we could use this commercial as a chance to educate potential tandem students. Printing the story, and then adding a disclaimer that says "please note that you are not allowed to bring a camera or phone with you in freefall for safety reasons, this commercial was shot by professionals in a controlled environment," or something like that, could give us a chance to tell the story AND manage expectations of what is actually possible on your first skydive. Also, as a USPA member, I feel cheated from news of things that are happening out in the world regarding skydiving, after all, they do have an "In the Media" section.

SO: You've been doing this for a while, Norman. We saw that you posted something on Facebook about this being the best project you've had in your life. What separates this one from the rest?

NK: Projects of this variety, in general, are measured (by others) by how much money you can make, where you're shooting, and the people you're working with. The HTC One project was special, for reasons above and beyond the money, location or cast. The entire project was consistent with everything I stand for: love, creativity and courage.

I was able to work with artistic value and maintain the creative integrity of the vision for this commercial. We only shot at sunrise and dusk, so we could maintain the lighting levels we had for the freefall shots. This became costly because we were working within a very short period of time on a full-day location price. But it didn't matter, because in this project, the content came first. I was also able to work with the best of the best, people who are usually my competitors, and say, "Hey, Joe [Jennings] and Craig [O'Brien], this is a real job, not a favour."

It was also an amazing experience because I was able to work with my son, Ramsey. The director loved his work. Not like, "Hey, you're Norman's son, way to go," but was genuinely impressed with his flying style, personality and the way he looked in his part of the commercial. He really held his own and was professional with everyone and I couldn't be more proud of him.

SO: Without giving away all of your dirty secrets, could you tell us a bit about how this project came together, technically?

NK: This goes back to the artistic integrity thing. We spent a month brainstorming and planning this project, and shot

it in two weeks, ten days of actual shooting in Eloy, Arizona. Like I mentioned before, we only shot at sunrise and at dusk, which means we had to work very efficiently with the small time window we had each day to shoot. We built the set in the back of a C-130 for the opening scene of the commercial, where Roberta is getting her finishing touches on makeup and wardrobe. We actually shot that part in the air, with the makeup artists secured to the plane. For the rest of the shots beyond that initial exit shot, we used a Skyvan.

The client had some wild expectations of what could actually happen in freefall, both with Roberta's body position and costume. A big fluffy dress wasn't happening, and we had Roberta get in the tunnel with a dress on to prove that it wouldn't work. They wanted her to be walking in the air, and we had to explain that "walking" in freefall wouldn't look like what they wanted it to look like. You can see a lot of the behind-the-scenes stuff and testing in the "HTC One: the Experiment" video they put together (<http://www.youtube.com/watch?v=f5MVtY4o07A>).

For all the geeks out there, we shot the commercial on a Red Epic, which is heavier than what most people jump these days, but surprisingly comfortable to fly with. Stills were shot on all the jumps on a Canon 5D Mark II with a variety of lenses.

SO: When I saw this commercial, I was thinking to myself, "OK, Norman Kent, Roberta Mancino, a cast full of hot flyers, of course this is going to be good." It was. Since seeing the HTC One commercial, I know the Coke Zero Japan used the same technique for the exit shot. It's probably safe to assume that we'll see this trend in commercials to come, but tell me a bit about how you executed the exit shot.

NK: Yes, like you said, I worked on a Coke Zero commercial done with a similar exit shot, where the set was assembled in the back of a tailgate aircraft, and the models and actors walk out of the back of it - but at first you don't realize they are in a plane. So, it's great to see that our work on the HTC One commercial is already being replicated with other brands - I think that speaks to the artistic and creative value of that particular set up. I will tell you, however, that we had our hands full during this shoot. Without getting too much into apertures and other photography-related technicalities, it was a difficult shot in that I had to walk in step with Roberta and time the exit perfectly to maintain the focus and framing, since we were shooting only at sunrise and sunset.

SO: So this wasn't your average "run up to the edge of the ramp of a skyvan and bail out" type of scenario that the rest of us skydivers may be used to?

NK: Not at all. I had five steps to take, backwards, before the exit. During which, I maintained about eight-ten feet of separation from Roberta as we were walking. Jason Peters was walking next to me and shining a light on Roberta's face for the exit shot, and when I had one step left to go,

I would get a tap on the shoulder from my assistant, Paul "PJ" Jackson, Jr., and I'd stop. While I waited for Roberta to close the distance before exiting together, I would use my rear foot to feel for the edge behind me. Roberta would continue walking, to the point where I thought she would run into me, and then we'd exit the aircraft. I had to have a total shift in my mindset and how I process this information. A tap on the shoulder did not mean, "Hey Norman, look over here," but rather, it meant to stop, pause, wait for Roberta, then launch the exit. In addition to Jason shining a light on Roberta's face, there was a giant spotlight shining on me from the front of the aircraft, highlighting Roberta's figure and adding to the "backstage" kind of feel the client wanted. If you watch the exit shot, you can see what I'm talking about. So not only am I walking backwards, trusting that my steps are the same length, waiting for a tap, and stopping to wait for Roberta, I'm also doing all of that blinded by the spotlight.

SO: And you did all of that with one lens? One camera? The framing is pretty tight on Roberta as she's walking - how did you achieve that?

NK: We had to install a follow-focus system on the camera I was using. One lens, yes, but the focus was controlled remotely by Chris Burket, one of our RED camera technicians and also a fellow skydiver, dressed in black and standing stationary by the end of the ramp. As we were walking, the focus was set, then as I stopped and Roberta came closer, the focus was adjusted closer, and as we exited, the focus was set as far as it would go. If you look closely as we exit, you can see him, but he looks like he's part of the makeup team or security or something.

SO: So how many shots did it take to get the exit shot?

NK: It took four shots out of the C-130 to get the exit shot we used in the actual ad. The client actually chose the first shot we did, they liked the lighting the best, the camera angles on the exit, everything. If I had my way, we would

have used the second shot, because I nailed that one. But that's just me being critical of my own performance.

SO: When you watch the behind the scenes clip on YouTube or at normankent.com, they talk about the mission with the photography student. That he has a fraction of time to get the shot. Talk to me about the freefall skills required to achieve this.

NK: Well, to be clear, this wasn't the original direction of the commercial. As I mentioned last month, there was a lot of work in managing the client's expectations and explaining what the reality was of freefall. They wanted Roberta in a dress. We proved that a dress wouldn't work. They wanted her walking through freefall, with balloons. We had to explain that it would be near impossible to achieve the look they were hoping for, without running ourselves out of a job. Our complications became opportunities to tell the story.

SO: So the drama and the challenge surrounding the film student wasn't the original mission?





We also had to do all of this twice. We had two students, Tony and Nick, since this commercial is a worldwide campaign, and we needed different models to appeal to different markets. Some of the

shots, like the exit shot and some landing shots, were fine to use for both because the photography student wasn't in the shot. At one point it came down to, "OK, Tony got a great picture with the phone on that jump, let's give Nick a chance to do the same," and there was a lot of jumping for the sake of the photography students.

SO: What about Roberta's costume? Obviously she was a great choice for the job, but did she have any difficulty with the costume? Those shoes are reminiscent of a Lady Gaga costume, and it looks like there is glass on her pants...

NK: The costume was definitely difficult for Roberta to fly. The jacket had hard edges on the shoulder and feathers everywhere. The pants had hundreds of tiles on them, and before we modified the costume, they were in places where one just doesn't want glass to be cutting, like around her crotch, back of the knees, etc. The shoes, yes, were outrageous, and she took them off under canopy and put them in her mouth to land. At the end of the day, it was a lot of preparation, yes, but once we got on the field and got in the air, it was just skydiving.

SO: "Just skydiving" with glass tiles in your private places, feathers flapping in the breeze and Gaga shoes. Got it. Thank you for this exclusive look at how you rock a project of this magnitude.

NK: No, it wasn't. The direction of the commercial came from the client understanding the realities of the physics of the shoot. We had a conversation about how the tandem would be falling at 120+ mph, and how Roberta could be traveling at speeds around 180 mph, and how there was a very small window of time when she would be in the shot. This became the story for the commercial. It was no longer about a photography student that has all the time in the world (60 seconds of freefall) to shoot this gorgeous (and extreme) model, but that he had only 0.8 seconds to get the shot.

SO: Reading the comments on YouTube, everyone assumes it's a publicity stunt and that the phone cannot perform in these conditions... did it?

NK: It did. There are some pictures from the phone that are amazing. Obviously a camera on a phone is not the same as the production-quality equipment we were using, but yes, it did get shots from freefall, and the shots you see in some of the behind the scenes footage are real.

SO: There was a lot of preparation for this shoot - care to touch on casting or any of the other elements that went into creating it?

NK: The client very much wanted someone who looked like a runway model. At least 5'11-6' tall, plain face, very thin. That's the look they were going for. So they went their way to cast models who also happened to be skydivers, and I went to my network and helped put the word out to skydivers who may also have modelling experience. The agency would come back and say, "We've found our girl! She's perfect!" and when I asked how many jumps she had, the answer was "23." So then I had to get into why 23 jumps isn't enough period, let alone for this kind of shoot. I told them they wanted to be looking at someone with 2,000, 3,000, 7,000 jumps. Somewhere around there. Because this person not only needed to be proficient on their head, but they needed to have the skill to hang above the formation, transition to head down, and place themselves a few feet in front of the tandem master and photography student, without putting anyone in harm's way. All in all, Roberta was an excellent choice for the job, and as we got into the shoot, the client team was impressed with her.





The Addicted Represent: World Indoor Skydiving Championships 2012

By Jenny 'Special J' Gordon

2 – 14 – G, 2 – 14 – G, 2 – 14 – G, SURELY IF I JUST KEEP REPEATING IT IN MY HEAD I WON'T FORGET THE JUMP. IT'S COMPETITION ROUND ONE AT THE WORLD INDOOR SKYDIVING CHAMPIONSHIPS IN SINGAPORE AND I'M ABSOLUTELY PEEKING OUT. I LOOK AROUND ME IN THE ROOM AND I'M SURROUNDED BY THE BEST IN THE WORLD. PEOPLE I'VE IDOLISED MY ENTIRE SKYDIVING CAREER; PEOPLE WHO TAUGHT ME HOW TO FLY. NOW I'M REPRESENTING AUSTRALIA, AND I'VE GOT TO REMEMBER THIS JUMP, 2 – 14 – G.



To the left is a sea of cameras with people directing reporters holding ESPN microphones. The announcer is bellowing over the crowd like it's a wrestling match. A man wearing an earpiece and holding a clipboard approaches me asking for my team number and ushers me into the holding area: "You're in the tunnel in five minutes". That hasn't done my nerves any good.

I look at my three other team members: TGS (Tim Golsby-Smith), Macca (Leigh McCormack) and Kim (Scatty Hopwood) and I'm glad we're going through this together. I remember that we've practised this before, over and over. I can do this. 2 – 14 – G, 2 – 14 – G.

Ok, we're up. Competition Round one is just one minute in the tunnel, shared with SDC Standard (USA) first, then The Bad Lieutenants (UK) and then us. SDC jump in and some part of me wants to look at them but I can't, I don't want to lose focus. God this is intense, it's awesome! We move along the bench as SDC are high-fiving everyone. I'm only high-fiving back to be nice, quite frankly I just want to get in there.

Finally, after the UK team exits the tunnel, we're lined up staring at the traffic light above the door – currently red. Our pre-selected wind speed of 89.5 percent is showing on the tunnel screen, and we get the green. We walk our way into the centre, I feel the familiar wind on my body, take grips for the launch, and wait for the key. I feel the shake and we launch into Round one. The nerves are overwhelming, but once I'm flying I'm fuelling off the buzz. We went well that Round, 15 points in thirty-five seconds of working time.

We smashed our Round two and Round six, getting 19 points in time – the new (unofficial) Australian Record. We also achieved a completely bust free competition – the only team to achieve this in our division. Special mention goes to the Canadian family team, Evolution; three of the members are brothers. They showed all those die hard loyalists to either flat or vertical flying that getting on the podium in both disciplines is possible. They blew everyone away, taking home Silver on their heads and Bronze on their bellies; both in the open division! They are the future of formation flying.

The training days we did before competition were integral to our success. I'd like to thank SD Nexus, SDC Standard and Arizona Arsenal for all the last minute help. I'd like to thank everyone in the team for an awesome effort, especially our support crew – solely consisting of Brita Fowler, who bought us lunch, drinks and snacks every day. Thanks, Beautiful. Most of all I'd like to thank our Sponsors, ISA Group, for supporting us. With the tunnel in Penrith now a go ahead, finally Australia will be able to step it up and compete on a level playing field.

- 54 teams competed for prize pot of over S\$150,000 & 35 hours of tunnel time
- Podium finishers for each category received prize money ranging from \$2,000 to \$18,000 Singapore Dollars, for winners of the professional category
- Guinness World Record attempts on final day of competition
- Tandem skydives on offer to public
- Favourites USA national team Arizona Airspeed crowned 4-way Formation skydiving Champions
- Aussie team represents in fine form

Event Discipline Rules

4-way Formation Skydiving

Four team members fly in a horizontal position. They are given specific moves to perform in a set order and they have to complete that routine as many times as possible within 35 secs.

4-way Vertical Formation Skydiving

Four team members fly in a vertical position. They are given specific moves to perform in a set order and they have to complete that routine as many times as possible within 35 secs.

2-way Freestyle

Two team members fly in a vertical position and they choreograph their own routine that is 45 secs long. Judges look for elements that make the routine stand out. Three rounds consist of a set routine, plus another in the Finals.

NeoFreestyle

Solo flyer flies in a vertical and horizontal position and choreograph their own routine. Judges look for elements that make the routine stand out.



Team of Kids Dirt Diving

To celebrate the successful completion of the inaugural event, iFly Singapore attempted to set and break several Guinness World Records including:

- Most number of people flying at one time in the wind tunnel
- Most backwards somersaults achieved in a wind tunnel in 1 minute
- Longest indoor freefall flight achieved in wind tunnel

Records

First record attempt to set the Guinness record for **most number of people flying at one time**, there were 18 flyers flying in a belly-flight position in the wind tunnel for over 10 secs. There is no existing official record at the moment.

Second record attempt saw Mikhail Razomazov from Russia smash the current record of 16 **Backward Somersaults Completed in One Minute**. He achieved 52 backward somersaults. 10 year-old Singaporean girl Kyra Poh from Team Firefly came close with 43 backward somersaults completed.

The Longest Indoor Freefall Attempt lasted for 4 hours : 2 mins : 12 secs. The record attempt began with four flyers. Three were Singaporeans including Joshua Tay aged 31, Ezriel Shah Rahmat aged 28 both iFly Singapore instructors and Alson Ooi aged 34, while the last was Denis Sushko from Russia. In the end, Ezriel Shah Rahmat outlasted the rest with a new record setting time.

The longest indoor freefall record stands at 3 hours, 1 minute and 46 seconds and was achieved by Matthew Freese from USA at iFly Hollywood in California on 8 May 2012.

In addition, iFly Singapore attempted a new record for **The Most Number of Kids** flying in a wind tunnel where 13 kids flew hand-in-hand.

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Date: 8 December 2012
 Place: Skydive Express, York WA

PROJECT 12:12

By KJ (Kieren James) Photos by Eyal Erez



IN JANUARY 2012, A FACEBOOK EVENT WAS CREATED FOR "PROJECT 12:12". THE IDEA WAS TO SET THE FIRST OFFICIAL VERTICAL STATE RECORD FOR W.A. THIS HAD BEEN ATTEMPTED ONCE BEFORE, WITH A SUCCESSFUL 7-WAY PIECE BEING BUILT IN 2009, ONLY TO FAIL THE 75% RULE (AT LEAST 75% OF THE FLYERS MUST BE REGISTERED AS CLUB MEMBERS FROM THE STATE). THE "12:12" IDEA WAS SIMPLY TO SET A RECORD IN THE 12TH MONTH OF 2012, THUS GIVING EVERYONE A WHOLE YEAR TO PREPARE. WE ALSO LOOSELY AIMED FOR A 12-WAY TO KEEP WITH THE THEME.

By posting in January it gave everyone motivation for the year to work towards a goal. It was a good chance to think about structured jumping and developing the necessary Freely skills to start to create larger disciplined formations. The number of Freely crested "active" skydivers in W.A. at the start of the year was less than ten, and with a lot of them being on FIFO rosters, trying to get them all in the same place at the same time would be an effort in itself... we simply needed more skilled flyers. The first six months of the year was a little slower in development, still trying to get people skilled up to their Freely Crest to begin with. By mid-year I was starting to doubt that we would even be able to set anything respectable or worth writing about. However the latter part of the year then proved to be a completely different story.

- The participants:
- Kieren James
 - John Brown
 - Bevan Horgan
 - Chris Jones
 - Ben Hood
 - Sami Bahur
 - Paul Jones
 - Nathan Scotford
 - Derick Massey
 - Eyal Erez (camera)

The Record...



PROJECT 12:12



Backed by the support of the W.A. Parachute Council, we ran a series of warm-up and selection camps at York and Pinjarra drop zones in September, October and November. We invited all crested freeflyers to attend. The camps started with a 30 minute seminar on the technical aspects of Big-way vertical skydiving. Novice freeflyers with a future interest in Big-way flying were also invited to listen in and we had good interest coming from the next generation... can't wait to get you guys in the mix.

Apart from Camp #2 being weathered out, these camps all ran really well and the record group was selected to run in December.

There were also numerous trips (assaults) made by W.A. flyers to iFLY Singapore in the last few months leading up to the record, to fast-track their skill development. Singapore has become the resident training tunnel for W.A. flyers, with some 'newbies' already having made multiple trips this year and clocking up 10-20hrs - awesome! The impact in the sky has been incredible and we expect that to really shine in 2013.

So the day finally arrives, 8th December, and we are all set. We are greeted by near perfect conditions (as always at York) and eager to get underway. Standard checks and paperwork all being finalised and dealing with a few minor hiccups like an out of date reserve (good on ya Nathan)! Righto - now we're good to go.

The first piece needed to be one that stuck. We wanted to put the best flyers up and set something straight away to put in the bag. That way we could then get on with it and bring the bench in to build as big as we can. So we started with an 8-way. First jump, Boom, Got it! In fact it was done' and tracked away at 7,000ft. Surprised by this hasty exit, Nathan decided that Derick might want some company and immediately tracked away after him, nice way to stick with your team mate. I'm sure I told them both that we are not doing staged break-offs for an 8-way?! On the ground the photos showed that we had one clear shot of the grips on the second last frame, phew! It was judged and accepted as a record! Finally we have a State Vertical Record!

Now to bring in the bench and go as big as we can! Umm, where's our bench? Turns out that a few of the selected people couldn't make it, or chose not to participate as they don't yet feel 100% comfortable with their own flying (respect to them for being able to make that decision). So our bench ended up being just one person, lonely Bevo. Ok boys, we must get Bevo into this record for sure.

So the 9-way piece was drawn and submitted. Off we go, clean exit, nice set up, but one of the second stingers didn't manage to get on the grip. It was Derick. Some say he was confused with the extra freefall time and not having to track away at 7,000ft, but we all agreed it must have been that he was worried about making his next Pepperoni Pizza delivery on time! In either case we knew straight away we need to get right back up there again and do this thing.

Third load, same 9-way piece and the ugliest exit you've seen! I could only blame myself for that one and was going to cap myself from the next jump. This was never going to come together, but hang on, wow! How quickly these other guys pulled the base together, reset the heading and were doing everything right! Yeah, I was stoked. Then Boom, stingers are on, second stingers on, and here we have it, smooth flying for several thousand feet, almost free-built 9-way of W.A. freeflyers - just bloody awesome!

On the ground the photos came in and looked good. Judges approved. Both celebrations and relief followed. We have set two records on the day and all in just three jumps! Well done everyone, "now put your cartons on"! Unfortunately that became a call we would later regret as the night deteriorated into the "Bogans & Bimbos Xmas Bash" with DJ tunes, Uggs, Flannies and mullets everywhere! It was a great party - from what I can remember!?

Now I know this isn't a real big record, but it's a great start. Considering the number of skilled freeflyers we had at the start of the year this was a tremendous effort and a solid reflection of the W.A. Freefly movement that is happening right now.

In the last six years I have been freeflying in W.A., this has been by far the most enthusiastic, vibrant and energetic time to be part of the Freefly scene over here. We are now building a stronger contingent than we have ever had before and it is growing every day. We've got a lot of tunnel rats right on the cusp of converting their new skills to the sky and 2013 is going to be EPIC for the West Coast.

The bar has been set at a 9-way. We are already planning on an all-W.A. 16-way sometime in 2013. So if you want to be a part of W.A. Freefly, then you'd better not wait, this is on now!

Big shout of thanks to ALL the people involved in making this event happen.

Our judges: Kelly Seal and Peta Holmes

Our camera flyer: Eyal Erez

Our supporting sponsors: Skydive Express, W.A. Parachute Council, Cookie Composites, The Skydive Shop.

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Lowfly



Aussie national record 28 points in 35 seconds on round 9.

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Congratulations to the Australian National 4-way team on their record-setting performance at the 2012 World Parachuting Championships.



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SPEED TRACKING

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Speed Tracking - New Speed Record Empuriabrava, Spain: 5/10/2012

With outstretched arms and legs, and a diagonally downward-sloped body, a skydiver tries to reach the highest possible speed over the ground. He turns his own body into the aircraft. Unlike wingsuit flying, additional wings are not used. The exact speed values are recorded directly with GPS in flight and then evaluated on the ground. So far, speeds of up to 160 km/h have been reached by "Speed Tracking". This method is a new, breathtakingly rapid, discipline of skydiving.

Swiss Marc Hauser is the initiator of this high-speed flight variation, which he himself has named "Speed Tracking". Marc's record-breaking Speed Tracking attempt of 5 October 2012 has set the new benchmark for where the speed limits really are! He accelerated his own body in the air to a forward speed of 304 km/h [188.9 mph] after jumping from an altitude of 4,000m [13,120ft]. To date, he is the fastest man in forward flight without additional gear. This record sets a first milestone in the still fledgling sport of Speed Tracking.

Speed Tracking is a new skydiving discipline, somewhat reminiscent of Superman's flying skills. The aim is achieving the greatest possible forward speed in freefall relative to the ground. Marc's motto is "free flight instead of free fall". The normal vertical speed of a skydiver is about 180 km/h [112 mph]. In Speed Tracking, however, skydivers accelerate their horizontal flight. Speed measurement is performed via GPS and subsequent ground data analysis. Before landing, forward flight is slowed and the parachute deploys as in other skydiving disciplines.

www.speed-tracking.com





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

2013 AUSTRALIAN NATIONAL CHAMPIONSHIPS

CANOPY PILOTING
February event cancelled - new date and location to be advised

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
Ramblers DZ, Toogoolawah

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SKYDIVE OZ CARAVAN ON THE COAST

THE PERFECT WAY TO END THE OLD YEAR AND BRING ON THE NEW! THROW IN SOME HAMMOCKS, RAFTS, CESSNA 185, OLD FRIENDS, NEW FRIENDS, BELL RINGING, EXPLODING FRIDGES AND WE HAVE OURSELVES A ROCKIN' BOOGIE AT SKYDIVE OZ SURFSIDE!

By Jules McConnel Photos by Shannon Seyb, Casey Butler, Sally Baker, Clayton Werner, Tom Sierakowski, Taran Laval, Chris Brook, Glenn "Grubby" Patrick

Skydive the Beach's blue caravan arrived mid-morning on Boxing Day, and with thirty eager jumpers already registered, it fired up before lunch to kick-start the boogie. Each day another twenty-thirty skydivers would show up from various parts of the country keeping Plankton locked in the pilot's seat and the skies filled with colour.

Load organisers had a phat time keeping the plane filled: Gav Smith looked after the formation skydiving doing B-rels and Star Crests. He didn't stick around for the New Year's festivities so Kelly and Nigel Brennan stepped in to coordinate Star Crests for the remainder of the boogie - cheers to you!

Jono de Wet took care of the freeflyers doing one-on-one's with beginners and pushing the limits with the more experienced. A Moruya record attempt on New Year's Eve built to a 9-way Head Down formation with beach landing - special mention to ground crew Ash and Sharney who greeted them with a full esky!

Cliff 'Ungles' Wilson moved his groups across the sky and managed to land on the drop zone every time!

By popular demand, Jules McConnel ran Hop 'n' Pops from the Cessna 185, enlightening a range of experience levels on the beauty and fun of canopy flight. The Hop 'n' Pop trend continued throughout the boogie particularly on the day the caravan colour changed to suit the weather conditions - out with the blue and in with the white. Low cloud and a turbine up on blocks kept the Cessna 185 busy on the 30th going up and down to cloud base.



Shannon Canopy

Photo: Shannon Seyb

SKYDIVE OZ

CARAVAN ON THE COAST

The Caravan was back in action on the 31st for a full day of jumping. Last load for 2012 was the usual staff load – the plan to build a star with a missing man that turned out to carnage – just the way Pricey would have liked it!

By New Year's Eve we had over two hundred skydivers pack out the campground ready for a party that continued through to the next day. Needless to say, without Michael Vaughan to get the ball rolling the skies were empty the entire day!

Boogie highlights:

- Safety seminars on hot topics including 'canopy collisions' and 'two canopies out' had great attendance and created healthy discussion at the bar.
- Dale Parson's 100th hybrid jump.
- 6-way raft expedition across the river – this boogie ain't all about jumping you know!
- Nugget's epic down-winder superman – he wasn't in the corner but was chased by a shovel later that night – Dugg's Steam Shovel that is.
- Zero incidents! Well, skydiving incidents anyway – Derek Murphy's trailer caught on fire when his fridge exploded in the campground. The only casualty, his wallet!

Acknowledgements:

Thank you Bowie and Skydive the Beach for the Cessna Caravans and the last load of 2012!

Thanks Andre and Mikey for helping out with tandem walk-ins; Packers Nugget, Phelix and Peta; and Kylie for another outstanding New Year's BBQ dinner.

This event could not have been managed without the awesome crew at Skydive Oz – thanks Poo, Bec, Sal, Casey, Plankton, Jules, Sharney and Ash. Thanks also to Pistons and Rochie for jumping in the cockpit when needed. A special mention to Ralph the legendary ground support!

This event was supported by NSW Parachute Council and the APF's Fiona McEachern Sport Development Fund – thank you!



Movin' down the coast with Jono

Photo: Tom Sierakowski



Freely with Jono de Wet

Photo: Tom Sierakowski



Photo: Glenn "Grubby" Patrick



Last load 2012 Jules, Casey & Sal

Photo: Taran Laval



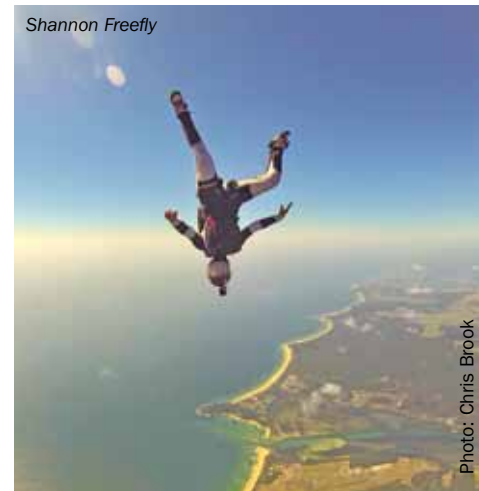
Dale's 100th Hybrid jump

Photo: Casey Butler



Clayton & Linsey Werner

Photo: Clayton Werner



Shannon Freely

Photo: Chris Brook



Derek's fridge explosion

Photo: Clayton Werner



Dale's 100th

Photo: Sally Baker



Golf cart antics

Photo: Taran Laval



Nugget's "superman" montage

Photo: Taran Laval



Scott and Nugget blue steel



Photo: Glenn "Grubby" Patrick

Phoenix Wingsuit Camp

IN NOVEMBER 2012, WE HOSTED ANOTHER PHOENIX WINGSUIT CAMP WITH JARNO CORDIA AND PATRICK WAKE AS COACHES. AT THE LAST MINUTE AND WITH A REQUEST FROM THE VTPC STATE COACH WE WERE ALSO ABLE TO COAX ANTHONY (TJ) LANDGREN TO COME OVER AND CONDUCT FREEFLY TRAINING FOR THOSE INTERESTED.



By Ralph Hamilton-Presgrave PhD Photos by Jarno Cordia

On Saturday, 3 November, the second Phoenix Fly Wingsuit camp kicked off. It began with Jarno conducting Flocks and Patrick organising one-on-one jumps and First Flight Courses.

The afternoon of Tuesday, 6 November saw the arrival of TJ. Like a kid on too much red cordial, he wasn't going to let a 14+ hour flight from the east Bay area deter him from his inaugural jump in the antipodes. Within half an hour of his arrival, he took to the skies with a few intermediate freeflyers, before embarking on some one-on-one coached jumps with all those who wanted. I can confirm there was a line out the door of willing participants!

Wednesday saw the winds roll in and grounded all participating in every discipline until the afternoon. Luckily for us, daylight savings allowed us to sneak in a couple of jumps at the end of the day.

Thursday was a day trip to Bells Beach with jumping over Torquay. A drop zone brief for everyone and it was on. The Wingsuit vs. Freeflyer rivalry was intense albeit friendly and jovial!

Obviously the freeflyers were landing on the drop zone, whereas the wingsuiters, well, they must be using a different GPS to everyone else!

The views are amazing, and during the ten day event, we had some 65 participants, burned 10,000 litres of

JetA1, drank a pallet of alcohol and consumed several hundred kilos of fresh food.

Most participants enjoyed 40+ jumps each, with a few being on virtually every load.

Participation levels were down on actual expression of interest; however, there were a couple of other events running in close timeframes to this one, so we did pretty well!

Conditions were trying at times, but we were fortunate to have zero incidents/injuries (yes, we had a couple of malfunctions due to deployment issues).

2013 will see "Phoenix Wingsuit #3 & Freefly Camp" being run in early December (6-14 inclusive), so as to minimise impact on other events being conducted in the Council Area.

Milestones achieved

Anita Franchescini and Jason Dudonski 300 jumps combined for a wingsuit rodeo! Doan Vu celebrating his 500th jump with his first chop on that jump and a very special 3-way Rodeo consisting of Jason Dudonski (Wingsuit), Caroline Medcraft (Jockey) and TJ as the Silver Surfer!

Many thanks to the APF and VTPC for their financial support, without whom, it would have been virtually impossible to get all the tutors out from their local environs.





ATMONAUTI WORLD RECORD DUBAI 2012

DUBAI WINTER FESTIVAL 2012

AWR - Atmonauti World Record event

By Marco Tiezzi Photos by Noah Barnson

I figured Skydive Dubai was an ideal platform for organising the first event dedicated to the realisation of the Atmonauti World Record (AWR), but the end result exceeded even the most optimistic forecasts!

The Dubai Winter Festival was just great with an organisation and a program of the days that I had never seen at other boogies or similar events: many Load Organisers, many participants from around the world, many historical figures of world skydiving, daily video editing, big party nights every day, games and competitions with great prizes, and last but not least, jumps free for everyone on the last day of the boogie! Everything was perfectly managed and coordinated by a great organisation that makes Skydive Dubai currently the best skydiving centre in the world.

Regarding our AWR experience, we are fully satisfied and proud of the creation of a World Record (unofficial as Atmonauti is not yet a FAI discipline) of nineteen elements in non-contact formation. We also carried out two 11-way linked formations but it did not beat the current record of thirteen made in 2008. It must be said, however, that most of the energy was dedicated to the creation of the non-contact record, due to the great fun and the fantastic view of the formation of an "X", and considering that to make the linked formation record, much more complex, would have required a greater number of jumps.

In detail, thirty flyers from all over the world with different levels of experience made fifteen jumps from 13,000ft over The Palm; and twelve jumps from 19,000ft (with oxygen and two Otter in formation) over the Desert. The first three days (29, 30 and 31 December) at Skydive Dubai The Palm, were dedicated to the training and selection of the flyers in better shape. Then two full days (2 and 3 January) to Skydive Dubai 2 Desert Campus where we made the flights from two Twin Otter in formation from 19,000ft with oxygen.

In addition to the record no-contact "X" formation with nineteen elements, we made numerous other "X" formations up to twenty-four elements but with some imperfections on the position or in the distance between the flyers, so we decided to not consider them records. One of the major difficulties in non-contact formation flying was in fact the contemporary positioning in the slots. Overall everyone made very good performances and the record, even if only nineteen elements, can be considered as the result of the entire team working in harmony, with great fun and without any psychological pressure due to the big formations and the importance of the target.

After several attempts to increase the no-contact record, we spent some flights for the creation of the linked formation record. We made two very good formations at

eleven elements but it was not enough to beat the current record of thirteen. We then, realised that the record would need more training jumps, so we decided to make fun flights with different angles and speeds, changes of direction, two parallel "X" formations, two crossing line and sequential no-contact with three points at eighteen elements.

All flights were filmed and photographed by two great camera flyers: Noah Bahnson (Skydive Dubai) and Luciano Bacque. They exploited and made this experience unforgettable, and to them goes a big thanks! To underline the performance of Noah Bahnson who flew around the formations creating fantastic images and viewing angles never seen before. Luciano Bacque created beautiful images with the formations in the centre of The Palm. Thanks also to Olav Zipser, Mike Wittenburg, Greg Shelton and Filippo Fabbi who took part in some flights making high quality outside videos and photos.

To underline the perfect organisation and the wide availability of Skydive Dubai The Palm, Skydive Dubai Desert Campus 2 and all the staff, goes a big thanks from all the AWR crew.

In conclusion, a proper and big thanks goes to the Prince of Dubai Sheikh Hamdan and Al Nasser Neyadi who made all this possible, with the hope to repeat this magnificent experience soon.






ATMONAUTI
 WORLD RECORD
DUBAI 2012



AWR PARTICIPANTS

From Italy

Marco Tiezzi
 Raffaele Cimmino
 Alessandro Corrà
 Poretti Luca
 Vito Muscolo
 Stefano Ciceri
 Marco Mostarda

From Australia

Douglas Mickle
 Max Manow
 James Throsby
 Lucas Michael Yeo
 Brody Johnson
 Peter Allan Horsfall
 Bart Cunningham
 Samuel Re
 Justin De Waard

From Spain

Ivan Garcia De Paz Fernandez
 Rocio Mateo Gonzalez Nicolas
 Cancho Fernandez Francisco
 Leticia Urrutia Cabello
 Javier Avendano Herrero
 Maria Gemma Caballero Inigo
 Pablo Hernandez

From USA

Mike Swanson
 Patrick Collins

From Portugal

Paulo David Brilhante Bras
 Francisco Gouveia Sinde Filipe

From Germany

Patrick Hartwig
 Florin Serban

From Finland

Timo Karna

From Thailand

Mahisuan Champoonote

From Poland

Marcin Sen

Video and Photos by:

Luciano Bacque (Argentina)
 Noah Bahnson (Skydive Dubai)
 Olav Zipser (Germany)
 Greg Shelton (Skydive Dubai)
 Mike Wittenburg (Skydive Dubai)
 Filippo Fabbi AriA (Italy)

Previous Records

13-way Linked Formation –
 Italy 2008
 17-way No-contact Formation –
 Italy 2011

PERRIS KINGS AND QUEENS

An International Venture

By Andrew Barker Photos by George Katsoulis

They say the coolest bands are always born in a garage. They say the smartest software is always born on a PC in a nerd's bedroom. Well maybe, just maybe, the best skydiving teams are born in a bar!

Perris Kings and Queens 8-way team was conceived on a napkin in Perris' bar – the Bomb Shelter – following a PowerPlay event last June. To prove that geography was not a barrier, could Americans and Aussies really coexist as a team for weeks at a time? A couple of Coronas later and the plan was hatched. Australians would travel to California to train... and then the Americans would visit the Land Down Under for an Aussie Nationals experience.

Able led by Melissa Harvie in cahoots with her U.S. friend, Cathy Coon, a training camp was booked. It had to be at Elsinore so that we could learn the squishy joy of an 8-way exit popping out of a Caravan like a cork. Apparently the trick for inside front is to imagine you are escaping a burning building. No point getting used to the roomy door of an Otter. Rhythm's Christy Frikken was our coach and primary lurker – second only to Tom Jenkins. George Katsoulis would video us in California, and Shaun Segon would join us as videographer in Australia.

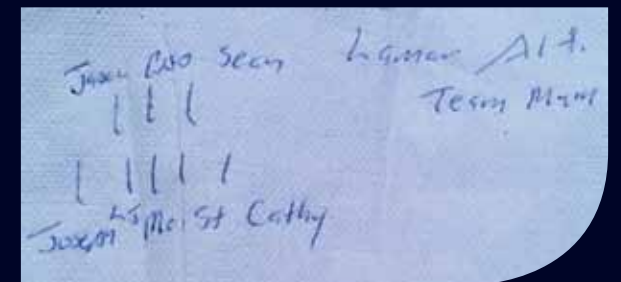
After the typical logistical challenges, Andrew from Australia and Bill from the U.S. were added to the line-up of Melissa and Sean (Australia) and Cathy, Bob, LJ and Joseph (U.S.).

New Year's Day saw the team scraping frost off the windscreen in Elsinore. Giving up an Australian summer for this? Whose idea was that? All misgivings were quickly swept away by the amazing views over Lake Elsinore and the huge fun of a week spinning 8-way pieces with friends and like-minded competitive enthusiasts.

The quote of the week became our favourite running gag [Joseph convincing Melissa to do another fun jump prior to our camp], "I didn't come all this way to drink TEA!"

The next chapter in PKQ's story is already underway – our American buddies are primed with stories of kangaroos on Toogoolawah's runway, Aussie meat pies for Brekky mate, and no Sushi, cocktails or Chai Latte for the next thirty miles. They're just as excited about that as the jumping.

See you at the Nationals in Toogoolawah. Come compete in 8-way and 4-way!



P.S. Why "Kings and Queens"? Well, the original napkin line-up was nearly 50% Queens. You figure it out.



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Is the **STAR CREST** still relevant?
What's the point in doing all of those flat jumps nowadays when the real action is all about freeflying and flocking and swooping?



STAR POWER

By Kelly Brennan
Photos by Joseph Bergic & Shane Sparkes

It's a debate that comes up every now and then in the forums and on drop zones: Why should a perfectly capable freeflyer have to go back on their belly just so they can jump with more than ten people? Why does a wingsuiter need to perfect their formation flatflying before they can join a flock of eleven or more people? Why must a thousand jump camera flyer get an Australian Star Crest before becoming a Tandem Master?

There's no doubt that skydiving has changed a lot since 1967, when American Bill Newell came up with the Star Crest Award program. At that time, only around twenty U.S. skydivers had been in successful 8-man stars. Australia's first 8-man stars were achieved in the early seventies, as formations started taking over from the earlier baton passes.

By the late eighties, jumpers used to refer to Star Crest jumps as 'target' loads. They often ended in pain. Experienced skydivers would swap their frap hats with a hard shell helmet for a handful of sacrificial jumps to help out their mates. They would tough it out in the base, grimacing and dislocating shoulders as novices would hit them at high speed and grab a death grip on any limb to stop their approach. There'd be funnelled exits and people zooming all over the sky trying to find their place.

Thankfully, things are a bit less painful now. Most of the time, anyway!



STAR POWER



Some younger freeflyers were reluctant to be quoted for this article. In general, they seemed to agree that Star Crests are a good thing to do, but many of them haven't got around to theirs yet. For some, a lot of money and time has been invested in tunnel time and it could be a backward step to return to Flatfly instead of consolidating what they have learned in the tunnel.

Jonny De Wet says the best flyers he's met have had a balanced approach to skydiving. "The tunnel cannot teach you to exit last from the trail plane on Big-way records, approach the base, maintain head levels docked on a massive formation and fly with discipline and discernment," he says.

Nowadays it's all about discipline. We fly smarter, with planned, cautious approaches and gentle docks. It's cool to be the last to dock, rather than the first to rush in at the base. It's even cooler to fly your slot without taking the grip while others sort out their issues. Does any of this sound relevant to other disciplines?

Star Crest organiser Shirley Cowcher says trainees also learn to turn flat and track off safely. She sometimes gets them to track off in a pair with a more experienced person, so they can fly relative even when they are tracking. "Isn't that what tracking jumps are about?" she asks. "And we get to learn it on some of our Star Crests!"

Allister Ware is a 200+ jump skydiver who's enjoyed Freefly and Hybrid jumps as well as Flatfly. He started his Star Crests just after a hundred leaps. "I was getting tired of a growing list of flat zoo loads that were not going as planned, often due to my own failings," he says. "It was through coached Star Crest jumps that I learnt to love flatflying again."

Al took part in organised jumps at Skydive Nagambie. The Star Crest days are sponsored by the drop zone, with generous funding also from the APF's Fi Fund and the VTPC. "With quality coaching, outside camera and detailed debriefing, my every move in the sky was clear to be seen by everyone, commented on and improved upon for next time," says Al. He's now confident with flatflying in any slot, from floater, to base, to last diver. He's working on getting to his slot faster to chase a second or third point. "If you're putting off doing your Star Crest, don't!"

Freefly Tutor and AFF Instructor, Jonathan De Wet agrees it's an important step in learning for all disciplines. "In an era where every man and his dog heads straight to Eloy after getting their B-Licence to learn to Freefly, I think it's important to take a step back and see the bigger picture," he says.



Shirley Cowcher has recently been organising skydives for jumpers who moved quickly from B-rels into Freefly and they now need their Star Crest to be involved in Big-way Freefly events. "Some of them found it really difficult to reacquaint themselves to belly orientation but really appreciated what they learnt from the exercise," she says. Shirley holds national and international records for large Flatfly formations. "Talk to any person who has been involved in any Freefly record and they will talk about the same discipline of stadium, radial and approach. The great thing with the Star Crest is that you get to do it in an orientation that we are all familiar with (we all started our jumping on our bellies) and it is a little easier to control."

Nevertheless, Shirley says some of the participants go straight back to freeflying with no desire to fly flat again. Freeflyers aren't the only ones who can feel a bit forced into doing belly jumps that they don't really want to do. The Op Regs require an ASC for several scenarios. Is this reasonable?

For example, why do we insist that instructor candidates have their ASC? On purely technical grounds, Chief Instructor Luke Oliver concedes it's hard to justify the requirement. After all, the vast majority of Tandem Masters are unlikely to find themselves part of a large freefall group. However, Luke believes it's a worthwhile exercise. He says the Star Crest teaches some, and reminds others, of capabilities that are not always common. "Organisation. Timeliness. Teamwork. These are all essential characteristics in an Instructor rating with any endorsement," he says.

Veteran Instructor 'A' Steve Smedley agrees. He says skydivers look to instructors for leadership long after their student and B-Rel days are complete. "If we're giving them advice, or acting as DZSO, it's important that we have proven our own proficiency in formation skydiving." Steve also believes the Star Crest jumps provide valuable reinforcement of survival skills, like tracking and safe canopy flight, among increasing numbers of jumpers. "Undertaking the ASC is not an onerous task when compared to the benefits it provides."

Jonathan De Wet says the flyers who embrace all the tools and educational events early in their skydiving career (which may not seem cool at the time) are the

ones who end up being able to fly in any slot, on any type of formation.

He remembers a South African guy who stopped in at Nagambie and 'flew the shit out of his slot on a 4-way' even though he had a really worn rig, an old helmet and a pair of shirts. Next, the visitor went up on an angles jump. He ended up standing on the chest of the rabbit before transitioning and flying feet first. "In short, he simply rocked everyone's world. No tunnel time. No fancy gear," says Jonny. He says it was full capability in any position, built from the ground up early on.

Jonny says the philosophy behind Star Crest jumps is to build a solid grounding early on, so that every time you revisit the concepts throughout your skydiving career you are building capability. "That leads to sick, killer moves that get the chicks and guys, right?"

I'm not sure if Jonny's killer moves are working, but his advice is clear: "Start off with your Star Crests and keep moving. Good luck out there!"

It's advice that was echoed by many of the people who helped with this article.

As Allister Ware sums it up; "Skydiving is an amazing sport and we all need to learn to fly our bodies and enjoy it together, no matter what discipline we are flying."



AUSTRALIAN STAR CREST – ASC – Who needs it?

ASC is a general requirement before any Instructor rating or endorsement. (OR 16.2.2.)

ASC is a general requirement before any Tutor rating. (OR 16.3.2.)

ASC is a general requirement for all freefall RW descents involving more than ten participants, including Flatfly, Freefly, Camera and Wingsuit descents. (OR 11.1.3)

ASC is required, along with CI and DZSO approval, to do 2-ways with novices who have completed the first six stages of their B-rels. (OR 13.4.3)

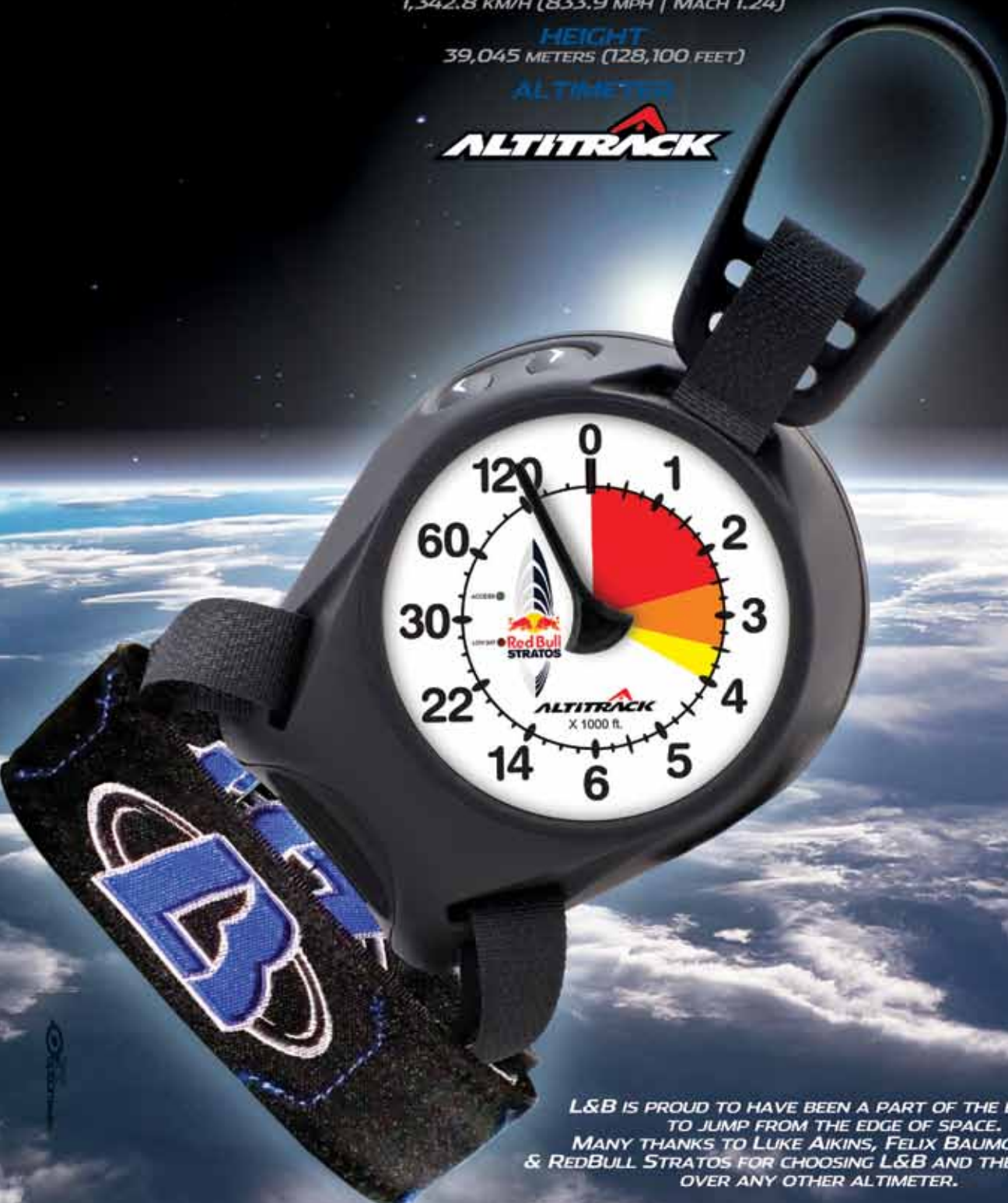
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safety matters



Compiled by:
Kim
Hardwick

"Safety is something that happens between your ears, not something you hold in your hands." – Jeff Cooper

The following are taken from a selection of incidents as reported to the APF and are published in the interest of safety education. (Note: In general, 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.

FREEFALL

Certificate 'D', 276 jumps. Participating in a '3-way Horny Gorilla', jumper's p/c extracted at ~9,000ft. He grabbed the pilot-chute, but then the 'D' bag came out, and lines, which tangled with his legs. He then held the p/c and 'D' bag until ~5,000ft. However the 'D' bag upon release did not deploy the Main and the jumper realised there were lines around his legs. He cleared the lines, then cutaway and deployed reserve, landing safely. Later inspection of the equipment showed the AAD had activated as designed, plus the audible altimeter showed an open height of 900ft.

Action: BOC pouch to be inspected by Rigger. Jumper counselled on importance of not grabbing deploying equipment and dealing with emergencies at height – NOT waiting until lower altitude. Jumper was grounded for the weekend – and not allowed to jump again until debriefed and retrained.

DEPLOYMENTS / MALFUNCTIONS

Certificate 'B', 198 jumps. Just after pitching, jumper thought he saw something out of the corner of their eye. So during opening sequence he looked up, at which point his GoPro camera snagged a line and put him into a spin. After a couple of attempts, successfully cleared and regained full control of canopy.

Note: APF Operational Regulations Division 7 – Camera Descents state:

11.7.2 Minimum Experience

A parachutist must not carry a camera during a descent unless:

- (a) The parachutist holds at least a Certificate 'C'; and
- (b) The DZSO has given approval for the parachutist to carry the camera concerned

Certificate 'E', 6,025 jumps. 2-way Wingsuit jump opening at 4,500ft, opened with line twist. Spent 1,500ft attempting to kick out but the Wingsuit made it difficult to clear. Elected for emergency procedures at 2,500ft, the cut away and reserve deployment was uneventful. Landed off the drop zone safely and all the gear was recovered.

Action: Considering the different speed and angle at deployment time a more appropriate packing method may be needed.

CANOPY CONTROL / LANDING

Certificate 'D' J1 / 'C' J2. Jump Type: 8-way Starcrest. Exit and freefall uneventful. On breakoff, both J1 and J2 tracked off in a parallel flight path. J2 flared out of track, wavered and deployed canopy

(at approx. 3,000ft AGL). J1 deployed from a track, then flared. His canopy then made a hard left turn into J2. J1's canopy struck approx. half way down J2's lines, wrapping lines around her neck and shoulders. After approx. 1 minute, J1 cutaway and deployed his reserve. There was no communication between either party. J2 tried to release lines from around her neck, succeeding in accomplishing this task at approx. 500ft AGL, then had to kick out of line-twists. At approx. 200 ft AGL, she had control of her canopy, and landed heavily between buildings. J1 suffered concussion and tenderness to left ankle. J2 suffered minor bruising and contusions.

Action: Basically a calamity of relatively minor issues, which when combined nearly resulted in a double fatality.

- People tracking in a parallel flight path, when a simple 'S' track could have created better separation.
- People not waving off and looking around for traffic before deploying canopies. People not flying straight immediately after opening, instead initiating turns which can (and did) contribute to canopy collisions.
- People getting into habit of getting onto toggles during deployment, rather than onto rear risers.

Pulling down on rear risers will allow the canopy to stall and fly backwards, thereby keeping the oncoming canopy in view at all times.

"J1 is a relatively uncurrent jumper and should not have been on this particular descent. Unfortunately I (DZSO) was unaware that he had been included in the Starcrest jump, if I had, he would have been removed from the load. He is meant to be limited to maximum of 4-ways (FS) only, due to his uncurrency."

Certificate 'C', 175 jumps. Fogged Helmet interferes with flight approach and landing, resulting in injury. Ground call of two knots. Spotted target and exited at 8,000ft. Opened at 5,000ft. Jumper was wearing a full face GAS helmet with a fixed visor. He had made ten jumps in the preceding three days with the helmet and visor with no issues.

At 4,000ft he noticed some fogging on the visor. He did a sharp turn and it cleared. He continued as planned. At 1,500ft he read the flag as a light northerly. He set up at 1,000ft for his downwind leg when his visor began to fog up again.

He thought it would clear again as it had earlier. He again saw the flag which was showing no wind. As he continued his approach the visor fogging became worse. He felt he was too low to lift his helmet at this point. He relied on his Dytter to confirm height while turning. His vision was blurred but he was still able to make out the target. He made a slow rear riser turn onto final and planed out in preparation to flare. At this point the jumper felt he received a push from the South.

He touched down approx. 30 meters inside the oval, sliding on his feet. He saw an approaching ditch outside the oval itself and tried to slow his movement by sitting down; to no avail. He went into the ditch where he hit the far side on his tail bone and stopped. He suffered compression fracture L3 and broken coccyx, right calf minor tissue damage.

Action: Jumper says he usually doesn't wear the fixed visor on his helmet. He had put it on recently to see how it would go. He plans to permanently remove it once he has healed and is back jumping.

Helmet Fogging

I think Donald Rumsfeld said it best, "We know there are known knowns: there are things we know we know. We also know there are known unknowns: that is to say we know there are things we know we don't know. But there are also unknown unknowns — the ones we don't know we don't know." Ha ha....I couldn't resist using that quote...

I would like to present a known known; that is, helmet fogging issues on fixed visor full face helmets used for skydiving. I think, in the reporting of this recent incident, a little reminder is in order that there is always a possibility of fogging on a fixed-visor full face skydiving helmet.

Full face helmets, like most of our equipment, are great if you know how to use them.

I spent about an hour discussing this stuff with Cookie Composites to get the low-down from a manufacturer, and please believe, there is a heap of design and testing done on all their products before release into the market... I was amazed as to the depth of R&D that they do.

The material they use for the visor is what is known as Hydrophobic, this means that it will resist the build-up of the fog until it gets to a saturation level; once saturation level is reached then there is nothing that can be done to prevent the fog. Interestingly, the time when the fog is most prevalent is at deployment. This is due to the heavy breathing brought about by freefall, and the sudden decline in the airspeed (which ventilates the visor) along with the increase in humidity occurring at lower altitudes.

(Note: the incident that provoked this article occurred at a NQ DZ in late December)

A suggestion to help prevent fogging is pursing your lips and exhaling from your mouth directing air through the helmet chin vent during deployment and canopy flight, this will keep the warm moist air from contacting the visor. Breathing through the nose during deployment and canopy flight will increase the risk of fogging. The new full face helmets help to remedy this situation through design modifications and a flip up visor. The problem is not a new one and it can be easily dealt with by the proper use of the helmet.

I hope all skydivers will take the time to research and understand every product that they utilise whilst skydiving. By doing this the limitations can be factored into your worst-case scenario plan. Whether it is a canopy, an altimeter, an AAD or a helmet, every piece of skydiving equipment has the ability to change a skydive for the better or worse. By knowing as much as you can about these products prepares you for the risks, consequences and outcomes.

Safe Skies
Director Safety

The following are excerpts from notices that have been compiled from information gathered in on-going investigations by APF Investigative Officers. They are promulgated in the interest of education and accident prevention. Further investigation may reveal errors or other pertinent information.

EXCERPT - STATEMENT OF FACT FATAL INCIDENT 8TH DEC 2012

Background

A group of wingsuiters had organised a training weekend and a certified Wingsuit Tutor was brought from interstate to oversee the Wingsuit program for this period.

A 17-way formation was planned by the Wingsuit group under the direction of two tutors, and was the first load of the weekend as a group.

Early morning cloud had cleared to good conditions for the planned activity.

The Jump

The group exited the aircraft in good proximity to the Drop Zone (DZ). The deceased, who was making his first Wingsuit Jump in four weeks, exited near the back of the group. The briefed plan was for him to stay on the outskirts of the formation observing the main group, flying relative but at a safe distance. Video footage showed him circling at speed, behind the building formation before, approximately midway through the descent, colliding with another wingsuiter. This second wingsuiter had also been briefed to maintain a safe observing distance from the main group.

After the collision, the deceased was seen to tumble until the AAD activated the reserve parachute, which was followed by reserve deployment.

The parachutist was observed to make no control inputs whilst hanging (apparently limply) in his harness. The parachute carried him away from the DZ landing area to a construction site, where he impacted with a parked earthmoving truck.

He was attended to immediately, however he was pronounced dead at the scene by ambulance paramedics a short time later.

The other wingsuiter involved in the collision was injured and dazed. He was able to deploy his main parachute and land safely on the DZ. He was taken to hospital for treatment and released the next day, having suffered severe bruising and soft tissue damage to the right side of his body.

Final Report

The accident is being fully investigated and a final report will be produced in due course.

Note: In response to this incident, APF Technical Directive 05/2012 on APF Requirements for Wingsuit Descents was issued on 21 December 2012. It mostly clarifies the intent of a selection of APF Operational Regulations that already refer to WS parachuting activities.

This document is posted on the APF web site at www.apf.asn.au/Docs-Forms/Technical-Directives/default.aspx

Age: 33 **Sex:** Male
Time in Sport: 34 months
APF Certificate: 'C'
Total Jumps: 241
WS Jumps: 8
Wingsuit and/or Star Crest: No

System: Talon
Main: 150sqft
Wing Loading: ~1.25
Reserve: Airforce 140
Wing Loading: ~1.33
AAD: CYPRES 1
RSL: Yes
Helmet: Cookie G3
Wingsuit: Piranha

EXCERPT – STATEMENT OF FACT FATAL INCIDENT 18TH DECEMBER 2012

Background

The deceased was a highly experienced Instructor and high performance canopy flyer, who had completed 122 jumps in the last month, and 784 in the past six months.

The Jump

It was the deceased's sixth jump for the day, load 10. It was an AFF stage 4 where the deceased was the single jump master. The freefall was as normal. After a normal canopy opening the deceased then stowed his slider in a rubber band attached to the top of the reserve container. He then turned the chest mounted GoPro camera off.

At approx. 1,000-1,200ft, the deceased was observed to commence a turn for a high performance landing. At approx.. 500-700ft his reserve deployed, the opening of which had been initiated by an AAD activation. The reserve canopy inflated then manoeuvred into a bi-plane configuration. The canopies then went into a side by side formation and shortly after, it appeared that the deceased had separated the canopies, which then in turn at approx. 200ft went into a down plane. The deceased's right hand was observed to be in the vicinity of his chest area, at which time he impacted the ground.

Preliminary Equipment Inspection

The AAD was found to have activated within its normal firing parameters. All other equipment was found to be serviceable and in good condition.

Final Report

The accident is being fully investigated, including further inspection of all components of the equipment and a final report will be produced in due course.

Note: See article on page 56 "What is Designed to Save you, can Kill you if You Let it.", by Director Rigging, Brett Newman.

EXCERPT – STATEMENT OF FACT FATAL INCIDENT 23RD DECEMBER 2012

Background

The deceased had undertaken his First Jump Training on the weekend of 15/16 December 2012, but due to inclement weather was unable to complete their first jump. The jump was rescheduled to be undertaken on 23 December. The deceased arrived at the drop zone at approx. 8:00am for refresher training prior to completing this jump. This training was given by the CI and covered Emergency Procedures, Canopy Handling, Landings and the AFF Stage 1 Brief.

It was noted that the deceased appeared to be reasonably fit and healthy. There were no health issues listed on the fully completed Indemnity Form and nothing to suggest any inherent health issues.

The Jump

The deceased was jumping on the second load of the day, and appeared to be in good spirits during the flight. The exit and freefall portions of the skydive were completed well, with deployment initiated by the deceased at the correct altitude. Initial response to Target Assist (TA) directions

Age: 30 **Sex:** Male
Time in Sport: 9 years
Total Jumps: 7,024
APF Certificate: 'F'
Jump Type: AFF
Instructional
Weather: Clear

System: Talon FS
Main: JVX 79
Wing Loading: 2.64
Reserve: Airforce 120
Wing Loading: 1.74
AAD: Vigil 2
RSL: No
Helmet: Full face

Age: 26 **Sex:** Male
Time in Sport: 1st jump
Jump Type: AFF 1
Weather: Blue skies. 5kts

was good with the deceased observed to be following TA directions with positive control inputs.

At approx. 1,000ft AGL, the canopy turned and proceeded downwind, without this direction from the TA. The TA then continued to give directions by radio however no responses were apparent and no further canopy input from the student was noted. The deceased was seen to be hanging limply in the harness.

The deceased continued downwind away from the normal landing area until the initial point of contact with the ground which was approximately nineteen meters from a fence. The momentum of the canopy continued to carry the deceased forward until impact with the fence. It is not yet known whether the deceased was either conscious or alive at the time of impact with the ground or the fence.

Final Report

The accident is being fully investigated and a final report will be produced in due course. This final report will include findings from the Coroner as to the cause of death.

Main: Safire 260
Wing Loading: ~0.9
Reserve: Airforce 270
AAD: CYPRES
RSL: Yes
Helmet: Head Zone with built in radio Comms.

EXCERPT – STATEMENT OF FACT INCIDENT 22ND DECEMBER 2012

Background

The jumper holds a certificate 'B' with a total of 101 jumps, 80 of which were completed in the previous nine months. The jumper has a history of bad landings but has been extensively counselled and re-trained in landing techniques after previous landings/incidents. The jumper has been counselled, on numerous occasions, about the need to complete a full flare while landing.

Previous incidents resulted in a severe cut to the knee after landing on the edge of the gravel runway, (20th Jump) whilst another landing incident resulted in two fractured vertebrae, which were not detected/reported until sometime after the incident. The latter injury was approximately six weeks before the current incident.

The jumper had also recently started to wear a new pair of glasses while jumping.

The Jump

The initial canopy flight was normal and uneventful.

During the landing approach the jumper was observed by several witnesses to be flying in a northerly direction at approximately 350ft. At approximately 150ft the jumper initiated a right-hand turn, and then continued the turn eventually impacting the ground, approximately 50 metres from the centre of the main landing area on sloping terrain approximately 15ft lower than the main landing area. A full flare was not observed to have been completed prior to impact.

Equipment

The equipment has been seized by the police but by all reports it was in a well maintained and serviceable condition.

Note: The injured jumper at the time of this report is unable to be interviewed due to the severity of his injuries.

Age: 53 **Sex:** Male
Time in Sport: 12 months
Jump No. 101
APF Certificate: 'B'
Jump Type: Solo
Weather: Fine, clear 0-2kts
Injuries Sustained: Shattered femur, both ankles fractured, serious head injuries.

System: Javelin
Main: Sabre 2, 150
Wing Loading: 1.1
AAD: CYPRES
Helmet: Full Face



WHAT IS DESIGNED TO SAVE YOU, CAN KILL YOU, IF YOU LET IT.

Compiled by: **Brett Newman** Director Rigging

As we travel through the evolution of skydiving, we see the designers and manufacturers of the equipment we use constantly designing and redesigning their products to meet the ever increasing demands this sport puts on the equipment.

As equipment is redesigned or upgraded there are changes in the way this equipment functions. Some of these changes are subtle and unnoticed by the user and others require the user to make changes in the way they operate the equipment. We are at the point of equipment evolution where most changes made are subtle and many improvements are for comfort and even fashion.

There has arisen a culture amongst skydivers that if it looks similar, then it must work the same as other products. In a lot of cases, this is true. In other cases treating one product like another without knowing the full operating parameters put the user at great risk. In recent years it has become evident that, even in this age of instant access to information, we are not stopping to take the time to learn about the equipment we put on our backs. We take the word of those that have a little information and apply it to all equipment. Who is responsible for the equipment you use? You are.

Every manufacturer has instructions for the safe operation of their piece of equipment. This information is provided with the equipment when it is purchased. If you have equipment without the manufacturer's instructions, then you can visit that manufacturer's website and gain access to as much information as you desire. Technology has given you this instant access. There is no excuse or no one else to blame if you have not read the instructions that pertain to your particular set of equipment.

In recent years as we have learned to go faster, in freefall and under canopy, we have found that we can actually cause some of our equipment to put ourselves at risk – in particular the use of Automatic Activation Devices (AAD). Because the AAD is pretty much hidden away, except for the LCD controller, we have the attitude of set and forget. That is a lot of faith to put in these devices. I am not saying that our AADs don't deserve our trust. What I am saying is it is a lot of trust to put in a device that most of us know very little about because we have never seen the instruction manual, let alone read it! When we learn to skydive we are given the basic overview of the equipment and how to operate it, this should include how to turn our AAD on and off. In many cases this is the only instruction some receive on the operation of their AAD!

Each AAD on the market today has its own operating parameters. No two AAD manufacturers have exactly the same operating parameters.

Do you know what height your AAD activates? Do you know about or understand the depression zone adjustment built into your AAD and how it is affected by your body position, belly to earth or back to earth?

At what speed will your AAD activate? ALL these questions can be answered easily by reading and understanding your AAD's instruction manual.

The two most common AADs in use today are the Airtec 'CYPRES' and the Advanced Aerospace Designs 'Vigil'.

Both of these products look similar. They fit into your equipment the same way. We turn the units on with a very similar process. BUT they do not operate in exactly the same way.

The technology on how each of these devices fully function is best explained by their respective manufacturers, but the things we NEED to know are here for us to see in each of their operating manuals.

Here are the links to each manufacture's website and user manual download:

CYPRES

http://www.cypres.cc/index.php?option=com_remository&Itemid=89&func=fileinfo&id=194&lang=en

VIGIL

<http://www.vigil.aero/manuals>

Some of the important information we need to know about our AAD is:

- What height will it activate?
- What speed will cause it to activate?
- How does the depression zone affect the activation height?
- What height does the AAD become active in flight (on the climb to altitude)?
- What is the life span of the AAD?
- What is the battery life?
- What are the service schedules?

We have seen in the recent past that not knowing the parameters of our AAD has caused unnecessary injury and even death. It is easy to blame a device as a knee jerk reaction to a fellow skydiver being injured or killed when we hear that their AAD activated at an unexpected time. In most cases, after examining the facts, we find that the AAD has operated as designed within its operating parameters. Almost all unexpected AAD activations are due to user error.

Remember: The activation speed of your AAD is lower than your average freefall speed. There is a misconception that freefall speed has to be reached before an AAD activation will happen.

The most common activation is the "low pull and two canopies out" situation. This often occurs as a result of a skydiver activating their main canopy at an altitude below normal opening height, and during the opening sequence of their main canopy, the AAD's activation parameters are met. The manufacturers have designed their AADs to activate at a minimum altitude:

ACTIVATION HEIGHTS AND SPEEDS

Expert CYPRES Pro VIGIL	approx.	750ft (225m) 840ft (256m)	78mph/126km/h (35m/sec) 78mph/126km/h (35m/sec)
Tandem CYPRES Tandem VIGIL	approx.	1,900ft (580m) 2,040ft (622m)	78mph/126km/h (35m/sec) 78mph/126km/h (35m/sec)
Student CYPRES Student VIGIL	approx.	750ft (225m) 1,040ft (317m)	29mph/46km/h (13m/sec) 45mph/72km/h (20m/sec)
Speed CYPRES	approx.	750ft (225m)	96mph/72km/h (43m/sec)

It is very important to note that these AADs will activate if the parameters are met from their pre-set heights down until 150ft (for VIGIL) and 130ft (for CYPRES) above the ground (330ft for a Speed CYPRES).

WHAT IS THE DEPRESSION ZONE

(As explained by the manufacturer of VIGIL)

It is important to understand that our AADs will activate at a higher altitude if we are not in a belly to earth position.

Example: Let's consider two skydivers in free fall, at exactly the same altitude but one is falling back to earth and the second one is falling face to earth. The influence of their falling position on their respective AAD reading is as follows:

(i) Back to earth	(ii) Face to earth
Depression zone No influence	AAD or pressure sensor located in depression zone
Pressure sensor location Pressure = X hPa	Pressure = X hPa - 10 hPa
Vigil™ will register a pressure of X hPa	Vigil™ in depression zone will register an up to 10 hPa lower pressure, notwithstanding they are at the same level
The stated or real altitude → Y ft (or m)	The stated altitude → Y +260 ft (or +80m)

Conclusion:

If the Vigil™ is set in PRO mode, it will activate at 840 Ft or 256 m above the ground when a falling speed of 78 mph or 35m/sec is reached. It is well accepted that this minimum activation level must be guaranteed whatever the position of the skydiver. If the skydiver is falling in a back to earth position, the reading will reflect the correct pressure, the sensor is not influenced by a depression, but if the skydiver is falling face to earth, then the sensor located in the depression zone will read an up to 10mbar lower pressure or an altitude 260 ft or 80 m superior to the real altitude, and will in this case activate later or 260 ft or 80m lower i.e. at a real altitude of 580 ft or 176 m above the ground which is too low.

Therefore a compensation of + 260 ft or + 80 m above the nominal activation altitude was integrated. In PRO mode a programmed activation altitude of 1100 ft or 336 m has been set to guarantee notwithstanding the position, activation at a minimum altitude of 840ft or 256m (real altitude) above the ground.

Remarks:

- In a test chamber, the activation in PRO mode will always be triggered at 1100 ft (840 ft + 260 ft) or 336m (256m + 80m) as there is no depression zone.

Using the example above, it is now easy to understand that if you activate your main canopy below 2,000ft you put yourself at great risk of having an AAD activation.

Understanding how our AAD interprets the information it is receiving will give us a greater understanding of how our AAD operates and in what situations we may be putting ourselves at risk.

For example:

Adjust your opening height to a higher altitude to allow for canopy inflation well above activation heights.

OR

If using a high performance canopy with a high wing-loading, and high speed landings are being conducted, then either:

1. Conduct a landing approach that is not as aggressive (multiple rotations).
2. If only conducting canopy piloting (CP) style landings from Hop 'n' Pop skydives, do not turn your AAD on. This is a decision best made after speaking with your DZSO and CI and you must hold an APF license 'E' and above.
3. Choose an AAD type that can accommodate the style of landing approach you use.

Knowledge is power. If we arm ourselves with knowledge about the equipment we are using, we will become more aware and safer skydivers. If you do not know how your equipment operates, find out today. Ask questions, research and study. Gaining the right information may one day help you save a life, not just your own.

Icarus
CANOPIES
Daedalus
PROJECT



27TH JULY -
3RD AUGUST
2013

JUMP HARD
PLAY HARD
COME BOOGIE
IN BATCHELOR

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skydive_territory@yahoo.com.au

QLD State Championships



FS, VFS + AE

Ramblers Drop Zone, Toogoolawah

By *Lea Critchley*

Aerial photo grabs by Ben Nordkamp

Ground photos by Lea Critchley



It seemed a miracle. Amongst a weekend of violent destructive storms sweeping across South East Queensland, somehow the Queensland State Championships in 4-way, 8-way, VFS 2-way and Freestyle saw a conclusion; thanks to some determination and good timing on the part of all concerned.

It was a small but enthusiastic turn out considering the weather, a nice combination of experienced old hands and some competition newcomers. Some strong performances were seen, particularly in the Inter 4-way by team "UGRAS" who scored a nine plus average, and the Inter 8-way scratch team "Party in the Stomach" scoring a ten in Round two, which hopefully is the shape of things to come.

Teams "Flak" vs. "Schnook" in Open 4-way kept us entertained, Belgium Steve having the golden touch in this, and in the Inters.

With just a single Inter 8-way and Freestyle team, no competition was possible, (although Maureen's Canteen team were being actively recruited to the 8-way competition and were later mysteriously seen sporting the medals they have deserved for years). The teams were keen to make use of the SQPC subsidised camera slots and ran through the jumps anyway. They will now be able to claim SQPC support if they go on to the nationals.



In VFS 2-way, team "ATAC" came to the party and did a single round allowing a legitimate competition, which was won by team "Vertical Abyss". Though keen to continue the next day, on Saturday night they really did go to the party and the competition was eventually called on Sunday on the previous day's round.

Riss and Ebone managed some air time pre-departure for Dubai, as did Freestyle Team "WD40", Wade and Amandine. With no second 8-way team, Clayton missed the chance for some competition practice but did some jumping anyway.

2012 was the first year to see amalgamated championships between NQPC and SQPC who will now alternate to host the Queensland State



Q State D Championships

FS, VFS + AE

Ramblers Drop Zone, Toogoolawah



Championships in all disciplines. Not a lot of integration in this first year, but with more time to organise in 2013, the combined State Councils are planning for ways to best use the available resources to promote a bigger and better championships Queensland wide.

Thank you to the good ship Skydive Ramblers Toogoolawah and all who sail with her, Macca, Rodney and all the staff, Meet Director Steve Geens, Judges Faye, Bruce and Sheena, pilots, manifest, and especially all the SQPC members and visiting jumpers who took part and made the competition an exceptionally fun weekend.



ACCURACY

Caboolture

By Faye Cox



The weekend was really difficult and frustrating because the weather was not good at all, it was pretty atrocious. On Saturday, competitors were able to get nearly four rounds of accuracy done in both Classic Accuracy and Sport Accuracy. Conditions were reasonable but tricky. Then it became really windy, cloudy and drizzly so the Meet was on hourly holds, then two hourly. Finally at 3pm it was called and awards were carried out. No Style was carried out as conditions just never existed for this event.

After discussions between Mike Dyer (SQPC President), Ian McGregor (Meet Director) and Chief Judge, Faye Cox, it was decided to accept four rounds of Classic Accuracy as a valid event due to the atrocious weather all weekend. Of course, if it had been the Nationals it would not have been valid but it was the SQPC Championships so the rule was relaxed to enable the Championships.

The Classic Individual Accuracy event was conducted with a total of six competitors, however the Team event was considered a non-event this time.

Sport Accuracy had a total of seven competitors; and to promote more interest, the SQPC approved both the Open and Novice Sport Accuracy event.

SQPC medals were awarded to first, second and third place winners in each of the events.

Young Tobias was considered the most improved novice when he came third in the Open Sport and first in the Novice Sport for the Australian Style and Accuracy Team which had planned the SQPC Championships as part of their training camp. Janine Hayes and Dave Boulter flew up from Melbourne for the weekend, taking days off work. The team utilised the standby time to have some harness practice landings on the accuracy pad which actually provided a few problem areas with shoes etc. that can be fixed before Dubai. Faye who is now the S & A Team Manager held a couple of constructive team meetings to discuss various plans for Dubai.

Pilot Jack did a great job flying the C182. Thanks to Ian (and Tibor) for hosting the SQPC Championships. Judges were Sheena Simmonds (Event Judge Sport) and Bruce Towers (EJ Precision) and Faye Cox (Chief Judge). Meet Director was Ian McGregor.



When Gravity Attacks

By Terry Wahlen

Personal Responsibility

This is a term that seems to be fast disappearing from the lexicon of this unforgiving sport we skydivers enjoy. Let me expand upon those two simple words, and then let me give you a few more.

Personal – relating to one person, conscious and individual

Responsibility – accountability, authority to act, duty, obligation, bond, restraint

Together they define an immensely important facet of skydiving, something that should be at the forefront of every skydiver's mind from the minute they think about going to the drop zone to the minute they leave to drive home.

To me, these definitions are those things we in the skydiving community *MUST* observe, for without Personal Responsibility we will continue to see friend after friend after brother after sister after parent after student die in this sport.

Personal Responsibility should be written on your logbook in bold red letters.

Personal Responsibility should be displayed on wind blades bordering the swoop pond and on banners mounted on poles at the drop zone entry gates.

Personal Responsibility should be tattooed on your arm instead of the flying closing pins and the Latin words for "I'm a Hard-core Skydiving Dude" that we commonly see.

I can understand the mentality that views skydiving as a hard-core sport meant for hard-core people – a sport tailor-made for renegades and social pariahs who want to take life in a headlock and drag it kicking and screaming into submission – but I think that is a misguided view. On every AFF First Jump Course I run I see people from all walks of life – people like teachers, accountants, doctors, university students, middle-aged mothers; all different and none of them what you would call "hard-core".

On every course I tell my students that the sport of skydiving is 95% mental and only 5% physical, but

for many who progress past studenthood it would appear massive problems develop with the mental side of the equation.

They witness conversations of the radical dudes, and they hear stories of wicked swoops and crazy stunts, dodgy deeds and disaster averted, downsizing canopies and amazing wingsuit flights. They know there's danger at every turn but they push it into the back of their minds because, after all, everyone breaks the rules and gets away with it. Don't they?

There are other words we need to examine, for they fit hand-in-glove with the first two.

Words like *Rules, Regulations, Obligation, and Duty.*

Rules – laws, systems, procedures

Regulations – guidelines, principles, protocols, conventions

Obligation – responsibility, onus, legal contract

Duty – something that must be done because of a legal or moral contract

Think about those words. They're *NOT* words used in our sport because someone wants to make your life miserable. They are simple words that every person in our sport should embrace, for without them our sport regresses, and more people die.

Words like *systems, principles, onus and moral contract* may be meaningless to some skydivers, but to me they are the glue that binds the sport together.

Think about your first jump course. How many *systems* did you practice? Your whole training revolved around having a systematic approach to both learning and action. *Principles* apply in both senses of the word, meaning your own personal ideals, standards and behaviours, as well as those principles involved in the regulation of our sport. The Code of Ethics should mean something to each of us. The *onus* is on every one of us to engage in our sport in the safest manner possible. *Moral contract* – now there's a term. Each and every one

of us has a duty to act upon anything we see or hear or read if that thing is likely to lead to an incident or an accident.

In skydiving short cuts can be a fatal, yet so many people are willing to take this approach. Downsizing at the earliest opportunity, circumventing regulations, participating in jumps that are way beyond their level of expertise, not being up front about their qualifications and experience if it might mean they can't be on a particular jump, swooping the pond in a last-second decision to try and look cool, or trying to do a bit of ad-hoc CRW with a mate without any prior training.

If you're not willing to put in the work then perhaps this isn't the sport for you. There is no easy way to advance here, you just have to do the jumps and gain the experience. We simply can't continue with the "she'll be right" attitude, for that is an attitude with only one outcome.

The culture amongst our skydiving fraternity must start changing for the better and it must change soon. Moreover the change must come from within, or it will be forced upon us from without. If you think

there's too much regulation now then prepare for a huge shock, because if we don't fix it ourselves someone else will, and that will see our relatively self-governed sport become regulated beyond recognition.

Each of us needs to take a long hard look in the mirror and decide what it is we're doing in this sport.

There are as many reasons for jumping out of an aeroplane as there are people jumping, but I'd like to know that the person sitting next to me on jump run has thought it through, not only for their safety but for mine too.

Sure, the CI and DZSO have responsibilities, but they can't be everywhere all the time. We can all help in the safe running of a drop zone.

What I'm trying to do here is give a wake-up call to every one of us that straps on a rig and leaps out of an aeroplane. I'm doing it because I'm sick of hearing that someone just died doing what I love.

Due to space constraints this article has been necessarily shortened. The full version can be found at http://www.skysurfer.com.au/forums/topic/11612-wingsuit-and-high-performance-turn-ban-at-picton-wilton/page__st__20#entry96476



MEET THE FLOCKERS

SOUTH AUSTRALIAN WINGSUITERS MAGIC MIKE XMAS BOOGIE

Langhorne Creek, 27 December - 1 January

Article and Photos by Travis Naughton

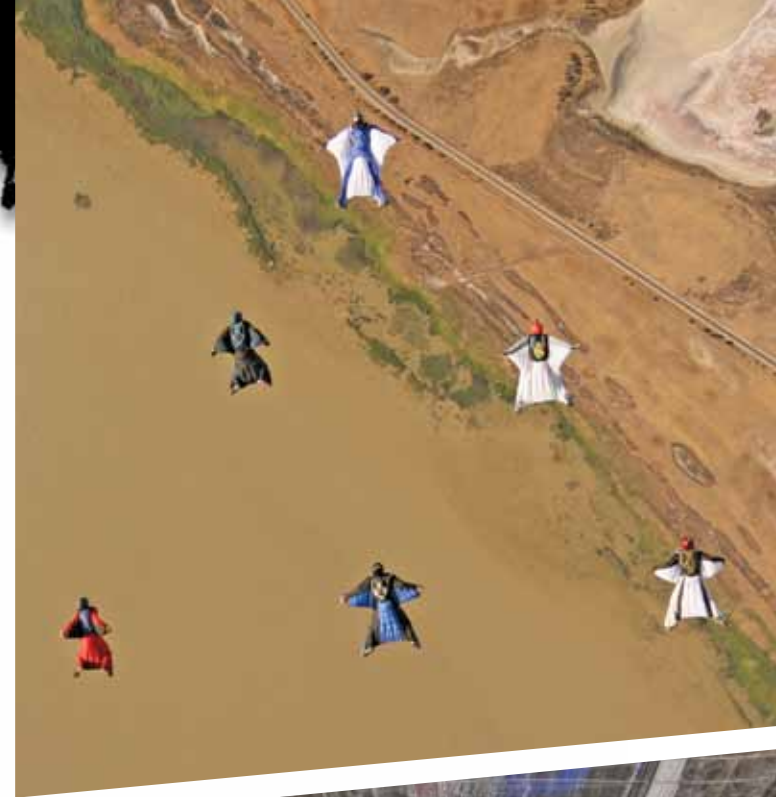
The first couple of days started off slow as people were still recovering from the silly season. This gave us a good chance to take things back to basics. Day one only saw a couple of loads go up as the weather gods were not playing nice with us – blue skies, nice and warm with 28kt winds. We made the most of the jumps we had with a nice 2-way, which needed to be flown back to the drop zone. We also made some funny day tape footage – spot the jealous day tape editor picking on the wingsuiters! Awesome work on the nightly day tapes by the way, Jed.

Day 2 saw a first flight for Justin Gray who unfortunately missed out at the last 5D camp in S.A. The smile said it all; I think we have converted another one to the dark side. Day 2 also saw some nice tight flocks starting to form. People started appearing and the formations started to grow. We were starting to see some really nice 7-ways

being built and the wingsuiters once again were starting to take over the drop zone.

As the week progressed you could see everyone's skill levels starting to grow, and the formations starting to build more quickly and tighter. The goal was to set a South Australian Wingsuit record and the signs were looking good. After a couple of practice attempts it was game on. By the end of the jump we had done it, a new record for South Australia – a 6-way wingsuit diamond. Congratulations to everyone involved. We now have a starting point to build bigger formations from.

The first ever Christmas boogie at S.A. Skydiving was a great place for the S.A. Wingsuit community to get together, and with Magic Mike's goal in mind, set a new record. Thanks to all the flockers who came out and made it a great success. I have to say, most improved wingsuiter goes to Vlasto. It's pretty cool to see a guy with 10,000+ skydives learning, getting better and truly loving the wingsuit movement! Well done mate, great jumping with you. Thanks to everyone who made this boogie such a great time. Don for the plane and flying, Miff for hosting, Nel for the awesome food, the SASPC and the SAPC for their continued support, and Erika for her judging. I'm sorry if I have missed anyone as I know that it was such a community effort to get this boogie together. The biggest thanks must go to "Magic" Mike Fildes. Your passion for the sport is truly inspiring and without your tireless efforts to get this organised, it would have only been a dream. You're a true champion mate. See you in the sky again soon. I owe you that wingsuit rodeo!



W.A. WINGSUITING WEEKEND, PINJARRA

By Hendrik Dik

Getting revved up for a year of awesomeness - the W.A. wingsuiting crew got together for a weekend of 5D style flocking. We've had a few weekends in recent months where we've had ten or more wingsuiters in the sky at once, but it took some appreciated initiative from Scott P to get us to all together for a whole weekend of planned jumps.

We started early on Saturday morning 'ready on the mat at 8:00am and got our first lobs in at around 10:00am in good W.A. style. The first jumps of the day blew everyone's cobwebs out, and by the end of the day we had multi-axis carving formations flying tight patterns above the W.A. coastline. Loads of smiles all around – the way a good day at the drop zone should be.

Sunday was another early start – too early, so because that's how they spend their night, half of the formation decided to stay on their backs for the entire day. Super tight formations again with multi level slot swapping – front to back transitions and orbiting was all happening while the entire formation was being dipped and carved. It tested everyone's skills and it was sweet to see some new faces staying right in tight near the base, and we all saw more than enough of Mav's and Daddo's mad skills on their backs. The punters on the ground were also stoked to see tight formations flying overhead; but since we had more than ten on every load those watching from the sideline included a few experienced flockers – get your Star Crest sorted Ryan cause it'd be more fun jumping with you, Bro!

If the flying we have seen already this month is anything to go by, its' going to be an epic year!

MISSION SUCCESSFULLY COMPLETED



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

www.cypres.cc/stratos

MEET THE FLOCKERS

WINGSUITING SKYDIVING

By Jarno Cordia, Phoenix Wingsuits

Wingsuit flying has made tremendous strides forward the last few years. From seeing the odd daredevil with a wingsuit every once in a while, wingsuit flying has now grown into a full-fledged discipline with numerous wingsuit pilots on every drop zone you visit. Much like any sport that is growing, wingsuit flying is now also showing its problems. The gear is continuously evolving and progressing and in many places the methods of training and progression are not keeping pace.

In disciplines like FS and Freefly the methods of progressing are outlined quite well.

After learning the basic skills on several solo jumps, jumpers slowly progress through a series of levels within each discipline – earning to manage exits, controlled dives, approaching and break off. Over time, they acquire the skills to fly their body safely and in control, matching the demands for the size and type of jump they are doing.

In wingsuit flying we are sadly not seeing that same gradual approach leading to potentially dangerous situations. It's sadly not uncommon to see a person make their first wingsuit jump, and before the day is over, see them joining in on 10 to 15-way group dives – a practice that would make any coach in other disciplines question one's sanity.

An added problem is that many new wingsuit pilots don't have a large background in other disciplines. Learning the basics of FS or Freefly formation skydiving is already a demanding task, but wingsuit flying adds to this much greater distances and closing speeds, as well as figuring out new ways of controlling your body during flying. It's quite clear this is not the proper way of entering this new discipline. In this article I'd like to break down the preferred steps for entering the discipline, and assist people in better choosing dives that match their experience level.

Preparing for Wingsuit Flying

Many people now enroll in AFF and static line courses with wingsuit flying on their mind. These newer skydivers want to prepare for wingsuit flying, for when they reach the minimum required 200 freefall jumps. The preparation chosen often has a strong focus on solo tracking jumps.

When it comes to wingsuit flying, the best preparation is actually no preparation. The best background for entering the sport is one where the aforementioned basics of formation skydiving and/or freeflying are already present – the knowledge of safe flying with others, and how the body flies in multiple orientations and relative to another person. Mastering the finer controls is of much bigger importance than the distance one can track at, or the slowest speed at which one can fall. All they are basically practicing is how to hold one body position for the duration of a full skydive. In terms of body position, distance, steering inputs and flight pattern – these are not

completely the same as actual wingsuit flying. In fact, self-taught bad habits actually take a lot longer to unlearn.

Basically, all the things aspiring wingsuit pilots are trying to learn themselves, are the same things that any good coach will teach them during their FFC and one or two subsequent jumps. Performance in flying especially seems to be big on people's minds, yet that is exactly the one thing any FFC and your first dozen flights are not about. They are about learning to navigate, fly your body in a new piece of gear.

The best preparation for becoming a wingsuit pilot is 'just jump and have fun' and try and actually be good at something involving docks and other people in close proximity in the sky – jumps that have learning goals in terms of what you're doing.

First Flight Course

There are many ways to start flying a wingsuit. Though not every country has an official rating related to wingsuit instruction, it is always advisable to seek out professional coaching. The fact that someone has a lot of wingsuit jumps and approval from a CCI sadly does not always





mean that same person is a good teacher. Since wingsuit flying developed into a real discipline in skydiving, there have been several severe accidents, including fatal ones. In a large percentage of those, the cause could directly be traced back to coaching and not abiding to rules (low experience on behalf of the student).

In training a good coach has two main tasks. The first is teaching you the theory behind the jump. The second task is guiding and assisting you with the practical steps on that first jump(s).

A well conducted first flight course should last about 45 minutes to an hour for the ground school, with a good mix of theory and repeated practical drills. In terms of the wingsuit used, this should also be a model suitable for first jumps. The various manufacturers all outline the different experience levels for each suit/model on their website, and it is advised to always check up on this in case of doubt.

A good first flight course should always contain an elaborate and repetitive, hands-on briefing on the following elements:

- rules and regulations
- rigging of a wingsuit
- gear up and check of leg straps
- exit order and technique

- explanation of flight path
- practice pulls and navigation
- deployment
- freefall and canopy emergency procedures

A coach should always guide a student through the whole process from start to end.

After completing the first flight, a coach signing off a student should be confident in the skydiver's ability to safely make a solo wingsuit jump without assistance. If for any reason a first flight is not deemed successful, a student should be made to repeat the same jump with the coach, or in some cases may even be advised to make a further series of normal skydives first to rack up more experience.

Finally, a coach should give a student some advice on further progression, and make sure they choose jumps that match their experience levels.

Further Progression

A big advantage other disciplines have over wingsuit flying is clearly defined learning goals.

For many wingsuit flyers, just getting out of a plane and smiling at each other is the only goal of their dive. What many don't realise is that with more exact demands on their flying, they could progress much quicker and especially further in skills (while having the same amount of fun) and make their flying a lot safer at the same time.

Here lies the biggest task for wingsuit coaches everywhere. Instead of making the goal the biggest formations and most aggressive flying possible in groups, the focus should be on the actual basics.

To assist in this further progression we have created a task list with 2-way wingsuit drills that one can practice, and use as a guideline as to what you should and should not do at various experience levels. The full document can be downloaded as a free PDF from our website www.FlyLikeBrick.com or loaded directly by typing in the following URL: http://flylikebrick.com/articles/flb_skills_guide.pdf and will be printed in the next issue of ASM.

Also be sure to check out the free instructional videos on our website at <http://www.flylikebrick.com/manual.php> that will give you a bit of help with acrobatic basics.

To assist in building the skills needed to safely fly Big-ways, we have created this system of levels.

These levels are by no means binding, and not having a certain level doesn't mean you can't try bigger formations, but it does mean it's NOT ADVISED to do so.

This Skills Guide will also help beginning wingsuit pilots get more custom tailored coaching from wingsuit tutors, as they can see on your task list what specific skills you already have practised, and which ones need more work/training.

Similar to licenses in skydiving, there are various skill levels that the task list indicates.

It breaks down roughly to the following levels:

Level A

Basic Safety Skills

Once passed, wingsuit pilot can do up to 3-ways

- Wingsuit pilot meets the basic wingsuit requirements of an FFC.
- Is capable of controlled exit, flight, navigation and deployment.
- Is cleared for solo flying and maximum 3-ways with experienced pilots.

Level B

Basic Formation Flying, Basic Acrobatics

Once passed, wingsuit pilot can do up to 9-ways.

Wingsuit pilot is capable of:

- Controlled front loops.
- Controlled barrel-rolls.
- Flying safely in formations, including aspects such as exit, approach, and separation.

Level C

Slotted Formations, Multi-point Formations

Once passed, wingsuit pilot can join formations fitting to his/her skill and comfort level.

Wingsuit pilot is capable of:

- Safe, disciplined and for the full duration of a jump, flying of a specific designated slot in formations.
- Participating in multi-point formations.

Level D

Docking and Basic Back-flying Skills, Advanced Formations, Advanced Acrobatics

Wingsuit pilot is capable of:

- Smooth and controlled docks for sustained periods of time.
- Safely flying a stacked slot in a vertical formation.
- Exiting stable on their back.
- Flying stable on their back.

Level E

Advanced Docks and Back-flying

Wingsuit pilot is capable of:

- Advanced docking techniques (foot-docks, flying with both hands docked).
- Capable of slot flying and actively taking docks while back-flying.
- Actively adjusting forward speed, fall-rate while back-flying.
- Navigating while back-flying.

The above list is quite an elaborate breakdown of skills; quite comparable to the task lists students get for their A, B and C license in various countries. Next to aiding students in their wingsuit flying progression, this task list can also serve as a guide for DZO, CI and load organisers. It can help them better monitor what experience wingsuit pilots have, and make sure they are not getting on skydives that are way beyond their level of skill. The biggest task in increasing safety is one for the wingsuit community itself (and especially its tutors), who have to become more proactive in watching out for one another in order to make sure we can safely enjoy this sport for many years to come.



About the Author

JARNO CORDIA has been flying wingsuits for over ten years and is a test pilot and coach examiner for Phoenix-Fly. He travels around the world organising wingsuit events, competitions and coaching seminars on safety. For questions and comments, feel free to contact him directly at jarno@phoenix-fly.com.

KIDS Skydiving BIRTHDAY PARTY



Demi



Ella



Clare

My skydiving career started at Strathalbyn DZ in January 1994. Strathalbyn was an inspiring place to skydive due to the efforts of Tony and Laurie McAvoy, and Kevin (Digger) Taylor. Their efforts inspired the likes of Jeremy Langford and Luke Oliver and live on with Paul Newbury, Matt Palmer, Mark Pincombe, Darren Vickers and myself. During these younger years I remember saying no to two things, no kids and no tandems. Times change. Strathalbyn closed and I moved to Miff's DZ, was tandem rated before I knew it, I had daughters Madi and Ruby.

I can't express how beneficial a drop zone upbringing has been for our girls, they are social, caring, fun loving and adventurous, I can and do take them everywhere without concern.

In 2010 I had a serious Speed Fly accident, self-inflicted stupidity. I lay in a hospital bed staring at the ceiling for 6 weeks and was told I would be lucky to walk, let alone skydive. I remember being very upset at the idea that I would never be able to take my girls skydiving or continue with our love of bush walking. It was a great motivation to get on with life.

In recent times I have been asked on numerous times by both girls for a skydive experience. When Madi suggested she would like to have a skydive party for her 13th birthday I couldn't refuse, although I was unsure about other parents allowing the experience.

We ended up with eight excited kids, a heap of cake, lollies and Fanta, excellent weather and a party to remember. Madi and Ruby loved the experience and are pushing for more. Both girls have been asking about AFF.

Thanks to Tim Phipps and Mark Pincombe for helping out with the tandems and making it a heap of fun for the kids, and to Adam Butcher for his flying skills.

Massive thanks to Greg (Miff) Smith for keeping the dream alive over all these years and for having such a kid-friendly DZ.

Vernon Wells



After trying all the parties we could think of including rock climbing, pony riding, ice skating and bush walking I decided that I would love to try a skydiving party! Then I let the word out at school about it and I got some replies. So on the 11th of January 2013 seven of my friends joined me at the drop zone.

When we got in the plane it was very nerve-racking for everyone! We saw a fantastic view in amongst the really bad jokes particularly by "Timmy Tandem Master". When the door of the plane opened it was very loud and windy, and amazing how quickly people fall. Meanwhile freefall wasn't my favourite part but I loved the canopy ride because it is much calmer and the views are amazing! It was good fun steering the canopy. After we had all been for a skydive we watched all the videos and had a great laugh!

Madi Wells, Birthday Girl



Madi

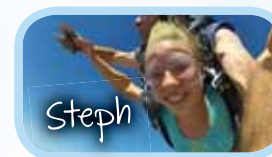
Madi



Kayla



Ruby



Steph



Jayden

My Dad has been skydiving for many years, which has made me willing to do a tandem with him for a long time. I was given the chance to jump when my sister decided to have her skydive birthday party. I was very excited!

We all arrived at Miff's drop zone, the weather was excellent so Dad briefed us for the jump. Finally it was my turn to go up so Dad put my harness on and we walked out to the plane. I waved to everyone as our pilot Adam flew us up into the air. We flew over The Murray River and Lake Alexandrina and soon enough it was time to jump out so we opened the door. I watched as Demi went first and then Jayden, then I sat on the edge and jumped out.

As we left the plane I had a shiver of excitement. We rolled over and then lay flat on the air. I felt a tap on my arms and brought my arms out. I could feel the wind getting faster and faster and the sound of it got louder and louder. Freefall felt amazing, I didn't want it to end. I guess that's why people go back for more.

I felt the parachute deploy and Dad got me to look up, it was a good opening and the parachute was flying well. I unblocked my ears and practised my landing. Dad gave me the steering toggles and we did some spirals under the parachute, this was an excellent feeling and was my favourite part of the skydive. We started getting lower and then came in to land with a gentle touch down.

I wasn't happy that it was over but luckily I can skydive again with my Dad. I hope to do another one soon. I can't wait until I can do my AFF course.

Ruby Wells, 9 years old

KIDS: Madi Wells, Ruby Wells, Demi Andrellos, Steph Richards, Kayla Smith, Jayden Stacy, Ella Dishnica & Clare McNicholls.

TMS: Tim Phipps, Mark Pincombe and Vernon Wells.

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Book Review

Above All Else:

A World Champion Skydiver's Story of Survival and What It Taught Him About Fear, Adversity, and Success.

By **Andreana Engler**

A rising star in the international world of skydiving, Dan Brodsky-Chenfeld miraculously survived a horrific 1992 plane crash at Perris Valley Airport that killed sixteen of the twenty-two people on board, including the two pilots and many of his close skydiving friends.

When he awoke from a six-week coma, Dan learned he had a broken neck, a cracked skull, a brain injury, a collapsed lung and other serious internal injuries. He was told he would never skydive again. The funerals for his friends had been and gone.

But Dan recovered and against all odds became a multiple-time world champion skydiver. Now the manager of Skydive Perris, Dan, 50, tells his story in his new book.

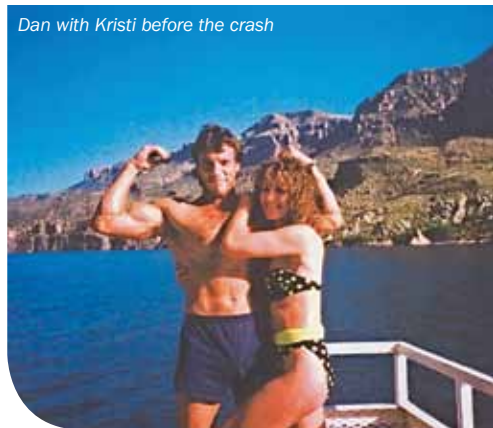
One would expect this to be a book written for skydivers; however its possible audience is far



Book Cover

greater as the book connects skydiving with ordinary people's everyday lives.

Dan discusses his recovery, rebuilding his skydiving team and winning skydiving medals as well as ideas for cultivating success in everyday life and tips for succeeding in business.



Dan with Kristi before the crash



Dan with Kristi after the crash



Peter Phan/The Press-Enterprise

16 die in Perris plane crash

Published late last year, the book is part survivor story, part memoir and part motivational guide. He covers assessing what winning means to you and coming up with a plan to achieve it; teaching yourself to believe it's possible to succeed and making it happen; beating fear and anxiety; teambuilding; and challenging common obstacles.

It's about the power of the human spirit and its ability to overcome seemingly impossible odds. Dan has lived through extreme stress and has contributed greatly to the lives of others as a result.

Whether it's overcoming a phobia, transcending physical limitations, or going for the gold in sports or your vocation, Dan is an inspiration to help develop principles to better align yourself with your perception of success.

About the Author:

Dan Brodsky-Chenfeld has been a U.S. national skydiving competitor since 1983. His extraordinary talent for bringing out the best in others has made him one of the most influential people in the history of skydiving and one of the most sought after coaches in the world.

In 1992, Dan's team "Airmoves" was involved in a plane crash that killed sixteen of the twenty-two people on board. Dan recovered from critical injuries, rebuilt his team and went on to win multiple National and World Skydiving Championships. He has used the lessons learned from the passionate pursuit of his dreams to help others achieve their own goals in all aspects of their lives including personal, business and relationships.

As a competitor Dan has lead teams to sixteen National Championship Gold Medal victories and seven World Championships. He lives in Temecula, California.

Dan has done about 25,000 jumps – 18,000 of them after the plane crash.

A movie based on Dan's life is currently in development, "Above All Else". (http://danbrodsky-chenfeld.com/portfolio_item/above-all-else-movie-trailer/)



Dan With family



1996 World Cup Champions

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- Colourful stories from the sport's characters, innovators and pioneers

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ALL PROCEEDS TO THESE ORGANISATIONS

Parapenalia

SUNSETS

"I have this beautiful photo of a tandem I did over Goolwa with a TM called **SPLAT**. The photographer was **BEN MILHAM-MARKS**. I hope you can put it in the mag!" **LEON CAPALDO**



"I took this photo at Pinjarra recently and I'm sending it in the hope that you might want to use it in the mag! This is **LISA RUSHTON** coming in to land." **ERIN ALLISON-MAXWELL**

HEY BRO

"Here's a photo I took of my brother **ANDREW SAUNDERS** jumping at Toogoolawah on his 45th jump. It's a bit of a surprise, can't wait for him to see it in the mag!"

BRENDAN SAUNDERS



PHOTO BOMBER

"I took this funny photo on the weekend. I reckon it gives a new meaning to "extreme photo bombing". TM is **JEREMY BOURNE**, photo bomber is aptly named **SKUDDY**".

Photo by Brian Kirkham



PHIL ONIS REACHES THE BIG 30!

By Cindi Hemmila
Aerial Photo by Jimmy Smith

An enormous congratulations to Phil Onis who did his 30,000th jump, at Picton, beaming his renowned freefall smile from exit to landing. He is one of a very small number of people in the world who have achieved this amazing, almost unfathomable total! We are hugely proud of him, for his undying passion for the sport and for his remarkable achievement!



We did a 16-way, building a Weed Eater and opening it out into a Star, then breaking the star in three places, the missing slots a tribute to our friends Fiona McEachern, Lee Loncasty and Nicole Hannan.

Those on the jump were:

Phil Onis, Cindi Hemmila, Jon McWilliam, Elise Vale, Kobi Bokay, Col Porter, John Cusack, Dave Loncasty, Tracy Basman, Maybritt Prah, Russell Blackman, Ove Jorgensen, Paul Borlase, Craig Morris, Scott Hiscoe, Bill Harris, Jimmy Smith (camera)

Cumulative total for those on the jump:

YEARS IN SPORT: 375

AGE: 806 YEARS

JUMPS: 128,000

GO PHIL, YOU ROCK!



CARTON?

"I believe that this is possibly the first Wingsuit flag jump done in Australia. I did this jump on Australia Day at Bridgewater DZ in Victoria with photos by **JASON DOS**. I hope they are worthy."

GORAN TURK (AKA GOZ)



FORMATIONS AP

Skydiver **JOE PETERSON** has just released a handy app that's based on "Book of Skydiving Formations." Joe wrote the app for Android devices and sized it for phones. The app includes a database of more than 1,000 FS formations ranging in all sizes from 2-ways through 20-ways and has an easy-to-use interface that enables you to quickly and easily design appealing sequential dives. The app is available at www.GooglePlay.com, search for "Skydiving Formations" published by Wild Lava.

ALTERNATIVE BACK COVER

A 5-way Caterpillar Track jump to celebrate Phillip Carevic's 100th jump, over Picton, NSW. Other jumpers are Hamish Brissett, Jonas Lue, Cameron and Christian.



RIP STUART FORSTER

14.02.79 - 28.12.12

STUART was an adventurer. Riding horses from an early age on the cattle station where he grew up, he also rode his motorbike through Europe, participated in and finished the Fink Desert Race in 2009 and 2010, learned how to skydive, and to this end, frequented the wind tunnel in Arizona as much as his work roster would allow. His family joined him as they were able, travelling with him around Europe, Australia, New Zealand and America.

His work as an Electrical Superintendent took him to major construction and mining projects all over Australia. It also paid for his skydiving paraphernalia, with his wingsuit being his latest pride and joy. Stuart's extended family was subjected to the videos of his latest jumps whenever he caught up with them. Everyone received a text of a still from the video of him in his wingsuit. More recently he was able to combine his love of writing with his adventurous pursuits – his perspective of the NZ boogie was published in Issue 63 of ASM. Unfortunately, this edition arrived while Stuart was away and he was unaware of his contribution. Stuart's enthusiasm for his sport could only be matched by the respect and admiration he had for the skydiving community.

He passed away suddenly and unexpectedly while in Arizona over the Christmas/New Year break. Stuart will be missed by many and remembered always by his extended family and his wife, Rebecca, and their two children.



RIP SHANE PRICE

9 Sept 1982 – 18 Dec 2012

SHANE, 'RED', 'PRICEY' was loved by his family, friends from Brownsies, skydiving mates, extended skydiving family and his two biggest fans, Jules and Jedei. A great Aussie bloke, he always said it how it was – if he said anything at all! And took no shit from anyone. He lived more in one short life than most people would do in several. Pricey will be remembered for his great sense of humour and classic one liners.

He found his feet in the world of skydiving and took to it naturally – forming close friendships in the air and around the campfire with a XXXX Gold or a Bundy rum in hand!

His passion and talent in canopy flight took him around the world from 2008, competing in National and International Canopy Piloting competitions culminating in representing Australia at the 2010 World Parachuting Championships in Kolomna, Russia.

Before he passed away he was in his element in Moruya jumping out of planes everyday taking AFF students under his wing – mentoring them to become skydivers like him!

He will be remembered and missed by everyone he touched – who could forget that smile whilst giving not a high five, but a high three and two-thirds!

Fly Free Pricey

Shane died as the result of a parachuting incident at Moruya.



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DZ DAYZ

BYRON BAY
By Helmy



Fantastic... Summer has been amazing for everyone here in Byron with plenty of blue skies and sunshine. There has been a tremendous amount of jumps being done here on a daily basis. Wicked Wednesdayz have been cracking, with a great turnout on each of these days and with a variety of coaching available. 2013 is going to be SICK!! Check out these pics from local skydiver Stephan Kleinlein from 'www.oceanblueskies.com.



ANNUAL CSD CHRISTMAS BASH - COMMANDO SKYDIVERS

By Amy McCall Photos by Mauro Bampo, Phil McComb, Brian Kirkham and Rick Thompson

On Saturday the 1st of December 2012, Commando Skydivers in Tooradin held its annual Christmas party. While the day started off slowly due to being weathered in, we all made the most of it once the clouds had lifted by late morning (and before the wind got too strong in the early evening). Official statistics from the day are laid out below. We had three aircraft for the day: a Cessna 206, a Turbo Airvan and a Cessna Caravan. We managed to pull off a total of fourteen loads by the conclusion of the day, with the majority of those being between 11am and 5pm due to the aforementioned weather conditions.

We were lucky to have the company of Jono de Wet as a Freefly load organiser and Rob Tassic as a Flatfly load organiser.

Thirteen tandem descents were made throughout the day, while a whopping 116 fun jumps were made (mostly from the Caravan). This led to a massive total of 14,685 kilograms being hauled up in the three aircraft over the course of the day, including the pilots – this can also be expressed as an average weight of 94 kilograms per person.

Two loads included a star crest jump each and plenty of other stuff was going on in the air. There were wingsuiters galore doing flocking jumps and some general carnage such as the "Hot Dog" that ended in chaos despite loads of dirt diving beforehand.

Six B-rels were completed along the way. The B-rels led to three new B licenses (slab!) for Peter O'Toole, Mark Gardoz and Carlyle Kottek. Four massive milestones were

also reached by the end of the weekend: 1,000th jump by Phil Hope; 800th by Jake Scoles; 500th for Mauro Bampo; and 100th by Gianfranco Sedda.

When the weather turned against us again



in the early evening, we had entertainment galore. We were spoiled with a fully catered spit roast dinner as well as all-you-can-drink slushies and beer kegs. Santa made an appearance on the back of a Ute, which was neither rusty nor a Holden, and we had a portable spa. Once we were full of liquid courage, it was time to attempt the circus tricks of tightrope walking and unicycle riding as well as have a turn on the slip-and-slide. Of course, no alcohol-filled event is complete without karaoke!



The theme for the night was "Perfect Excuse" which simply meant that you had the excuse to wear whatever you desired. Let's just say that there were some interesting costumes that made an appearance that night. My personal favourite was the silent scream-masked person – he was pretty good on the tightrope.

A massive thank you must be given to both Brian and Tina for coordinating this huge event. You did a wonderful job which is evident by the great times had by all. Thanks also to Ralph for letting us borrow your Cessna Caravan for the weekend.



WICKHAM, PILBARA, W.A.

By Tex

It has been a while since we've been jumping at our designated drop zone at Wickham, Pilbara, W.A., just over a year now. Lots of jumpers have moved on and a new guard has taken the reins of the committee. We've managed to hang on to our CI and IB – Ralph, Dougie, thanks for keeping the faith – and have a new pilot, Tom, welcome aboard. After all this, we are back in the air, albeit at a restricted drop zone, but we are back in the air.

Fun jumping has started at the highly visible Port Hedland Jockey Club. This consisted of the one known as "Spongebob" and myself taking any available slots on tandem loads with plans to become great aerial acrobats completing numerous points and formations as 2-way masters of the sky. This was normally all well and good until about six seconds after leaving our trusty C-182. By this stage we would have achieved the sort of separation that the Captain of the Titanic would have been proud of. Spongebob wasn't getting to me and I wasn't getting to Spongebob. After that it was a case of have some solo fun and enjoy the view – bloody good view.

After a number of weeks of this, word started to get out that some loons were skydiving into the heart of the world's largest bulk export port. Soon other loons started to come back: Jayme and Gibbo (Wickham/Toogoolawah), Luke; we had enough for a full load of loons.



Lets go see Spongebob



Ah, the green bit



Big business, small skydiver

Then the phone started ringing and there was a lot of "I normally jump at ... drop zone, can I come and jump?" which was always answered with a "Hell Yeah!" Now we have Bruce, Shane and Leon as regular fun jumpers in Port Hedland. This has been brilliant for Spongebob and I as any one of these jumpers have more jumps than both of us put together, and the amount that we are now learning is just growing our already huge passion. Thanks guys and sorry about all the questions.

So, where is this all leading? Well, after eleven months of negotiations, meetings, legal stuff and more of the same, Wickham Skydivers are on the move – after 33 years we are moving ten kilometres up the road. Works have just finished on our new airstrip and are about to begin on our new hanger/classroom building. We are also talking to another local club about moving our club house and party

rooms onto their land. Fingers crossed by the time you read this we should once again be in full swing, have had our Grand Opening (if I can remember what happens I'll do an article on the printable bits), and be started on clearing our backlog of 50+ AFF students. So, if you're in the area and fancy jumping in 49 degrees (last week's drop zone temperature) just drop a line and we'll make it happen.

Until then, fill the skies!

wickhamskydivers@hotmail.com



Hello Spongebob

CERTIFICATE 'A'
 NICHOLAS SEBASTIAN
 JESSE ZEKE
 RYAN JOSH
 OBIE LIVIO
 JUAN GEOFF
 AMANDA CARL
 KRISTINE LACHLAN
 ZACHARY JOHN
 DAVID LIAM
 MICHAEL DAVID
 TONY PERS
 LUCILE JACK
 SAMANTHA ALTHEA
 EKATERINA BENJAMIN
 NICOLAS CALVIN
 AMBER KATE
 JULIA FLETCHER
 SHANNON JOSEPH
 TEGAN DEAN
 ELIN STEPHEN
 ALAINE CHRIS
 ADAM NICK
 ADAM ALISTAIR
 ANDREW WAYNE
 ELLIOT PHILIP
 UWE JOEL
 MICHAEL CARLA
 RAY GARRY
 CAROLLYN DANIEL
 GUILLAUME MARC
 DAMIEN SEBASTIAN
 GEORGE CURTIS
 ROHIN EMILY
 TALY

CERTIFICATE B
 ERIN MICHAEL
 AGNES GALEH
 MARTIN SALLY-JANE
 JESSICA JAY
 MATTY CHRIS
 CLAYTON LIAM
 LISA JAKE
 SOPHIE ALEX
 EUGENE JAMES
 TONY SHANA
 MATT DAVE
 MAX STRETTON
 CARLYLE JEREMY
 MING NADENE
 GUY SHANE
 CHRIS CLINTON
 GRAHAM JACOB
 PETER PETER
 DOUGLAS SCOTT
 MATTHEW LUKE
 OLIVIER CALVIN
 ALEX ANDREW
 MARK SHEILA
 BROOKE SHARN
 LEE ZORAN
 PETER DANIEL

ARMSTRONG BALTYN
 BARHAM BARRIE
 BLAIR BRADLEY
 BROWN MARTIN
 BRUNNER ADRIAN
 CALDERON JAKE
 CAVANOUGH BRENDAN
 COLLINS GREG
 CORNELLIJUSSEN BEN
 COURTRESSIS SCOTT
 CRAIGIE LISA
 GALINDO JOHANNES
 GARNETT DALLAS
 GIBBS EYAD
 GILCHRIST-DUTAILLIS JAKE
 GUJRGIS ADAM
 HAILS JACOB
 HARKER HARVEY
 HARVEY NIGEL
 HETAULT JOHN
 HOCKEY CHRISTINA
 HOUGH ADAM
 JOHNSON JAMES
 KONDRATOVA SHANA
 BRYCHAN KUNZE
 DANIEL DANIEL
 JACLYN DALE
 PIRAT NIALL
 JOANNA JOANNA
 CHRIS CRAIG
 ANNIERKIEKE ANNIERKIEKE
 JORDAN JORDAN
 CLINTON CLINTON
 JACOB JACOB
 ANGELA ANGELA
 JACOB BEN
 CHLOE CHLOE
 DALE DALE
 STUART ALEXEY
 BRENDAN BRENDAN
 GIANFRANCO GIANFRANCO
 ANDREW ANDREW
 SMART SMART
 RIVIERE RIVIERE
 RODUKOFF RODUKOFF
 SCHWARZ SCHWARZ
 SIMKO SIMKO
 SLOEY SLOEY
 SMART SMART
 SMITH SMITH
 TAYLOR TAYLOR
 TERRY TERRY
 TOHILL TOHILL
 TOURRES TOURRES
 TURS TURS
 VAUGHAN VAUGHAN
 WAGNER WAGNER
 WALKER-FITZGERALD WALKER-FITZGERALD
 WHITE WHITE
 WOOD WOOD
 WOODLAND WOODLAND
 WOODS WOODS

CERTIFICATE C
 JVE LAUREN
 ERIN MICHAEL
 MARTIN ADRIAN
 JAKE BRENDAN
 GREG BEN
 SCOTT LISA
 JOHANNES DALLAS
 EYAD JAKE
 ADAM JACOB
 JACOB NIGEL
 JOHN CHRISTINA
 ADAM JAMES
 SHANA SHANA
 DANIEL DANIEL
 JACLYN DALE
 PIRAT NIALL
 JOANNA JOANNA
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 WAGNER WAGNER
 WALKER-FITZGERALD WALKER-FITZGERALD
 WHITE WHITE
 WOOD WOOD
 WOODLAND WOODLAND
 WOODS WOODS

SATU MARIUSZ
CERTIFICATE C
 ALEXANDER ALLEN
 ALLISON-MAXWELL DANIEL
 ADRIAN DARREN
 KRISTIAN AARON
 GULLIVER EMMA
 CALLAGHAN NICK
 VERNON GLENN
 JED MICHAEL
 BRENT LUKE
CERTIFICATE F
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 DALE JAMIESON
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 HERBER LOUREIRO
 ELAYNE MACDONALD
 MARC MCFARLANE
 SAM MEHAN
 JORDAN MICHALOV
 ANGELA MULCAHY
 KRISTIAN NILSSON
 PER NILSSON
 BRETT OGDEN
 DALE PARSONS
 NICK PIERCE
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 FENIX SEARLE
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 RODNEY SHIELDS
 JASON SIENKIEWICZ
 ANDREW SMART
 CHRIS THORNTON
 AI WAKASUGI

CERTIFICATE D
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 JAYME ARKWRIGHT
 STEPHEN BACCHUS
 JAKE BASS
 MICHAEL BERGFORS
 JOHANNES BUGDEN
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 GEORGE CHIVERS
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 ELAYNE MACDONALD
 MARC MCFARLANE
 SAM MEHAN
 JORDAN MICHALOV
 ANGELA MULCAHY
 KRISTIAN NILSSON
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 NICK PIERCE
 MARK REDMOND
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 ARNDT SEIDENHEFTER
 RODNEY SHIELDS
 JASON SIENKIEWICZ
 ANDREW SMART
 CHRIS THORNTON
 AI WAKASUGI

VAUHKALA WAGAN
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 CALLAGHAN NICK
 VERNON GLENN
 JED MICHAEL
 BRENT LUKE
CERTIFICATE F
 SAM HOOD
STAR CREST
 LEIGH STEPHEN
 ASHLEY ARMSTRONG
 ASHLEE ARNOLD
 SAMUEL BISHOP
 SIMON BODENSTEINER
 ADRIAN BRAMWELL
 CHRISTINE CLARKE
 MATTY COURTNEY
 EDWARDS EDWARDS
 RORY HALE
 GUY HANBY
 DANIEL HEARD
 MASON HENWOOD
 BEN HOLDEN
 BEVAN HORGAN
 JACLYN HUESO
 DALE JAMIESON
 JEFF KOPPEN
 LUCAS LOUREIRO
 HERBER LOUREIRO
 ELAYNE MACDONALD
 MARC MCFARLANE
 SAM MEHAN
 JORDAN MICHALOV
 ANGELA MULCAHY
 KRISTIAN NILSSON
 PER NILSSON
 BRETT OGDEN
 DALE PARSONS
 NICK PIERCE
 MARK REDMOND
 FENIX SEARLE
 GIANFRANCO SEDDA
 ARNDT SEIDENHEFTER
 RODNEY SHIELDS
 JASON SIENKIEWICZ
 ANDREW SMART
 CHRIS THORNTON
 AI WAKASUGI

WINGSUIT CREST
 STEPHEN ARKWRIGHT
 NIGEL BRENNAN
 DANIEL CROSS
 ASH DARB
 MARC HUGELSHOFER
 BRYAN JOHN
 TOM KIRKHAM
 CLEM LUMB
 BEN NEWELL
 JOHN NORDKAMP
 WILLIAM OSTRICK
 ADAM PEMBLE
 CRAIG ROMERO
 JACQUELINE ROOTMAN
 JOHN SHEPHERD
 JED SMITH
 SKYE TAYLOR
 VLASTO ZAMECNIK
PACKER B
 BROOKE SNOW
 JAKE BACCHUS
 ALEX BATTYE
 MIKE DYER
 RONALD EYLES
 JOSE FRAGOSO
 AARON GRAY
 MASON HOLDEN
 ALEX JOANNOU
 DAVID KEEVERS
 JEFF KING
 JARRAD KLINE
 PIET LAIN
 HERBER LOUREIRO
 CLAIRE MCGRATH
 CRAIG MCGRATH
 BEN MCKERNAN
 TAMMY MENT
 DEAN NELSON
 KRISTIAN NEVILLE
 TIM NILSSON
 ALEX ROSSIKHIN
 ARNDT SEIDENHEFTER
 CRAIG SHOEMARK
 MICHAEL SIMPSON
 ANTONIOS THOMAS
 CHRIS THORNTON
 REBECCA TRINCA
 FABUS WHITE
 WIESMANN WIESMANN

KING KUITUNEN
 LANDGREN LAWSON
 LECKIE MCALLISTER
 MILLS MORGAN
 NILSSON NUTTALL
 PAGE PEARSON
 EMMA PIERCE
 NICK QUEK
 SINGLEMAN SMITH
 STEVENSON TRINCA
 TUCKWELL TUCKWELL

PACKER A
 MASON HOLDEN
 DANIEL MCALLISTER
 ROBERT PELON
 RODNEY SHIELDS

ALDRED ARKWRIGHT
 STEPHEN ARMSTRONG
 ASHLEY ARNOLD
 ASHLEE BISHOP
 SIMON BODENSTEINER
 ADRIAN BRAMWELL
 CHRISTINE CLARKE
 MATTY COURTNEY
 EDWARDS EDWARDS
 RORY HALE
 GUY HANBY
 DANIEL HEARD
 MASON HENWOOD
 BEN HOLDEN
 BEVAN HORGAN
 JACLYN HUESO
 DALE JAMIESON
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 LUCAS LOUREIRO
 HERBER LOUREIRO
 ELAYNE MACDONALD
 MARC MCFARLANE
 SAM MEHAN
 JORDAN MICHALOV
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 ARNDT SEIDENHEFTER
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 JASON SIENKIEWICZ
 ANDREW SMART
 CHRIS THORNTON
 AI WAKASUGI

INSTRUCTOR D
 TRISTAN BIRCH
 JAMES COOPER
 AARON GRAY
 MASON HOLDEN
 LAIN KEEVERS
 DAVID JEFF
 GUY JARRAD
 DANIEL HERBER
 CHRISTINE DANIEL
 JAN HORGAN
 KRISTIAN HUESO
 PER JAMIESON
 RIA KOPPEN
 ARNDT LOUREIRO
 RODNEY SHIELDS
 CRAIG SHOEMARK
 MICHAEL SMART
 CHRIS THORNTON
 BRENT TRINCA

INSTRUCTOR C
 KERRY LEIGH
 MARK SILLIFANT
 HAMISH STRATFORD

INSTRUCTOR B
 NICK CHAPERON
 KIP FROST

INSTRUCTOR A
 MARK EDWARDS

TUTOR RW
 CAMERON GORRIE
 TOM LUMB

TUTOR FREEFLY
 HERBER LOUREIRO

TANDEM SUPERVISOR
 MIKE DYER

ENDORSEMENT AFF
 LODEWIJK DOORSCHODT
 MASON DUDDERIDGE
 TOM HOLDEN
 DAVID KEEVERS
 CHRISTINE MCCOUGHTRY
 JED NEJEDLY
 RIA PECK
 CORMAC ERPINTONO
 RODNEY NORRICK
 BRENT PEMBLE
 ANOUK ROMERO
 VLASTO VAN DER BURGT
 ZAMECNIK ZAMECNIK

ENDORSEMENT STATIC LINE
 KRISTIAN NILSSON

ENDORSEMENT TANDEM
 TRISTAN BIRCH
 DANIELLE BLUNDEN
 JODY BLUNDEN
 JAMES COOPER
 STEVEN MEYER
 AARON FULOP
 TIM GRAY
 MASON HANSELL
 TONY HOLDEN
 DAVID KAINE
 JEFF KEEVERS
 JARRAD KING
 HERBER KLINE
 DANIEL LOUREIRO
 RICHARD MCALLISTER
 PER MCCOBY
 MICHAEL NISSBOG
 BEN ROGERS
 SORCE ROSS
 TAMMY SEIDENHEFTER
 KRISTIAN SHOEMARK
 TIM PARRANT SMART
 ALEX THORNTON

TANDEM SUB-ENDORSEMENT - SIGMA/VECTOR
 LODEWIJK DOORSCHODT
 GEORGE TANG

TANDEM SUB-ENDORSEMENT - STRONG
 DUNCAN FRENCH
 TROY MAGNUSSEN

DISPLAY D
 LAUREN ALLEN
 STEVE ARTHUR
 JAKE BACCHUS
 COLLEEN BAKER

DISPLAY B
 LODEWIJK DOORSCHODT
 PHILIPP KEMPER
 JARRAD KLINE
 DARREN KLIPPEL
 TIM PHIPPS
 MARK PINCOMBE

JUMP PILOT AUTHORIZATION
 DALE BUBNOW
 JASON D'AMBROSIO
 KAREN DORLANDT
 TOM HALSALL
 SKYE HANNA
 EUAN HARRISON
 BEN HOWER
 VICTORIA HUISSON
 SHELDON JONES
 CHARLES LAWRENCE
 JEFF MCTAGGART
 ANDREW MILLS
 GILES ROONEY
 DAVID SIRIANNI
 DOUGLAS TREZISE

DOORSCHODT
 KEMPER KLINE
 KLIPPEL PHIPPS
 PINCOMBE

BERGFORS
 BROCK COURTNEY
 CROWE DOORSCHODT
 FEWSTER FREEMAN
 GARNETT HALE
 HARGREAVES JACKSON
 KEEVERS KING
 KOPPEN LAWES
 ROGER MALIKOVA
 EVA MCGRATH
 CLAIRE MCKERNAN
 CRAIG MCKEENAN
 CAMERON MEYER
 DALE MOORE
 CLINTON MORRISON
 JACOB NISSBOG
 PER NOWLAND
 JAMES O'TOOLE
 PETER PERKINS
 SCOTT RUSSELL
 CALVIN RYAN
 DAMIEN SAUNDERS
 BRENDAN SEDDA
 GIANFRANCO SMART
 ANDREW WILLIAMS

LEWIS
 MCCORMACK SILLIFANT
 STRATFORD

CHAPERON
 FROST

EDWARDS

Timing the Bed

Compiled by the APF at ASM deadline time.



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 02 Dec - 06 Dec

Got Questions?
 Get Answers!



Ph: 07 5423 1159
 Email: skydive@ramblers.com.au
 Web: www.ramblers.com.au
 Drop Zone: Toogoolawah, Qld



az directory

*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.

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
Drop Zone 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 TANDEMS
PO BOX 692, SANDERSON NT 0813
CHIEF INSTRUCTOR: ASHLEY SMITH
Club & Drop Zone 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

AYRSPORTS 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 338, MISSION BEACH QLD 4852
Non Training Operation
Club Phone: 0428 420 500
Email: dawson.fhff@gmail.com
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
Drop Zone 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: 07 4031 5499
Email: skydivethereefairns@australianskydive.com
Drop Zone Location: EDMONTON CAIRNS
Web: www.australianskydive.com.au
Aircraft: 2 x Cessna Caravan

SKYDIVE AIRLIE BEACH
PO BOX 1152, AIRLIE BEACH QLD 4802
CHIEF INSTRUCTOR: JONNY GOSS
Club Phone: 0418 762 315
Drop Zone 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: 02 6684 6323
Email: info@australianskydive.com
DROP ZONE LOCATION: 1) EDMONTON, CAIRNS 2) TULLY AERODROME
Web: www.skydivemissionbeach.com.au
Aircraft: Cresco XL750, Cessna Caravan, Cessna 182,

SKYDIVE THE WHITSUNDAYS
PO BOX 5, 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 Phone: 07 4721 4721
Drop Zone 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: gatton.skydivers@gmail.com
Drop Zone Location: GATTON

GREAT SOUTHERN SKYDIVERS INC
PO BOX 928, REDCLIFFE QLD 4020
CHIEF INSTRUCTOR: LUKE OLIVER
Club Phone: 0429 020 865
Email: luke@greatsouthernskydivers.com.au
Web: www.greatsouthernskydivers.com.au
Drop Zone Location: HAZELTON AIRFIELD
Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD
PO BOX 332, COOLANGATTA QLD 4225
CHIEF INSTRUCTOR: ARCHIE JAMIESON
Club & Drop Zone 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 Phone: 07 3314 3664
Drop Zone Phone: 0417 079 460
Email: info@skydivebrbbie.com.au
Drop Zone Location: RAGLAN & WOORIM BEACH BRIBIE ISLAND
Web: www.adrenskydivers.com.au
Aircraft: C182 & C206

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

REDCLIFFE CITY SKYDIVING
PO BOX 105, REDCLIFFE QLD 4020
CHIEF INSTRUCTOR: JOHN COOK
Club Phone: 07 3283 8911
Email: reservations@skydiveredcliffe.com.au
Drop Zone Location: SUTTONS BEACH - REDCLIFFE
Web: www.jumpthebeachbrisbane.com.au
Aircraft: Cessna 182 & PA31 Navajo

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

RIPCORD SKYDIVERS ASSOCIATION
50 RICHARDS STREET, LOGANLEA QLD 4131
Non Training Operation
Club Phone: 07 5466 5630
Email: ripcordskydivers@hotmail.com
Drop Zone Location: GATTON
Aircraft: Cessna 206, Cessna 182

SKYDIVE CABOOLTURE
PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518
CHIEF INSTRUCTOR: IAN MCGREGOR
Club/Drop Zone 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
Drop Zone Phone: 0419 659 820
Email: info@skydivecq.com.au
Web: www.skydivcentralqueensland.com.au

SKYDIVE HERVEY BAY
PO BOX 5422, TORQUAY QLD 4655
CHIEF INSTRUCTOR: ADAM CURRY
Club/Drop Zone Phone: 0458 064 703
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: Cessna 182 (Super)

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

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

NEW SOUTH WALES

ADRENALIN SKYDIVE
4 RADFORD STREET, HEDDON GRETA NSW 2321
CHIEF INSTRUCTOR: MATT CHAMBERS
Club/ Drop Zone Phone: 0422 585 867
Email: bill@tristatetransport.com.au
Drop Zone Location: GOULBURN AIRPORT, NSW
Web: www.askydive.com/
Aircraft: Cessna 182 m& Cessna 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
Aircraft: Cessna 182

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

COFFS CITY SKYDIVERS
PO BOX 4208, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: LAWRENCE HILL
Club & Drop Zone Phone: 02 6651 1167
Email: jump@coffsskydivers.com.au
Drop Zone Location: COFFS HARBOUR AIRPORT
Web: www.coffsskydivers.com.au
Aircraft: Cessna 182 & Cessna 206

FUNNY FARM SKYDIVING
PO BOX843, BYRON BAY NSW 2481
CHIEF INSTRUCTOR: ARCHIE JAMIESON
Club Phone: 1800 302 005
Drop Zone Phone: 02 6686 2006, Email: info@skydivethebeachbyronbay.com
Web: www.skydivethebeachbyronbay.com
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@justjumpskydive.com.au

Drop Zone Location: WHITTINGHAM AIRFIELD, SINGLETON
Web: www.justjumpskydive.com.au
Aircraft: Cessna 206 & XL750

NEWCASTLE SPORT PARACHUTE CLUB
PO BOX 158 BRANXTON, NSW 2335
CHIEF INSTRUCTOR: TONY MAURER
Club & Drop Zone Phone: 02 4938 1040
Email: kenton@freefly.net
Drop Zone Location: MOORES LANE, ELDESLIE and WITTINGHAM AIRFIELD, SINGLETON
Web: www.skydivenewcastle.com
Aircraft: Cessna 182

SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE
PO BOX 634, PENRITH NSW 2751
CHIEF INSTRUCTOR: RAY PALMER
Club Phone: 02 6684 1323
Drop Zone Phone: 0406 427 900
Email: info@australianskydive.com
Drop Zone Location: PENRITH LAKES
Web: www.australianskydive.com
Aircraft: Piper Navajo, C-207, C-210, HELIO COURIER

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

SKYDIVE COFFS HARBOUR
PO BOX 351, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: MARK BRODY
Drop Zone Phone: 0433 254 438
Email: info@australianskydive.com
Drop Zone Location: COFFS HARBOUR AIRPORT
Web: www.australianskydive.com
Aircraft: Cessna 182

SKYDIVE MAITLAND
PO BOX 202, RUTHERFORD NSW 2320
CHIEF INSTRUCTOR: JASON CLARKE
Club Phone: 02 4932 7989
Drop Zone Phone: 0425 200 185
Email: info@skydivemaitland.com.au
Drop Zone Location: MAITLAND AIRPORT, RUTHERFORD
Web: www.skydivemaitland.com.au
Aircraft: Turbine Stretch Fletch PT6 and Cessna182

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 AND TRANGIE, 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
Drop Zone 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 & Drop Zone Phone: 0418 730 741
Email: skydiving@westnet.com.au
Drop Zone Location: TAREE AIRPORT
Aircraft: Cessna182

SYDNEY SKYDIVERS
PO BOX 226, MILPERRA NSW 2214
CHIEF INSTRUCTOR: PHIL ONIS
Club Phone: 02 9791 9155
Drop Zone Phone: 02 4630 9265, Email: admin@sydneykydivers.com.au
Drop Zone Location: PICTON, NSW
Web: www.sydneykydivers.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
Drop Zone 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
Drop Zone 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
Drop Zone 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)
Drop Zone Phone: 0458 736 920
Email: neilandsharan@fergiefamily.com
Drop Zone Location: CANBERRA - MINT OVAL, DEAKIN, ACT
Web: www.skydivecanberra.com.au
Aircraft: Cessna 182

VICTORIA

AERIAL SKYDIVES
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
Drop Zone 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
Drop Zone 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: 1 x Cessna 206, 1 x 'Turbocharged' GA8 Airvan

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
Drop Zone 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
Drop Zone 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
Drop Zone Phone: 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 8261 4161
Drop Zone Phone: one 08 8520 2660
Email: info@adelaideskydiving.com.au
Drop Zone Location: LOWER LIGHT
Web: www.adelaideskydiving.com.au
Aircraft: Cessna 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: Cessna 182

SA SKYDIVING
89E GOODWOOD RD, GOODWOOD SA 5034
CHIEF INSTRUCTOR: GREG SMITH
Club Phone: 08 8272 7888
Drop Zone Phone: 0418 114 475
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
PO. BOX 884, NORTH ADELAIDE SA 5006
Non Training Operation
Club Phone: 0405 167 493
Drop Zone Phone: 0488 778 864
Email: committee@saspc.asn.au
Drop Zone Location: LOWER LIGHT, LANGHORNE CREEK, GOOLWA
Web: www.saspc.asn.au

WESTERN AUSTRALIA

HILLMAN FARM SKYDIVERS INC.
PO BOX 75, FLOREAT WA 6014
CHIEF INSTRUCTOR: AUSSIE POWER
Drop Zone Location: HILLMAN FARM AIRSTRIP
Club Phone: 0466 725 669
Drop Zone Phone: 08 9736 1386
Aircraft: Cessna 182

KAMBALDA SKYSPORTS
PO BOX 79, KAMBALDA WEST WA 6444
CHIEF INSTRUCTOR: MICK MURTAGH
Club / Drop Zone Phone: 0419 853 193
Email: murtaghm@bigpond.net.au
Drop Zone Location: KAMBALDA WEST AIRSTRIP
Aircraft: Cessna 182

SKYDIVE JURIEAN BAY
PO BOX 810, JURIEAN BAY WA 6516
CHIEF INSTRUCTOR: PETE LONNON
Club Phone: 08 9652 1320
Email: jump@skydivejuriembay.com
Drop Zone Location: JURIEAN BAY
Web: www.skydivejuriembay.com
Aircraft: Cessna 182

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

SKYDIVE EXPRESS
PO BOX 151, LEEDERVILLE WA 6903
CHIEF INSTRUCTOR: DON WOODLAND
Club Phone: 08 9444 4199
Drop Zone Phone: 08 9641 2908
Email: jump@skydive.com.au
Drop Zone Location: YORK
Web: www.skydive.com.au
Aircraft: Cessna Caravan and 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
Drop Zone Phone: 0439 979 897
Email: glenn@southernskydivers.com.au
Drop Zone Location: BUSSELTON REGIONAL AIRPORT
Web: www.southernskydivers.com.au
Aircraft: Cessna 182 and Cessna 206

SPORTING SKYDIVERS CLUB OF WA
10 VALENCIA GROVE, MOUNT NASURA WA 6112
Non training Operation
Club Phone: 08 9399 7333
Email: cblenco@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@iinet.net.au
Drop Zone Location: PINJARRA
Web: www.waskydiving.com.au
Aircraft: PA31-310 Navajo, G8 Turbocharged Airvan, Grand Caravan and 2 X Cessna182

WICKHAM SKYDIVERS INCORPORATED
PO BOX 3072, SOUTH HEDLAND WA 6722
Non training Operation
Club Phone: 0418 937 680
Email: wickhamskydivers@hotmail.com
Drop Zone Location: WICKHAM

