

Australian

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ASM AUSTRALIAN SKYDIVER MAGAZINE

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FRONT COVER



Australia's first completed 3 way XRW dock - Darren Griggs (canopy pilot, Ioarus Clara 69), Woody (black and white wingsuit), Jai Campion (green & red Suit), over Nagambie, Victoria. Photographer: Paul Tozer

BACK COVER



Archie Jamieson swooping onto the back of jetski captained by Mick Schiller, Grafton, NSW. Photographer: Special Jenny Gordon

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EDITORIAL

The D Word

Death. No article about death and how to deal with it has ever been published in ASM, until now. Death is not something anybody has avidly gone preaching about, or coaching about, it's more your around-the-campfire style of topic.

What's the printing etiquette? I'm always uncomfortable publishing death notices/ RIPs/ memorial pieces. Nothing seems to do enough justice, it always seems so small for the grandtitude of the event and like at funerals, you never know what to say or it comes out wrong.

Where do you start and stop with the RIPs? People who died skydiving? Skydivers who died from other misadventures? Older generation of skydivers who don't jump anymore and are not that known to the newer generations of skydivers?

I worry when I've missed people. I'm sure you wonder why some RIPs don't appear in the mag. It's not disrespect. It's more to do with not knowing the person or that the event happened. They can go unnoticed unless it's a skydiving related fatality, which we all generally know about and which is otherwise printed in the APF's Safety Matters column.

I certainly don't go out looking for all the death notices to publish. Some yes. Others don't want a notice.

I cringe regardless of whether it's published or not as it feels like a 'damned if you do, damned if you don't' situation. Printing nothing is bad. Is printing a small RIP just as bad? Perhaps a structured Death Notice column is in order?

All these questions are hard to answer, especially at a time when emotions are running riot.

Skydiving is about living life and ASM is about reflecting this. So too much death doesn't really gel but ASM is also an historical account of skydiving happenings in our country and in that sense I'd prefer to honour people.

So if you want a memorial in ASM, then please send it in, big or small, and don't assume that I know. Simply cut back on dying if you will and we won't have to endure any of this, then Douggs can write a thesis on how to live a long life with too many friends, doctoring in the age-old theory of 'Time Spent Wasted is not Wasted Time'.

I hope you enjoy this issue of ASM, full of life and death, honouring the great Dave Benson, a long time skydiver who took flag jumping to a whole new size level.

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

Table with 4 columns: Contributors, Photographers, and names of individuals.

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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.



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directors direction

Competition

After two years of service in the role of Director Competitions, I'm pleased to hand over the reins to Craig "Crash" Bennett. Many of you will know Crash as he has been jumping for 25 years, holds Australian and international judge ratings, has won many medals both locally and on the world stage, is an instructor and manufacturer, and an all-round nice guy!

Thank you to all that have supported the APF and me in the area of competition. Participation and achievement levels, exposure through all forms of media and knowledge about the sport of skydiving have improved significantly over the last couple of years. I am looking forward to seeing this growth continue in future years for Australia.

Over to you Crash!

Thanks Lisa, I only hope I can do as good a job as you have over the past years! I have some big boots to try to fill!

Competition is what makes our lifestyle an actual sport, and I hope that we continue to have increased participation from Aussies in competitions both locally and worldwide. I'll do whatever I can to help you – yes, you – get there.

Ask anyone who went to Dubai for the Mondial last year whether it was worth all the time and money they spent training to get there, and I'm sure you'll get a resounding YES! Competition teaches you a lot about skydiving, but it teaches you even more about yourself and other people.

Australia has a pool of experienced and respected competitors that are well known on the world stage. We generate world class skydivers – not bad for a small skydiving community, miles from anywhere. It all starts locally. Get into your State League, go to the Nationals, set your sights on the World Meet – you can do it!

We had a huge Nationals this year (an off year, yet still bigger than last year) with heaps of participation in VFS and Artistic events. I would like to think that this is a sign of things to come and hope to be able to help Aussie jumpers achieve their goals through competing at State, National and International events. The APF is behind you and ready to help.

Things are already in full swing in my new role, with integrating FAI rule changes into our Sporting Code; our National Championships in 10-way, 16-way and Wingsuiting (the first time we've run this) at Toogoolawah 3-6 May; and National Championships in Canopy Piloting at the Funny Farm on 10-12 May. These will be closely followed by the World Cup of Canopy Piloting being held in Cali, Columbia from 25 July to 5 August and with three Aussie heroes, Robbie McMillan, Ben Lewis and Angry Woolf, going hard – bring us back some bling, blokes!

Crash
APF Director of Competition



Flying Operations

I know it must seem like a never ending reminder but we will never let up on the requirement and the need to wear Single Point Restraints in jump aircraft. Sure they are a nuisance and at times difficult to use but they are a lifesaver in a very sudden, high speed stop or preventing a movement of weight which can lead to an aircraft to go into a dangerous flight attitude which could be catastrophic at low altitude.

Another issue causing concern and requiring some concerted effort by both DZ operators, and at times assistance of the APF, is access to airspace in a timely and equitable way. I am sure most jumpers, whether sports or working instructors, have experienced the dreaded "hold" or "airways clearance not available". The frequency of holding or denial of airways clearance is certainly on the increase. Air traffic is also on the increase too.

Airservices Australia is the service provider for airspace in Australia and CASA Office of Airspace Regulation are the regulators of all airspace in Australia. Airservices Australia used to be the regulator. Since CASA assumed regulation of airspace a few years ago there have been ongoing issues of Airservices acting like a regulator and being in conflict with CASA over respective roles. This situation has not helped parachuting operations resolve airspace access issues. Airservice Australia present an amazing menu of excuses as to why an airways clearance is not available such as: understaffed, ATC controllers' workload, busy, weather, no priority, conflicting traffic, equipment failure. Sometimes the reason can be valid but some excuses are used with such frequency as to question the validity of the refusal.

How does this situation affect you as a member? The immediate effect is not getting the height for the planned jump or not getting to jump at all. This is a cost both financially and to the enjoyment of the planned jump. When holding or no airways clearance becomes a regular event it does lead to frustration for the drop zone as well as the member just wanting to do a planned jump. The APF is developing a plan to tackle airspace issues. Solutions will vary and the timeframe for results will not be quick in all circumstances as government departments are slow to deal with issues, but we must have a go to improve the situation in the interest of all members.

One major incident involving a "jump" aircraft in recent times, involved the aircraft visiting a drop zone to do a Santa jump. The aircraft appears to have done a low level beat up and collided with power lines on the climb out. The aircraft was destroyed and the pilot killed.

Fly safe, jump safe
Grahame Hill
APF Director Flying Operations





Instructors

THE CHIEF INSTRUCTOR: WHO HE IS AND WHO HE NEEDS TO BE.

In the past year our sport has had numerous incidents, injuries and deaths. It has taken on a path in which we need to ensure that our training procedures and the way we conduct our day to day business is always at the highest level of training and safety standards. To ensure the prosperity and safe development of our Sport through the APF, sports jumpers, students, and most importantly our instructors need to be managed safely and within our rules and regulations.

To ensure this happens we have appointed Chief Instructors (CI), however like everyone at times we need to be reminded of the basics and not get tunnel vision, loss of focus and direction. To ensure we are all doing our jobs to the best of our ability we need to instil a safe parachuting environment for everyone in our sport! The following paragraphs are a short reminder of what is required by everyone accepting the task.

The position of CI is probably the most important position within the entire APF system and structure. The CI is the most influential person on the drop zone when it comes to setting the standards. These standards set the entire tone of the drop zone, and ultimately of the whole sport – everything from the tidiness of the drop zone to the safety of every parachutist. It is essential that CIs are people who can meet this challenge; a CI must be a person whose integrity is above reproach, whose example setting in the area of safety is impeccable and whose professional skills are unquestioned.

The CI is the Instructor who will take the hard knocks that come from shouldering responsibility, by juggling all the balls of training, student tests, equipment, administration, communications, discipline and public relations without dropping any of them. He needs to have the courage to make and **stand by** tough decisions. He is the person who is enthusiastic and cheerful when confronted with a hard task and inspires others to do a good job.

The CI is the one who respects the APF system, its regulations and Code of Ethics. The CI is responsible to the club or centre for policy and administration matters, and is responsible to the ASO, AIE and Technical Directors for safety and training matters. These responsibilities include:

- Compile and implement the organisation's Training Operations Manual (If not using the APF DI approved TOM).
- Develop a DZ Procedures manual covering all non-training related procedures (template available from the APF).
- Compile and implement the training syllabus.
- Supervise the instructional and support staff.
- Ensure safe suitable training aids.
- Act as DZSO or delegate this authority to a suitable Instructor 'A', 'B' or 'C'.
- Ensure that qualified personnel maintain the organisation's parachutes and other operational equipment to a safe standard.

- Ensure that all training operations are carried out in accordance with the CASA Specifications, APF Operational Regulations, the Training Operations Manual and the APF Code of Ethics.
- Oversee the safety of all parachuting operations.
- Ensure the forwarding of accident and incident reports to the Director Safety via the APF Office before the 10th day of the following month.
- Ensure all required records are properly completed and filed, e.g. parachute packing records, first jump exams and indemnity statements etc.

The APF Operational Regulations grant Chief Instructors many privileges, some of these include:

- Ensure all equipment used is approved and safe for use.
- Approve and authorise members to pack main parachutes for their own use.
- Approve deliberate cutaway descents.
- Recommending and approving authority for some APF ratings.
- Authorise a Tandem Master to conduct tandem display descents.
- Authenticate and approve applications for APF/FAI International Parachutist Certificates, Licences and Crests.
- Supervise the conduct night training descents.
- Authorise and approve persons to act as Target Assistant (TA).

Chief Instructor Liability

You cannot eliminate the chance of ever being sued over your instructional activities: anyone can sue anyone else for any loss or injury, real or perceived. However, you can minimise their chances of success and the risk by understanding and following a few simple procedures. Development of a good and sound Risk Management programme is an essential tool for any drop zone. Everyone who becomes a member of the APF is required to sign **waivers**, which state that the member will not take any legal action against another member or the federation. Most training organisations require a similar waiver to protect the club/centre; this is most often tested in a student (plaintiff) versus an instructor/DZ operator (defendant) situation. These waivers have been tested successfully in a NSW court. However it would be unwise to rely on it being effective in all states and in all situations. The best defence against legal action is to be able to prove that:

- All rules and regulations have been followed,
- You have not been guilty of **negligence**.

Negligence is defined as an unintentional wrongful act. There is nothing complicated about this – to avoid being guilty of negligence simply requires that you exercise common sense, reason and foresight. From this it follows that negligence is the failure to use **reasonable care**. The basic rule is that there is a legal duty to take reasonable care to avoid acts or omissions (an omission is a failure to take some positive

action to prevent injury) which you can reasonably foresee as likely to injure somebody who may be affected by your actions. In determining whether a defendant has been negligent the law requires a "Yes" answer to all of the following questions:

- Did the defendant owe a duty of care to the plaintiff?
- Did the defendant breach that duty of care?
- Did the plaintiff suffer damage as a result of the defendant's breach?
- Did the defendant's breach actually cause the plaintiff's injury?

Instructors and Tutors have a duty to provide a certain standard of care. The level of this standard is obviously a matter of opinion in law but the message for those involved in sport is an encouraging one.

The law does not require you to account for the safety of other people, but only for your own behaviour in respect of their safety.

This means that the ability to protect yourself against legal liability is in your own hands and that to guard yourself against a charge of negligence you only have to prove that you have performed your duties to the same standard, as a **reasonable, professional Chief Instructor** would have.

Your duties as a reasonable, professional Chief Instructor include:

- Ensuring students are taught that they should need to know to safely experience a jump,
- Taking reasonable steps to ensure that the students have learnt what they need to know,
- Ensuring that the environment they jump in remains within legal/safe limits,
- Ensuring that the equipment used is in a legal/safe condition,
- Ensuring that your knowledge and teaching standards are up to current standards of parachuting operation.

The Parachute Instructor Manual covers these points in detail and every instructor not just the CI should be fully conversant with its content. Just ask yourself these questions: Have I got what it takes to be a good and highly experienced Instructor and have the qualities required to be appointed as a CI? Can I fulfil all of the above requirements? If you are unsure then maybe you should reconsider your aspirations of becoming a CI.

Do not forget to book your slot on the APF technical conference 28th and 29th May 2013. This is a must for all instructors so check the APF calendar for updates and see your there.

Blue Skies and Safe Landings

Ralf Jaeger, CSM
Director Instructors



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directors direction

Safety

RESPONSIBILITY IS MINE

A low experience canopy pilot is overflying the experienced landing area so he can land in the novice landing area. Suddenly, coming from above him, a small canopy appears on a collision path with him. The pilot of the smaller canopy takes evasive action and disaster is narrowly avoided.

Who is responsible for this situation? We all know that the lower canopy has right of way; correct? But the lower canopy should not be overflying the experienced landing area; true? I would suggest that both canopy pilots have a responsibility to each other to fly in such a way as to avoid accidents. The old adage of "It takes two people to have an accident and only one to avoid it" rings true.

Whether we like it or not we all have some level of Personal Responsibility for everything that happens around us. Whether it is on the street, in our car, in the air, or walking off the landing area, we all play a part in everything that happens around us. A small alteration to the situation in most accidents may have a large bearing on whether the accident occurs.

In February 1992, Stella Liebeck ordered a cup of coffee to go from McDonalds in the United States. Liebeck was sitting in the passenger seat of her nephew's car, which was pulled over so she could add sugar to her coffee. While removing the cup's lid, Liebeck spilled her hot coffee, burning her legs. It was determined that Liebeck suffered third degree burns on over six percent of her body. Originally, Liebeck sought \$20,000 in damages. McDonalds refused to settle out of court. However, they should have. Liebeck was ultimately awarded \$200,000 in compensatory damages, which was reduced to \$160,000 because she was found to be twenty percent at fault. This is a case of the "Blame Game", where a person has sued others for their own lack of common

sense and planning. Society seems to believe that we must blame someone for accidents that happen to us. If Stella had taken more care opening the cup, if her Nephew had suggested that she take care whilst opening the cup, or if the person serving at McDonalds had advised Stella that the beverage was very hot; then this accident may have been avoided. Every person in this situation could have aided in preventing this accident. While the legal system is obviously seriously flawed in this case, the prevention of situations like this is more important than the legal squabbles afterwards.

Seeing a jumper climb into an aircraft with their chest strap undone, seeing someone's cutaway handle folded under their main lift-web, noticing a pilot chute hanging out of a loose BOC Pouch before exit, seeing a canopy pilot cut someone off on their final approach; all of these situations can be solved by having the Personal Responsibility approach. This is achieved in two ways:

1. People must take responsibility for their own actions. This is best done whilst thinking of the worst possible outcome from the situation and then planning for the risks involved.
2. Becoming more involved with the situations unfolding around you and actively assisting in accident prevention.

We all have a part to play in Safety, and the more we do, the more accidents may be avoided. Let's all take more responsibility for ourselves and also share the responsibility for accident prevention. We can make a difference.

Safe, Blue Skies!

Stephen Fickling
APF Director of Safety



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WORLD BALLOON RECORD

WITH ALL OTHER BALLOON JUMPS, COMES AN EARLY RISE, READY FOR THE BALLOON TO TAKE OFF IN THE DAWN. BUT THIS BALLOON JUMP WASN'T JUST ANY OTHER BALLOON JUMP. SKYDIVE DUBAI AND BALLOON ADVENTURES, UAE, WERE TAKING 40 PEOPLE UP IN A HOT AIR BALLOON, TO BREAK NOT JUST ONE, BUT MULTIPLE GUINNESS WORLD RECORDS! AT SKYDIVE DUBAI, THEY DON'T AIM TO BREAK RECORDS, BUT TO SET THEM.



By Shelly Williamson Photos by Juan Mayer, Robert Delaney & Skydive Dubai

The night before the jump, Balloon Adventures brought the balloon basket to the Palm drop zone so that we could rehearse the entry order and exit of the jump. It was the biggest balloon basket I had ever seen! We jam packed the basket with skydivers and I wondered how on earth they would get the balloon to fly! But they did...

We got up at 4.30am in the darkness and made our way to the Desert drop zone, to be ready by 5.30am. We seemed to be the only people in Dubai up that early. There was no sign of the sun rising at all. Also, surprisingly for Dubai, it was super cold! Either that or we are all acclimatised to Dubai's warmth! It was the first time I had put on multiple layers since leaving Australia! As we were waiting for the balloon to inflate, the sun slowly started to light up the horizon. We all lined up in order and as soon as the basket tipped over from its side, we all rushed to jump in. Soon enough, after a few bobs up and down, we were climbing.

It was the most breathtaking sight. The sky was a beautiful orange glow and there were a few wispy clouds hanging around the mountains of Oman in the distance. There were

also two other balloons flying in the sky with us, one which was capturing the outside view. It was so still and peaceful. We were on top of the world.

This was my third balloon jump, so I wasn't too nervous. I was more worried about getting the timing wrong and falling off too early! However I must admit, I was scared the first time I jumped from a balloon. It's so eerily quiet up there. I was used to jumping from a roaring airplane with the wind rushing past.

At about halfway up, we slowly started drifting over the drop zone and I thought for once that I might land back at the drop zone on this balloon jump. Even the balloon pilot was sure that we would be landing back at the drop zone, so sure that he talked it up during the dirt dive the night before. But soon enough, we started drifting further and further away, which is no problem as there are a lot of places to land safely, being in the desert with nothing but sand around. Preferably you don't want to go landing up, or down a sand dune! Still the sand is so soft, you can crash land and be absolutely fine.

WORLD BALLOON RECORD



We finally reached the planned exit height and got the call to climb up onto the basket, ready to jump. Everyone needed to exit within three seconds to make the record. It was so funny being on the edge of the basket, being scared to slip and fall when you have a parachute on your back. The record took two weeks of planning and preparation but we basically only had one shot, and I was so worried to mess it up by slipping! Luckily, I exited on key. I was facing the balloon on my back, staring up at people falling from a huge, colourful balloon. I have been on larger skydives before, but seeing 24 people falling from a balloon at the same time was incredible!

There were six people who would stay in the balloon and basically anchor the balloon as the 25 people exited. Apparently the balloon rapidly shot up and trembled after we had all exited. I was very glad that I wasn't the pilot at that stage!

Balloon ride... check. Jump... check. Now for the landing... Luckily, I found a nice flat spot, except on the wrong side of a camel track! After climbing a fence and a quick ride back to the drop zone, we all had breakfast together while still buzzing from the jump.

We officially broke two of the Guinness World Records that day. The first record broken was for the most skydivers to parachute from a balloon during the same flight, being 40, on the 10th of February 2013. The second record broken was for the most skydivers to parachute from a balloon simultaneously, being 25, also achieved on the same day.

I'm super lucky to be working here at Skydive Dubai and thank them for all the amazing opportunities. There are some of the best skydivers in the world here who have so much knowledge and experience to share. Skydive Dubai is all about pushing the limits, being the best and they have the facilities to do so. I have been here for six months and already I have taken part in a world record and am training (along with thirty other ladies) to be a part of the women's vertical world record that will be held at Skydive Arizona in November.

Skydiving has totally changed my life. Along with meeting some amazing people, it has brought me across the other side of the world. I would never have dreamed that I would have any of these opportunities. Thanks to Skydive Dubai, my dreams are coming true. I just hope that one day when I come back to Australia I can share the knowledge and experiences I have gained along my journey.

Push your limits! Everything is possible!



"We officially broke two of the Guinness World Records that day. The first record broken was for the most skydivers to parachute from a balloon during the same flight, being 40, on the 10th of February 2013. The second record broken was for the most skydivers to parachute from a balloon simultaneously, being 25, also achieved on the same day."





TALON FS for all forms of flight

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



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



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



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



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



Apparently I have a finger on the pulse of what was going on at this year's Nationals. After being asked to do a write-up, I realised just how weak that pulse was a-runnin' as I was forced to try to remember some of it! I mean, it was last week after all. So I took my laptop down to the bar area at Toogs and asked the local drop zone bums for some 'fill-in-the-gaps' information.

Good ol' Col summed it up nicely, "There was some bad weather on the first few days. There was some good weather on the next few days. People won stuff - lots of stuff... and medals." O-Kaaay. Nuff said?

He then told me that someone with a mere 60 jumps came ninth in Australia in Sports Accuracy. Nice one. I asked him who that was and received a sheepish smile in return. I then asked how many people were in the competition. "Um, nine."

Our own resident Frenchie, Dino, stresses how Australia is so the land of opportunity. Where else can someone enter a competition that they have never competed in before, let alone practiced, and manage to Medal? She tells of pre-competitions in France, where people must qualify to even compete at their Nationals. Talk about hard-core!

I, for one, appreciate the relaxo-mundo atmosphere of the Aussie Nationals, where the level of stress usually only correlates with the individual's personality. Of course, what is an awesome skydiving event without a bunch of fantastically variable personalities?!

The National Championships

By Riss Anderson Photos by Kate Harvey, Mark Laing, Lisa Perdichizzi and Sonja Bruss

4-Way FS Open

Perris Queens

Andrew Barker
Melissa Harvie,
William (Bill) Binder
Joseph Wood.
Lamar Benson (alt)
Shaun Segon (vid)

Singha

Travis Wood
David Loncasty
Kate Langley
Laurence Garceau
Matt Hawkins (vid)

W8ING4AM8

Greg Maskell
Selwyn Johnson
Brad Trevena
Steven Geens
Mark Laing (vid)

Rotor Out

Craig Vaughan
Gary Nemirovsky
Ann-Marie Jarzebowski
Steph Vaughan
Shannon Straubinger (vid)

4-Way Open VFS

The Addicted

Kim Hopwood
Cath Conyns
Tim Golsby Smith
Lucas Georgiou
Scott Hiscoe (vid)

4-Way FS Inter

Matrix

Ian Baldwin
Tom Russell
Jason Welford
Cal Dempsey
Ben Nordkamp (vid)

Rite of Passage

Riss Anderson
Ben Futterlieb
Steve Tonson
Ben Crowe
Simone Bambach (alt)
Steve Cowan (vid)

Ayr Heads

Michael Vaughan
Bret Hinschen
Josh Davis
Michael Hardy
Wayne McLachlan (vid)

The Philthy Black Dogs

Phil McComb
Phil Hope
Nick Chaperon
Michael Collins
Paul Algie (vid)

Four in Time

Doug Pryor
Greg Callaghan
Robert Burke
Wayne Gannon
Ben Nordkamp (vid)

Arizona Ayrchix

Karen Fuller
Valerie Schmeid
Sonja Neville
Anita Perryman.
Kate Langley (alt)
Jonas Luetke (vid)



This year's Nationals brought competitors in from all over the country, and there were even a few who made the journey from across the seas! In fact, there were a total of – competitors registered, making it the biggest Nationals for quite a few years. Competition itself was completed over the four day Easter long weekend, but quite a few teams arrived during the lead-up week to get some practice in at a different drop zone, and for some, practice jumping out of a turbine aircraft! The 'Twin Vaughny's',

Michael and Craig, were kept busy with lots of last minute coaching. Inter 4-way teams 'Vertical Challenge' and 'Rite of Passage' made the journey up from NSW to get some quality training/relaxing-by-the-pool sessions in before competition started. Team 'John Rumbo', crazy cats that they are, made the trip over from W.A. and jumped hard all week. 'Nice 'n' Tight' strutted their stuff on the Monday with their team branding not limited to just t-shirts. All other teams slowly began rolling in from Tuesday on.

By Thursday evening the campsites were full, shanty-towns had been erected all over the soggy Ramblers' grounds, campervans were plugged in, tents put up, convoyed vehicles parked, motels occupied, pubs sourced out, party verandas determined and skydivers were a-millin'.

Sello and AM's mates from South Africa, Dirk and Claire – the official InTime scoring system aficionados – arrived to iron out the problems that we had with the live scoring system last year. They came 'rig-less' – such good intentions, guys! A non-skydiving holiday at a drop zone?! Well, it lasted until Dirk was convinced to fill-in for an injured jumper half-way through the meet. He looked so awesome in his borrowed gear (complete with colourful jumpsuit from the student gear rack, much to his dismay, as he claimed too many colours within one team was automatically bad luck!). Kudos to them though, the scoring ran smoothly from start to finish.

Good Friday dawned all too quickly, particularly for the crazies who CHOSE to compete in CRW (Oops, I made my debut in that arena this year – I was even excited about it until I realised I'd have to be up at 5am each morning!). Always the poor suckers on the chilly, dawn first loads (woe is me and who on earth made up that impossible eight hour rule?).

By 7am the two CRW teams, the W.A. Rockers, Splitty and Richie, 'The Chaps' (M.V. on cam); and myself and my old piece-parnter 'Langers' 'The Fembots' (Ben N. on cam) had sussed out the glorious morning skies a few times, and all the 4-way teams were up, dirt-dived and ready for some action.

With only the yellow caravan 'Homer' for the day, some were sceptical about how quickly loads would tick over. But sceptics, be damned! Things ran uber-smoothly and all fifteen, yes 15, Open and Inter

teams completed a full four rounds between the odd rain shower or two.

The Open category was quickly dominated by Aussie champs 'Rotor Out' (surprise, surprise) – even with a ring-in, Ann-Marie J., filling in for Gorgeous George. Competition behind them was relatively tight, with U.S.A./Aussie teams, 'Perris Queens' and 'Perris Kings', fighting it out with Army boys, 'Taipan Defence' and, local Toogoolawah scratch team, 'W8ING4AM8'. The last minute scratch team from Sydney, 'Singha', stayed close in the competition too.

The Inter competition began with a bang of a burner, with Stretch and his charismatic gaggle of girls from down south, 'Vertical Challenge', nearly breaking the Inter Aussie record on Jump one. The chickadees from up in Ayr (and their vertically un-challenged cameraman), 'Arizona Ayrchix', were not here to disappoint either. The heat was on early in the piece and boy did these teams provide some serious entertainment over the next few days. The scene was set for an edge-of-your-seat contest that would whittle away fingernails to the last millisecond! Victorian teams, 'ReloAdeD' and 'The Philthy Black Dogs', battled out the centre field with Picton boys, 'Rite of Passage' (with 'unlucky-in-knees' Sim relegated to shaking her pom-poms from the ground), mixed team, 'Ayrheads', and Maitland boys, 'MAITriX'. Local teams, 'Nice 'n' Tight and 4 in Time', pulled up the rear with some mega-stylish moves!

When the rains set in, the call for the bar to be opened was out. Alas, it was Good Friday and only the well-prepared (and those who had listened to all the reminders the day before) were nestling well-deserved cold ones. Favours were pulled, backs scratched and promises made... and, eventually, the alcohol was spread amongst

all to be savoured over tales from the day and the usual friendships being made/reunited. Revellers from Farm Lite began to make an appearance in anticipation of the Artistic events to come.

Saturday saw the arrival of Picton's Super-Caravan fresh from Farm carrying some not-so-fresh-from-Farm faces. Crew doggies got a few more loads in with the 'Chaps' starting to fret about the serious competition they were experiencing from the 'Fembots'. Then the storm clouds rolled in. Rain pelted down – just to help make the grass that little bit greener and the mud pools that little bit deeper. Mini ponds of water formed on the landing area that would offer some awesome spectator-sport water landings for the next few days. Jonas and his lovely white jumpsuit won the Aquaplaning award of the meet, with his splash nearly reaching the cheering crowds on the sideline. Ash obviously had her water divining rod out when she chose the wettest, muddiest wee patch to spectacularly stack it in.

Classic Accuracy pumped out their five rounds, with lots of faces milling around the Tuffet hoping for some visuals on those toe-tapping feats of pinpoint perfection (and maybe a spud or two!). Graeme Windsor took out the competition followed closely by Motsi and with Josie (making her debut) finishing in third. Good competition all round. Two more rounds of 4-way were completed before the day was called.

Sunday saw a bit more of the same. Two more rounds of 4-way and, as the rain settled back in, team captains were called up to decide whether or not to simply call it. Artistic events were waiting patiently for the 4-way to finish before being able to begin their competition. Time was running out with no help coming from



4-Way FS Intermediate Cont...

ReloAdeD

Richard Frank
Scott Clark
Ben Allen
Andrew Whitworth
Lisa Perdichizzi (vid)

Taipan Defence

Sean Walsh
Kieran Tomlinson
Shane Pieschel
Simon "Sas" Disciao
Shaun Segon (vid)

Vertical Challenge

Mark Szulmayer
Tracey Sgroi
Janine Wassens
Gayle McLaren
Gary Nemirovsky (alt)
Ros Booker (vid)

Nice n' Tight

Alan Deadman
Christine Clarke
Sam Wardle
Clay Anderson
Justin Frame (vid)

8-Way FS Open

Perris Kings and Queens

Bob Bonitz
Melissa Harvie
Sean Walsh
William (Bill) Binder
Joseph Wood
Andrew Barker
Catchy Coon
Laurence Wobker.
Josh Lukes (alt)
Shawn Segon (vid)

LA Revolution

Laurence Garceau
Sas Disciascio
Gary Nemirovsky
Anne-Marie Jarzebowski
Steven Geens
Selwyn Johnson
Brad Trevena
Lisa Perdichizzi
Wayne McLachlan (vid)

The Dogs Reloaded

Phil McComb
Phil Hope
Paul Algie
Scott Clarke
Rick Frank
Andrew Whitworth
Ben Allen
Michael Collins
Mark Laing (vid)

2-Way VFS Inter

Nemesis

Kieren James
John Brown
Jenny Gordon (vid)

Jenga!

Josie Symons
Francisca Molnar
Aaron Nuttall (vid)

Dark Halo

Nathan Smith
Kyle Chick
Wayne Jones (vid)

2-Way CF Sequential

The Fembots

Riss Anderson
Kate Langley
Ben Nordkamp (vid)

CHAPS

Michael Vaughan
Scott Brown
Richie Dronow
Ryan Ferguson (alt)
Michael Vaughan (vid)

Artistic Events - Freestyle

Equilibrium

Francisca Molnar
Josie Symons (vid)

WD40

Amandine Genin
Wade Edwards (vid)

Synergy

Naomi Adam
Joe Stein (vid)

Artistic Events - Freestyle Open

Dark Halo

Nathan Smith
Kyle Chick
Jason Lane (vid)

TBC

Kim Hopwood
Jenny Gordon
Wayne Jones (vid)

Accuracy Landing

Sandor Molnar "Motzi"

Graeme Windsor
Josie Symons

Sports Accuracy

Justin Khoo
Chris McGregor
Dave Schmuttermaier
Jason Mullins
Wayne McLachlan
Archie Jamieson
Colin Ruthenberg
Paul Baker
Mathew Cryer

Artistic Events - Freestyle Inter

John Rumbo

Peder Olsen
Ash Saunders
Ryan Ferguson (vid)

Mad Fire

Tina Muddle
James Nowland
Cath Comyns (vid)

CHAPS

Josh Caple
Scott Brown
Richie Dronow
Josh Caple (vid)



the weather gods. Open teams decided to call it, with a bit of a debacle on whether to complete Round 8 (only one team hadn't done it yet). Medal places would change depending on which round it was called on, with 'W8ING4AM8' taking one for the team and giving up the chance of the bronze by agreeing that it would be called on Round 7. 'Rotor Out' took gold on 115 points, with 'Perris Queens' (82 points) and 'Taipan Defence' (69 points) in second and third. Then 8-way teams were quickly scratchy-scratched together for a Monday start. The Inter teams took a bit longer to decide, with the 'Ayrchix' pushing for a completion (being in a close second position) and 'Vertical Challenge' (sitting in a tentative first place) happy to call it – most other teams not too concerned either way. The decision was finally made to complete the competition on Monday.

Sports Accuracy had taken off with a total of nine jumpers deciding to play dice with the landing zone. Scores ranged from an insanely accurate 0.00 to the maximum of 30 (meaning outside of the zone AND managing to stack it!). Competitors Paul, Matthew, Dave, Chris, Archie, Wayno, Justin, Jason and Colin battled it out over Sunday and Monday, with local legends Archie and Wayno egging each other on as besties do and giving it to the up'n'comers. Oops, that was until Wayno had a blow-out on Round

four, allowing our other local legend (at least for now), Irish 'Diggity' Jason to sneak past him into second place. Wayno, with his fifteen thousand-odd jumps, pulled out all the stops and scored a big fat 0 – respect – on Round 5. Irish, with his massive four hundred jumps, had his teeth bared by then and came home growling for that shiny, silver medal. Final placing were Archie in first with a score of 4.77, Irish in second on 19.56 and Wayno on third with 23.46. Nice work to all who competed!

Sunday night saw some medals handed out, some certificates presented to a few of those lucky buggers who got to go to the World Meet in Dubai, and some drink consumed – in a tame manner, of course! Monday finally arrived with fluffy white clouds instead of dense grey ones and sunshine threatening to live up to our gorgeous state of Queensland's name! With a lot of competition to still get through, Meet Director extraordinaire, Belg, manifest maestro, Emma, and the amazing team of pilots, Roger, Chris, John and Matt, pulled together to make some serious stuff happen.

Crew doggies finished off their eight rounds with the 'Fembots' (six points) never giving up on catching the 'Chaps' with their total of 53 points! The three Open 8-way teams cracked out four rounds of awesomeness – 'LA Revolution' on 33 points ended just

one teeny, little, pointy point behind the 'Perris Kings & Queens' on 34. The 'Dogs ReloAded' rocked out an impressively massive three points in total! Inter 4-way kept the drop zone on their toes with the two top teams matching each other point for point over the last few rounds. Faces turned blue as eyes were glued to the screen to watch their final round. Squeals were unleashed as the 'Ayrchix' pushed ahead of 'Vertical Challenge' for the first time in the competition on the round that ended up mattering – BY ONE POINT! They had stuck it out, kept on pushing, and finally, the commitment had paid off. Well done all!

Meanwhile, the Artistic events finally had their time to shine. The three Freestyle teams, Nomes and Joe of 'Synergy', Dino and Wade of 'WD40' fame and Frankie and Josie of 'Equilibrium' kept the judges fretting and moaning with their tight competition and high scores. After having had a bit of time off jumping, Nomes was actually pleasantly surprised to see her Aussie Freestyle competition closing in on her for the first time in yonks. They say a close competition is a good competition and 'WD40' really kept the pressure on – grabbing first position after Round 1 and again on Round 4. 'Synergy' held out though and scooted into gold with a total of 36.7 after seven rounds. 'WD40' skidded into second with 32.2 and the girls of 'Equilibrium' breezed into bronze with 22.6.

Over in the VFS camp Aussie Champions, 'The Addicted', once again scared off any potential competition by simply being the most awesomely awesome at what they do! Or perhaps they caught a glimpse of Caths' face as she disembarked the post-farm-final-party-night-plane and thought better of messing with that. Suffice to say, they were unopposed and undefeated, managing to smash their own records and putting some super-inspiring footage on the big screen (except for that one dodgy, hide-your-head-in-your-hands round that we all experience from time to time!). With a total of 58 over eight rounds and being officially recognised for outstanding performance at the Aussie Nationals, THE ADDICTED ROCK!

The rest of Australian VFS competitors took their places in 2-way Inter and fought it out for the glory of Up and Coming Champion status. Three teams bravely entered the battle and positions were determined early on. Crazy Perth cats, team 'Nemesis', drew their swords immediately and began slashing their opposition army boys' team, 'Dark Halo', and up-for-a-bit-of-everything gals, team 'Jenga!'. Nemesis strode out on the frontline, leaving the two other teams battling it out for silver in their wake. The rounds were mega tight through the middle of the competition and it wasn't until 'Dark Halo' had a bit of a fizzle in Round 6 that the gals of 'Jenga!' pushed ahead. Final scores: 'Nemesis' on 40, 'Jenga!' with 25 and 'Dark Halo' with 17. Nice work y'all. We look forward to some of you making the step up to Open soon to give 'The Addicted' some competition!

Finally, the Freestyle! There were two Open teams and two Inter teams chomping at the bit for some medal action. Teams 'TBC' and 'Dark Halo' strutted their stuff in the Open division and got a quick five rounds in. Things started off tight, but 'TBC' were consistent





with setting scores just out of reach of 'Dark Halo' and ended on a total of 20.5 with 'Dark Halo' not too far behind on 16.1. Meanwhile the two mad W.A. boys' teams 'John Rumbo' (who is John Rumbo?!) and 'Chaps' (No! Don't exit and deploy!) gave us some entertainment in the Inter competition. Peder, Ash and Red had been hard at training all week and it obviously paid off. Perhaps Crew-dogs, Splitty, Richie and Josh were just too freaked out by freefall to get in the game. Despite their valiant efforts (and a mid-flight premature deployment) they posed about as much threat to 'John Rumbo' as the 'Fembots' had posed to them. 'Tis all fun and games however, and we have to be in it to get anywhere! The final scores were 30.8 vs. 3.5. Awesome job! With that, the final rounds of the 2013 Australian National Skydiving competition were over... let's get the PARTY STARTED, and party we did. There was a splendid presentation evening, with medals galore and big thanks doled out to the judges for all of their hard work. Thanks were also offered to the usual suspects: kitchen ladies sent from heaven (or hell, depending on whether or not you heard your name called the first time!), drop zone and plane owners, Macca for hosting, Belgy for all of his dedicated work as Meet Director, the APF for their support, and of course to all of the competitors for making it such a successful meet.

Raffles were a-plenty with the usual free-for-all to finish off whereby getting rid of all the little stuff. Gayle tried to raffle off her tent knowing full well that the state she would be in the following day would simply not allow for the deconstruction of the beast! Little did she know what the full extent of her state would be! The Inter teams had been hard at it for a few hours already, hidden in their dens in inebriation and were soon to be joined by the rest of the drop zone. Tables of prizes were on offer for gold medallists, a gazillion cartons were put over the bar in true Toogoolawah fashion, lightshows of sorts were on display, cars that had come under the curse of Nordkamp Crossing and the ol' locked-yer-keys-in problem were dealt with in anticipation of a seedy exodus the next day. Shots were downed, champagne bottles popped and beers guzzled as verandas were trashed and garden beds became temporary sleep refuges. Ah, the classy aftermath of an awesome competition!

Over the next few days the drop zone slowly returned to its usual, peacefully quiet haven of bliss and all the weary travellers went off in search of their homes. Now for the wait. Word on the street (and just quietly, I am very excited about the prospect) is that next year's Meet may be held in the faraway lands of Western Australia. Fingers crossed, I say, bring it on!

The View From the Top (Manifest)

"What can a person say about the tedious job of manifesting skydivers? We all know it's 'like herding cats'. Thankfully, competition skydivers are to do as they are told (but only when what they are told is correct and abides by the Sporting Code, the former lacking towards the end of Nats as competitors wore me down, question by question and complaint by complaint). The fun of easter egg day overcame me, and with 2kg's of easter eggs, I thought I would celebrate and encourage competitors by throwing easter eggs from upstairs manifest at the passing hoards...and it was all fun and games until Sonja lost an eye. What are the chances, huh? OH&S called: no easter eggs without eye protection. One job of manifest that I take more seriously than any other is the Carton Enforcer, and I was not let down one little bit! The WA boys came through with the goods, and between Split and Richie one particular day, no one was left wanting (beer), with 4 cartons earned PLUS easter double demerits. After all of the rain early in the piece, the landing area was likened by Rodney (DZSO) to an ice skating rink, and from where I was sitting, the landings were spectacular. No one was left dry, except for the John Rumbo boys, who ended up taking one for the team on their final jump of comp, and splashed down in spectacular fashion! Thanks to all that bought me coffee, entertained me - both in manifest and on the ground, thanks to all who pulled me up when I was talking rubbish or simply confusing myself, thanks to the pilots and planes for making it easier than last year, thanks to the kitchen for feeding me... I feel like I'm forgetting someone... Oh, and Belgy." **Emma Wald**



SPLASHIONALS!



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Results

Formation Skydiving 4-Way Intermediate

POS	TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL
1	308 - Arizona Ayrchix	15	12	7	11	9	14	9	13	13	11	114
2	303 - Vertical Challenge	18	11	9	11	11	11	7	12	13	10	113
3	307 - Relo4ded	13	7	7	7	9	10	7	11	10	10	91
4	301 - Rite of Passage	8	8	4	9	11	10	5	11	10	11	87
5	304 - Ayrheads	13	10	6	6	9	8	4	10	9	9	84
6	306 - MAITriX	13	5	7	8	8	6	8	8	9	10	82
7	302 - The Philthy Black Dogs	8	5	7	6	8	9	3	6	7	11	70
8	309 - Nice 'n' Tight	5	4	2	2	4	4	3	5	5	3	37
9	305 - Four In Time	2	1	1	1	2	2	5	5	2	4	25

Formation Skydiving 4-Way Open

POS	TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL
1	403 - Rotor Out	14	14	16	21	13	21	16	-	-	-	115
2	402 - Perris Queens	11	13	12	14	8	13	11	-	-	-	82
3	404 - Taipan Defence	6	11	11	13	4	13	11	-	-	-	69
4	401 - W8ING4AM8	8	9	11	11	7	11	11	-	-	-	68
5	406 - Singha	10	8	9	8	8	10	8	-	-	-	61
6	405 - Perris Kings	9	11	8	11	6	8	7	-	-	-	60

Formation Skydiving 8-Way Open

POS	TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL
1	801 - PERRIS KINGS AND QUEENS	7	7	11	9	-	-	-	-	-	-	34
2	802 - LA REVOLUTION	7	9	9	8	-	-	-	-	-	-	33
3	803 - THE DOGS RELOADED	0	2	1	0	-	-	-	-	-	-	3

Precision Accuracy - Individual

POS	TEAM	1	2	3	4	5	TOTAL
1	Graeme Windsor	03	02	06	1	3	00 24
2	Samdor Molnar	02	03	03	09	16	33
3	Josie Symonds	16	11	16	16	16	75

Sports Accuracy

POS	TEAM	1	2	3	4	5	TOTAL
1	????????????????						

Artistic Event Freestyle Intermediate

POS	TEAM	1	2	3	4	5	6	7	TOTAL
1	932 - John Rumbo	3.6	4.2	4.6	3.9	4.2	6.5	3.8	30.8
2	933 - Mad Fire	3.1	3.1	-	-	-	-	-	6.2
3	931 - Chaps FF	0.1	0.0	0.8	0.0	1.1	0.6	0.9	3.5

Artistic Event Freestyle Open

POS	TEAM	1	2	3	4	5	6	7	TOTAL
1	903 - TBC	4.5	2.5	5.0	4.9	3.6	-	-	20.5
2	901 - Dark Halo	4.2	0.6	4.8	4.7	1.8	-	-	16.1
-	902 - Ninja Gangsters	-	-	-	-	-	-	-	0.0

Artistic Event Freestyle Open

POS	TEAM	1	2	3	4	5	6	7	TOTAL
1	962 - Synergy	3.4	3.5	5.2	5.2	6.2	6.6	6.6	36.7
2	961 - WD40	3.9	2.6	5.6	5.4	3.6	5.6	5.5	32.2
3	963 - Equilibrium	3.4	1.6	4.0	3.8	1.8	3.8	4.2	22.6

Canopy Formation 2-Way Sequential Open

POS	TEAM	1	2	3	4	5	6	7	8	TOTAL
1	202 - Chaps	6(T)	7	7	7	9	8	6	9	53
2	201 - Fembots	1	1	0(T)	0	0	0	2	2	6

Vertical Formation Skydiving Open

POS	TEAM	1	2	3	4	5	6	7	TOTAL
1	501 - THE ADDICTED	9	11	8	3	4	6	8	58
-	502 - DARK NEMESIS	-	-	-	-	-	-	-	0

Vertical Formation Skydiving 2-Way Intermediate

POS	TEAM	1	2	3	4	5	6	7	8	TOTAL
1	583 - NEMESIS	6	5	7	6	6	4	6	-	40
2	582 - JENGA!	5	1	4	3	3	5	4	-	25
3	584 - DARK HALO	3	1	4	3	3	0	3	-	17
-	581 - CAFE DE DISCO	-	-	-	-	-	-	-	-	0

WANGLES #5

Skydive Express, York, W.A.



What's a WAngle? It's a WA-angle!

By Kieren James

February 9 and 10 saw a bunch of Atmo flyers from around W.A. and some from interstate descend on the York drop zone (Skydive Express) for WAngles #5. Now into our third year, WAngles (West Aussie Angles) is a semi-annual training event organised by W.A.'s Nemesis Freefly team and held every February and August.

This time we had both Andrew "Pony" Bain and his 'Ninja Gangster' teammate, Blake Hooper, make the trek over to our awesome drop zone to run the crew, and run us all hard.

We had twenty people on the team and split into three groups, being two intermediate and one advanced, to work on some specific fine tuning and disciplined flying, in small groups at our skill levels. Next time we would love to see more novices come out and join us too.

Perfect weather saw us run seamlessly throughout the day and each group got six jumps completed. We then brought the team together into two larger groups and ran with both coaches on each jump to run some dynamic multi-piece moving angles. It presented some great visuals for the intermediate group having the extra people in the sky and having to think about extra elements and tighter flying than they had previously. For the advanced group we ran some very cool jumps, rolling one piece around the other, which was a highlight for a lot of people who haven't had this experience before. We all got a kick out of Blake teaching us the fine art of "Starburst"... classic! All in all, it was an awesome first day with eight jumps completed in total.

The nights at York are always entertaining and this weekend was no exception. Plenty of footage to laugh and cheer at put together by Nicola, who did a great first job at the day tape; then hanging out by the pool or in the sauna and just kicking it with some thumping tunes and groovy people.



"Wow, Wangles #5 certainly lived up to its hype and reputation like no other. What an amazing weekend we all had, learning new skills and going fast. I was super impressed as to how everyone's skill levels had seriously improved from the last time I was there! It was incredible to lead these jumps and have everyone flying hard and fast and tight! Thanks to everyone involved and thanks again to KJ for making this an amazing event! I can really tell that people are frothing at the mouth to get more and I can't wait for the next one!" Pony

Sunday we got underway on time and finished up the last scheduled jumps of the camp with big smiles all round and then had a few play jumps to round it all off. All in all it was a fantastic event with some impressive and notable personal breakthroughs and just damn good times.

Thanks to these WAngles events the skill development in Atmo flying has improved dramatically over the last few years. We now have a strong regular crew of skilled flyers and we keep building on the numbers. There is such a lot of interest for Atmo and Freefly going on in W.A. right now and it is awesome to be a part of it.

We have some of the best drop zone facilities in the country here at Skydive Express and would love to see more of the East Coast people come on over and hang out here... anytime.

For more details about the next WAngles event coming in August, or for info on the monthly Freefly coaching and Atmo load organising provided by team Nemesis, please contact the drop zone, or KJ at kieren.james@hotmail.com.

Big thanks to all our major sponsors and supporters that make these events possible: Skydive Express, Skydive the Beach, Larsen & Brusgaard, UPT Micron, Cookie Composites.

This event was proudly supported by the Australian Parachute Federation and the West Australian Parachute Council.



Skydive Express Logo

AUSTRALIAN WINGSUIT TRACKING RACE

By Cliff Wilson and Roger Hugelshofer

After the great success last year of the 1st Australian Wingsuit and Tracking Race, it was time for revenge.

The event organisation team from the Newcastle Sport Parachute Club (Elderslie) came up with new plans – different flying groups and trophies for the winners.

Cliff Wilson as the Head Judge plus his ground crew were running the event on this beautiful Saturday. Everyone could see that a lot of things had been improved and the event went very smooth. No chops and no incidents made this second race an unforgettable event.

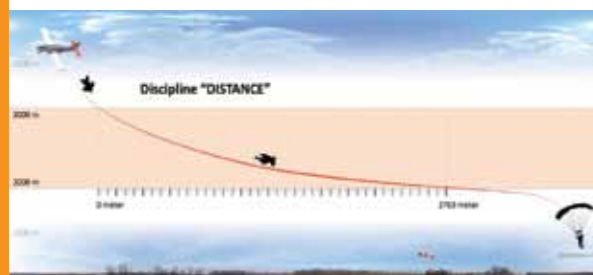
Intradair (Wingsuit manufacturer) jumped on board as the main sponsor. Every competitor received a 15% voucher and all the winners received a 50% voucher for a Wingsuit or Tracking suit.

Blue Skies and no clouds were waiting for the fifteen competitors of this year's race. To start the day we had a quick introduction about the race, rules and flight plan, followed by a practice jump. Due to bad weather over the preceding weeks and having to change the event date, all the competitors felt a practice jump would not go amiss. We had people returning from last year, new competitors and people changing groups from tracking suits to wingsuits.

The event is designed to show and measure the performance of a jumper. All jumps were solo jumps and judged based on GPS data.

Distance: the greatest distance covered over a vertical distance of 1,000 metres

The goal of the distance challenge is to fly your wingsuit/tracking suit with maximum glide (lift/drag) to achieve the longest horizontal distance.

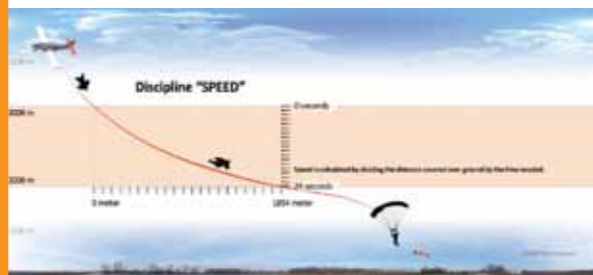


(Based on Paralog Performance Race)

www.paralog.net/ppc

Speed: the fastest horizontal speed achieved over a vertical distance of 1,000 metres

The goal of the speed challenge is to fly your wingsuit/tracking suit with minimum drag and to achieve the fastest horizontal speed.



After the practice jump the race was on. First round was Distance followed by Speed. All of the competitors were excited to get things going and show off their flying abilities in each area. As soon as people landed everyone was keen to see how they scored in their individual groups. As soon as the GPS files were downloaded the results were up on the Paralog performance website; sometimes this was done before people were packed. Anyone could view the results as the day went on.

All flights were evaluated with GPS in a 1,000m (3,300ft) window between 3,000m (9,850ft) and 2,000m (6,550ft). This allows enough altitude around the competition zone to settle into an optimal flight position before entering the entry gate and to safely prepare for deployment after leaving the exit gate. Furthermore, there is ample time to fly back to the drop zone in cases where the spot was not quite perfect.

The results were surprising. One of the intermediate wingsuiters was covering more distance and reaching a greater speed than some of the advanced flyers in their bigger suits. This shows that the pilot can make a big difference.

Just to add to the tension, in the last round we had two GPS problems. One in Tracking suits for two competitors with very close results and the other in the Open group. The two jumpers re-jumped and there were no problems with the GPS the second time around.



All of the results were uploaded and all the competitors asked not to check the final results so we could add some suspense to the awards at the end of the evening.

We all know how Elderslie rolls on a night and this was no different. We started with a thank you to the drop zone staff for letting us once again run our event there; to our manifest girl, Bel, for getting us on our own loads and keeping the event running smoothly. A big thanks also to Kenton, the DZSO, for keeping us all safe; and to our pilot, Ty, for a perfect spot on every load (no off landings during the event). Finally, a very big thanks to our main sponsor INTRUDAIR.

Adrian Chapman was the only competitor who could defend his title from last year, by winning "The Fastest Australian" trophy yet again. This year he also took home the overall trophy "Open Wingsuit".

The Australian Champions

- Overall winner Wingsuit Open: Adrian Chapman
- Overall winner Wingsuit Intermediate: Jason Dodunski
- Overall winner Tracking suit: Bela Bugar
- Winner "The Fastest Australian": Adrian Chapman

We have already started planning the event for 2014. Our sponsors are on board and we have generated interest with some new companies to also join us. To make things bigger and better next year we are aiming for up to thirty competitors, bigger prizes and the inclusion of an additional round, 'Time'.



"It was a massively solid weekend, many thanks to Roger and Cliff for organising another safe and fun event! Also, regarding results, Dodunski has won this battle, but the war has only just begun."

Andrew Wrong

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AN AWAKENING B.A.S.E. EDITION

Story & Photos by Deleigh Hermes

Adrenaline Junkie: a dialectal term to describe people who are addicted to thrilling and fear based situations or extreme sports. In the act of conquering these amazing feats it creates a rush of endorphins, which flows through your body and creates a natural high. This natural high often encourages these adrenaline junkies to explore bigger and more exciting thrills to get their blood flowing.

Jeff Weatherall: the definition of adrenaline junkie. If you have heard of him, he needs no introduction. For those of you who haven't heard of him, this copper eyed, fibrous built extreme sports extraordinaire is a two times World Wake Board Champion, X Games medallist, Australian Pro Wakeboard Tour champion, as well as surfer, snow boarder, moto-x'er and skydiver. As if this is not enough, the thrill of life and blood flowing goodness has now brought him to new heights, BASE jumping.

For the majority of people, this is not on their list of things to do before they die – to jump off of a 486ft high bridge above the Snake River in Twin Falls, Idaho. The 34°F air is needless to say, frigid, with the wind piercing your face, fingers and any uncovered skin you may have so foolishly left for the wind to find. Sound like something you would like to experience? There are those adrenaline-finding fiends, which think that sounds like a great idea. I'm thinking I would definitely give it a go... one day.

When I got the call to cover this BASE jumping adventure, I knew I was in for an exciting few weeks ahead of me. Jeff invited two of his mates, Kendall Lee and Richie Convery, all based out of the Gold Coast, Australia, to come to America and go on this BASE jumping expedition off of the Perrine Bridge in Twin Falls, Idaho. Kendall is a thin, shaggy blonde haired Kurt Cobain look-a-like with an Australian accent so slanted you have to turn your head to catch all of his words. Richie is a tall Irish/Australian (yes, so was the accent, imagine that) with brown hair and a dominant face. This last summer, while all back in Australia, these boys met at

a skydiving Boogie, Funny Farm. This particular Boogie is a week-long, invite only, skydiving event that brings a lot of athletes together to jump, learn new skills and essentially party. "These people keep it real in skydiving," says Jeff, "there were no cliques from top to bottom, like most sports. Everyone is supportive and an equal – that is hard to find."

Once one has been skydiving for a good while you can go one of two ways: you can keep to the jumping out of planes, freefall loving, and formation making mid-air, or you can take that next step up: BASE jumping. This is an acronym for Bridge, Antennae, Span (bridges) and Earth (cliffs). And yes, people jump off of all of these objects... just for the thrill of it and it looks like a great one.

At this particular object (Perrine Bridge), one has about a two second freefall until they then pull their oh-so-neatly packed parachutes and guide themselves down to the ground, followed by a few whoops and hollers, because the rush was so amazing and needless to say, you're still alive with no broken bones.

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Since BASE jumping is so hard to do in Australia, having to get required permits that get turned down 100% of the time, the boys decided to bring it to the States to see what they could get themselves into. Once they got organised and made it from the beautiful Land of Oz to the sunny California, I met up to document the journey of three guys pushing themselves to higher limits.

We left California at 9am for the seventeen hour drive – it was a warm and beautiful breezy day. As we drove closer to Idaho, the more we could see our breath in the air when we stopped to get gas. Fifty miles to Twin Falls and a snowstorm slowed us down to thirty miles per hour. Kendall had never been in such cold weather much less seen snow.

It was 1am in the morning when we arrived to the Perrine Bridge. We stopped and got out as they couldn't wait to see where they would be jumping. As we walked out onto the 1,500ft long bridge, illuminated by a faint yellow glow from the streetlights, we looked down into the darkness to barely see what was below us. The outline of the Snake River slithered along the banks ever so silently, for us not to hear it moving beneath us.

We awoke as the sun quickly filled the sky with its light and melted the stunning geometric ice formations on our windows. Jeff and Kendall got ready for their three-day BASE course with guru and co-founder of Apex BASE, Jimmy Pouchert. He has over 1,050 jumps under his belt and he is here to mentor and train these guys to do what he does best. Here, they learn about the different types of jumps performed and how to execute them as well as the most important: how to pack their chute. At the end of the day, we all went to walk the Perrine Bridge so Jimmy could show the guys how to read the winds and scope out the landing zone. Jeff was literally frothing at the mouth as he looked over the edge listening to Jimmy, thinking of that first jump. Kendall on the other hand was quiet and to himself; an anomaly. A look of pure concentration and nervous exhilaration sat on his face. As for Richie, he has about seventy jumps under his belt and has been jumping while the guys were in training. He makes it seem like it's no big thing. Just pack, jump, hike, pack, jump, hike,

eat and continue. As I said, BASE jumping is hard to do in Australia... legally. Plenty do it under wraps, some get caught and some don't, but it's all for the love of the game. Richie and some of his comrades had a run-in with the cops after a jump, sentencing him with twelve months of good behaviour.

Finally, the day has come. All of intense training and brain crunching will finally be put to the test – the ultimate test. I'd say it is pretty life or death, here. The guys had their rigs packed, their cameras charged and their minds ready to go. On the ride over to the Perrine, I could sense the guy's eagerness to get out to that bridge. The car was filled with pure male testosterone adrenaline that I could cut with a knife. Nothing else was on their minds. I think the stunning Roberta Mancino could have walked by with nothing but a rig on and they wouldn't have been phased.

They do a gear check; I get my camera ready. The air and his aura seem calm as he steps over the railing and faces the emerald green river below. His calmness rubs off on me. He takes some deep breaths, looks straight and counts down, "Three, two, one, see ya!" He lets go and leaps out into the air. In my mind he is stuck in mid leap, held there defying gravity as his body hovers almost 500ft above the earth, like they are in my photos. But back to life, back to reality, he freefalls for two seconds, has his chute pulled and glides to the drop zone all within one minute. Jump one: conquered and amazing.

As for Jeff, being that he started skydiving six years ago so that he could BASE jump, he is ready. I think that is an understatement. That man was born ready. He told me, "If truth be known, I've always known that I'd be a BASE jumper, it's in my blood to want that rush and adventure." I would say that about sums it up. The air is spiked with his energy now and it is moving all over the place. He climbs over the rail and flashes an excited open-mouthed smile that couldn't get any bigger. After a hundred skydives, training, patience and time, they have all made it to reach their goal of BASE jumping. He turns to the Snake River

and counts down, "Three, two, one, see ya!" Down he falls, getting smaller and smaller. His chute opens and he makes his way to the drop zone to the right of the river. Jump one: conquered and amazing.

Richie jumps, then Jimmy. All of the energy that was flowing around had now transferred into the air and the universe. I look down to watch them yell with excitement. Tears formed in my eyes. It was so liberating, so free, so profoundly beautiful. It was not just the jump itself, but everything that encompassed it.

"You do it for yourself," said Richie. "You know the risk is high, but on the flipside, it is some of the best times of your life." People ask "Why?" But, I don't think that needs to be answered, for it has already been revealed. It is something that these people do because they know they have one life to live. Why not do everything that you can put your mind to and do it. "Realising a dream and seeing it come to reality is always so rewarding," says Jeff, on our journey back to California. "Those are the kinds of things that help you live a long positive life, no matter what dream or goal you may have." Kendall is not a fan of heights, but that was not a factor that interfered with his goals. After his first jump, I asked him how that leap into pure gravity so high up felt. "It was as if I was numb, then when I landed and looked up at the bridge and thought, "Look where this sport has taken me, I am in such a beautiful place."

I think the guys are inspiring more than crazy for jumping off objects that could potentially kill them with every jump. But that's the risk you take. You listen and learn the sport. You make sure you never lose respect for it. Risk will always play a factor when you strive for things you really want. Whether you want to be Head of a company or jump off bridges, make goals and conquer them, even if you have to fly to another country to get it done.

Jeff, Kendall and Richie, are all back in the beautiful Land of Oz. I find myself alone, again, reliving this incredible experience of three Australians who came to America to make a dream come true. I think about goals I have and write them down in my notebook. Mine, to become a published photographer; for them, I'm sure Wingsuits are next.

“GROWING UP AND SEEING SKYDIVING I ALWAYS KNEW THAT IT WAS SOMETHING THAT I REALLY WANTED TO BE INVOLVED WITH AND DO. IT WAS ONLY A MATTER OF TIME BEFORE THAT DREAM HAS BECOME A REAL PART OF MY LIFESTYLE. ALREADY THROUGH MY JOURNEYS I HAVE BEEN VERY LUCKY TO MEET AND TRAVEL AND JUMP IN A BUNCH OF AMAZING LOCATIONS, AND THANKS TO WAKEBOARDING IT HAS ALSO AFFORDED ME THE LUXURY OF MEETING SOME OF SKYDIVING AND BASE JUMPING'S TOP ATHLETES. AFTER MEETING DOUGGS AT FUNNY FARM HE HAS BEEN HELPING POINT ME IN THE RIGHT DIRECTION WITH THE SPORT OF BASE, I CAN'T THANK HIM ENOUGH FOR TAKING ME UNDER HIS WING AND GUIDE ME IN THE BEST WAYS TO STAY SAFE AND MAKE SMART CHOICES... ESPECIALLY AS MY EXPERIENCE IS STILL LIMITED AT THIS POINT.”

Jeff Weatherall



ABOUT JEFF

Jeff is a 2 x World Wakeboard Champion & Australian Pro Tour Champ. He has been a full time professional Wakeboarder for the past 14 years. Each year is usually divided up chasing summers – six months in Australia and then he flies north for the winter and spends the other six months based out of the USA. About six years ago while doing some stuff with Nitro Circus and Travis Pastrana, they came up with some concepts that involved trying to do the first Wake/BASE jumps. Since then he's gotten into the sport of skydiving and has loved it. Jeff completed his AFF Course and did canopy skills courses with Shannon Pilcher from PD in Deland. Through Shannon, Jeff met Roger Mulckey and Shea Convery and they helped with his B-Rel's before attending the Funny Farm Boogie where he met and became good mates with both Richie and Kendall. Kendall and Jeff were at the same point and wanted to head into BASE as well as continue their skydiving. Jeff met Douggs at the Farm and he put him in touch with the guys from Apex Base and organised to meet up with Jimmy Pouchart at the Perrine Bridge and do their first BASE course.



“I PITCHED THE IDEA TO DO A BASE TRIP TO THE PRENNINE BRIDGE AND ALPINESTARS GAVE US A HUGE AMOUNT OF SUPPORT TO MAKE IT HAPPEN. IT WAS KILLER TO BE ABLE TO TAKE BOTH RITCHIE AND KENDALL AND OF COURSE OUR PHOTOGRAPHER DELEIGH HERMES TO THE ALPINESTARS HEADQUARTERS AND GET THE ALL SORTED WITH SOME NEW PRODUCT. A HUGE THANKS GOES TO THEM FOR HELPING US OUT SO MUCH WITH THE TRIP AND LENDING US ONE OF THEIR FLEET VEHICLE'S TO MAKE IT ALL HAPPEN.”

Jeff Weatherall

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Victorian/Tasmanian State Meet 2013

STATE MEET

SATURDAY, 26 JANUARY 2013
– BLUE SKIES, NIL WIND AND A WARM FORECAST HERALDED THE START OF THIS YEAR'S VICTORIAN CHAMPIONSHIPS. EAGER 4-WAY FORMATION SKYDIVING COMPETITORS, BOTH OPEN AND INTERMEDIATE, STUDIED THE DRAW WHILE PRETENDING TO LISTEN TO MEET DIRECTOR, JAMES BOYLE, AND DZSO, DON CROSS, RUN THROUGH THE USUAL SPIEL AT THE COMPETITOR'S MEETING.



Saturday, 26 January 2013 – Blue skies, nil wind and a warm forecast heralded the start of this year's Victorian Championships. Eager 4-way Formation Skydiving competitors, both Open and Intermediate, studied the draw while pretending to listen to Meet Director, James Boyle, and DZSO, Don Cross, run through the usual spiel at the competitor's meeting.



Three Open and four Intermediate teams registered for the event and the competition kicked off pretty much on time with the usual stragglers relegating their teams to a later load.

Under the watchful eyes of the Judging team – Jenni, Jock, Peta (bleary-eyed straight off the plane from W.A.) and trainee, Bruce, the scores came out regularly and the competition progressed well.



Saturday night saw the Aussie Day BBQ attended by most of the drop zone - lamb chops and lamb sausages on the menu of course! A surprise guest appearance by Ken Hills to offer encouragement to his namesakes' ensured festivities continued well into the evening. Rumours of a nudie glow stick run were heard in the morning and it didn't take much to work out the name of the culprit!

Day two continued with some sore heads but enthusiasm still running high as there were still two rounds to be completed. Scores were tight; especially in Intermediate between Nagambie team 'Load 4' and Tooradin team 'Philty Black Dogs'. Load 4 managed to get some ground coaching from the DZSO who was reliving his old glory days and momentarily wishing he was back as a competitor.

Day two also saw Ken Hills join his namesakes for two rounds – the scores plummeted from 7s and 9s down to zeros! Maybe this was one idea that sounded fantastic around the bar on a Saturday evening and probably should have been left there!

At the end of Round 6 two Inter teams were tied in first place, meaning a jump off was required. Last load Sunday evening (thank goodness for daylight savings) saw 'Load 4' and 'Philty Black Dogs' board the XL after having completed their 8-way competition rounds to hopefully see an outright winner. This was not to be! Some minor controversy ensued after the Dogs' camera shut down at 31 seconds awarding them a re-jump which needed to be done the following day as the sun was now setting and the bar had been opened.



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Monday morning saw the Dogs board the plane with their camera man Dan wearing as many cameras as is humanly possible, but again it was not to be. Today's jump did not go as well as the previous jump and the eventual winners were announced as 'Load 4'.

The Open competition was far less exciting with 'Chuck Norris Returns' easily overcoming 'Scratch and the Kenny Hills All-stars'.

After the completion of the 4-way, an impromptu 8-way Intermediate competition was organised by Rob Tasic, Sas and James Boyle with all competitors being drawn from a hat to ensure a mix of experience and three fairly even teams. The competition was to be run over one round with the blessing of the organisers and the Meet Director.

Skydive Nagambie would like to thank the competitors, James Boyle the Meet Director and the judging panel for a very enjoyable and safe competition. Also a big thanks to the VTPC for their support.



4-Way Intermediate

Load 4: Scott Clarke, Drew Whitworth, Rick Frank, Ben Allen camera and Justin DeWaard on camera. First place, 43 points

Philthy Black Dogs: Phil McComb, Phil Hope, Nick Chaperone, Michael Collins and Dan Rossi on camera. Second place, 41 points

Dodgy No More: Carsten Boeving, Sandra Northey, Geoff Munday, Jan Nejedny and Col Johnson on camera. Third place, 30 points

Flying High: Paul Algie, Paul Borritt, Gary Tayler, Clint Wood and Kevin Cooper on camera. Fourth place, 16 points



8-Way Intermediate

Disproportionate: (Rob Tasic captain) 4 points

Silent Rage: (James Boyle captain) 3 points

Assassinate: (Sas captain) 1 point



4-Way Open

Chuck Norris Returns: James Boyle, Simon Di Sciascio, Rob Thomson, Michelle Hales and Shannon Straubinger on camera. First place, 62 points

Scratch: Sarah Brown, Talis Steele, Sharyn Steele, Carsten Boeving and Mitch McMartin on camera. Second place, 44 points

Kenny Hills All Stars: (also should have been known as rotating members) Rob Douthat, Rob Tasic, Steven Hickson, Jaak Saega, Shane Sparkes and Kenny Hills. Third place, 29 points



Finally! Australia is getting a wind tunnel!

By Holly Kilham, Operations Manager - www.iFlyDownunder.com.au



With almost 40 Indoor Skydive facilities around the world, for some reason it has taken several attempts over the last ten years to build a state of the art tunnel in Australia. It came down to a group of courageous guys to spend the last three years finding a site, finding the right equipment, getting the best team together, and figuring out an innovative way of raising the funds (listing on the ASX) to make it all happen.

Danny Hogan and Wayne Jones, both ex-SAS servicemen, have done what many people thought was impossible. Indoor Skydive Australia Group (ISAG) successfully listed on the ASX in January and started construction of a 16.4ft SkyVenture tunnel in February – one of the world's largest and most technically advanced. The location is part of the Penrith Panthers' facility, Western Sydney. It will operate under the global franchise brand of iFly – from SkyVenture, which brings unrivalled experience and technology from manufacturing 24 tunnels around the world.

Launch is scheduled for the first quarter of 2014. We will keep everyone updated with our progress!

What does this mean for Australian Skydiving?

The tunnel will revolutionise skydiving in Australia and turn learner skydivers into awesome skydivers. It will slow down the attrition rate of skydivers and introduce new people to the sport. It will become the catalyst for a sporting evolution in Australia that has never been seen before. It will create an entirely new sport of BodyFlight in its own right and introduce skydiving to those who can't – from ages three and up. There's more, but we will leave that for a future article. In summary, it's a good thing for skydivers, skydive operators and every Australian who has always wanted to fly.

But first, let's talk about turning you into an awesome skydiver. You can fly up to one hour in the tunnel each day, that's the equivalent of 60 skydives! You immediately review the footage and correct your mistakes without the need to pay for a camera flyer. A professional coach can provide one-on-one tuition for one sixth of the cost of a coached jump. The tunnel is a fantastic machine to speed up progression and help jumpers reach their goals quicker. Kieren "KJ" James, who is building the Freely community in W.A. says that "newbies" are clocking up the tunnel hours and "the impact in the sky has been incredible".

It's also great to have some non-coached time to refine your skills or fly with friends. As you pay for the wind and not the number of people in it, flying with three mates makes tunnel flight much easier on the pocket. A 4-way skydive which would normally cost your team over \$120, could now cost you less than \$5 each. At 16.4ft, iFly Downunder can easily host eight flyers, that's less than \$2.50 each! The tunnel is also great for perfecting those banter skydives, such as rodeos, hybrids and human surfing!

The Australian 8-way team 'Velocita' flew five hours in iFly Singapore, coached by multiple world champion and Golden Knights' coach, Kirk Verner, ahead of the Dubai Mondial in 2012. Velocita were quick to arrange a second training camp less than two months later, with former Arizona Airspeed member, Andy Honigbaum. The Australian 4-way team 'Rotor Out' also organise regular tunnel camps with international tunnel coaches, and it shows. The Australian team ranked ninth in the world at the Dubai Mondial and fourth at the Indoor Skydiving World Championships in Singapore. The Australian VFS team 'The Addicted' completed eleven hours of intensive training with Steve and Sara Curtis (Arizona Arsenal) and Mike "Friday" Friedman (Arizona Drive) in order to learn the new Open VFS dive pool. Team member Lucas Georgiou stated that "a tunnel camp was really the only way we could get up to date with the recent changes". Having a tunnel in Australia will finally mean a level playing field against the World's top teams. If you look at the flyers in the vertical world record (and the Australian vertical record), the majority of skydivers had strong wind tunnel backgrounds. One wind tunnel coach (mentioning no names!) took part in the vertical world record with less than 300 jumps at the time!



Construction Site



Construction Corner

- The Ground Breaking ceremony took place on 3rd March 2013.
- Raybal Constructions are working intimately with Indoor Skydive Australia Group and SkyVenture.
- Bulk excavation happening now.
- The facility footprint covers 655m² with an overall area of 2160m².
- Fabrication of SkyVenture components is now into its third month.
- For the latest progress follow us on Facebook/iFLYdownunder or register at iFlyDownunder.com.au



Rotor Out train in iFly Singapore



Bring the kids to fly

It's not just for the top teams. You only need to look at the numbers of new rookie teams taking part to see what influence the tunnel has. In the UK, which currently supports three wind tunnels, the number of teams competing in the British Nationals has increased each year. 2012 saw a record 54 teams competing in the 4-way alone, bear in mind most of the skydiving season is spent waiting for the clouds to clear! The tunnel is a great place to meet team mates, you can learn a few tricks by watching others and because of the close community, the staff can usually put you in touch with like-minded flyers.

We (the iFly Downunder team) want to jump out of planes with our mates and we strive to be the best flyers we can. When we are not working, you will also find us at a drop zone, having fun, sharing our knowledge or training for a competition. Hopefully one day, we will be able to produce those jaw dropping, viral videos with some home grown Aussie talent! We are here to boost the skydiving community and create a real buzz around the sport. A buzz that will be seen by the rest of the world as Australia raises its game!

Holly Kilham, Operations Manager
www.iFlyDownunder.com.au

Introducing the iFly Downunder Operations Manager

Name: Holly Kilham Age: 29 From: England

First Skydive: In 2001. I knew I wanted to skydive solo from the first jump, so I booked myself a static line course at Sibson Airfield in the UK.

Favourite Jump: For the scenery it has to be Queenstown in New Zealand or Airlie Beach in Australia, but for the fun, it's definitely taking a rubber boat out the back of the Skyvan at the Equinox boogie in 2006.

How did you first get a job in a tunnel?

I had been jumping for over eight years when Airkix Manchester were looking for a receptionist. I had just left my job as a graphic designer to travel Australia (for the second time) and needed a job upon my return. I jumped at the opportunity to join the Airkix team, although I'd never flown in a wind tunnel before.

Where else have you worked? I've been working at iFly Singapore for the past 1.5 years. It was a great experience to organise the 2012 Indoor Skydiving World Championships.

What would you say to anyone considering tunnel time? Do it! The tunnel never interested me, as I was far more interested in the outdoors and jumping from a plane, but now I've seen what you can achieve in such a short space of time and the fun you can have, I'm a complete convert!



Easter on the Coast



By Rod White Photos by Casey Butler, Poo Smith, Alex "Nugget" Joannou & Scott Pierce

Psst, I have a secret. Come closer, I'll whisper, I don't really want everyone to hear. You look like someone I can trust. You look friendly but at the same time alone, you're shy, no, not shy, just no one to jump with yet, not yet confident enough to ask, you're thinking this whole thing is harder than you thought it would be. And you, yes you, you are confident, you look like you want to share, you've been there, done that, now you want to do this for fun, to meet new people, to make friends, to give back what you've been given. Yes, move closer, I'll tell you both my secret. In a nut-shell it is this: that Skydive Oz has a plan and that plan will benefit you. If you want to jump with friends, both old and new, want to jump for fun, meet new people, join a skydive family, jump in safety with superb coastal views, then get yourself to the 'Moo' as soon as you can. It may change your enjoyment of our sport forever.

I support this assertion using Easter at the Moo 2013 as an example – it could not have been better than what it was – 114 loads, fun jumpers, AFF students, B students, Star Crest candidates, experienced jumpers and inexperienced all having a great time together.

The Moo Crew being Poo and Bec Smith and Casey and Dan Smith and Gav Smith and Terry Riddle and Shana, Nugget and John (Plankton) and Nick set the friendly, fun loving tone of the drop zone. (Anyone else find it strange that there are now four Smiths in the Moo Crew, what's going on Poo?)

A record 114 loads over four days in two mighty fun filled Cessnas (Poo rang the bell after the 100th load!). Plankton flew his last Moo load and is off to further his flying career at Skydive The Beach and Nick, the new pilot, was welcomed in typical Moo fashion. Poo and Plankton flew no less than nine formation loads with Poo in the chase plane showing us just how close two planes can be flown, or more correctly, how close Poo can fly his plane to another plane, and strangely how a Cessna can be flown sideways and forwards at the same time. Poo is unique as a drop zone pilot. He is like a kid in a candy store. He will fly that little Cessna higher and higher, with its engine starved of air and costing him more in gas, just to give a B-Rel 10 or a Star Crest or a 300th jump a little more time.

Gav Smith "Mr Awesome" became more and more inventive as Load Organiser as the weekend progressed. Formation loads, awesome; Formation loads with Star Crests, awesome; Formation loads with Star Crests and with the base turning points on the hill, awesome; Formation loads with Star Crest with points to 10-way open accordion, now that's awesome. Simon Kube attained his Star Crest in three of the nine formation loads.

Nugget packed his chunky little butt off to keep the tandems rolling on, but still has not explained why he had a "spare" blow up doll (with orifices) in the boot of his car. Taran planned to do his 300th jump nude with the doll but in the interests of public decency we just did a Formation load



Adam 'Riggler' Ridley



Jess Beckman



Formation Load

instead (Poo pushed those two Cessnas to new heights for Taran's 300th). However, the said doll and a quantity of lubricant have now gone missing. I also passed the 300 mark over that weekend and I'm relieved to think that the nudie and the doll never entered my mind.

Jess Beckman did twelve lobs finishing her 'A' licence requirements, then went on to pass B-Rel's 1-9 and start on her B-10s – pretty awesome achievement for someone who started their AFF only two weekends prior!

Jamie "Chuckie" Rose brought his sister down for a tandem, joining a long and growing list of fun jumpers whose family and friends have joined them and jumped tandem with them at the Moo. Adam Struthers introduced us to his partner Bron and jumped for the first time since his shoulder injury. Dan Smith took Bron for a tandem and they both met Adam at height over the Moo.

Francis and Rowan did the annual Easter favourite – the bunny jump. In a Star Crest, 10-way side body jump, Casey groped first Francis and then Gav claiming he was searching for Easter eggs.

Scott "Carnie" Pierce got his 'C' Licence, new Rel-suit and Go-Pro simultaneously and started, like the rest of us, gathering copious amounts of skydive footage that barely gets looked at more than once or twice. Dale and Elliott looked swish in their new custom made, colour co-ordinated weight belts, and Hollywood brought out his new Rel-suit and so put away his Tracking suit for Rel-work (it was interesting how that worked).

Francis from Harrierville in Victoria, drove four hours, caught a one hour flight to Sydney and then shared a ride for four hours to get to the Moo. Chook and Tracey took two days

of driving to get there from Broken Hill. Ryan from Sydney was a new face to Moruya and brought his Big-way talents and his quiet smile with him. Poo's now better half, Bec, and I have a game. I want to find and get every new jumper [to the Moo] on a load with me before she tells me they are there. With Chook, Ryan and Roy, I had them manifested on a load with me before Bec had time to tell me. I don't work for Skydive Oz, it's just an example of something that we all do to make everyone else feel included. We want to meet new people and want everyone to have a good time and to come back. I went on to jump three times with Ryan that day and eighteen times with Chook that weekend. Like I said, it could not have been better.

Notable achievements over the weekend: Simon Kube, Shana Harris and Jye Alexander all got their Star Crests. Shana also finished her Packer 'B' and got her 'D' Licence! Tim finished his AFF jumps. Rowan and Alex both finished their B-Rel tables – now they just need the jump numbers to get their 'B' Licence.

AFF student Rob Hudson came back after a four month break. He was doing his AFF Stage 4 on Pricey's last jump in December. Rob did some retraining and got back up in the air, I don't know who was more nervous, Rob or his instructor! Rob went on and completed the rest of his AFF jumps this weekend – hat's off to you mate, hope you keep coming back!

A big thank you to NSW Parachute Council for supporting the event.

If you feel like you've missed out because you weren't there... then don't miss Queens of the Coast, 8-10 June. See you there!



Ash Davis & Josh Raftery



Adam Pank & Jarrod Norman



Gavin Smith, Chook & Rod White



Taran Laval

FYBO CRW BOOGIE XVII

Painting the Winter Skies

By Mike Lewis Photos by Bryan Scott

For many American skydivers February is a time when our thoughts turn to the months ahead, when the spring and summer skies summon us. For members of the Big-way Canopy Formation (CF) community in North America, Florida's February winter skies summon us to the annual *Freeze Your Buns Off Boogie*. This year was no exception. Marking its seventeenth year, the annual FYBO Boogie was held February 21-24, 2013 at Florida Skydiving Center in Lake Wales, Florida. The event was named after jumpers were surprised by record cold temperatures during its first year. With record highs nearing 30°C this year, the boogie did not quite live up to its name and shorts and t-shirts were the order of the day.

Organised by long-time CRW Dogs, Mike Lewis, Raul Ramirez and Eduardo Guillen, the event drew more than fifty, with CF experience ranging from beginners to those with many thousands of jumps, multiple world records and untold numbers of medals earned over many years of national and international competition. As always, there was a feeling of family reunion permeating the event and an emphasis on challenging and successful skydives. Groups ranged from one-on-one coaching jumps, to three point 16-way and two point 25-way skydives, to a new world record. There was no shortage of enthusiasm among the jumpers, including one new member of the family who shouted with joy loud enough for the entire formation to hear as she docked 21st on her first 21-way formation. She was still grinning from ear to ear as she drove away from the drop zone at the end of the weekend.

The very best skydiving organisers are creative souls – they are artists, engineers and architects who use the skies as their canvas and jumpers as their medium. Nowhere in the sport is that more evident than in the Big-way CF community. Mike, Raul and Eduardo painted the winter skies with complex sequential formations, side-by-side Big-way formations and amazingly, the largest canopy formation ever built at night. That formation was a 26-way, the largest formation of the event and a new world record for night canopy formations.

Anyone who has exited an aircraft at night knows the feeling of jumping into the darkness of the abyss. It is a feeling unlike any other. Your heart races and you hold your breath for a moment as you step into the inky blackness, as if you were about to plunge into an endless pool of cold water. There is no water, though – only the night sky. The familiar sights and landmarks are no longer there. There is neither ground nor horizon.

There is the moon and the stars, and some of the lights on the ground, but the comforting feeling of being able to know where you are with a quick glance at the ground is nowhere to be found. It can be very disorienting and quickly reminds you that skydiving is as unforgiving as it is beautiful.

The team of experienced Big-way CF jumpers was highly aware of the added risk and carefully evaluated procedures and equipment used successfully for previous jumps and made changes that would make the jump as safe as possible. Every jumper was required to wear a helmet-mounted bright white LED light pointing toward their canopy. Not only does this make it easier for jumpers to check their canopies after opening, the reflection of the light off of a large area like a canopy makes the jumpers far more visible than a light reflecting off the jumper. In addition, each jumper wore a white jumpsuit, a forward facing white light on their helmet to assist with off-drop zone landings, a front-mounted red light to warn jumpers to not approach from that side, and a green light in back to signal the correct docking target.

There were other lights. The two photographers on the jump, Bryan Scott and Chico Tomaselli, wore arrays of lights in addition to their camera equipment and kept both aimed at the formation. Photographing night canopy formations is challenging, to say the least. Lights can be very heavy, hot and create entanglement hazards well beyond the usual hazards created by camera equipment. With assistance from industrial lightning manufacturer, Topanga Technologies, the team created a lightning scheme that worked well. Although the formation eclipsed the previous record by only one jumper, a new dimension was added – when the formation was complete, they lit it on fire. One of the jumpers, Matt Rece, has a pyrotechnics license and used his skills to wire himself with pyro for the jump. After docking last on the formation, he ignited his pyrotechnics at 6,000ft, making a spectacular view from the ground that could be seen for many miles. USPA canopy formation judge, Ruben, confirmed the formation was legal. It was indeed a new world record.

This year's FYBO Boogie was another safe, exciting and successful Big-way CF event that left all thirsty for more. If you are interested in learning about CF skydiving and attending an event like the FYBO Boogie, join the crwdogs Google group at <http://groups.google.com> and introduce yourself!



26-WAY NIGHT WORLD RECORD!

Mike Lewis

T. LaVonne

Chad Neidigh

Dave Hillebrandt

Bill Clement

Francois Huot

John Bechtel

Nick Barson

Cliff Dobson

Brian Martin

Bob Felt

Eric French

Bob Edmiston

John Toung

Kenny Backus

Don Bromley

Emie Pliscott

Raul Ramirez

Bob Reger

Annie DeKoker

Korissa Bomba

Chuck Backus

Fabio Campanha

Eduardo Guillen

Scott Lazarus

Flying Pyrotechnics: Matt Rece

Flying Camera: Bryan Scott

Flying Back Up Lighting: Chico Thomaselli



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FULL MOON



BOOGIE 2012

By Louise Cross
and Kelly Brennan

Warm-Up Camp

Once again this year's Full Moon Boogie was preceded by an invitational two day vertical Freefly camp under the tutelage of Erika "Noodles" Tadakoro. Sixteen super awesome freeflyers gathered together to hone their skills on Wednesday morning. The early arrival of our international Freefly coach, Michael "Friday" Friedman, meant that he was able to join this group and add his expertise to the dives.

The warm-up camp was not only for the freeflyers. Jarno Cordia and Patrick Wake, our international Wingsuit tutors from Phoenix Fly, arrived in time for the pre-Boogie jumps and offered one-on-one tuition to aspiring birdies and smaller flocking dives. Numerous other regular jump pigs also came along as quite clearly six days of jumping are better than four!

Full Moon Boogie 2012

By Thursday night people had started to arrive for the Boogie – most having arranged a four day very long weekend. Over 110 skydivers descended upon Nagambie from all over Australia and New Zealand with some participants travelling from as far away as Norway for the event – welcome Milla – proving that even though the boogie is in its sixth year, it remains as popular as ever.

By Friday (the day of the week, not the coach), the remainder of the coaches had started to arrive. Mark "Stretch" Szulmeyer and Kate Rogers for Formation skydivers and everyone's favourite super lovely Blake Hooper from Queensland for Freefly. Friday also saw the arrival of our second aircraft – Sydney Skydivers' white XL along with a small entourage on board.

Over the duration of the Boogie, the flatties were in fine form, scoring Star Crests and other bell-ringing moments to keep the bar busy on those famous Boogie nights.

Mark "Stretch" Szulmeyer led the larger groups while Kate Rogers lent her skills to 4-way groups before heading off with the Valkyries to compete in Dubai. Belly flyers from New Zealand and other Victorian drop zones joined locals playing in Nagambie's skies.





Mady



One of Stretch's 9-ways was a perfect three-pointer, delighting the two Star Crestees who were on the jump. There were many good jumps and a few hilarious ones. When a 4-way newbie forgot to close his visor before exit, Kate calmly reached over while the formation was still on the hill and snapped it shut. Stretch also had some chuckles at everyone else's expense. He decided to test the group's diving skills on a 9-way by letting go of the plane without a count. That'll teach the slow ones to get up off the seats a bit quicker! He also took wicked pleasure from introducing some of the flatties to the 'Morgan Mind F\$%*' – a weird 5-way arrangement of random, constantly rotating points. If you are curious about this skydive, ask Stretch to do it with you. But don't say you weren't warned! Notable Flatfly achievements included Gianfranco Sedda and Jordo achieving their Star Crests and Dr Allister doing his first sequential Big-way.

Friday (the coach) and Blake led the freeflyers in large Angle dives, Atmonauti and smaller Vertical Formation skydives. Both coaches were in high demand with both doing up to fifteen jumps each per day. Congratulations to Lex on achieving her Head-up Freefly Crest – not an easy thing – and made more special considering that Lex only started jumping at the beginning of 2012.

Wingsuiting once again proved popular leaving Jarno and Patrick no time to get up to any day time mischief. Adonis, Sambo, Sonya, Taran, Nathan and Smeds all making their first Wingsuit jumps. Lex and Leon also completed a reverse Wingsuit Rodeo jump.

Student Kate also proved that you can stay in a tent – you don't have to always stay in a motel thereby trying to downplay her Princess nickname. Although

good mate Guy did go out of his way to make sure she didn't get a good night sleep by attempting to reproduce the "Princess and the Pea" fairytale. After a restless night's sleep by Kate, the culprit was last seen running for the hills!

Keeping the crowds entertained after dark was the job of Borgie (Must Die Productions) who masterfully created the day tapes from all the raw footage he was given throughout the day. Maddy Cross, who did yet another tandem skydive during the Boogie – although this time not with her Dad as she is tired of doing them with him – but with Jonny De Wet, was elated to see snippets of her



Sonja



jump make the day tape. Much to the disappointment of her Dad, she was heard to say after watching the tape the first night, "I can't wait to start skydiving, I want to be a freeflyer, it looks awesome". We are all eagerly awaiting the arrival of the Boogie DVD into our mailboxes.

Despite the best efforts of the Victorian Temperance Union, the nights were again filled with fun and mischief. However we are pleased to say that all the elephants drank responsibly throughout the event and not one was harmed.

One night, the hangar became a bizarre war zone. Lights were suddenly switched off and, just as drinkers wondered

what was happening, hundreds of glow sticks rained down on the party like fireworks. A handful of jumpers had launched the colourful display from the upper balcony in a light-hearted act of whimsy. But it wasn't taken as an enemy attack and retaliation was essential. Glow sticks were hurled back in anger. Groups gathered their ammunition and planned their offensives as the tracer fire of flying glow sticks lit the hangar. Unfortunately, the sticks started getting stuck in the foil of the hangar ceiling. With their ammunition depleted, and drinks getting warm, the warring parties lost interest. The glow sticks dangled like stalactites over the party, just too high to retrieve.

Don and Lou arrived the next morning scratching their heads over the strange straws of plastic in the hangar ceiling. They weren't the only ones confused. A possum, who apparently called the hangar roof his home, stuck his head out in the morning. The tired looking creature checked out the skydivers and tried to make sense of what had kept him more awake than usual overnight.

A big thanks to the coaches: Stretch, Kate, Blake, Friday, Jarno and Patrick; to the pilots: Seabass (Adrian from Picton), our very own Dave Sims and the participants of the Boogie who made it an extremely enjoyable and safe Boogie.

Skydive Nagambie would like to thank all the sponsors of the Full Moon Boogie 2012 for their generosity – in particular the Australian Parachute Federation, the Victorian Tasmanian Parachute Council, Icarus Canopies, Wings, Cookie Helmets, Performance Designs, Phoenix Fly, UPT, Bonehead Helmets, Deepseed Skydiving and Nagambie Lakes Entertainment Centre.

Skydive Nagambie would also like to thank Phil Onis and the team from Sydney Skydivers for the XL and Adrian for flying. Over the Boogie an awesome 135 loads were flown with over 1,800 jumps being made with no malfunctions until the last day. DZSO Don was seen shaking his head and referring to the day as "Mad Monday" with three chops in as many loads!

Bring on next year.



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DAVE BENSON INTERVIEW

The Guru of Flag Jumping

Photos by Craig Trimble

DURING THE RECENT WIDE BAY INTERNATIONAL AIRSHOW IN BUNDABERG MARIOS CHRISTODOULOU HAD THE OPPORTUNITY TO MEET WITH DAVE BENSON, JUST BEFORE HE AND HIS SON RODNEY DID A SPECTACULAR DISPLAY WITH TWO FLAGS AND A PITTS AIRCRAFT TRAILING SMOKE AROUND THEM. DAVE HAS BEEN JUMPING SINCE 1980 AND HIS PASSION IS FLAG JUMPING.

M: Can you tell us how you got into flag jumping?

D: Flag jumping started in the United States with fairly small flags. They never got anywhere with it. They still jump some small flags. I recognised the need to create more than just an 'aerial show' for sponsors as their needs developed so I came up with the concept of carrying significantly big flags with the sponsors logo on them during the display. My early flags measured 3 feet by 5 feet. My Guinness Book of World Records flag is 48.4 meters long by 23 meters deep, 13,000 ft² weighs 110kg.

M: How long have you been jumping and where did you start?

D: I started in place that doesn't exist anymore called Hoxton Park. Hoxton Park was with an ex SAS guy call Bill Johnson. I think he is still alive, I am not sure. That was back in 1980.

M: How many jumps have you accumulated since then?

D: Got about 3,500 logged but once we got 1,000 jumps we did not have to log anymore so I did not log any jumps for 10 years and I used to do 10-15 jumps every weekend at Wilton doing camera. When the License Display Organiser rating came along I had to start logging again. I have probably have done around 9,000 jumps.

M: How many of those are flag jumps?

D: Probably 4,000-5,000.

M: Is that all you do right now?

D: That is all I do. I have been living from flag jumping for the past 25 years.

M: Do you still love it?

D: Absolutely. I still travel the world. Just got back from America doing a series of events in July, had some big 4th of July events. The American flag that I jump is 5,000 sq. feet and it is the largest US flag. Over the years I have done jumps in Australia, New Zealand, USA, Canada, UK, Japan, Korea, Thailand, Singapore, Philippines and Malaysia. The Aussie flag that I jumped today is the largest Aussie flag that has flown which is 5,000 sq. feet.

M: Do you make those?

D: Yes I manufacture the flags and I manufacture for other skydivers as well. I manufacture flags for the US military, the Golden Knights and other entities. Other skydiving manufacturers are now starting to manufacture flags as well.

M: Can you tell us a bit about the equipment used for a 5,000 sq. feet flag?

D: I still jump an old X300, 7-cell Parachutes Australia main. They made them especially for me with Zero Porosity material, which makes them quite interesting to pack...Still do a standard factory pack as they seem to give me nicer and softer openings. The flags that I jump are 70kg (including the weight on the bottom), so we don't do any freefall. I don't use an AAD.

DAVE BENSON INTERVIEW



M: Have you ever had a malfunction when doing a flag jump?

D: I had one canopy malfunction. It was a canopy with a new bottom skin. Right after the opening the canopy split in half. I was under my reserve by 4.500ft and landed with the flag exactly where I was supposed to land.

M: Tell us a bit about the Guinness Record.

D: The Guinness Record was done at the Adelaide Grand Prix for AGIP Motor Oil, an Italian motor oil company who was the major sponsor of the 2009 Adelaide Grand Prix. There were 10 years of the Adelaide Grand Prix and I jumped in 9 of them as I did not jump at the first one. I did all of my training jumps at Wilton Parachute Centre, where Phil and Hilly used to hate me because they thought I was going to kill myself (!). The flag was 48.8 meters long by 23 meters deep, 13.000 sq. ft and weighted 110kg. I used a PA 521 main, which was used as a tandem canopy. It was great until the flag landed. After that half of the canopy collapsed because there was not enough weight with just me. I just got it pumped out before I hit the ground!

M: You have done 5.000 flag jumps. Are there one or two that stand out?

D: Yes. I did the millennium in Los Angeles city. Where the Hollywood sign is, just besides that there is place called Griffith Park where the observatory used for the space exploration is. It is a monument thus they would not let planes fly over that area. I jumped with a Pacific Millennium 2000 flag, landed on the grass which was probably six meters wide and Arnold Schwarzenegger,

who had just become the governor of California, came over and shook my hand.

Another one that stands out was a jump onto the 38 story Focus building at the Gold Coast. I jumped a 5.000 sq. feet No Fear flag for the Indy Cars and landed on the roof which 45 ft across.

M: So we are talking about some serious accuracy skills here!

D: Well, after I did my initial training I went to Wollongong and jumped with Ian Handley who was the Australian Accuracy Champion for a few years and has represented Australia in World Championships. I trained jumped with him for nearly two years and that is where I got my accuracy skills.

M: If there are some new jumpers interested in flag jumping what would you tell them?

D: It is important to remember that flag jumping is being done for the crowd and not for the skydiver. Big parachutes are important for flag jumping. The way things have gone lately jumpers keep flying smaller and smaller parachutes. I would like to pick on the guys who have around 2.000 tandem jumps and know how to fly big parachutes on windy days. If I train anybody and have them on my displays they will be jumping nothing smaller than a 200 sq. feet canopy. Also accuracy skills are very important, as you are required to be accurate for display jumping. At last do not rush things. I did 150 practice flag jumps before I went onto a live display. If you are interested you can always contact me on skydivedisplays@bigpond.com

By Christine Collins

Dave Benson burst onto the Northern Territory scene in 1998. He had arrived to jump into the very first V8 races at Hidden Valley in Darwin. He was larger than life. It was quite a spectacle seeing Dave unload the gear for the demos off a commercial flight; the massive flags, the heavy bags of lead shot and the rigs containing the X300s designed to cope with the opening shock of all the lead and flag – hundreds of kilos! With his booming voice and confident personality, he took charge of the jumps with precision and professionalism. And with the showmanship of a polished and experienced performer, he graced Darwin skies for the few days each year after that inaugural event, smiling his toothy grin as he lifted his legs and landed on the drag strip or the race track verges in exactly the same manner, time after time.

We coined the expression, "Hurry up and wait!" from these demos. Dave would insist that we were there with loads of time to spare; we had to hurry to the emplaning area and then wait – and wait – for the eventual take-off! We learnt a lot from his son Rod, about just going with the flow and all would be fine.

My job over the years was often to get everything off the race track with precision timing. I had to grab those hundreds of kilos of lead, run several metres and hoist them over the fence and out of the 'hot track' area so the main races could start. I'm not a very big person, so it was quite an effort each year. I grew used to Dave barking orders from 100 feet up and became quite accustomed to what was needed. I was always the driver to get the boys of the track at the end of the main race. It was great fun following all the big names, putting a bit of pedal to the metal and waving to the crowd as we departed!

Sometimes I jumped in with the boys. Dave would say let your hair out so they know you're a girl on the load. I found it funny landing on the track, while I watched myself landing simultaneously on the mega-screen that was facing me!

Often Dave would jump into the pre-race ceremony the evening before. It was at Parliament House in Darwin City and depending upon the winds, we either landed one side of the building or the other. I still have visuals of scooting across the top of Parliament House and diving the canopy over the edge of it to land below. What a blast!

Another of my most outstanding memories was when TC jumped onto the race track with Dave and Rod all with big flags. Pip Bormann flew his Edge 540 in perfect circles around TC. It was an early morning jump and the wind hadn't yet picked up. It meant that the exit was almost directly over the top of the drag strip and as Pip flew around, the smoke hovered in the air. It looked like a perfect

corkscrew around Trevor all the way down to break off. It really was a stunning display.

When I think of the jumps we did with Dave, I smile. Not only were the V8s an annual weekend event, but once we also participated in 'Air Shows of the Outback'. What a hoot! In a brand new Air Van, a bunch of us travelled around outback Queensland in 2001. We jumped into country towns where the CWA provided scones and tea! We stayed and partied in local pubs at night. We jumped into the most massive air shows where country folk travelled for hundreds of kilometres to attend. At one air show, the traffic jam delayed the opening of the air show by half an hour. We also jumped into the historic property where Qantas was founded. We sheared sheep. We laughed as a young Japanese guy tried to castrate a bull. I flew in a balloon and watched as our Air Van did aerobatics with a Pitts Special. I sat next to Nancy Bird in a Super Connie for a couple of hours and listened to her life story. It was a very special time.

I laugh when I think about the Bundaberg Air Show in 2003. We travelled to it from Darwin, carrying the lead shot that Dave had left in Darwin and needed for the World Record mass drop. It was quite an effort lugging it on and off trains, enroute to Bundaberg.

I certainly remember the time we jumped into Daly River as a demo prior to the V8s. The boys landed on the community oval but I wanted to land at my friend's place across the river. Dave insisted on spotting for me and when I was open, I was very glad it was such a good spot. I had to cross the river under canopy at a few hundred feet and could clearly see a couple of crocodiles in the water!

Over the years, we visited Dave at his home. We saw his great set up for making the gi-normous flags; we met Girlie and Melissa. We saw what a doting Dad he was, taking Melissa to many horse riding competitions, where she performed as precisely as her Dad did on jumps.

We always loved seeing the photos that Rod took of the many jumps. They were beautiful. It was special that Dave let me use the one that I consider the best on the cover of my recent book about NT parachuting history.

I know my experiences are only a small part of the tapestry which was Dave's life and jumping career. I know he was always rushing off to the States for the 4th of July jumps, which were on at about the same time as the V8s in Darwin. He was always full of energy, full of plans... so it is bittersweet to say goodbye to you Dave. You made me smile, you invited us to be part of fantastic experiences. I will never watch the V8s without thinking of you. We will miss you and your way of doing things. They were happy days.

entering the blue room

Skydive Firsts *By Dawn Tratt*

A fresh meat skydiver's year of firsts. NEVER say "First".

It is through luck, or simple disregard for convention that a skydiver gets away with not buying a case of beer after a first.

But this story is not about beer – it's about what can be achieved in your first year of skydiving if you possess the drive and know-how.

My first tandem was in Nadi, Fiji. I was petrified, as can be seen by my hideous death-face. However, when the canopy opened, I felt drunk with pleasure and screamed, "I love you, Kobi!" to my tandem master. I meant what I said and asked him out the next day. We've been together ever since.

I moved to Sydney, from little ol' Wellington, New Zealand, in February last year to be with said tandem master. I started AFF in April and within a couple of months I'd



bashed out a number of firsts: AFF, B-Rel's, 'A' Licence and bought a rig.

Soon after getting my 'B' Licence in the mail, Kobi suggested we go to Perris Valley, California, to do some tunnel time. He said as a fresh meat skydiver, tunnel time would cement in me good flat flying skills and accelerate my learning.

Indeed it did. With 3.5 hours of tunnel under my belt and less than 35 jumps, I began to focus on 4-way formation skydiving – even doing a hot air balloon jump in Perris Valley for jump 34.

I was very scared standing on the foot ledge of the hot air balloon. Especially after another instructor had warned me against doing a balloon jump because of the lack of relative wind that might cause me to tumble out of control, and the fact the balloon could drift and I'd have to find a safe place to land in unfamiliar territory. Fortunately, all went well, my body position was stable and my landing safe.

While in America for that brief but beneficial week, I overcame that dreaded first pack job panic. I managed to stuff the canopy in the bag untidily and close my rig all by myself. As the canopy rippled open and began to fly straight I felt a huge sense of achievement and relief.



"All my success I owe to my partner, Kobi. It is through his tutelage and passion for this incredible sport that I am driven to achieve and learn more about skydiving."



On return to Australia, feeling more confident in freefall, I decided to enter the NSW Skydiving Championships and was honoured to jump with Number One – Michael Vaughan in the Novice FS division. We turned 28 points on one jump and competed with some of the most passionate newbies in the sport. It was amazing to share a gold medal with Vaughany and our crazy Canadian cameraman, Calder Chernoff.

In the latter half of 2012, I started working in the manifest at Sydney Skydivers – having started out as a video dubber. Learning how the company works and the incredible pressure put on the manifest staff was an eye-opener. For the first time I had a holistic understanding of the complex beast that is a drop zone. Working in the office paradoxically meant I jumped less, but it didn't hinder my progress by any means.

Now eleven months into my skydiving journey I have completed my Star Crest and have a 'C' Licence. To my delight, I am now in a 4-way FS team 'Falkor' based at Picton. We have had three weekend training sessions so far. 'Falkor' is Melissa Harvie, Kobi Bokay, Peta Thompson, cameraman Calder Chernoff, and myself. In the lead-up to competing in the 2014 Nationals, our goal is to be the best team that we can be and to be winners, functioning with respect, trust and integrity.

Who would have thought so much could be accomplished in such a short period of time and that my life could take such a marked turn, in less than a year?



All my success I owe to my partner, Kobi. It is through his tutelage and passion for this incredible sport that I am driven to achieve and learn more about skydiving.

Finally, I have a confession to make. Of all my year of firsts, I have yet to buy a case. "Bad Dawn", you might say. "No, no", I say, "lucky, with a hint of disregard for convention".

FLIGHT PERFORMANCE

FELIX BAUMGÄRTNER

10.14.12

SPEED

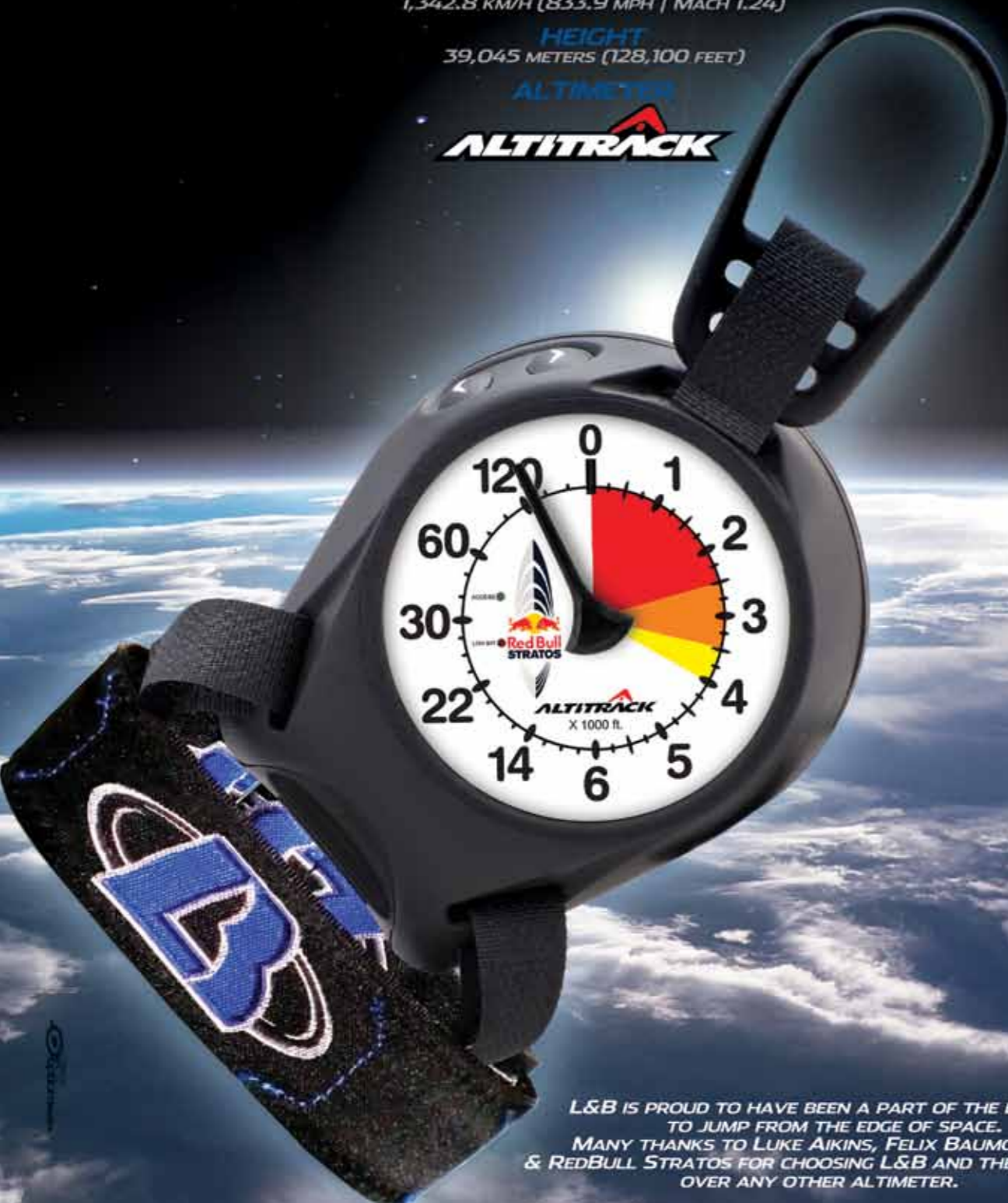
1,342.8 KM/H (833.9 MPH | MACH 1.24)

HEIGHT

39,045 METERS (128,100 FEET)

ALTIMETER

ALTI TRACK



L&B IS PROUD TO HAVE BEEN A PART OF THE EPIC QUEST TO JUMP FROM THE EDGE OF SPACE. MANY THANKS TO LUKE AIKINS, FELIX BAUMGÄRTNER & REDBULL STRATOS FOR CHOOSING L&B AND THE ALTI TRACK OVER ANY OTHER ALTIMETER.



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safety matters



Compiled by:
Kim
Hardwick

"Whose choice is risk in the end? Is it not that of the person who goes out to do it?" - Cathy O'Dowd

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.

AIRCRAFT/EXITS

Certificate E, 1,600 jumps. During a 4-way FS team training jump, exit was mistimed resulting in jumper leaving weight on right foot, as her body left, and knee being twisted. She deployed parachute immediately after exit at ~12,000ft. Landed back at LZ in acute pain. Later mentioned that she had a knee reconstruction 13 years previous. Action: Better exit timing

Certificate E, 611 jumps (J1). J1 was 2nd person to climb out of C208 to his rear float exit position. J2, in front float exit, observed that J1's Reserve handle was floating, so grabbed it and the harness. J3 also climbed into centre exit position, hampering the communication between J2 and J1. J3 also became aware of the problem, so also grabbed the handle and harness and pulled J1 back into the aircraft. Remainder of the group exited the aircraft, the door was closed and the Reserve pin was reset into correct position (it only had 5mm left before an accidental deployment may have occurred). All remainder in the aircraft then exited on the next pass.

After incident: After his gear was repacked, put on and inspected, it was clear the harness is way too small for him. His handles are in his armpits and even when standing upright, there were kinks in the (non-articulated) harness just above and below the Reserve handle. Just crouching to move in the aircraft could push the handle out and this is what we concluded had happened. J1 stated he did check his handles on the ground and sometime on the way to height but could not recall checking just prior to climb-out. Video shows it out while he is still in the plane in the process of climbing out.

We had a group discussion with the instructors and fun jumpers and discussed how this could be handled better (it was handled well anyway). The conclusion was that the door needed to be closed sooner in case the pin popped. Those on the outside should leave ASAP, those on the inside should cover the Reserve flap, close the door ASAP and then look to reset Reserve pin/handle.

J1 (who had experienced, some months previously, another premature Reserve deployment in the aircraft on ascent) was told to get a new container or get that one lengthened before he was allowed to jump again.

Certificate E, 7,327 jumps. Jumper participating as instructor on B-Rel jump. Student accidentally pulled instructor's cutaway handle during exit. Jumper was unaware until Main deployment, when Main canopy immediately cutaway. Jumper pulled Reserve handle and remainder of jump was uneventful. Student had been aware in freefall that cutaway handle had been pulled, but didn't know what to do. Action: Need more briefing to the student not to touch the cutaway or Reserve handle (be aware of them).

Certificate B, 70 jumps. Star Crest jump. Jumper comment: "On a dive exit (last diver on jump), my container hit the door causing closing loop to break. The deployment bag stayed in the container. I was unaware of the open container. Opening seemed normal. When packing later, the broken loop was discovered."

From CI: "Jumper (and all participants on the jump) were not aware that his container was open during the skydive."

"I was made aware of this issue whilst reviewing a collection of videos during the week (and after DZ was closed)." Action: 1) Ensure closing loop is in good condition (each and every jump). 2) Reinforce need for gear checks prior to exit.

FREEFALL

Certificate C, 295 jumps. After successful Atmo RW, broke away at 6,000ft. At 5,500ft saw second jumper ~100ft in front and below, in box position and initiating wave-off. Attempted to pull out of track and got target fixation on 2nd jumper as he deployed. Ended up in a very narrow miss. Action: Do not stop tracking if someone is below. Don't get fixated on other jumpers.

Certificate C, 175 jumps. Was left behind on an Atmo jump and he had gone below the main group. Turned over on his back and back-tracked away from the group. When he heard his audible sound the 4,000ft alert, he rolled over face-to-earth and realised he was low. Deployed Main at about 1,400ft. As Main opened, CYPRES AAD activated Reserve. Canopies then went side-by-side and jumper landed both canopies in this configuration. Action: Jumper claimed to have set audible for 6,000ft warning but did not hear it. Heard 4,000ft warning. Checked on the ground and found that the unit had not recorded the jump at all. Will send it back to the manufacturer.

Certificate B, 168 jumps. Solo Head-down jump from 8,000ft. Didn't hear audible altimeter. Opened Main low (<1,500ft). Main canopy (Sabre 135) opened normally, but AAD activated due to the low opening. Two canopies then side-by-side, not flying well. Cutaway Main, landed Reserve. Action: Spoken to CI regarding height awareness. Not acceptable for this type of incident to occur. Local DZ disciplinary action imposed.

5-way group participating in a 'Horny Gorilla'. Two members tracked off at appropriate time and opened at right height. Remaining three (Cert. B and 2 X Cert. C) kept working because they "hadn't completed the formation". They had briefed to track off at 5,000ft but evidently broke off below 3,000ft. Poor tracking and deployed under 2,000ft. One member, (Certificate C with 139 jumps), pitched Main pilot-chute as CYPRES AAD activated. He realised the Reserve and Main were both deploying so cutaway as they went into a down-plane. All participants landed OK.

Action: All five jumpers were severely debriefed by CI regarding the stupid idea that they believed it ok to lower the brake-off height because they needed more time to complete the formation. Dangers of two canopies out etc, and all to use their own devices to determine break-off and not wait for others. All were given the day off jumping.

DEPLOYMENTS / MALFUNCTIONS

Certificate F, 6,335 jumps. Returned to jumping after right shoulder injury. Was able to reach BOC handle on the ground, but container rode much higher in freefall than expected. Group waived off at 5,000ft. Attempted Main deployment until 2,500ft, but unable to reach the handle. Deployed Reserve by 2,000ft. Rest of jump uneventful. Action: Wait until shoulder fully recovered before next jump.

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.

Certificate D, 343 jumps. Deployed at 3,900ft after filming tandem descent. On opening, risers clipped the side of camera, ripping off the SonyCx. Canopy then developed line twists, which was able to clear. Lost camera. Action: More thorough pre-exit camera and helmet checks. Make sure everything is secure before exiting.

Certificate C, 428 jumps. Deployed flat and stable, experienced hard opening with a full rotation. Then felt shock in left arm. Released brakes but only then able to steer with right hand. Landed without flare but stated landing was not too hard considering. Injury (fractured vertebrae 3 and 5) was sustained during opening. Action: For future jumps will ensure packer will pack for this member until cleared – and he is cleared by his Doctor.

Certificate C, 120 jumps. Uneventful 3-way RW jump. Line twists and spinning on opening. Cutaway then 6-8 second delay before opening Reserve. Witness reported Reserve opening about 1,000ft or lower and slow turning on Reserve and hard landing with no flare. Jumper "face planted". Dazed and confused (suspected concussion) and slight back pain. Later gear inspection revealed that the AAD was not on. One brake (left) on the Reserve was released – this explains witness report of the Reserve turning once opened. Action: More care with pre-jump gear checks. Refresh EP and ensure Reserve deployment is not delayed.

Certificate C, 304 jumps. Line twists ensued due to a snag on top of helmet mounted Go-Pro camera during deployment. Couldn't get head forward or get foot zips undone. Pulled cutaway and Reserve. (Jumper had 52 WS jumps experience) Action: Go-Pro not to be mounted on top of head during wingsuit jumps – unless a suitable snag proof cover is arranged.

Certificate C, 300 jumps. Severe line twists, entangled with helmet mounted Go-Pro camera. Cutaway – detached OK, Go-Pro mount snapped from mount and was not recovered. Uneventful landing under Reserve on DZ. Action: Arrange for more secure snag-proof mount on helmet for Go-Pro.

CANOPY CONTROL / LANDING

Certificate D, 1,304 jumps. After a solo skydive, jumper was making a relatively sedate sloop to land into wind on his Velocity 103. Witnesses stated he was about 5ft above

the ground when his left brake line broke, without the flare being completed. He then impacted twice before coming to rest, sustaining serious injuries including fractured hip and femur. Inadequate maintenance had been performed on the gear with the brake lines showing signs of wear, specifically where the brake lines run through the riser ring. The Jumper's own story follows.

SAVED BY THE BEER LINE

A perfect day at Elderslie! Blue skies, plenty of great mates and a Black Death party brewing that evening. Coming into land on my Velo, heaps of speed and on my rears, about to plane out and cruise through the flags, then I decided not to trust my rears and use my toggles. I put this down to being un-current (only a few jumps in the past few months). I remember a lot of weight on both toggles, then a terrible feeling of none on my right. It #%^\$ snapped!

I had enough time to say, "Oh no", that was heard clearly amongst the crowd in a clear and calm voice; then came the bouncing. This is not a nice feeling, it's like it all happened in slow motion. I remember thinking of my two girls and thinking the worst. Thinking I was the next one on the list of tragic fatalities our skydiving family has endured.

The bouncing finally stopped after 23 meters and as the dust was settling I was thinking of a good friend whom this had happened to before, that ended in a 2001 fatality (RIP Robin

Poole). I remember thinking I was OK, then tried to get up realising I had broken something. I guess that was the adrenaline?! Apparently, the thing that saved me was the beer line at Elderslie! It's a drain about 400mm deep, as I was bouncing along my head was due for impact, instead I managed to clear the ground... lucky!

Anyway, I still owe a carton for the chopper ride and am grateful for everyone's help. Later I found out that I had broken my femur and smashed my hip as well. With no internal injuries, I consider this extremely lucky and fortunate. I am very glad to be alive.

I have written this story to try and prevent it happening again, reminding the older jumpers and informing the new. I was using HMA lines. I highly recommend everyone who jumps these lines to take a look and listen to a short video on YouTube, by John LeBlanc of Performance Designs as he talks about HMA lines. They need replacing a lot more often than any other lines.

www.youtube.com and search for "Line Types - Part 5: HMA".

The reason for this accident is simple: complacency. I knew when I packed the rig for that jump that I needed new brake lines. I fell into a cycle of 'I'll do that next week'. They were only 225 jumps old, but had signs of 'fur'. We all need to be very careful out there! As a good friend said to me, "Fur is good on a teddy bear, not on your lines!"

Blue Skies, **Bro**

Quote from the referenced 2001 fatality report. "Maintenance of one's personal parachute equipment is the responsibility of the parachutist. By allowing the brake line to deteriorate to the extent found the deceased had presumably not realised that he was putting his life at risk by trusting these worn lines when combined with his aggressive landing technique which significantly increased the loading of the parachute lines."

Certificate C, 152 jumps. Solo jumper, opened upwind of target. Completed poor landing pattern resulting in poor set up for LZ. Clipped a tree, catching rear right canopy lines on branches, which caused canopy to dive, with hard ground impact. Injuries sustained: Broken ankles and dislocated – fractured pelvis – fractured/crushed T4 and T5 vertebrae, internal bleeding and broken ribs. Action: DZSO had discussion with all jumpers about deciding early on landing patterns and avoiding obstacles.

Certificate D, 430 jumps. 2-way freefall went to plan and canopy opened fine. When on downwind leg, changed canopy approach to allow for other traffic. Lost height awareness and turned too low using front riser. Flared too late and impacted ground hard on left side, suffering a broken hip. Action: Be more height aware – no low riser turn. Discussed recovery from low turns and that one does not need to land into wind when caught out.

Certificate C, 151 jumps (J2). The jump was a rehearsal for a Display jump to be conducted a few days later. It was being conducted at the same site but had not been lodged as a Display, which it should have been due to the location of the LZ. Two jumpers exited a C182 for a five second delay. J2's opening was normal. The plan was for him to follow J1 into the target. Canopy flight was normal and J1 landed first. As J2 turned onto finals at ~200ft he was caught by a sudden gust of wind and landed ~60m short of the target. At ~15ft the end cell of his canopy caught on a tree branch collapsing his canopy and he landed heavily on both feet, sustaining fractures to both tibia. Action: J1 organised the skydive, however he made no application to his LDO to lodge the jump as Display (required), nor made notification to the LDO for J2 to be on the jump. J2 was found to not hold appropriate qualifications for the planned skydive. J1 received disciplinary action from the ASO.

Certificate D, 410 jumps. Normal canopy opening. Spiralled the Sabre 135 to set up for landing. Made low left turn into wind, unable to pull out of it. Hit ground with left foot first. PLR was demonstrated but jumper suffered broken ankle. Action: Stick to proper approaches. Less aggression under canopy upon landing.

THE IMPORTANCE OF SINGLE POINT RESTRAINTS

"Although she was restrained, she did not survive the accident. Her injuries likely resulted from the failure of the loose, single-point restraint to adequately restrain her and from the impact received from the likely unrestrained parachutist seated on the right side of the airplane aft of her position." Excerpt from the 2006 Twin Otter crash investigation in the USA.

If I had to present a fact as to why Single Point Restraints are so important I would likely quote the above.

Single Point Restraints are similar to Work Cover or Private Health Cover, their true importance is only discovered when the "worst case scenario" arrives, and during unexpected situations the only reliable backup device is already having a plan before the event.

Having partaken in an aircraft crash I can state that there is often little time to react, however the situation is usually survivable if there has been pre-emptive action taken. The best line of defence for passengers in an aircraft emergency is the wearing of Single Point Restraints.

Aircraft crashes can involve deceleration forces up to and even exceeding 10Gs. This effectively means that you will weigh ten times your normal weight due to the speed that you are travelling. An 80kg skydiver will weigh 800kg and his/her camera helmet may weigh 250kg. Having either a skydiver or a helmet unrestrained during an aircraft emergency is a serious danger to everyone in the aircraft. For the safety of everyone in the Aircraft it is important to ensure that everyone is wearing a Restraint, and if you do not want to do it for yourself then do it for the other people on the load. Buckle up and save other people's lives.

Safe Skies. Steve Fickling, APF Director Safety

The following is an excerpt from a notice that has been compiled from information gathered in an on-going investigation by APF Investigative Officers. It is promulgated in the interest of education and accident prevention. Further investigation may reveal errors or other pertinent information.

Note: *Wing Loadings were incorrectly calculated in the SoF distributed to members by email in February due to the Exit Weight being incorrect. This version is updated.*

EXCERPT – STATEMENT OF FACT FATAL INCIDENT 8TH FEBRUARY 2013

Background - The deceased was an experienced jumper with an APF Certificate C. He had made 30 jumps in the past five months and had made four previous Hop 'n' Pop jumps on the day of the incident. The APF has no previous history of malfunctions by the deceased.

The Jump - The jump was a Hop 'n' Pop from a planned height of 3,000ft and the fifth of the day for the deceased. The deceased was first to exit and deployed his main parachute immediately after exiting the aircraft. It appeared to have opened normally. He was later observed to be spinning and trying to deal with line twists. He cutaway at a low altitude and impacted the ground as the reserve canopy began to inflate.

He had been observed after cutaway to be on his back, pulling the reserve handle whilst in this position. The reserve pilot-chute and freebag's trajectory upon activation was angling towards the ground.

Preliminary Equipment Inspection

The deceased was found with his shirt still tucked in both front and back of his body.

Inspection of the equipment revealed that the slider was down at the connector links and had been collapsed. The Main canopy revealed a number of line twists above the slider.

The brakes had also been released. The cutaway and Reserve handles had been pulled and the AAD had activated cutting the Reserve closing loop.

The following information was obtained from the Alti Track worn by the deceased:

Exit Height: 3,320ft

Fully open Canopy: 2,430ft

Speeds increase and decrease until 1,010ft with the lowest recorded speed after this point being 46mph at 760ft, where cutaway occurs.

AAD activation speed is reached at 490ft.

Impact occurred approximately 60 seconds after exit.

The Reserve packing card indicated the equipment was compliant with manufacturer Service Bulletins and APF repack requirements.

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.

Age: 45 **Sex:** Male
Time in Sport: 3 years
Total Jumps: 236
APF Certificate: 'C'
Jump Type: Solo Hop 'n Pop
Weather: Fine/Clear
Aircraft: C206

System: Vortex 2
Main Deployment: BOC
Main: Sabre 2 170
Wing Loading: 1.55
Reserve: Smart 220
Wing Loading: 1.2
AAD: Vigil 2
RSL: No
Other Equipment: Goggles. Singlet and pants. No helmet,

SAFER SKYDIVES

> 3000 saves
~ 100 Million jumps



Since sales began more than 22 years ago CYPRES is the unbeaten market leader. One reason is that it has never failed to activate and cut the loop when the conditions were met*. And that is above and beyond ...

* To our knowledge

www.cypres.cc

DEALING WITH DEATH IN THE SPORT OF LIFE

By Chris 'Douggs' Mcdougall

HOW LUCKY ARE WE! WE HAVE FOUND THE ULTIMATE SPORTS OF SKYDIVING AND BASE JUMPING THAT HAVE COMPLETELY CHANGED OUR LIVES AND CREATED SUCH AN AMAZING LIFESTYLE, PASSION AND A FAMILY OF UNCONDITIONAL LOVE.

For each and every one of us our first skydive, and even our first BASE jump, has changed our lives for the better forever more. Sure we know it can be dangerous, that's part of why we signed up in the first place, isn't it? The adrenaline, the freedom, the amazing feeling of achievement by conquering our fears and achieving human flight; turning a normal, mundane life into a three dimensional paradise of enlightenment, bliss and smiles. Sure, there is a chance that I or my friends could die but I am all over this shit, it can't happen to me, it can't happen to my mates; I feel invincible. That's how I felt when I started jumping at the age of twenty. I just wanted to do one skydive with my mates for an adrenaline buzz to show myself, and the world, that I am hard-core!

I had heard of people dying in these sports but it was just by word of mouth or in skydiving magazines so it never really bothered me because I am fine, I am safe, I would never make mistakes and nor would my mates.

Then bit by bit, the death and down side of our beautiful sports came crashing down around me and it hasn't stopped since. One minute my friends are there and the next they are dead, gone forever. The most beautiful, amazing, full of life people that I have ever met and they are gone forever, just like that. What the?! No, No, NO! This can't be happening. Not to me and definitely not to all my best friends in the whole damn world. How do I deal with this? What do I do now? I can't believe it!

Well believe it! The unfortunate truth about our amazing sports is that there is a very dark side to them that can be very difficult to deal with at times and that will change your life forever.

Whilst the rest of the world goes on living life with blinkers, working until they retire and dying the slow, miserable death of life; they haven't realised that life can be gone in a split second, taken away forever.

We are very lucky really. By committing to skydiving and BASE jumping you really need to except that life is finite and that yes, we could die doing what we love. So let's make the most of every single day and enjoy life while we can.

That's great and all, but when something does go wrong, whom do we turn to for help, for guidance, for understanding?

We are not like normal people and it is very difficult for the normal person to understand our pain, let alone help

us, because the truth is, we are selfish and we have made these choices in our lives. So at the end of the day we are mostly left alone to deal with the loss of a loved one, a partner, a friend anyway we can and it is rough, really rough sometimes but what do you do?

Well, unfortunately for me, I have been through almost every scenario over the last fifteen years in these sports which I love and adore and have become a major part of my life. I have learnt the hard way how to deal with death and I am hoping this article may help others if they are ever faced with it.

I must state that from here on in this article is based purely on my experiences and perceptions. It may be the same as yours or it may be completely different. You may completely disagree with everything I am saying which is fine. There are no rules or even guidelines. It all comes down to personal experiences and opinions. These are mine.

I have put death into six categories and I will go through each one of them with 1. being the least damaging and 6. being the worst possible scenario.

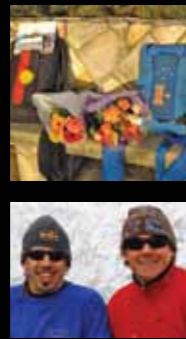
1. Someone you don't know dies that you didn't witness.
2. Someone you don't know dies that you witness.
3. A friend dies that you didn't witness.
4. A friend dies that you witness.
5. A partner dies that you didn't witness.
6. A partner dies that you did witness.

Someone you don't know dies that you didn't witness

It is a lot less traumatic if you didn't watch someone die whether it is a stranger, friend or even partner; although the last two are still traumatic.

Mostly it doesn't hit home too much if it is a stranger because there is no emotional tie. If you weren't there to see it then you can only imagine what happened and that's all. It is easy to deal with because it doesn't really have that personal touch. You are either hearing it by word of mouth, reading it in a paper or on the Internet or watching it on television. Bad things happen every day on television and it is normal to be watching it without emotion.

I seem to be able to distance myself from it a little bit because I was not part of their final situation. For me, the



From L-R:

trauma comes from interacting with the people that were there and the deceased's family and friends. You feel their pain more than your own because you are disassociated from it. Unfortunately, you also build up a tolerance for it over the years, which is a bit sad – sort of like a hardened soldier.

Additionally, you learn to adapt. Knowing that what I do and what my friends do in our sports is very dangerous; you also know the score before you get into it and must accept death first, in order to live. So it becomes just another part of the life game.

2 Someone you don't know dies that you witness

This is the tricky part – watching someone die. Whether you don't know the person or it is a friend or partner, watching someone die is a horrible experience. It is how you learn to deal with these things over time that makes you a better person. While this sounds horrible, I was lucky enough for the first person I watched die to be someone I didn't know. I was on the jump with them but I didn't know them. It was horrible and I will never, ever, forget the sound of him hitting the water with only a pilot chute out. It was like a cannon firing. That will stay with me forever. I was lucky to have friends around who had dealt with it before so I was looked after. Nevertheless, watching something like this scared me forever. The whole experience was surreal and it was a lot for me to take in. The crazy part for me was how quick someone goes from being alive to being dead. It still spins me out every time it happens. To see a body go from a warm, living creature to a cold, pale shell is a horrible experience. Even though you might not know the person, seeing it happen has a major effect on you, especially if their friends and family are present. It can get very emotional.

3 A friend dies that you didn't witness

I have lost nearly every one of my best friends. It just sucks. The coolest people in your life and in an instant they are gone forever. Not being present to watch them die seems to make it easier to deal with. It is still horrible of course but not being there or watching it on a camera is just so different to actually being present. Don't get me wrong, when I heard that my best friends Coombes and Ted Rudd had been killed from proximity tracking it devastated me and I still miss them every day. I was talking with people that were there and it is a horrible thing they had to experience. When you get the news over the phone your heart sinks and you feel so alone. You know that these amazing people are gone forever and nothing will bring them back. You give support to their friends and family and in turn you also receive support from them. The pain of losing a good friend never completely goes away. You have to learn to live with it, deal with it, and support your friends and the family of the deceased through this rough time and it can take years.

4 A friend dies that you witness

When you watch a friend die it is horrific. The aftermath is even worse. I had to deal with this last year when they brought my mate down from the cliff tied to the bottom of a chopper hog with no body bag. Then myself and another friend had to identify the mangled body after a terminal wingsuit impact on a ledge. This was not cool and I would hate to have had to deal with this as my first death. It was very hard. Even harder is watching a friend die when there are other friends there or a family member or partner. They do not deal with this very well and things can get crazy with emotion from tears to anger and everything in between. It is a very difficult situation to be in and must be dealt with delicately. It takes a lot of time to deal with this type of situation and you never really get over it. You are not only dealing with your demons but also the family and friends. You generally have involvement in the funeral arrangements too.

5 A partner dies that you didn't witness

This is one of the hardest things to deal with I am sure. Losing a partner in any situation is a horrible thing; the person you love, gone forever. It can be very difficult to deal with the families of a partner as well, especially if they didn't condone the sport in the first place. There can be a lot of anger directed at you, which can be hard to manage while you are dealing with your own emotions. Though again, not being there makes it just that bit easier to disassociate yourself from it all. If your last communication with your partner was not a good one, this can play very hard on you forever until you are able to let it go and move on, which can take years, if ever.

6 A partner dies that you did witness

The hardest one for me was once watching my girlfriend die. It still stirs up emotions even as I write this. When my mum died from an eight year battle with cancer, I had time to get closure with her – talk to her about it all and say my goodbyes. Because of this, it wasn't that hard when she died and we moved on over time.

When my girlfriend died it was in an instant and instantly, all the times I had been an asshole and all the things I should've said but will now never get the chance to say started haunting me and still does. She had a Main-Reserve entanglement which I witnessed and I was first to her body. It was a gruesome find as she hit feet, pelvis, face. I had nightmares for months and needed to keep a photo next to me to remember what she actually looked like. It was the hardest thing I have had to deal with in my life so far. I ended up on a six month downward spiral and stopped caring about myself – something that no one should ever do. I was drinking a lot and taking some recreational drugs – not in a good way, in a self-destructive way.

It was not going to end well for me if I kept it up. My dad and a couple of friends helped me out of it. Dad was

very simple. "Which road do you want to take, son? The upward positive road or the downward spiraling negative road? It is your choice!"

That is the thing with grief; it comes down to being your choice of how you deal with it. You can stay in a rut forever or you can get on with things and make each day a better day. See the good and the positive things, not focus on the negative. I have a family member like that and you can just feel the negativity creeping into you, it doesn't need to be like that.

So how do we deal with all this?

Drinking/Partying

When I lose someone I have no hesitation in getting all wasted with my mates for a day or two. Long term alcohol and drug abuse to hide your pain is a negative thing, but short term I think it can be very helpful. Once you're a bit wasted it is a lot easier to bring to the surface and release your raw emotions; get them out and lay them on the table for you and your friends to see. That way you can start to deal with them because you know what they are.

For now, just get smashed and celebrate the deceased person's life. Most likely they were an amazing person who was high on life and they wouldn't want you to be sad forever! So get wasted for a bit, release the pain and start planning on how to move on with life because it is finite for all of us.

Humor

With my skydiving and BASE jumping friends, we use extreme humor and very black humor to get through these dark times. From an outsider's point of view it may seem callous, disgusting or downright disrespectful to the deceased that we could talk that way. For me and my mates it is a release to bring back some laughter in a dark time. It is the best emotional tool to bring positivity back into our life when it is at its worst. For example, probably one of the harshest things ever said to me, from an outsider's point of view, was when I watched my girlfriend die. Back then I was in a team called "The Shovels". About two hours after she went in, after I had just finished with the police and was a total mess, my team mate rang me and first thing he said was, "At least there was a Shovel there to scrape her up!" To anyone else that was a horrendous thing to say. For me it was like, "Oh, you sick Bro!" With a dark giggle, for a moment it lightened the heavy load I had on my shoulders. Of course this was an extreme comment but a point I want to get across to people. Humor is a great way to release pain. We will normally only wait a couple of hours before we give our dead mates shit. Again, it sounds harsh but I would expect nothing less from my mates if it were me! Remember, it was their choice to start these sports, as it is yours!

Crying

I never used to cry, I never really cried after my mum's death but after my girlfriend's death I lost my shit and

would cry for hours. Crying is awesome and I recommend it. It is such a great release of pain and a great way to get in touch with your emotions, especially if you are one of these Alpha male, macho men. You can't cry forever and to cry yourself out is a great way to move forward. When you stop crying you might get all, "Man, harden up and get on with it", or something similar. If you didn't cry it out and become vulnerable in the first place then you would just keep bottling up these emotions for who knows how long. It is just not healthy.

I have gone from never crying to crying during most movies, which sucks when you are on an airplane. Again, crying is a good thing. It means you are keeping your emotions on the outside where they can breath and grow and not be bottled up on the inside slowly engulfing you.

Time alone

I always make sure I have a lot of time on my own, not only to have a bit of a cry, not only to reflect on someone's passing, but also to reflect on my life, past, present and future. You can't change the past but you can focus on the present and strive to improve the future. It is good to have time alone to question everything. Your motives, your hopes, your dreams and things you could've done better. Of course it is important to spend time with friends, just make sure you get some alone time too – a good long walk on the beach, through the forest or in the desert, with or without music. When my girlfriend died I went to Nepal and hiked to Everest base camp and the surrounding areas. It was a very tough time and I certainly found more questions than answers. I think this really helped me in the long run, and it is a long run. The pain doesn't go away overnight so be patient. Always try to see a light at the end of the tunnel. You need this to keep moving forward. My pain never completely goes away but it subsides enough to get on with things and make a better life for myself.

Acceptance

Long ago I accepted my own death/mortality and I feel that this is why I have so much fun now. I really know that my time here on earth is finite. Whether I die jumping tomorrow or of cancer in 40 years, my time is still finite. All of a sudden, most of life's petty problems don't matter anymore and you can get on with things that truly matter (to you) and not worry about what others think and all the man made bullshit problems out there. Essentially, accepting death gives you the true chance to live. If you work this out whilst you're young then you are on the yellow brick road to Oz, ticking off all your hopes and dreams along the way. Most people work it out after they have retired only to realise they worked 40 years to give the bank interest payments for material possessions that they don't really need.

So, accept your death and the death of every single person around you will happen at some point. It is the harsh reality, not only of our sports, but of life itself. Then



“ **SO REMEMBER FOLKS, YOUR TIME ON THIS PLANET IS FINITE AND SO IS YOUR FRIEND'S TIME ON THIS PLANET. ENJOY THIS FACT AND MAKE THE MOST OF IT. ALWAYS HUG YOUR MATES AND TELL THEM HOW AMAZING THEY ARE!** ”

at least, if something does go wrong one day, with you or with someone you love, you will be mentally a little bit prepared for the bad times.

Choice

If you are reading this then you have probably chosen to be a skydiver or BASE jumper and that is one of the most important things to remember through all the bad times. IT IS YOUR CHOICE!

Obviously none of us choose to die but if you are going to put yourself in a position where you or your friends can be killed then you have to accept that. No one is making you jump out of an airplane. No one is making you jump off a building. I mean really, what we do is pretty silly. It is amazing as well but we are making a conscious choice to put ourselves right in front of the reaper and tell him, "Catch me if you can!"

I like to put it like this: Every time I go on a BASE jumping trip with my mates, I treat it like we are a battalion going into battle. The battle of freedom and fun! Just like in war, there are sometimes casualties. Unlike the wars where they were forced to be there, we have a choice. Every time I go on a jumping trip I am fully aware that not everyone will always come back. It comes back to acceptance.

Hugs and Love

I always try to hug my friends when I see them and hug them again when they leave. If nothing else, it is just a cool act of affection to show your friends and family that you care. Most importantly, if something does happen to them, you can at least get some closure from the fact that you gave them a hug and left things in a happy, positive way. This will save a lot of the haunting negativity if you left things on bad terms.

Don't freak out boys but you can tell your mates that you love them too! You don't have to love them in a family way, a partner way or in a sexual way. They are your mates and I love my mates. I love everything good, I love the mountains, I love being happy. Love is a strong emotion and we all have access to it. It has an endless supply so use it as much as you can!

At the scene

When something happens, and you are there for it, everyone reacts differently – most of the time not in a good way. It is horrible for everyone involved but you can't change what has happened. There is no need to go crazy or panic because it will not change the situation for the better.

I have learnt to control these emotions to a certain extent, or at least direct them to have less pain. I think this state of mind can be very different for every individual and some people definitely deal with it better than others.

For instance, when there is a major accident (in any form, BASE, car, etc.) for me, everything slows down and I can act very calm and deal with whatever needs to be dealt with. I have trained my brain over the years (with the help of skydiving/BASE jumping) to process my surroundings at a very fast rate, sort of like a primal animal or early human that was still-hunted by predators etc. This enables me to deal with a lot of bad things more easily than most. I can

temporarily shut down my emotions (for the most part) and deal with the situation at hand. I can then deal with my emotions later. It's both a blessing and a curse sometimes but then you watch other people, friends or family members react in these situations and it can simply be total panic, chaos and distress.

While this doesn't help anyone, some people just don't have control over themselves during these dark times. If you can train yourself to become calm, reactive, and not freak out and get aggravated during this time, then you can be of assistance to the people who are not mentally prepared for such events. A great example is ambulance officers. They arrive at the scene of an accident, they are assertive but not aggressive and they stay calm and neutral dealing with the situation at hand. If you can be something similar to that during the bad times then you will be helping other people and not contributing to making the situation worse than it already is.

Growing numb

Every time I lose a friend a little piece of me dies with them and over the years I must say that I have grown a little numb when bad things happen. I am not too sure why but sometimes it is a blessing whilst other times it is a curse. This is really just a heads up to people out there that this may or may not happen to you. I guess I have just become battle hardened over the years.

Time heals all wounds

I hate to say it but it is true. Time heals all wounds. The pain may not ever fully go away but it will subside over time. At worst, it will allow you to keep on keeping on, and at best, it will help you strive to move onwards and upwards in your life with passion and enjoyment. It doesn't mean you have to forget about your friends that have passed but you can honour them by getting on with things and not dwelling too much. I bet they wouldn't want you to dwell either!

And lastly...

At least you knew them

One of my good friends helped me a lot after my girlfriend died. She has been BASE jumping for over thirty years and has seen a lot of bad. She really hit the nail on the head for me when she said, "These are the people I think about a few times a day", and she rolled off about twenty names. "These are the people I think about once a day", and she rolled off about another twenty names. "And, these are the people I think about every now and then", and mentioned another twenty or so names. She said, "The most important thing is that you actually had time with these people no matter how short it was. At least you had the pleasure of meeting them, knowing them and loving them, what an honor! So many people on the planet never got to meet these amazing people and yet you did, so be thankful for that!"

This was a huge one for me and I live by that now. I honour my dead mates rather than grieve for them and I remember how much fun we all had together, how much we laughed together and stoke out on all the crazy adventures we had together.

So remember folks, your time on this planet is finite and so is your friend's time on this planet. Enjoy this fact and make the most of it. Always hug your mates and tell them how amazing they are! Try not to get caught up in petty bullshit, as it is a waste of time. If you have a dream go and live it now, not tomorrow. Be safe out there, nothing is worth dying for.

Hugs and love to all.

Douggs



skydive_territory@yahoo.com.au





By Craig Stapleton

At Lodi, USA, myself with 6,000 CF jumps and my friend with less than 100, but lots of CP experience, exited the Twin Otter at 8,000ft with the intent of building a 2-stack, transitioning to a downplane with a flag lanyard. The stack and biplane were normal, set up and lock in for the lanyard were normal. When we separated to form the downplane, the difference in speed was too much and I was yanked so hard that I flipped through my risers and fouled the left riser with the lanyard. My canopy immediately started to spin violently as the left side was stalled by the pressure on the riser, and we started a downplane. I was unable to locate either of the two cutaway systems for the lanyard since I was spinning so hard, and at one point my left arm was trapped in the mess of risers. I managed to get the other jumper to release the lanyard and flag to ease the pressure and hopefully decrease the spin. Then I was able to locate the lanyard cutaway system (now over my head, not in my crotch) and release the flag, still spinning under the Main. The lanyard and flag just ended up in my spinning Main, and at least at this point I began to feel some relief as all I had to do was cutaway and fire the Reserve, still with plenty of altitude.

Bad day for me... I pulled the cutaway handle and only the left side released, the right side was still being jammed from the initial flip through on the yank. I pulled on that riser, pushed, chewed on it, spat on it, cussed it and could not get ANY movement on it. As I rocketed through 1,800ft I knew it was time to fire my Reserve and pray.



Still a bad day for me.... My Reserve came out and went right up into that ball of half-open Main and refused to open. Gentle tugs on the risers, riser spread, cussing at it, nothing. I tried pulling the one still-attached riser down to move the Main out of the way of the Reserve, but too hard with the induced spin.

Worse day for me... at 300ft I could see the area in the grape stakes (another word for iron spikes) I was going to impact with very little in flying nylon over my head. I said my goodbyes, braced for the inevitable and hoped I wouldn't hit a grape stake and be messy for the EMTs. I can clearly see going by the grapes on my way in...

Great day for me... I stayed conscious through the impact and hit the softest triple ploughed area parallel with planting. Kept thinking I had to stay conscious until help arrived. Saw faces of lots of concerned people and managed to make some lame jokes while my friend yelled at 911 Dispatch.

Awesome day for me... Nice EMTs, nice firemen, nice ER crew, nice radiology gang. Released soon after with no broken bones and no internal injuries, but sore like you would not believe!

Hope to jump next weekend. Please send whiskey and Advil.

You can see the landing video: <http://fox40.com/...nto-acampo-vineyard/>



"On exit with a Tandem, I placed my left leg on the step on the 185, then as I pulled myself up to kneel up with the other, I slipped forward and fell off the step, with my right leg still flat on the floor of the 185. I then caught it on the door frame as I exited. It hurt but I did continue with another four tandems after that - us Irish men are made of strong stuff!"
Shane "Fester" Walsh

By Shane Lacey

In October 2011, I managed to pound in, which put me into intensive care. I escaped hospital after a couple of months, and five months after spudding I was still on crutches. I'd like to give my thoughts on skills versus judgement, and the difference between the two. The best method is by way of analogy. Picture a hypothetical V8 Supercar driver, Fred Bloggs. Now Fred has mad skillz and can consistently do excellent lap times around a circuit, but if he were to exercise poor judgement like staying on slicks and pushing to the max when it starts pouring rain, there's a very good chance he'll end up in the wall. He hasn't magically lost his skills - it's just that his judgement has put him in a really bad place and even the best skills ain't gonna help.

That is how I stuffed up. There was nothing wrong with my CP skills (you can't fluke consistent 270 turn swoops on a JVX 69 weekend after weekend for months), but I exercised poor judgement and paid the price. I went from swooping the JVX downwind, to Malaysia where I did 64 jumps on a 242sq-ft base canopy, then back to Australia; and first jump back on the JVX decided to do a max swoop. My height perception was out and when I stuck myself horribly in the corner, I decided to try and retrieve the swoop rather than getting on the brakes.

I hit the ground fast, breaking my neck in three places, breaking my back, punching my femur out through my quad muscle and other fractures/injuries. By the time surgery was completed, I'd had eight litres of transfusion. The trap for me was overconfidence stemming from having reasonable CP skills - over time, doing long, downwind swoops and sweet, carving turns lulled me into a false sense of security - to the detriment of my judgement.



LESSONS LEARNED

1. Don't let good skills lead to overconfidence and bad judgement. Bad judgement can kill you just as quickly as bad freefall or canopy skills.
2. If you end up in a bad position, scrap the jump and focus 100% on saving yourself. Toggles are your best friend when in the corner!

"Got this one after a hard opening at Nagambie. This was my 13th jump for the week which also included my 50th and 'B' Licence. One of the captions used on FB updates was, "Hard Openings, here's one I prepared earlier." The best comment I got back was from Dan Rossi, "Some people will do anything to get in ASM".
Jeff Lancaster



Result of **Tessa Cameron's** awkward landing.



And so too was this simply an awkward landing for **Carly**.



Aussie champ who? What records? **Gary Nemirovsky's** now remembered as the guy who cracked his head open on new year's day backlooping into the pool!

SEND IN YOUR
**NO SHIT
STORIES AND
OUCH
SNAP SHOTS.**



AUSTRALIAN ARMY PARACHUTE RIGGERS

By Phill Thamm

WHAT DO YOU GET WHEN YOU JOIN AN APF PACKER "A", "B" AND RIGGER? WELL, ADD A FEW MORE SKILLS AND YOU GET AN AUSTRALIAN ARMY PARACHUTE RIGGER. ARMY RIGGERS PROVIDE CRITICAL SUPPORT TO ALL MILITARY PARACHUTE TRAINING AND OPERATIONS. JUST THINK ABOUT IT, SOLDIERS TOTALLY RELY ON A RIGGERS' COMPETENCE AND THIS ALLOWS THE PARATROOPER TO FOCUS ON THE JOB THEY HAVE TO DO ONCE THEY HIT THE DROP ZONE.



Army Parachute Refolders in WWI

Parachute Riggers trace their origins back to the 1920s when parachutes were first introduced into the RAAF, however the Army's involvement commenced during WWII. Army Parachute Refolders, as they were called, packed and repaired the parachutes used to re-supply troops along the Kokoda Track and, in their first six months of operation, dropped over 550,000kgs of stores to support Aussie diggers.



Female Riggers 1974

After the war, the maintenance of these parachutes reverted to the RAAF. Twenty years later, the Chief of the Defence Force transferred the maintenance responsibilities for all personnel and cargo parachutes from the RAAF to the Army. The Parachute Rigger trade was born in 1966 and, by the end of 1969, the Army had assumed full responsibility for all Air Delivery

Equipment and, soon after that, for all Rigger training.

The length of the current Parachute Rigger course is more than five months which ensures that every trainee gains proficiency on every piece of equipment that a Rigger maintains. A Rigger must also be parachute qualified. So, as part of their training, they attend the Army's three week Basic Parachute Course.

On this course, they complete intensive ground training including landings, flight and aircraft drill. Prior to their first jump, training is held on two different towers to practise exits, flight drills and landings from height. The jumping stage is a phased progression leading up to jumping with combat equipment at night. This level of training leads to 64 paratroopers being able to jump from a C130 at 1,000ft within 31 seconds!



Parachute Tower

When training is successfully completed, a Rigger joins that elite band of men and women who can wear the red or maroon beret, a symbol of airborne status since WWII. Riggers also wear parachute wings displaying their parachute qualifications and the Rigger badge. As well, on top of their salary, an allowance is paid for different levels of parachuting qualifications.



Static Line parachuting

A Rigger's duties are many and varied. Days can be spent on pack tables packing static line or cargo parachutes or on a drop zone jumping or packing freefall rigs. Some parachutes are packed individually and others as part of a team; the heavy cargo parachute takes four Riggers to pack it. Days can also be spent on sewing machines repairing parachutes or manufacturing equipment or a Rigger could be on exercise supporting Special Forces personnel all over Australia, even occasionally overseas.



Repair area in a Rigger unit

To give you an idea of a Rigger's duties, the following is a small selection of what they are trained in:

The supply of ADE in Defence

- Inspection and classification of ADE (not only parachutes but slings and helicopter nets, platforms, etc)
- Repack of parachutes:
 - static line parachutes (steerable, non-steerable and reserve)
 - military freefall parachutes (main, static line variant and reserve)
 - emergency parachutes
 - sports free parachutes (main and reserve)
 - light, medium, heavy cargo and extraction parachutes (various configurations)
- Repair of ADE:
 - operation and servicing of sewing machines (light, medium, heavy, bar tack etc)

- canopy patching, including identification and selection of materials
- technical drawing interpretation
- line, harness and sling repair
- modification to ADE
- Servicing of miscellaneous ADE and hardware including;
 - ground releases and quick release boxes
 - ADE platforms
 - link assemblies
 - altimeters, various types
 - AADs including Irvin Hitefinder and various versions of CYPRES
 - helmets
- Shake-out tower, washing, drying and cleaning of ADE



A team of Riggers packing a heavy cargo

In all their work, safety is a paramount consideration. The Army Riggers' motto is "BE SURE ALWAYS" and their safety record is the best in the world. In fact, Army has more stringent safety procedures than the APF. For example, when a parachute is packed, there are a number of stages in the pack process where the Rigger stops and calls for a supervisor to inspect and both sign the parachute log book.

A Rigger's career can include opportunities to complete advanced parachute courses such as Freefall, Parachute Jump Master, Freefall Photographer, Parachute Jump Instructor, Freefall Instructor, Tandem Master and HAPO etc. Some Riggers even learn how to maintain oxygen systems for HAPO operations or become members of the Army's Parachute Display Team. The Display Team might jump into a local primary school or they might jump into a F1 Grand Prix or football grand final. There are also advanced Rigger courses available as a Rigger progresses through the ranks.

What do Riggers do in their spare time? Well, just like everybody else, some play computer games, have hobbies or different sporting interests. But many Riggers work as AFF instructors or tandem masters or just jump for fun at APF drop zones around the country. Defence also provides opportunities for Riggers to compete in their sport by assisting with Skills' Training



Camps which are a prelude to the Defence Parachute Championships conducted under the APF Sporting Code.

Hopefully, I have provided an insight into Australian Army Parachute Riggers. So, all you men and women APF Riggers and Packers out there, yes, we do have your skills but we have been trained with many, many more. The life of an Army Rigger is exacting, challenging and offers opportunities that you would never get in civilian life. It's true that Army life is not for everyone but if you were considering a career change, give some thought to life as an Army Parachute Rigger. For further information, go to www.defencejobs.gov.au and type Rigger into the search panel.

A Rigger jumping with equipment on his free fall course



Recently introduced T11 static line parachute

About the Author: Warrant Officer Phil Thamm
Phil has been an Army Parachute Rigger for more than 35 years, completing nearly 3,000 military jumps. He is an Army parachute instructor and is an APF instructor "B". He is also the APF Rigger Chairperson for the ACT, an Australian large CRW formation holder and active in Defence sports parachuting.



The term "Kiting" refers to flying your parachute overhead while you're on the ground. The exercise provides feedback that you'll be able to see, as well as feel through your harness and hands.

FOUNDATIONS OF FLIGHT

Kiting

Briane demonstrates hand placement (also see brakes are released)



Brought to you by Axis Flight School at Skydive Arizona in Eloy.

Photos by Niklas Daniel

This article appeared in its original form in Parachutist, the official magazine of the U.S. Parachute Association.

Purpose

Safety and Performance:

- ▼ To learn how to control your canopy better after landing.
- ▼ To become more attuned to how your parachute works.

Briane builds a wall, letting the canopy rise slowly



Setting up

With the wind at your back, spread your canopy out on the ground with the end cells pointing to the sky.

Briane keeps the wing level and over head



Getting Started

There are many ways to get the canopy to begin filling with air. We recommend putting both front risers in your left hand and the rear risers in your right. Pulling on the fronts makes the canopy rise, while pulling on the rears makes it fall back to the ground. Don't apply pressure to the fronts and rears simultaneously — this is the equivalent of pressing the gas and the brake on a car at the same time. Use your left hand to guide the canopy in the direction you want it to go. If you ever feel like the canopy is overpowering you, pull both rear risers in toward your belly button.

To begin, face your canopy and walk backward and away from it. You'll notice your lines tightening and that your lines and risers are crossed. As the parachute fills with air, your goal is to build a short wall on the ground with your canopy (at this point, you don't want it to take off overhead). Manoeuvre the canopy so that the nose fills with air while the tail of the canopy stays on the ground.

Getting the Canopy Overhead

Once you are comfortable with how your canopy is reacting to inputs, you can allow the canopy to inflate fully. Once the canopy is overhead, remove the toggles from the rear risers and fly the canopy with the brakes. By experimenting with brake and riser input to control the canopy's side-to-side movement, balance the canopy overhead.

During this time, you'll also need to manage the canopies pitch. If the wing falls toward earth in front of you, you'll need to get it back on centre by letting the brakes up into the full-flight position. If the wing surges upward and backward, or if it feels like it's getting above your head too quickly when you launch, you will have to shut down the power by providing input to the rear risers. The amount depends on how quickly the canopy is moving and how high the wind speed is.

Your goal is to react quickly, sensing how much input to apply by observing how the canopy is responding. Eventually, you can learn to control your inputs so that the canopy moves smoothly and at your will.

Execution

Before you begin:

- ▼ Make sure winds are steady (8 to 12 mph).
- ▼ Find an open area away from anything that might cause turbulence.
- ▼ Disconnect your RSL in case you want to cut away the main.
- ▼ Release your brakes and stow them on the risers (in other words, stow your brakes in full-flight mode), which will prevent the toggles from tangling during the initial launch.
- ▼ Put on the rig and tighten your leg straps.
- ▼ Collapse your slider and move it into a position that allows you to see the canopy.

RSL is disengaged and mounted to cutaway cable housing to prevent tangling



Helpful Hints

Stay relaxed. This will improve the feedback you'll get through your hands and, ultimately, your harness. Soon, you'll be able to anticipate the canopy's next move before it happens.

Walk to help get your canopy inflated. This will increase your sensitivity and balance and help with the launch. Do not try to muscle the canopy to get it overhead — taking a few steps back will usually do the trick. If you need to reduce the power of the launch, step toward the canopy.

Once you are proficient, try to walk in all four directions (forward, backward and toward both sides) while keeping the canopy overhead. Eventually you will be able to turn around, facing into the wind, the same way as you would when landing. The goal of controlling the canopy remains the same.

WINGSUITING SKILLS GUIDE VERSION 1.2

This list was created by Douglas Spotted Eagle, Jarno Cordia and Costyn van Dongen
Always check www.flylikebrick.com for the latest version.

The following list is a training aid to help you progress in wingsuit formation flying. Each level has a specific set of tasks listed, which you can practice and work on to improve your flying skills. The items on this list are not mandatory tasks, and are only provided for reference and learning purposes. Check the pilot database on www.flylikebrick.com and contact one of our evaluators for a free listing.

Level A: Basic Safety Skills

Wingsuit pilot

- meets the basic wingsuit requirements.
- is capable of controlled exit, flight, navigation and pull.
- is cleared for solo flying and maximum 3-ways.

Task	Date
Completed First Flight Course (training and jump).	
Able to connect wingsuit to rig without instruction.	
Properly plan and execute flight path.	
Demonstrate proper communication with pilot.	
Demonstrate consistent, clean and stable exit from a side-door aircraft.	
Demonstrate consistent, clean and stable exit from a tailgate aircraft.	
Demonstrate altitude awareness, proper wave-off using feet, and correct pull technique.	

Level B: Basic Formation Flying, Basic Acrobatics

Wingsuit pilot is capable of

- controlled front loops.
- controlled barrel-rolls.
- flying safely in formations of up to 9 people, including aspects such as exit, approach, and separation.
- is cleared for solo flying and maximum 3-ways.

Task	Date
Demonstrate ability to move forward and (relative) backward (controlled speed up, slow down).	
Demonstrate ability to side slide.	
Demonstrate ability to go up and down (relative).	
Barrel Rolls (belly to belly) while maintaining heading (right and left).	
Front-loops (belly to belly) while maintaining heading.	
Back-loops (belly to belly) while maintaining heading.	
Demonstrate ability to float/hang (slow flight).	
Demonstrate ability to do a controlled acceleration towards another person or group.	
Demonstrate ability to do a controlled hard (relative) stop.	
Demonstrate ability to dive, flare and use momentum to generate forward speed and stay level.	
Demonstrate a hard dive and aborting flare (quickly bleeding off speed).	
Stay relative to another wingsuiter in both up/down/forward/backward movements.	
Docking with other wingsuit pilot (multiple docks/releases in a jump).	
Exit from an outside front floater position.	
Exit from an outside rear floater position.	
Exit from an inside position in the door.	
Exit running from an inside position.	
Exit unstable and recover quickly, locate and find heading again (using sun as a reference).	
Perform consistent, fast and stable group exits.	
Follow a formation in a spectator slot, staying on level and keeping the same heading.	
Exit 3 seconds after the base and cleanly dive and fly to a slot 3ft alongside.	
Exit 3 seconds before the base and fly to a slot 3ft alongside.	
Approach and line up for a sector behind the formation, with a clean and on level approach to slot.	

Level B: Basic Formation Flying, Basic Acrobatics cont...

Task	Date
Fly in front of a base, and fly back into slot 3ft alongside by flying out to the side (not backwards).	
Demonstrate ability to accelerate on a predetermined heading (Break-off).	

Level C: Slotted Formations, Multi-point Formations

Wingsuit pilot is capable of

- safe and disciplined flying of a specific designated slot in formations.
- participating in multi-point formations.

Task	Date
Reference of other flyer(s) to maintain symmetry in the formation.	
Reference a base or secondary base for keyed points.	
Switch slots within a formation in a clean and controlled manner.	
Demonstrate discipline and spatial awareness during (staged) break-off.	
Quick recovery and heading correction after instability in exit.	

Level D: Docking & 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.

Task	Date
Fly relative to another wingsuit pilot and briefly touch the hand (set up for a dock).	
Fly a controlled hand-dock for a duration of 3 seconds, without tension on the grip.	
Fly a controlled hand-dock for a duration of 10 seconds, without tension on the grip.	
Exit straight into back-fly, maintaining heading.	
During flight, half a barrel roll to back-fly, maintaining heading.	
Back-fly, half a barrel roll to belly, maintaining heading.	
Back-fly for a full jump at a constant fall-rate.	
Maintain heading and navigate while back-flying using sun or other external reference.	
Fly vertically stacked above another wingsuiter, with correct forward spacing.	
Approach a (vertically stacked) slot with correct awareness of burbles.	
Pass over another jumper with correct awareness/avoiding of the burble (staying ahead).	

Level E: Advanced Docks & Back-flying

Wingsuit pilot is capable of

- advanced docking techniques.
- capable of slot flying and actively taking docks while back-flying.
- actively adjusting forward speed, fall-rate while back-flying.
- navigating while back-flying.
- transitioning from belly to back in any orientation.

Task	Date
Exit straight into back-fly, and fly to a predetermined slot in a formation.	
Demonstrate full control over up/down level and directional control while back-flying.	
Make a hand dock on a static base, while back-flying.	
Fly a hand dock for 10 seconds while back-flying.	
Back-fly underneath the base, and follow the base through a slow 90 degree turn staying in slot.	
Back-fly and perform a full barrel roll back into back-fly.	
From belly, 1,5 barrel roll into back-fly, while maintaining heading.	
360 degree turn on the back, ending up on the same heading.	

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- COCKTAILS AT SUNSET
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VISIT OUR FACEBOOK "EVENTS" PAGE FOR THE LATEST INFO WWW.FACEBOOK.COM/SKYDIVE.EXPRESS

By Terry Wahlen

When Gravity Attacks

A Lesson in Living

You know those stories that start with "The other day I met this bloke ..." well; I've got one for you.

The other day I met this bloke.

This man is a skydiver, for the second time in his life.

Last weekend he was one of my students on the AFF course, the course everyone does when they want to start jumping by themselves.

He was attentive, enthusiastic and engaged. He asked questions, he answered questions. He took to the training drills with a passion, and when it came time to demonstrate the procedures he was flawless – especially when it came to emergencies.

You see, the first time he tried skydiving he nearly died.

Six years ago, on a training jump, he had a problem. When it came time to deploy his main parachute he couldn't find the handle. He tried again but without joy.

In skydiving we have a rule. We are trained to try something twice, and if we can't fix the problem we use our emergency procedures to deploy the reserve parachute. No messing around, no "I think I can get it", no "she'll be right". Just act.

Knowing he was only twenty seconds from impact he deployed his reserve, but instead of the familiar jolt of opening shock his world was turned upside down. The reserve had malfunctioned.

He was experiencing a situation that happens so rarely we hardly think about it. Inexplicably some of the lines had broken, and only part of the canopy had inflated causing an uncontrollable high-speed spiralling descent. We don't train for the situation he found himself in; it's not something we can do. All you can do is your best.

This bloke fought back, wrestling with the mass of lines and fabric, trying everything he could to get something above his head that he could fly. It was in vain.

Time ran out and he impacted heavily in a small clearing sandwiched between a freeway, buildings and hard ground. He missed hitting a log fence by a metre.

He was critically injured, and was near death when admitted to hospital where he spent weeks in intensive care. He told me that he had so many metal parts installed that he now sets off metal detectors at airports. His recovery took years.

Now he's back, and I have had the privilege of being involved with his return to the sky.

I watched him being geared up and looked on proudly as he was taken through his drills before climbing into the plane.

From the ground I watched his freefall, saw his canopy open as his two jumpmasters tracked away. I stood with the target assistant as he was brought back to earth, and I was there when he landed and punched the air with both fists.

That night a group of us went to the local hotel for a meal. Over dinner we talked about the course and his jump, and it was then that he opened up to me about the circumstances surrounding his return to the sport.

As he described his accident I could only sit there in amazement. He was calm; he was relaxed. He showed no signs of anger or regret as he slowly took me through the experience. In remarkable detail he described how it all happened. It was an amazing story.

As we got up to head back to the drop zone he again thanked me for being his instructor. He told me I was a good teacher, and that without my help he wouldn't have gotten through.

I did that thing we all do in an awkward situation and said something along the lines of "Oh thanks mate, just doing my job" and as we shook hands I thanked him for the privilege of being his instructor.

It was me who was the student that day. He'd been my teacher, and he'd given me a lesson I'll carry for the rest of my life.





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

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

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

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

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

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

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



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Photo By: Brian Festi

We work hard, so you can play harder.



PDZ DAYZ

SKYDIVE MACKAY By Kylie Daniel



Mick



Kylie



Tristan

Everything changes but it still stays the same it seems at Skydive Mackay. Our Chief Instructor, the amazing Ray Makin, has been putting up with us pain-in-the-ass skydivers for so many years now, he must really like us! Or, he can't afford to just do solo's in his plane... I'm sure he really likes us!

The last few months have been great fun, even though lots of weekends have been missed due to incredibly crappy weather. It's been fantastic to see old faces come to visit and enjoy some jumping in Mackay. Martin Adam spent an afternoon at the drop zone, he even did a couple of jumps and it was fantastic to catch up with the whole family. Mick Rogers visits nearly every year and it's always great to see Dodgy, Maria and Lily. Jason Cryan always brings his incredibly infectious enthusiasm to the drop zone, even if he doesn't bring his rig. Only JJJ can rock up to the drop zone and say, "Can I borrow an alti, oh yeah and a rig?". We love you JJJ!

Both Dodgy and JJJ are always keen to help us improve our Freely skills and share their knowledge with us, thanks guys! Dodgy was also the first to drag his foot along the top of the pond that the neighbour inadvertently built when using the soil to get the rest of the block level - just before the wet season started! Thank you Mr Neighbour!

Congratulations to Jess Corletto and Linda Devonshire who have both completed their TAF/AFF course and are now getting stuck into their B-Rel jumps. Both are relaxing into freefall and starting to replace that concentrating look with bloody big smiles! Great Stuff!

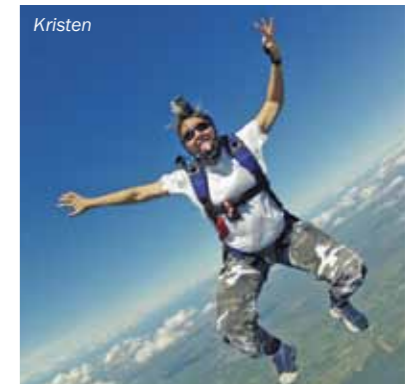
Trent Andersen and Mitch Coles have finished their B-Rels and are now allowed out with the big kids, congratulations to you both. I still remember how good that felt all the way back in 1994 when I was allowed to play with the big kids. Nah couldn't be that long ago, could it?

I was lucky enough to do video on a jump over the beach here at Mackay with three generations of the Makin clan. I thought it was great that Ray was able to take Elly, his

granddaughter, for a tandem and also have Kristen, his daughter and Elly's mum, hugging the big beach ball to keep with us. Lucky I have a camera suit! Thanks Elly, it was heaps of fun for everyone.

It looked like fun I thought, then my daughter turned twelve and I had to let her jump out of a plane. Oh well, you've gotta do what you've gotta do. Kara was certainly keen and had been talking about it for months. As usual, once in freefall all worries were forgotten and it was time to enjoy the ride and Kara's incredibly big smile, she loved it. Thanks Ray for looking after her.

If any jumpers are passing through Mackay be sure to give Ray a ring so he can stalk you on Facebook and see if you are worthy of an invite to come jumping with us. We jump most Saturday afternoons at our drop zone at Marian. Thanks Steve Walz for letting us use your wonderful property for our drop zone and for mowing the strip and all the other things you do. A big thank you to Ray for all the stuff he does so we can have heaps of fun every weekend with our skydiving family. Thanks to all the Mackay jumpers for being a great group of people to jump out of planes with!



Kristen



Kristen & Kylie



Ely



Kara



Mitch & Woody

THE LATEST FROM INNISFAIL

By Tracey Scott

B-Rel and Star Crest Weekend

Due to popular demand and a massive amount of feedback from the jumpers we decided to pull the planned B-Rel and Star Crest weekend forward by two weeks. The 24th and 25th of November saw the drop zone flooded, not with the usual tropical rain but with keen and eager novice skydivers, and in true North Queensland form, a whole bunch of supportive, experienced jumpers came along to help out and to have some general FUN!

The jumping kicked off early on the Saturday morning with three full loads of B-Rel's before breakfast. A big shout out to our resident tutors who got up early to help out: Valerie, Kiwi, Marcel and Greg, and of course to the pilots Kris and Stefan. It was awesome to see the novices drilling through their B-Rel's, notably Paul Harris and Shannon Mutch who both went from B-Rel 1 through to their B-Rel 10 in one day! Good work guys and hats off to Shannon who had her first chop and was straight back in the air on the next load! Jumping continued through to sunset and we finished the day on a high with a few drinks and a swim.

The following day began much the same way with a nice early start and the jumping continued through lunchtime to early afternoon before we waved goodbye to the Ayr crew as they started the four hour drive home. Huge thanks to the Ayr tutors, Sonja and Fabbro, for helping out.

Over the course of the weekend we did a massive 31 B-Rel's and 9 Star Crests! It was a fantastic turn-out. Thanks to the APF and NQPC, heaps of people benefited from free tutoring.



Mundoo Meet

After hosting the North Queensland State Champs for the first time in September we thought it would be a great idea to hold regular friendly competitions every three months. The hope was to attract more people to competing at State and National events and to introduce the newer jumpers to competition without the stress! We decided to run the first of hopefully many, Mundoo Meet, events alongside our Christmas party. In hindsight this was probably a bad idea considering the number of sore heads on the Sunday!

Friday 7th saw the departure of the Beaver and the arrival of the XL! Heaps of jumpers turned out, many of whom were keen to get involved in the competition, and others who just wanted to make the most of the cloudless sky and get some sweet jumps in before cyclone season!

Saturday morning was spent with everyone doing 'warm-up' jumps (which were basically angles in disguise – you can't fool us, guys!) while we waited for all participants to arrive. The awesome Sam Firth looked after the freeflyers, organising teams and drawing up rounds for them as well as flying camera and generally running around sorting out problems all day, nice one Sam, what would I do without you?! Resident Ayr Chick, Valerie Schmied put her hand up to organise and coach the flatties and even competed herself on a team with Marika Forster from Townsville and Ray running camera. Thanks Valerie!

Incapacitated with a broken foot, Fry offered to judge the event and to make a day tape, Cheers Fry, you are a legend! With Brigitte and me holding the fort in manifest the competition got underway.

FS Round 1 saw Team 'Petit Nuage' scream into the lead with a massive 19 points, closely followed by 'Matty and the F*&k Yeah's'; while the VFS competition was anybody's game with Team 'The Fake Boners' taking the lead, followed by 'The Dreaded Ninjas'.

What a fantastic day at Mundoo! The friendly banter continued throughout the day and everyone was having a ball. There's nothing like a bit of healthy competition to get skydivers worked up! The day ended with an eventful swoop and chug, which I believe Vicki Allen won, nice one Vicki, Strop will be proud! Then everyone headed to the pool for a swim followed by Christmas Dinner prepared by Diana (with crackers and everything!) Good job Diana! Prizes were handed out to the winners and the losers of each discipline. Everyone walked away with a smile on their face.

Again, this event could not have happened if not for the generosity of the APF, NQPC and Phil Onis; and the hard work of the coaches/tutors. Watch this space for news on the next competition!



SKYDIVE EXPRESS

By Krishna Strickland

We have had some exciting changes at Skydive Express after being acquired by the Skydive The Beach crew of Wollongong. Most notably, our new blue hangar and the update to the pool area!

There certainly has been plenty happening over the last few months and we would like to take this opportunity to say a big thank you to all of the fun jumpers for bearing with us while we make this all happen. We would also like to welcome our new W.A. Operations Manager, from Wollongong, Tom Gilmartin, who is doing a fantastic job. Tom is keen to meet all the new faces, so head over and say "hi".

On the student front, lots of AFF are moving through the ranks and with eight new student/hire rigs it's even easier to get a jump. In addition, we now offer free rig hire (making it even cheaper to get your licence) and fun jumpers haven't been left out either as they can purchase a book of ten jump tickets for \$400!

The events scene at the drop zone is cranking and the level of skill is certainly on the rise (with two of our teams competing at the Nationals this year). Our ever-growing crew of freeflyers, headed up by our resident team, Nemesis, are carving up the skies and are a force to be reckoned with! You guys rock and the continual improvement is a credit to your dedication. Flat flyers and coaches have been raring to go and



once again the increase in skills has been hugely noticeable – so congrats to all of you!

The busy schedule of events to date have included: 4-way FS and 2-way VS State Championships; W.A. State Vertical Record; Bogans & Bimbos Xmas Party and 8-way Comp; Jump Hog Day; 4-way Coaching weekend proudly supported by the APF; WAngles #5; Cameron Rolfe Canopy Course; Big-Ways with Simone Bambach; John Rumbo Freefly training camp with Adam Long; Jules McConnel CRW weekend and an Easter Boogie.

Special thanks to our coaches, Kieren James, John Brown, Shirley Cowcher, Garry (GT) Traynor, Ryan Ferguson and Ashley Saunders for all their efforts to get the jumping scene cranking at York!

Our annual events calendar is being posted as we speak. "Like" our Facebook page (<http://www.facebook.com/skydive.express>) or visit our website (www.skydive.com.au) to stay informed on what's happening and fill your diary!



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



Photo: Willy Boeykens



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CERTIFICATE 'A'

TOM EUNSUNG STEPHEN LACHLAN JARRED DUSTIN SAMANTHA MATTHEW GRANT BENJAMIN BEN RORY THOMAS JOSHUA NEAL TOBIAS DAVID PETER DANIEL LUCAS CHRISTOPH STAMI SIMON MAL CAMERON MELANY JACOB JESSE JAWA SONNI JOSEF DYLAN DANIEL KAI HAKAN FERGIUS ROBERT DOUGLAS MARK MICHAEL STEPHANIE ADAM MITCH DALLON KEVAN CAMPBELL PAUL PHILIP ALEXANDER BRADLEY ADAM MINSIK KRIS IAN MITCH BENJAMIN SAM DANIEL TANGUY TREVOR JEFFREY MICHAEL HAMISH NICHOLAS JAMES MIRCO DANIEL ADAM CHANGHYUN GLENN PHIL JAN ROLAND STEPHEN REED JAMIE DAVID CASSIE BRAD NICHOLAS TANYA HEATHER ESTON REBECCA TREVOR BRODERICK KELLE STEPHEN RALPH RAJESH BEN SERGEI WILL LARA LEIGH KYRA KARSSTEN IAN DECLAN SIMON MICHAEL DANIEL SEBASTIAN JOSUA JOSHUA TONI MICHAEL

CERTIFICATE 'B'

DANIEL SEBASTIAN JESSE MEGAN IAN LEON JASON BRUNO JOSHUA ADAM ASHLEY ANGELICA JOHN BERRIN SHANNON CHRISTOPH PAUL ERIC JOSE ANDREW LIAM SAM CHAD DANIEL ALEXANDER STEVEN DOMINIC SAMUEL DEAN ROBERT JAMES RYAN BEN CHRISTOPHER TEGAN MINN JARROD

ALLISON BAEK BAKER BECH BINGHAM BIRMINGHAM BLACK BOWLEY BOWMAN BRAGGINS BRAD PETER MARC LARA TIM SIMON SEBASTIAN CILLIN

CERTIFICATE 'C'

DO VALLE MONTENEGRO DOERFEL DORFAN DORANTE DOWNHAM DREW EDGERTON ELMS FINLAYSON FITZPATRICK FREDERIKSEN FUEGNER FULTON FUSSELL GARNER GERTH GIBLIN GILMORE GILMOUR GRAHAM GRANT HALL HALSE HARRIS HAY HENDRY HOCKADAY HOLDEN HORSBURGH HOY HURLBATT JEONG JERMYN JOHNSON KELLY ALEXANDER KING KOROSTILEW KUMBANG LAGASSE LAKE LANCASTER LESZYK MAQLACHLAN MANN MARSHALL MARX MATTHEWS MCLEAN NAM NASH NEWMAN OLSNES O'SHEA PARR RANAGE ROSE SANDERSON SCHLITZ SCOTT SEEDSMAN TANYA SHAW SHAW SORTLAND SOUTER SYKES TALLENTIRE TAMSETT TAVERNER THANGARAJ THORPE TKACHENKO TYRER LARA LARSONWSKI VAN SANTEN VAN DERENDONCK VON HENTIG WALSH WALTON WICKHAM WEBSTER SEBASTIAN WELCH WERUM WHITWORTH WYSS ZEMAATIS

CERTIFICATE 'D'

MARK DANIEL MICHAEL TRENT KEVIN STEPHANIE MAX KRYSS LOUIS PETER JOSE ZEV JAMES SONYA DANIEL OWEN DREW DALE ARNO DANIEL BARRY WES KONSTANTIN JUSTIN OLIVER PIET HAYDEN RAUL ANNALEAH JASMINNE ANNA CLINTON COLIN SAMMY ANGELA GALT GILCHRIST-DUTAILLIS GREENWOOD HILL JERVIS JOHN ANDREW STEVEN VALARIE ANNE NETTY JAMES KATH CRAIG PETA ERIC ASHLEY MURDOCH NGUYEN NORMAN

O'CONNOR ORROCK PANK PARKER PHILLIPS PIERCE RAMAGE RICHARDSON ROYALS ROSENDORFER SCHLITZ SWENEY TURSAN D'ESPAIGNET ULASOWSKI UROUZHART WALTON WELCH WHELAN

CERTIFICATE 'E'

ALBERTO MARY CAMERON SAMUEL ROS JASON SARAH LILAC GRANT MILES JOSE DAVE JUSTIN HYEONSU TONY JASON MARK JENNY SANDRA JEREMY REX RYAN THOMAS KIERAN ERIC ADRIAN

CERTIFICATE 'F'

EVAL JACQUELINE

STAR CREST

ALBERTO JARROD IAN KEVIN MILES GONI GRAHAM DAVE BRIAN LOUIS ADAM ZEV ANDREW NIGEL ANTHONY TERRY SARAH DANIEL DREW BARRY CHRIS EMMA TONY DAVE LUNT KATE MARTIN CALEB JOHN CHRIS STEWART JACOB SEB JEREMY WILLIAM COLIN LIZ BRETT ALEX SHEILA DAVID JORDAN LEE AIMEE JAMES ZORAN WAH SKYE ULI DANIEL DAWN LUKE ERIC COREY ASHLEY SIMON REBECCA CHRISTIAN LUKE BEN COLIN

CANOPY CREST

CRAIG MARK GEOFF

FREEFLY CREST

JOHANNES KYLE JAMES BRIAN RYAN JAMES STEVE DAVE JARED HAMISH BARBARA TINA GREG ASH NATHAN JOSIE BRAD

WINGSUIT CREST

BEN PAUL JOHN PAUL KEVIN TIMON DAVE JASON LOUIS ANDREW ADAM MYLES SARAH CHRIS AMANDA STEVE NETTY CHRISTINE DARREN ADRIAN SANDRA GULLIVER PAUL CHRISTOPHER RYAN GARY

Time to the BED

Compiled by the APF at ASM deadline time.

ALVALIS BRAIN BROOKS COOPER COTTMAN DAVIS DICKINSON DOBSON DUNN EGAN FIANNACA FREEMAN GALT GAYLARD HARKER HOULAHAN IBRAHIM JEREMY JONES KALNINS KEENAN KELLETT KING LAIN LESZYK LETCH MAHON MCGREGOR MCRAE NICOLAY NICINSKI OLEXA OSTRIK PARKINSON PEACE ROBINSON ROSSIKHIV SCHAEFER SCHMUTTERMAIER SCHOTT SCORRAR SOUTHWELL STAVRO ZORAN TAN TAYLOR TERHEGGEN TOHILL TRATT TUCKWELL VAN STADEN VANDERPOOLDER WALSH WALTON WHITE WYTHE WICKLIFFE WITCHALLS WOLFENDEN

DISPLAY 'D'

ARNDT ULI ERIN ASHLEE TOM MARIO CHRIS MATT JOSHUA CHRISTINE LAIN KATE MARTIN CALEB JOHN CHRIS STEWART JACOB SEB JEREMY WILLIAM COLIN LIZ BRETT ALEX SHEILA DAVID JORDAN LEE AIMEE JAMES ZORAN WAH SKYE ULI DANIEL DAWN LUKE ERIC COREY ASHLEY SIMON REBECCA CHRISTIAN LUKE BEN COLIN

DISPLAY 'C'

CRAIG MCKERNAN

DISPLAY 'B'

GRANT DAVID CORMAC MICHAEL HULLIN HARRIS MCCORKINDALE MEISTER MUDDLE MUNDAY SAUNDERS NATHAN JUSTIN SYMONS VANCINA

PACKER 'B'

ERIN ALBERTO RUSSELL RAY LISA ASHLEY LAURA GRAHAM DALE NIGEL JOSH TONY KONSTANTIN JASON JOHN DUNCAN ERIN CRAIG ANNERIEKE SMITH TIM JEREMY LIZ ELLIOT KAT GARY MILLY JAMES PETER GARY ERIC SIMON

WILD WILLIAMS AVALIS MARK BENNETT BISHOP BOOKER BROWN BROWN CHRISTIE GRANT COTTMAN FRAGOSO GIULIANI GRAY JU KELLETT KUM LAING NEUBAUER NORTHLEY OLEXA PEMBERTON SCARLETT SPANNS TURNER VAN STADEN WEAVER

ROD TOBIAS

PACKER 'A'

JARRAD MURRAY

RIGGER

JAN KYLE MILES GRAHAM JOSE TONY JASON DUNCAN JEREMY NICK LUKI ERIC

INSTRUCTOR 'D'

ALBERTO PAUL KYLE JOSH MILES GRAHAM FRAGOSO KELLETT KUM MCLEOD OLEXA PIERCE TUCKWELL VAN STADEN

INSTRUCTOR 'C'

TODD KERRY LEIGH MARK HAMISH

INSTRUCTOR 'B'

SELWYN MICHAEL

INSTRUCTOR 'A'

CURTIS JOE PAUL

MASTER INSTRUCTOR

JOHN ALLAN RALPH GRAHAM (DIXIE) STEVE BRAD

TUTOR FREEFLY

HAMISH MCCORKINDALE

TUTOR RW

JEREMY ANNETTE

ENDORSEMENT AFF

ALBERTO PAUL KYLE JOSH HAMISH DUNCAN JEREMY STEWART

ENDORSEMENT STATIC LINE

CHIPPEE LINDBERG

ENDORSEMENT TANDEN

ALBERTO SARAH KYLE MILES GRAHAM JOSE TONY JASON DUNCAN JEREMY STEWART

TANDEN SUB-ENDORSEMENT - STRONG

KENNETH STONE

TANDEN SUB-ENDORSEMENT - VECTOR/SIGMA

BEN CORNICK

JUMP PILOT AUTHORIZATION

BRENTON RICHARD RICHARD BUNFIELD ROBERT ADAM ALEXANDER KAHLE ALAN HENRY JEROME HUGH BRENT DAVID MARK ANDRE JONATHAN MARK ASHLEY

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ALL PROCEEDS TO THESE ORGANISATIONS



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
 DZ Ph: 08 8976 0036
 Email: skydive_territory@yahoo.com.au
 Drop Zone Location: BATCHELOR AIRFIELD
 Web: www.skydiveterritory.com.au
 Aircraft: Cessna 182

TOP END TANDEM

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

QUEENSLAND - NORTH

AYRSPOITS INCORPORATED

PO BOX 546, TOWNSVILLE QLD 4810
 Non Training Operation
 Club Ph 07 4728 4437
 Email: ask@ayrsports.org.au
 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 Ph 0428 420 500
 Email: dawson.ffiff@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 Ph 07 4957 6439
 DZ Ph 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 Ph 07 4031 5499
 Email: skydivethereefcairns@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 Ph 0418 762 315
 DZ Ph 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 Ph 02 6684 1323
 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 Ph 0414 566 697
 Email: nqpc@mackay.net.au
 Drop Zone Location: PROSERPINE/SHUTE HARBOUR
 Aircraft: Cessna 182

SKYDIVE TOWNSVILLE

PO BOX 1786, TOWNSVILLE QLD 4810
 CHIEF INSTRUCTOR: ALAN MOSS

Club Ph 07 4721 4721 DZ Ph 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 Ph 07 4041 2466
 email:admin@tandemcairns.com.au
 DROP ZONE LOCATION: MUNDOO AERODROME, INNISFALL
 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 Ph 0416 611 499
 Email: paulweir56@yahoo.com.au

GATTON SKYDIVERS CLUB INC

PO BOX 266, CANNON HILL QLD 4170
 Non Training Operation
 Club Ph: 07 5466 5521
 Email: gatton.skydivers@gmail.com
 Drop Zone Location: GATTON

GREAT SOUTHERN SKYDIVERS INC

PO BOX 928, REDCLIFFE QLD 4020
 CHIEF INSTRUCTOR: LUKE OLIVER
 Club Ph 0429 020 865
 Email: luke@greatsouthernkydivers.com.au
 Web: www.greatsouthernkydivers.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 & DZ Ph 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 Ph: 07 3314 3664
 DZ Ph 0417 079 460
 Email: info@skydivebrnie.com.au
 Drop Zone Location: RAGLAN & WOORIM BEACH BRIBIE ISLAND
 Web: www.adrenskydivers.com.au
 Aircraft: C182 & C206

RAMBLERS PARACHUTE CENTRE

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

REDCLIFFE CITY SKYDIVING

PO BOX 105, REDCLIFFE QLD 4020
 CHIEF INSTRUCTOR: JOHN COOK
 Club Ph 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 Ph 07 3399 3552
 DZ Ph 07 5466 5521
 Email: ripcord@ripcord-skydivers.com.au
 Drop Zone Location: GATTON
 Aircraft: Cessna 206, Cessna 182

RIPCORD SKYDIVERS ASSOCIATION

50 RICHARDS STREET, LOGANLEA QLD 4131
 Non Training Operation
 Club Ph 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/DZ Ph 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 Ph 07 3314 3664
 DZ Ph 0419 659 820
 Email: info@skydivecq.com.au
 Web: www.skydivecentralqueensland.com.au

SKYDIVE HERVEY BAY

PO BOX 5422, TORQUAY QLD 4655
 CHIEF INSTRUCTOR: RAY CURRY
 Club/DZ Ph 0458 064 703
 Email: dz@herveybayskydivers.com.au
 Drop Zone Location: HERVEY BAY AIRPORT
 Web: www.sydneyskydivers.com.au
 Aircraft: Cessna 185

SKYDIVE RAINBOW BEACH

PO BOX 7, RAINBOW BEACH QLD 4581
 CHIEF INSTRUCTOR: STEVE GEENS
 Club Ph 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

GPO Box 5298 Brisbane QLD 4001
 Non Training Operation
 Club Ph 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 Ph 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 Ph 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/ DZ phone: 0403 466 782
 Email: bill@tristatetransport.com.au
 Drop Zone Location: GOULBURN AIRPORT, NSW
 Web: http://www.askydiver.com/
 Aircraft: Cessna 182 m& Cessna 206

BYRON LANDINGS TANDEM SKYDIVE

PO BOX 226, MILPERRA NSW 2214
 CHIEF INSTRUCTOR: STEVE LEWIS
 Club Ph 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 & DZ Ph 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 & DZ Ph 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 BOX 843, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: ARCHIE JAMIESON
 Club Ph 1800 302 005
 DZ Ph 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 Ph 02 4322 9884
 Email: bookings@justjumpskydive.com.au
 Drop Zone Location: WHITTINGHAM AIRFIELD, SINGLETON
 Web: www.justjumpskydive.com.au
 Aircraft: Cessna 206 & XL-750

NEWCASTLE SPORT PARACHUTE CLUB

PO BOX 158 BRANXTON, NSW 2335
 CHIEF INSTRUCTOR: TONY MAURER
 Club & DZ Ph 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 Ph 02 6684 1323
 DZ Ph 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 Ph 02 6684 1323
 Email: info@australianskydive.com
 Drop Zone Location: TYAGARAH AIRFIELD
 Web: www.australianskydive.com
 Aircraft: Cessna Caravan

SKYDIVE COFFS HARBOUR

PO BOX 351, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: MARK BRODY
 DZ Ph 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 Ph 02 4932 7989
 DZ Ph 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 Ph 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 Ph 02 6978 0137
 DZ Ph 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 Ph 1300 663 634
 Email: kim@skydivethebeach.com
 Drop Zone Location: STUART PARK, WOLLONGONG
 Web: www.skydivethebeach.com
 Aircraft: Navajo, Cessnas 206, 182 and Caravan 208

SKYDIVING NSW DROP ZONE

PO BOX 764, TAREE NSW 2430
 CHIEF INSTRUCTOR: MARK BRODY
 Club & DZ Ph 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: RUSSELL BROWN
 Club Ph 02 9791 9155
 DZ Ph 02 4630 9265
 Email: admin@sydneyskydivers.com.au
 Drop Zone Location: PICTON, NSW
 Web: www.sydneyskydivers.com.au
 Aircraft: Cessna Caravan, Beaver & 750XL

TANDEM SKYDIVING

25 COMARA CLOSE, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: DICK PETTERS
 Club Ph 02 6651 9016
 DZ Ph 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 Ph 02 6884 8266
 DZ Ph 02 6978 0137
 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 Ph 02 6285 1453
 DZ Ph 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: GRAEME WINDSOR
 Club Ph 02 6296 1911 (BH)
 DZ Ph 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 Ph 0408 070 991
 Email: janine@aerialskydives.com
 Drop Zone Location: LATROBE REGIONAL AIRPORT, TRARALGON
 Web: www.aerialskydives.com
 Aircraft: Cessna 182

AUSTRALIAN SKYDIVE

PO BOX 839, TORQUAY VIC 3228
 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
 Club Ph 03 5261 6620
 DZ Ph 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 Ph 1300 555 956
 DZ Ph 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 Ph 03 5221 8606
 Email: geoffg2@tpg.com.au
 Drop Zone Location: VARIOUS
 Aircraft: Cessna 182

MELBOURNE SKYDIVE CENTRE

PO Box 961 Lilydale VIC 3140
 CHIEF INSTRUCTOR: PAUL MURPHY
 Club Ph 02 4225 8444
 DZ Ph 0400 550 479
 Email: sales@melbourneskydivecentre.com.au
 Drop Zone Location: LILLYDALE AIRPORT
 Web: www.melbourneskydivecentre.com.au
 Aircraft: Cessna 182

RELWORKERS INCORPORATED

7 Akers Court Darley VIC 3340
 Non Training Operation
 Drop Zone Location: NO FIXED DZ
 Club Ph: 0409 802 338
 Email: simlark@yahoo.com
 Web: www.jump.relworkers.org

SKYDIVE NAGAMBIE

PO BOX 311, NAGAMBIE VIC 3608
 CHIEF INSTRUCTOR: DON CROSS
 Club Ph 03 5794 1466
 DZ Ph 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 1508 St Kilda VIC 3182
 CHIEF INSTRUCTOR: GREG HAYS
 Club Ph 1300 663 634
 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 Ph 02 6033 2435
 DZ Ph: 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 Ph 08 8261 4161
 DZ Ph: 08 8520 2660
 Email: info@adelaideskydiving.com.au
 Drop Zone Location: LOWER LIGHT
 Web: www.adelaideskydiving.com.au
 Aircraft: Cessna 182

SKYDIVE THE COAST

