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Director Rigging

As this is the first official article I have written as Director Rigging, I'll give a bit of background. I took on the role as Director Rigging last year after a lot of thought. Having been a skydiver for over 20 years and a rigger for 15 years, I felt it was time to look a little deeper behind the scenes and see what really goes on behind closed doors in the APF. I have never been one for hardcore rules and as many of you know, I learnt a lot from not understanding the rules and learning from the consequences! But the reality was for me it was time to put your money where your mouth is. As I have said on many occasions, "It is easy to have an opinion when you have no responsibility". So here I go.

Since taking on the role there have been many changes happening within the APF. It has been a steep learning curve and a real challenge at times. I have a new-found respect for the APF office staff as they are all great people and a pleasure to work with.

PIA SYMPOSIUM 2013

As Director Rigging I also hold the role of PIA (Parachute Industry Association) Delegate on behalf of the APF. The APF is a member organisation of PIA, which involves participating in the PIA meetings to keep abreast of what the industry is doing and where the industry is going. This year PIA held its first regular meeting and PIA Symposium in Daytona Beach Florida, USA from March 22-29. This was my first time at the PIA regular meetings and I greatly appreciated the company of former Director Rigging Jo Chitty, who pointed me in the right direction on many occasions. It was very interesting seeing the inner workings of PIA and how the decisions made there affect us as regular skydivers.

The PIA Symposium is all about everything skydiving. This is often where manufacturers come to show for the first time new products, designs or concepts. This year was no different with some new products arriving into the market, such as the Plexus Tandem System.

Australian Manufacturer of fine skydiving helmets and camera mounts, Cookie Composites, was also there again, releasing their latest design "Fuel", which was very popular with event goers.

The PIA Symposium is always a wealth of knowledge and experience. To be able to meet and speak with the manufacturers is a great advantage when it comes to understanding how a product was designed and how the manufacturer intended it to be used by the skydiving community. Seminars are conducted throughout the week-long event and most of your time is spent in seminars conducted by the manufacturers and leaders in specialised fields.

For me the most enjoyable part is meeting with the gurus of equipment design. To be able to sit and just watch the inventor or designer show you how it is done, can change the way you handle equipment.



Rags Ragatoni conducting a canopy patching seminar was an eye opener on the very basics of technique and precision sewing.

Catching up with old friends and making new ones is always an important part of any skydiving get together and Symposium is no different. It is a great place for making new business and social connections. As a rigger and even just an interested skydiver, PIA Symposium is well worth a visit.

OUR OWN BACK YARD

Since the start of my term as Director Rigging there have been a number of preventable incidents that have resulted in the deaths of APF members. It is easy to say after the fact, "that was such an obvious mistake", or "how did they not see that problem before the jump?" It is great to have 20/20 hindsight, but are we all missing something? We are not alone out there and what we do, and often don't do or say, can change lives forever. Being aware of our surroundings and the people around us (situational awareness) is one of the most valuable skills we have. I have seen on many occasions another jumper saying, "stop, that piece of equipment doesn't look right". This act alone has saved many jumpers from incidents and potential injury.

Yes, we are responsible for ourselves, but our actions and often inaction directly affect the people around us. If something looks wrong, more often than not, IT IS! Don't be afraid to speak up as the life you save may be your own. Get to know your equipment. Talk with your pairs and mentors. Ask the dumb questions! The ONLY dumb question is the question not asked. It is not a dumb question if you just don't know.

Over the years I have seen a shift in the way knowledge is passed down from the experienced to the less experienced. Due to the more commercialised style of skydiving today as apposed to the club based culture of 15-20+ years ago, a lot of valuable experience and knowledge is getting lost in the mist. I was told by some wise instructors many years ago, "learn from the mistakes of others because you won't live long enough to make them all yourself". And my favorite quote from Mark Rainey, just after I flew down wind and nearly flew straight into a hangar door, "vive and learn and try not to burn!"

If we keep our skydiving eyes and ears open it is amazing what we will see that we never saw before. Our lives and our friend's lives are precious. Ask questions, speak up and above all, listen.

Brett Newman
APF Director Rigging



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winter ESCAPE BOOGIE INNISFAIL

By Tracy Scott, Event Organiser
Photos by Hamish McCorkingdale & Greg Puttick

THE EVENING BEFORE THIS YEAR'S WINTER ESCAPE BOOGIE BEGAN AND WAS A FAIR INDICATION OF WHAT WAS IN STORE OVER THE COMING WEEK. JOE AND KEITH GREATLY ARRIVED IN THE EARLY AFTERNOON INSISTING WE ALL STAY UP UNTIL MIDNIGHT TO CELEBRATE KEITH AND KIWIS JOINT BIRTHDAY... WELL IT WOULD BE RUDE NOT TO!

Day one kicked off nice and early with jumpers coming from far and wide. The first people manifested were surprisingly, the birthday boys, who ran a big angle group to begin the boogie. Michael Vaughan was welcomed back to the Far North by our resident flatties (who are fast becoming Michael's groupies!) and also the newer of our flatflyers who were keen to get some quality coaching to complete their Star Crests. Firthy was on hand to offer load organising and coaching of some angle groups as well as freeflying.

The first weekend of the boogie was well attended by North Queensland's newer jumpers all happy to accept the offer of funded B-Rel and Star Crest slots courtesy of the NQPC and the APF. Jumping continued throughout the day until the weather took a nose dive and we all had to turn to our second favourite hobby of draining the bar dry.

As the week progressed, the weather was unpredictable; with clear blue skies one minute and cloud moving in the next. Load organisers sensibly dirt dived a Plan B for every load so we were one step ahead of the cloud.

Dave Loncasty arrived from Sydney eager to put some big ways together. As the days progressed it became clear that Loncasty's big ways were somewhat jinxed; Dave would aim to take the last load of the day but as soon as the big way was manifested on paper the clouds would move in and the flatties would call it a day, only for the freeflyers to snatch that last load just as the sky would clear again. It became a bit of a joke but luckily they managed to get in a few good point-turning big ways, so everyone was happy!



winter ESCAPE BOOGIE INNISFAIL

There were a few milestones at the event with Tracey Basman celebrating 17 years in the sport, good on ya Trace! Jordan Michalov reached his 200th jump, Anna her 300th, Bubba his 600th and Aubrey Dierich jumped a wingsuit for the first time with Tutor Greg Puttick. Needless to say there were plenty of cartons put on aside from the usual beer line infringements, like forgotten alti (Ben!), first time at Innisfail DZ cartons, plus there were the more unusual bell rings such as Corey Ronalds ('C' Licence) jumping his own pack job for the first time and Fry and Lauren's first jump together since they got divorced! The most cartons came from booby-trapped bell rings... thanks Kiwi, Mossy and Vicki... we know who you main culprits are!

Each night we descended on the local pub, the Carrudah, for dinner and cheap drinks before coming back to the DZ. Prizes were given out every night with some cool giveaways from all of the sponsors, the day tape would follow, edited by the awesome Jason Lane who did a fantastic job of compiling the jumps of the day into one video. Jason was also the lucky winner of the rego prize, a free canopy, provided by Phil Onis.

Plans to watch the day tape at the pub were quickly discarded after much of the nightly shenanigans made it to the final cut... we didn't want to scare the locals! The Ayr Monkeys, up to their usual antics, convinced us that Fong needed a hair cut. Fong apparently wasn't keen but agreed to it on a 'cut for cut' basis with Kiwi... I am sure there were regrets the next morning when they both appeared sporting the most ridiculous hairdos. It was entertaining for the rest of us though and that's what matters! The parties were loose all week and Wednesday the 17th July saw the final game of the State of Origin. As it happened we had a good mix of NSW and QLD jumpers, needless to say the night got a little crazy. The Grealy's divided, Joe supporting the maroons and Keith the blues, and there was a lot of wrestling and jostling with QLD supporters trying to push NSW supporters into the bar bell and vice versa. Luckily, aside from the massive lump on my forehead the next day, everyone walked away pretty much scratch free, although we did have to eventually remove the bar bell to diffuse the wrestling! It was good fun, though I think the boys will think better of trying to go up against Vicki in a wrestling match in the future... SECURITY!



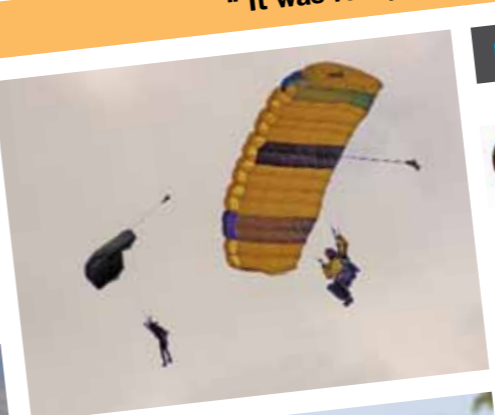
Even with average weather we had an awesome week and managed to get in about 20 loads per day with the exception of one particularly cloudy day on which we decided to entertain ourselves with other alcohol infused dangerous sports instead. Party night began at the pub, we managed to find one sober skydiver to ferry us all there before bringing us back to the DZ (thanks Squeak!). We were welcomed back by naked men who were grabbing people and throwing them in the swimming pool, nobody was safe! After the old 'I have my phone in my pocket' ruse clearly was not going to deter them, I decided it was easier to just go with it... either that or wrestle a naked Rob Macintosh but I think we had all seen Rob naked far too many times at the boogie already!

Friday's party night was an awesome end to yet another epic Winter Escape Boogie. Huge, huge thanks to all involved in organising and supporting this event, Phil Onis, Adam Davies, Tandem Cairns, Lee Fischer, Brigitte Jones, NQPC and the APF and of course to Jason Lane for the awesome day tapes. Big thanks also to Michael Vaughan, Joe Grealy, Keith Grealy and Sam Firth for awesome coaching, you guys rock!



"To load organise at the Winter Escape Boogie was a great opportunity to come back to Australia. Keithy and I had a blast and can't wait for next year!" Joe Grealy

winter ESCAPE BOOGIE INNISFAIR



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"Considering the Far North Queensland weather Gods didn't smile graciously upon us for what is normally the perfect time of year, 'weather hold shenanigans' and an average of 20 loads a day was epic! The return of the Grealy brothers to Australia brought awesome energy and to watch them fly to their international level was inspirational. A big shout out to all of our sponsors, the APF, NQPC, Tandem Cairns and Uncle Phil. It was great to be a part of it all and look forward to next year's boogie." Firthy



Michael Vaughan's Canopy Course

By Brigitte Jones
Photos by Hamish McCorkingdale & Greg Puttick

As the Winter Escape Boogie came to a close Michael Vaughan's canopy weekend began. After average weather on the Friday people were delighted to wake up to beautiful blue skies. Who could ask for more on a canopy course?

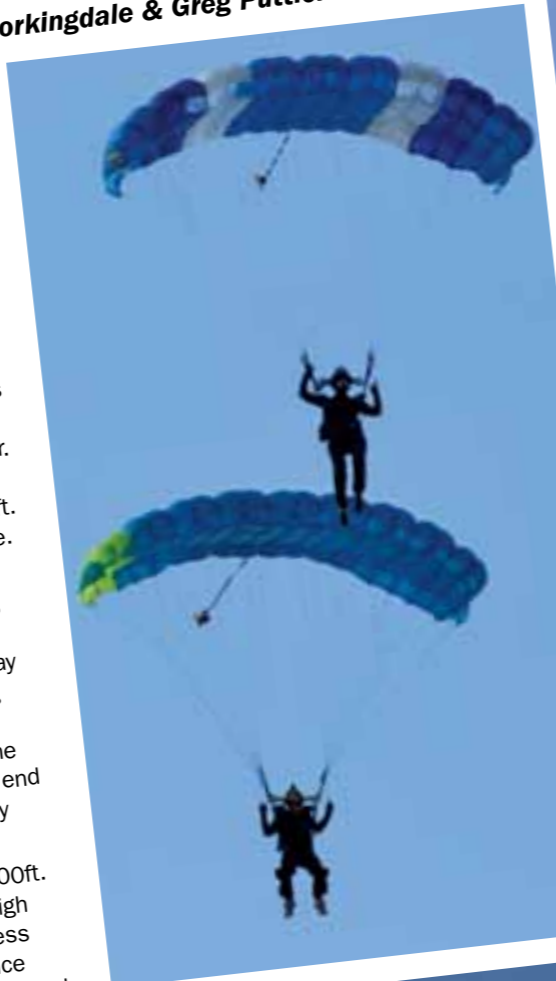
Day one began at 8am with a small class holding the following partakers - David Lang, Oliver Dodd, Sophie Garnett, Rob MacIntosh and Paul Beahan. The class met in the garage to discuss what they would be doing. The day's main goal was to learn about in-flight exercises with an accompanying canopy in the air. Vaughany jumped one-on-one with everybody to demonstrate flying relatively with another canopy and exhibit inputs and effects. As well as this they explored slow flight characteristics of a canopy, planning and flying a defined circuit, and safe and efficient use of different canopy inputs. Another fun exercise was follow the leader. One participant had a streamer attached to them whilst another person followed. The group managed to get in five hop'n'pops each from 8,000ft. All in all, the day went well with everybody thoroughly enjoying the course.

Day two was a larger class with Rob Macintosh back for round two! Ray Worrall, Hamish MacIntosh, Jordan Michalov, Sam Firth, Erica Tadokoro, Aubrey Dierich, Corey Ronalds, Jeremy Olexa and myself were all eager to begin. I had heard a lot about Vaughany's canopy course from the day before and was very excited to be able to join in the fun after watching them from the manifest window. This class was a mixture of beginner to advanced skydivers all looking to learn and improve their flight to the ground. Vaughany listened to what we all would like to achieve by the end of the day. I must admit I was nervous, as I had not done all too many hop'n'pops!

Just like the day before five hop'n'pops were completed all from 5,000ft. We were all looking at practicing something different from circuits, high performance landings to flaring and touch down. We practiced harness turns, simulating a toggle off (scary for someone with little experience such as myself!), stalls (rear riser and toggle), techniques in accuracy and safe efficient use of inputs such as front riser and rear riser, harness and brakes.

I felt that I needed more confidence under canopy with setups and landings and with Vaughany's feedback I can say that by the end of the day I was feeling much better and thoroughly enjoyed the jumps! (Why was I nervous?) The day was fun and with a lot of interesting conversation and funny moments... a tandem passenger who managed to wander away from her group and mistook a lemon for a mandarin and the boys competing in a "who can do pull ups contest".

Michael Vaughan's Canopy course was one of the best organised events that I have attended. It was easy and a great atmosphere. I walked away feeling confident under canopy, happy with the majority of my landings and a new found taste for hop'n'pops! Thanks Vaughany and the other participants on the course!



Michael Vaughan's Canopy Course

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IT ALL STARTED WITH A RANDOM EMAIL FROM KUWAIT ASKING IF I CAN JUMP FROM THEIR TALLEST BUILDING. "OF COURSE I CAN, NO WORRIES", I REPLIED. THEN THE FOLLOW UP PHONE CALL TO WHICH I ASKED, "SO HOW DID YOU FIND OUT ABOUT ME?" CAMILLE BACHA FROM CAMCO GLOBAL EVENTS ANSWERS, "I GOOGLED THE TOP TEN B.A.S.E. JUMPERS IN THE WORLD AND THEY ARE ALL DEAD, EXCEPT FOR YOU" THAT COMMENT CRACKED ME UP LAUGHING AND SO THE JOURNEY TO BE THE FIRST EVER B.A.S.E. JUMPER IN KUWAIT BEGAN. AS WITH EVERY EVENT LIKE THIS, THERE IS A LOT OF BEHIND THE SCENES WORK TO MAKE IT HAPPEN.

By Chris 'Douggs' McDougall

I flew to Kuwait to check out the building, the weather and the client, to see if all this was a joke or the real deal. I was also worried that maybe they had read my book and wanted to cut my hands off for my past and present life of debauchery and fun.

The flight there was a disaster of delays and missed connections. I finally arrived in Kuwait twelve hours late and had to dress up straight into my suit and meet with the owners of the building. First impressions would be the decider in getting this display under way and it worked. Armed with knowledge and a newly found professional attitude (I blame the suit) we got the go ahead for the event.

The exit point posed the biggest challenge now because there wasn't any that would suit a crowd of people on the ground, the media at the top and most importantly, that would allow me to exit safely. I knew though, once I was in the air I would be fine as the building is 414 meters at the top; what a beautiful monster! It is also the tallest building of its type in the world and is recognised by Guinness.

Unfortunately I couldn't exit from the top, as they wanted me to go from somewhere else. So I let them know what I needed and headed home leaving Camille to sort out the sponsors covering the event.



KUWAIT

AS B.A.S.E. JUMPERS KNOW, JUMPING IN WIND IN AN URBAN ENVIRONMENT IS A RECIPE FOR DISASTER AND DEATH, AS HAS HAPPENED IN THE PAST. SO TO GIVE MYSELF THE BEST CHANCES OF KNOWING WHAT THE WIND WAS DOING I HAD TO PUT UP MY OWN WIND INDICATORS.



After a million emails, phone calls and exchanges we finally got the go ahead for two complete sets of sponsored gear, a tracking suit and a helmet. It was so last minute that the tracking suit had to be sent straight to Kuwait only two days before the jump!

The gear arrived in Suisse a week before which gave me enough time to do a practise jump on each to ensure I had connected them together correctly! I had two beautiful openings, one with the logo of Zain, the largest communications company in Kuwait, and one with the logo of Al Hamra, which would be the building that I would soon jump from.

I flew back into Kuwait, this time without incident, to the awaiting media and a brand new Escalade with driver that would be my personal ride for the next week. It doesn't happen very often but I must say, I enjoyed the initial rock star treatment!

The next couple of days were full on, lots of media commitments. Interviews for magazines, TV studio interviews and a very funny radio interview with Mohammad Al Refaei and the building owners' son, Talal, made for a busy and fun time for all.

One thing I was quickly learning was that things don't happen too fast in Kuwait and they can change at any time! All of a sudden there was no ramp built on the decided exit point and I now could not even jump from that place. Not quite panic stations, but almost! The building manager, Richard, was a Brit and was able to make stuff happen so we changed exit points, played around with some designs and in the final hour had managed to fix a plywood board to the window washing basket at the 405m metre point. It wasn't ideal but it would have to do.

The exit point was ready, but the other main issue was the wind. It was crazy! In the days before we had dust storms and winds over 70kms per hour. It wasn't looking good.

As B.A.S.E. jumpers know, jumping in wind in an urban environment is a recipe for disaster and death, as has happened in the past. So to give myself the best chances of knowing what the wind was doing I had to put up my own wind indicators. Richard helped me out with the low stuff but in the end I had to break into a building site and climb a 250ft crane to put my flag on.

Everything was set and I headed back to the hotel to make sure I had everything and to get some rest before the big day. The wind blew like crazy through the night but in the morning it steadily died down and I couldn't believe it; this jump would actually happen! My hands got sweaty and my mouth got dry; the fear never changes no matter how many jump you have done!

The road was closed to traffic and the barricades put up. A lot of people started showing up, far more than I thought. "No pressure", I chuckled to myself, "just don't stuff up!"

After too many photos and too much nervous water drinking everything was set. I was to arrive in a hotted up car but it was a surprise. I was thinking to myself how cool is this going to be, I am going to rock up in a Lamborghini or something, but no, nearly everyone in Kuwait has a car like that. They had me in a pimped out F250-like truck, the same type as every American owns! Doh! Oh well, it was still pretty cool.

The MCs of the event were now in full force as I arrived to the cheers of the ever-increasing crowd. I was ushered inside by my personal security team, which was something different, as I am normally getting ushered out by security. Once inside the building we went up to the 55th floor so I could take yet another nervous pee. There waiting, were all the Heads of Police and others wanting to come to the top and get way too many photos with me. Quite different treatment to my own country where the police treat B.A.S.E. jumpers like scum!

So now it was time to shine. I slowly geared up, making sure everything was perfect as it was now solely up to me whether B.A.S.E. jumping gets a good name or a bad name in the country of Kuwait. Again, no pressure on me!

Before I was to jump there was a medical team near the exit to take my blood pressure, temperature and a sample of blood to make sure I was fit to jump. Now if there is one thing that scares me more than B.A.S.E. jumping, it is needles. I am getting sweaty hands just thinking about it now! After a small temper tantrum like a six year old kid, I got the tiny pin prick blood test and headed to the exit point. It was game time!

I didn't know it then but they had cameras on me the whole time so I must have looked like a right numpty when I got into the basket and clambered on top of the plywood sheet on my hand and knees, scared out of my brain! I then got the crane operator to move the basket over the edge of the building and into position. I hadn't been this scared since my last B.A.S.E. jump!

I let go of two toilet rolls to confirm the wind direction and speed. It was perfect and by the sound of the cheering crowd below they were ready. I held onto the support cable and gave the call. Count me down when ready!

There was a minute call then a thirty second call. The exit point was so wobbly that I didn't know what was going to happen when I jumped. I was suspended over 400 metres in the air and once again was questioning why I hadn't stayed at school and got a normal job. Then came the count. 10, 9, 8... here we go! I think I could hear the crowd counting down too or it was the voices in my head, I am not sure but when it came to the one count I leaped into a small piece of B.A.S.E. jumping history; but not in a very stylish way!

The exit point was so wobbly that when I left it wanted to put me unstable and I kicked for the first couple of seconds trying to not fall onto my back! The rest of the jump was amazing! I fell for over eight seconds and still opened my parachute super high for the crowd below. There were massive cheers on opening as I gave a little giggle to myself, thinking, "if my old school teachers could see me now!" Apparently you could hear a pin drop on the ground when I exited the building but now there were screams and cheers.

The landing area was massive and the weather was perfect so without even thinking I gave the crowd a one handed

landing – not that they noticed. Then I was mobbed and my security team was put into action, it was fun but a little crazy!

This wasn't a one jump event though, it was a two jump event, so I was again ushered inside, grabbed my second set of gear and up I went! Again on the exit point I was even more scared because this time I was to jump off on my back.

I did my usual twenty pilot chute checks when on the exit point and the countdown began! At least I knew what to expect this time as I casually hopped off on my back and made eye contact with everyone on the exit point. I got a nice track on this time and had a great deployment and once again giggled to myself after opening.

I came in sweet to the same landing area and it was all done and dusted! I was safe, uninjured and had just completed the first two B.A.S.E. jumps in Kuwait. For the next two hours I was to be the monkey in the zoo, on stage getting photos with everyone, literally thousands. It got a bit crazy there for a while but the security team did a great job, although at times they were mostly photographers. It was cool to see everyone happy, from young kids to the elderly, everyone had a smile on their face and so did I. It was a complete

success and will now open the doors to more legal events in Kuwait and the Middle East.

I headed home a happy and proud B.A.S.E. jumper for being able to show our amazing sport in a good light for a change and being able to start the sport from the ground up in a good way! Although handing the two parachute systems, the tracking suit and the helmet over to the sponsors, never to be jumped again, brought a tear to my eye!

I must say a huge thanks to Camille, Wimpy, Mo, Zeina, all the families that took me in and all the sponsors who made this event happen. Everybody was super nice and very welcoming and I look forward to doing more legal events over there in the future!



THIS WASN'T A ONE JUMP EVENT THOUGH, IT WAS A TWO JUMP EVENT, SO I WAS AGAIN USHERED INSIDE, GRABBED MY SECOND SET OF GEAR AND UP I WENT! AGAIN ON THE EXIT POINT I WAS EVEN MORE SCARED BECAUSE THIS TIME I WAS TO JUMP OFF ON MY BACK.



Mohammad Al Refaei is the first Kuwaiti skydiver to head out on his own and travel. He has about 400 jumps now and has done large flag jumps with the Kuwait flag in the USA but never on his home soil. With the help of this B.A.S.E. jumping display, the people of Kuwait and the rest of the Middle East will be seeing a lot more from Mo as I am sure he will be flying the Kuwait flag high over his city next year and if we can get the sponsors, I will be teaching him to B.A.S.E. jump in the very near future so he can become the first Kuwaiti to B.A.S.E. jump from his city's highest building and every

other building for that matter. Stay tuned as this story is far from over!

APF SMS

'Taking Safety Seriously'



BE SMART, SHOW RESTRAINT & BUCKLE UP!

A Safety Message brought to you by the APF Safety Team

ABOUT NINE YEARS AGO I FIRST GOT HOOKED ON WINGSUITS AND HAD A DREAM OF DOING SOME OF THE FIRST WINGSUIT CANOPY DOCKS. A FEW MUPPETS, I MEAN FRIENDS, THOUGHT THAT THIS WOULD BE AN AWESOME IDEA. OUR PLAN (SUCH A GENEROUS TERM) WAS TO USE MY NEWLY ACQUIRED BIRDMAN SKYFLYER WINGSUIT TO DOCK WITH MITCH MCMARTIN ON A FX 74 (KINDLY PROVIDED BY TIM BATES). FOR THOSE OF YOU WHO DON'T KNOW MITCH; MAN MOUNTAIN MIGHT BE A BETTER DESCRIPTION! WE ESTIMATED THAT WITH HIS WEIGHT, HE WOULD REACH A WINGLOADING OF AROUND 3.8!

CROSS RELATIVE WORK

By Darren Griggs
Photos by Darren Griggs; Woody;
Paul Tozer & Jai Campion



We even had a cutaway harness manufactured from an old vector tandem harness so Mitch could then deploy his usual Crossfire 149 and land safely. Unfortunately before we could go ahead, events (and possibly sanity) conspired to mean that we never went ahead with our half-baked plan.

Flash forward to 2012, little did I realise that the dream would be resurrected, with a slight change in roles. After messing up at the CP Nationals, I thought it was time to change things up a bit to keep fresh. Some of the US coaches had talked about training on a smaller wing as being a good way to really dial into your comp wing. Sitting on the packing mat at Nagambie, I happened to notice Woody -> "Hmm" I thought, "that looks like a really big wingsuit". Over a few beers, trying out some XRW seemed like such a good idea.

Our first jumps together were kaos, zooming all over the sky and flybys were about the best we could achieve. The fall rate difference was still huge; I am going to need a smaller wing! Icarus to rescue; with the Summer of Love going on and a few new canopy designs being tried out I managed to get my hands on a 69 square feet sized Clara (an older prototype). Armed with this wing we started in earnest to try some of this new fangled flying that we had heard about.

It seemed each jump we would edge ever closer, but still just out of reach. "Well I guess I could put on another kilo or two", was my usual refrain after a few jumps in which we would be frustratingly close, but could still not dock. This kept on happening for a while, until I was wearing 32kgs of lead (two weight belts and a vest) and waddling around at a wingloading of 3.8. I looked even more like an ompa loompah than normal.

XRW

CROSS RELATIVE WORK

Since I could not pack on any more lead and the idea of going on a diet consisting of only fried foods was vetoed by my better half, we needed a new solution rather than just more weight for the canopy pilot. We were frustratingly close, but our first dock was still elusively just out of reach. We decided to try using Trim Tabs again after the first few "adventures" had almost caused me to soil my boxer shorts. Full respect to Woody's commitment, he committed to reducing his wingloading and started to look like a cross between a heroin addict and a body builder to get us flying together.

The first jump back on trims was a bit nerve racking for me, the two previous jumps had resulted in one of the wildest canopy rides I ever had, followed by a chop due to a stuck trim tab. After a superb opening it was time to try my new trim tab risers. Engaging the trims, my first thoughts were, "wow, this feels faster than normal". On approach Woody seemed like he was not losing much in the way of height, this could actually happen! The speeds seemed about right and he actually had range to get lift. As Woody got closer and closer I could see that it was on, time to finally dock - everything that I have learnt over the years about relative work went out the window and I reached across to take our first dock. A little rough and ready but we managed to stay docked for about five seconds, even after we separated we were still flying relative, indeed he could actually gain lift on me. We had finally done it, Australia's first wingsuit and canopy dock. From the initial buzz of those flights we started to experiment with different docks and tightening up our intercept.

Seeing someone up close while they are in freefall and you are under canopy is an amazing feeling. It sort of defies everything that we learn about skydiving as students.



From those early jumps we have progressed massively, making great gains in how we fly together and being able to rock multiple points on each flight with a variety of different docks. From this early start, Jai Champion and Paul Tozer also have joined in the action, leading to 3-ways and 4-ways as well as some really fun flocking flights. Cruising around the skies with smoke and seeing three wingsuiters chase you so they can buzz your smoke is an amazing visual!

We have also started to experiment with movement style jumps for XRW; trying out some maneuvers conceived over a few beers - or always more scarily when Woody comes up with a plan and has pictures! We have nick-named one a "Valentine" as the flightpath looks like a heart with a twist

at the bottom. Starting off as a hand dock, we both carve in opposite directions by more than 180 degrees, crossing over each other and then coming back for a dock on the original side.

We are not sure that XRW will ever become a skydiving discipline, it's difficulty and the gear requirements are very high. I do know is that it has been a tremendous journey to come so far and to learn so much. Woody is off for the European summer and I think I am going to hibernate for the rest of the cooler months so it will be quiet for a little while before we get our act together and run some more fun and games.



While XRW is a new and evolving discipline, there are very many real dangers that come along with playing at the edges of performance and canopy flight. It combines the worst dangers of overloaded canopies, potential for collisions and general sketchiness all into one.

Some numbers to think about:

Descent

- Our normal vertical descent speed with Clara trimmed is 20 metres /sec (around 45mph). This is roughly the peak speed that a larger (150) canopy reaches while swooping.
- A JVX 74 loaded at 3.2 has a descent rate of about a 13m/sec speed.
- Wingloadings for 3.2 to 3.8 (up to 32kgs of lead).
- Two chops from stuck trim tabs in less than 100 jumps.

Landing

- Clara 69: Casual 450 degree rotation from 1,450 feet.
- JVX 79 loaded at 2.6 : Competition 450 from 1,050 feet,
- 103mph was the highest vertical descent speed recorded on landing, more than fast enough to fire a Speed Cypres!



By Woody

"Hey you fly pretty small canopies right?"

"Yeah."

"Sweet. I just bought a real big wingsuit and I've got no one to fly with. Wanna go try some of that XRW stuff?"

What poor old Griggys didn't know when he answered this question a year ago was the many "oh shit!" moments, the frustration of dealing with a tard that can't count out 20 seconds accurately (hey before you judge, try it - it's harder than you think) and the amazing highs that come from finally pulling off something you've been working to achieve.

"Yeah, sure. Can't be that hard right?"

Oh poor Griggys.

So by now I'm sure most people would have either heard of or seen photos of XRW. If not, then let me explain. Extreme, or to sound less wanky and be more accurate, Cross Relative Work is simply flying big wingsuits with really small, highly loaded canopies. It's a discipline still in its infancy, and to be honest, may well die before it hits puberty. While the past few months flying XRW have been some of the best times in my skydiving life, and the possibilities are only limited by your imagination, the whole concept unfortunately hinges on one thing - a canopy pilot with massive, MASSIVE testicles.

Cue the man love for canopy pilot extraordinaire, Darren Griggs. So right at the start, as already mentioned, I wanted to give this a crack because I had no one to fly my, then new, X-bird (bed sheet looking wingsuit) with. Basically no experience in the wing at all. Obviously not ideal. So not only did Griggys have to contend with my rubbish flying and fear of wingsuit-canopy collision, but also at one point was loading his Clara 69 at 3.8 to compensate for my lack of lift! What a guy huh?! Or an idiot. Hard to say.

Anyways, over the past year, we've learnt heaps. From advice from the XRW crew in Lodi, USA to data gathered from Flysight GPS, we've come to have a fair understanding of how to make Cross Relative Work possible. What started as just being stoked to have flown near each other for a few seconds has evolved into jumps with multiple docks, linked and unlinked movement, with working times of up to two minutes! Just a few weeks ago we got our first 3-way dock, with Jai Champion flying in and blowing our minds.

Thanks

Thanks heaps to Skydive Nagambie for the support from the get go. Two dorks trying something new with little experience to draw from must be stressful for any DZSO, and your tolerance of letting us experiment with this new mode of flight has been appreciated.

Griggys would like to personally thank NZ Aerosports for getting them into the air with Clara, "without their support we wouldn't have gotten anywhere". Woody reckons, "without the loan of your tea towel sized canopy, I'd never have been able to laugh at Griggys freaking out about what might happen on the next jump."

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FREEFALL UNITED

The rise and fall of a fantastic skydiving club.

By Kelly Brennan

After nearly two decades of skydiving at incredible locations, our members resigned themselves to the inevitable, making the heartbreaking decision to bow out as a club. It was a sad final meeting in early June, lifted only by many happy memories.

The genesis of the club was in May 1995, when a diverse group of active skydivers saw a need to encourage fun jumps at discount rates, with every participant having a say in the operation. A band of keen young jumpers went through all the formalities to build the legal entity, with elected representatives and thorough accounting.

The name 'Freefall United' was a brainwave by founding member Alex Bryse. It quickly caught on in the shortened form, F.U. The initials easily rolled off the tongue. And they worked a treat in Bruce Madge's winning logo design.

On June 20, 1995, 31 people attended a general meeting at Fitzroy's Royal Oak Hotel. Andrew Derrick was the club's first President, with Bruce Madge as the Deputy. Sharyn Doolan was the Treasurer and Tristan Wallis the Secretary. Committee members were also appointed to roles handling publicity, social functions and special skydiving events. The club was registered under the Associated Incorporations Act, and through the APF.

Annual fees were \$70 a year for jumping members, and the cost for a jump ticket was \$11 to 3,000 feet or \$21 to 10 grand.

MANY CLUBS HAVE COME AND GONE THROUGH THE APF'S 50 YEAR HISTORY. EACH OF THEM BEGAN WITH A SHARED PASSION AND COMMON GOALS. MANY HAVE SURVIVED AND ADAPTED. SADLY, SOME HAVE NOT. BUT THEY HAVE ALL CONTRIBUTED TO THE APF'S RICH HISTORY. HERE IS A STORY OF ONE CLUB THAT BURNED BRIGHTLY AND PRODUCED SOME SPECIAL MOMENTS ALONG THE WAY.

OUR NAME WAS FREEFALL UNITED. UNITED WE STOOD FOR 18 YEARS. UNITED WE ULTIMATELY FELL.

OR RATHER, WE MADE A UNITED, DIGNIFIED EXIT.



The club's official purposes were registered with Victoria's Office of Fair Trade:

1. Freefall United Inc. is a non-profit, non-student training skydiving club run by skydivers for skydivers.
2. We aim to promote the sport of skydiving in a positive, professional and safe manner to all skydivers and members of the general public, and to do so we aim to encourage and develop the skills of 'B' Licence and above skydivers with as much access to large planes, competitions and coaching weekends as is practical. We also aim to encourage the participation of non and lower licenced skydivers with our facilities and non-skydiving activities.
3. Freefall United Inc. will operate under the Operational Regulations as set out by the Australian Parachute Federation.

The fledgling club had committed people, strong structure, a clear game plan and \$1,200 in the bank. What more could it want? Well, perhaps a drop zone to call home.

Here's where things got interesting. Freefall United initially operated at Bridgewater DZ, alongside the existing school there, Airsports. Les Facer's 182, DPI, was the main Freefall United jump ship. It was a delicate balancing act between the two operations.

By the end of 1996, the live-in relationship with Airsports was over. The club remained united, but ended its tenancy at Bridgewater in favour of a more nomadic arrangement.

Meredith DZ became a popular destination for Freefall United and also its second 'home'. A mutual benefits deal was struck between the two clubs, and F.U. members starred at the famous Meredith parties. Sadly, Meredith's days were numbered and the club closed in 2000.

F.U. became a bit of a wanderer over the next decade, with numerous weekends away at fun locations. One favourite was the old National Trust farming property, Mooramong, where we had shearing quarters and endless acres to play in. The Mooramong homestead was once a vibrant hub of the western district, where

The social side of the club was always very strong, with regular large gatherings at restaurants. We became famous for creating a mountain of empty red wine bottles wherever we went.

socialites in Rolls Royces dropped in to party with a former Hollywood starlet. Decades later, F.U. members would literally drop in from the sky, and our evening events were somewhat less genteel than the property's early days.

Even further west, we enjoyed skydives near the spectacular mountains of the Grampians. Ian 'Robbo' Robertson even took Deb away on one F.U. weekend there early in their dating life, enjoying the millions of stars in the night sky. It must have impressed her, because she stayed with him.

There were weekends at Apollo Bay, Mount Beauty, Lovely Banks and Echuca. We also went to play at Maryborough, Phillip Island and Corowa. We even crossed Bass Strait to jump in Tassie. A popular destination was Milawa, where F.U. devotees could enjoy both red wine and cheese to their hearts' content.

Geoff Gordon recalled a DPI load at Apollo Bay where the spot was a couple of hundred metres out to sea. He said that Chris Carter had a chop, and they all watched as his main canopy blew left to right, left to right, across the coast line, making no progress towards the shore. "We couldn't believe it when there was a 90 degree wind change down quite low, which deposited his canopy right on top of the cross!" said Geoff.

It was at the same town that Geoff earned the nickname \$1.70 for his outrage over the preposterous price for a cup of coffee.

Over the years, club members jumped from gliders, ultra lights and balloons. Things didn't always go smoothly, but the events gave plenty of fodder for story telling over the years.

DPI (AKA 'Dippy') was our regular trusty steed and Les Facer was our ever reliable pilot. Les's partner, Gwen Doolan, was a founding member of the club and a stalwart through its life. Gwennie Babe would organise events, manifest loads and keep us in line financially. She would smile through the toughest of times, and her positive outlook cheered all of us. Gwen's daughter, Sharyn Doolan, had been the club's original Treasurer, and it was either the mother or the daughter guarding the purse during most of the club's history.

John Kinton and Ash Johnson were two others who'd been there since the start and taken on many of the tasks.

Long-time member Jim Brierley's strongest memories were of trike jumps at Bright and Porepunkah. He laughed about the time everybody else headed home after a great



weekend, but our poor old pilot, Les Facer, was stuck behind because of low cloud base.

If we were lucky, the Weather Gods would be kind and Freefall United could hot load all day during our special trips. But, thanks to the friendships involved and the interesting locations, a good time was still guaranteed even if weather was bad. "My memories are generally centred around good times, good company and plenty of red wine," said Jim.

The social side of the club was always very strong, with regular large gatherings at restaurants. We became famous for creating a mountain of empty red wine bottles wherever we went. At most normal DZs, the bins would fill with stubbies and cans, but the F.U. guys were a little more into culture. Viticulture, to be precise.

Our pilot, Les, needed his own fix of jumping too. So the Freefall United Members would often be part of 'Lounge Burger' days at Nagambie.

The caravan trek to Batchelor Boogie every second year became a feature event for our club, as we gathered new friends and members interstate. We even held an AGM or two up there and we gave the Darwin Parachute Club a decent cash prize for a raffle. It was at Batchelor that our members mingled with many other seniors of our sport and thus received a cruel label. They would sit under the shade in a giant circle, politely laughing at each other's witty lines as if they'd never heard them ever before, let alone just five minutes earlier. This gathering point became known as Jurassic Park.



The late Fiona McEachern could mingle safely with the creatures of this park. She would lead them skywards in successful formations. And even when Fi left us, the residents of the park continued to build new records.

But they had become an endangered species.

The club's final meeting was held on June 2, 2013 at John Kinton's home in Riddells Creek. John Kinton was the last President and Geoff Gordon the last Secretary. There was a lot of grey hair in the room. In fact, the combined age of members present was 1,198 years. We didn't bother working out the average, because 88 year-old Jim Brierley was going to skew it too high for a fair figure!

That wealth of wisdom came to one clear conclusion. Freefall United was no longer viable. Enthusiasm had been waning with dwindling numbers at recent club events. Even our existing members wanted to go to boogies and turbine events, so how could we ever attract new members to leap from our 182?

Could we still justify operating as a club and having a voice at the area council (VTPC) if we all kept turning up en masse at the big boogies? Possibly, but it would be a hard one to argue. Our members were still leaping out of planes regularly and inspiring younger jumpers with the 'grow old disgracefully' example. We were all still great friends. Most of the group was planning the 2013 mission to Batchelor Boogie and the next World POPS meet. But that's not why we existed as a club.

The club's demographic had slowly and silently shifted. So too its energy levels. It was time to pull the pin.

So, we voted to donate our remaining funds to diabetes research in the name of our one-time member, Tim Bates. Then we made the unanimous decision to wind up.

Gwen Doolan summed up the feelings of all involved: "Great friendships were made and will still be kept although F.U. is no more."

Jon Browne echoed that sentiment: "The fellowship and friendships of members will live on in my memories for a long long time after F.U. is gone."

It was a gracious, dignified and united exit. Well, the formal part of it was, at least. Next came a not-so dignified wake with way too much red wine!





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Hey, do you know **Francisca Molnar**? Is she that **Army Captain chick**? Pretty good **freeflyer**, yeah? Does a bit of **Freestyle** as well, right? Doesn't she do a bit of **rel-work** too? Last time I saw her she was helping out with B-rels and AFF – she's an **Instructor D**. She was here last weekend running that **Defence skydiving skills development camp**. Yeah, yeah – that's her. But **Francisca** is what her parents call her when she's in trouble.

Most people call her "**Frankie**"...



By Frankie's friends in the ADPA.

Achievements in sport are normally measured by gold medals or trophies, but such honours can be fleeting. Other achievements in sport are more enduring, significantly impacting a sport within in a unique environment; and Frankie has done just that. Her achievements in the sport of skydiving in the Australian Defence Organisation have been remarkable. A few years ago sports parachuting in Defence was languishing, as skydiving was not included on the authorised list of Defence sports. Frankie led the way with drive and determination to get skydiving approved as a sport not just for Army personnel, but also more significantly for all members of the Defence organisation. In a short space of time, Frankie headed efforts to enable the Australian Defence Parachuting Association (ADPA) to grow and develop an effective organisational structure which includes committees, discipline subject matter experts and mentors for each state to inspire, support and develop new generations of Defence skydivers. Skills development camps have been run all over the country and Defence teams are competing in military, APF and international competitions.

In December 2011, Frankie was elected President of ADPA with a strong vision on how to promote skydiving within Defence and to increase the skills base. Her enthusiasm for the sport of skydiving in Defence is infectious; ADPA's initial membership was 50 but is now closing in on 200 members.



frankie molnar

tim bates award



With respect to her personal skydiving, Frankie's ultimate aim is to represent Australia at international competition. She has repeatedly travelled overseas for coaching in her chosen disciplines of Freestyle and Freefly. Under international coaches, this has included a large number of skydives and a significant amount of tunnel time. Frankie has medalled in these disciplines and has generously passed on the knowledge she has gained by coaching Australian skydivers.

It's not just Australians who have benefited from the 'Frankie effect.' Her passion for Freeflying and her determination to develop the skills of military personnel in the Freefly discipline has inspired regional Defence forces. Neighboring Indonesia, where traditional military skydiving disciplines have been limited to 4-way FS and Classic Accuracy were impressed by Frankie's dedication to develop the Freefly discipline in a military environment. At the 2012 Defence Parachute Championships, the General in charge of the Indonesian skydiving team and international delegation confirmed that Frankie was their inspiration to start a military Freefly team. So it seems that Frankie's hard work, determination and inspirational attitude is not limited to the development of the ADPA!

Although a large team supported the development of the ADPA and credit for the association's success lies on many shoulders, it was Frankie who has had the vision and led the way. There have been many hurdles and it has often been a tough road, but Frankie never gave up when many a less determined soul would have. Frankie's infectious enthusiasm has inspired those around her. It is fair to say that if it were not for Frankie, Defence skydiving would not have achieved what it has. Frankie has supported all members of the ADPA and not just those at the top. Frankie realises that the young skydiver with a few jumps is the future of skydiving in Defence and needs just as much support, if not more, than those Defence skydivers who are at competition level with thousands of jumps. The selfless

dedication that Frankie has made to Defence skydiving will be seen in the legacy of the ADPA.

Many of those who know and have worked with Frankie know precisely why she was nominated for the Tim Bates award. Frankie gives maximum effort to everything she puts her mind to. Calibrated by her fair and generous nature, Frankie is guided by what she believes in and has an unrelenting commitment to achieving her goals.

In addition to her personal, work and ADPA governance commitments, Frankie managed to compete at the APF Nationals this year with Josie Symons. Their 2-way VFS team, Jenga, won the silver medal and Josie had this to say about her team mate, "Frankie is a solid friend; she is honest and fair to everyone and has the best interest of the whole at heart; always trying to do the greatest good for the greatest number of people. She is the kind of person who is big enough to gather everyone's opinions and strong enough to make the right decision, even if it is a hard one. As a team mate Frankie has helped to re-invigorate my passion for skydiving and instilled a new interest in competition jumping. Her positive attitude is infectious and this is why she deserves the award and recognition. There are not many people out there who can give as much as Frankie has while expecting so little in return. All Frankie wants is for ADPA members to have fun with our jumping while developing new skills, and that we broaden our belief in what is possible within the sport."

In an effort to sum up Frankie's character and work ethic, the ADPA asked the person who worked most closely with Frankie during the rebirth of the Defence skydiving association. Phil Thamm was involved in many of the projects and initiatives required to unite Defence skydivers and reinvigorate the ADPA. Phil, who has been involved in Army and Defence skydiving since 1978 got right to the point, "There are few people I would walk to the ends of the earth for. Frankie is truly one of those." Thanks Phil, a lot of us feel that way about Frankie...



During the APF Technical Conference each year, there are many skydivers who are recognised for their achievements throughout the year and indeed, their skydiving history. One such award is the Tim Bates Award; the annual Award recognises an outstanding APF member for their passion, ability, input, excellence and contribution towards parachuting in Australia.

The fitting recipient this year was Frankie Molnar and you can clearly understand why Frankie was nominated once you realise the work that Frankie undertook to re-gain approval for parachuting to be recognised as an approved Australian Defence Force (ADF) sport; the repercussions of which are extremely valuable to sports parachuting in Australia.

Military sports parachuting has a long, proud history that spans back decades. In 2003, several sports lost their approved status within the ADF and sport parachuting was one of them. In 2006, Frankie along with Phil Thamm started the work to have sports parachuting reinstated as an approved ADF sport.

They were successful in gaining approval as an Army sport in 2007 and re-raised the Australian Army Sports Parachuting Association (AASPA). Following that approval, they continued to work towards it being a recognised ADF sport. Some four years later, following a meeting with the ADF Sports Council, sport parachuting regained its approved status. That day marked the re-raising of the Australian Defence Parachute Association and the beginning of a new chapter in military sports.

The ADPA has had great support over the years from the ADF Sports Council, its membership and the Australian skydiving community. The ADPA would like to thank all those who have supported the organisation and on behalf of Frankie, thanks to the Bates family for the support they have given to the sport parachuting community.

APF Awards nomination forms can be found at: http://www.apf.asn.au/APF-Zone/APF-Information/Awards/default.aspx#APF_Tim_Bates_Award

Deep Seed

REL WEEK 2013

2 CESSNA CARAVANS PLUS NOVELTY PLANES
5 ELITE TITORS BIG WAVES STARCRESTS
AFF B RELS WINGSUITS FIRST FLIGHT
FREEFLY AND 1 BIG DAY OFF AMONGST
8 DAYS OF EXTREME FUN

By Alistair Bates Photos by Steve Fitchett,
Wayne McLachlan, Maurice Mathey
& Tracy Ruttan

Rel Week? Boogie in Batchelor? Just finished?

In fact it went from
27th July to 3rd August, 2013.

You mean you didn't know?!

It's one of the **longest running Boogies in Australia**, run by volunteers/club members just so they can jump out of an aircraft with more than five slots, have the time from wheels off to jump run cut in quarters, have the altitude increased by up to 50%, meet a whole bunch of other skydivers, learn something new, expand their consciousness and do it with people also seeking Nirvana.

Can it get any better?



Well... yes it can! You need to be here to figure it out as everybody has a story to tell and most of them are pretty "out there".

Who comes? Anybody who feels cold, lonely, excitable, from zero to 70+ years old (Hi to the gang from Jurassic Park).

For those who have been-there-done-that, you already know what it's about BUT for the others – if you haven't tried it yet then you are so close to being a whuffo it pains me to know something you don't!

So here goes: Yes it happened, yes it was a blast. It was so good that some people turned up and never left. Others left unable to remember their names. But they all had smiles on their faces.

There were 12 jumpers who completed Star Crests, one completed B-Rels and one completed AFF – congratulations to all of them, kudos to the helpers and thanks to the APF for the support.

A national SOS record was created with a 17-way – good job guys, I'll be up for the next one, or maybe we can get away with doing four really quick 5-ways and add them together, or do we have to wait til Rel Week 2015?

We had five malfunctions (four birdies and one flattie), located and retrieved all but one canopy via bush bashing on foot by some determined safari types. (Sorry mate but we are still looking).

Injuries sustained:

- 1 broken femur.
- 1 sprained ankle.
- 1 bruised knee.
- 1 cut hand.

A couple of headaches

And heaps of cartons over the bar. Somebody even put on a second carton because he had put his first one on for the first time here – he'll be back!



What about the coaches? Glad you asked, they were: Accomplished, adroit, agile, artful, au fait, brilliant, capable, clever, deft, dexterous, effective, effectual, efficient, equal to, experienced, experts, facile, gifted, ingenious, intelligent, keen, knew the ropes, learned, masterful, masterly, powerful, practiced, prepared, proficient, qualified, responsible, savvy, sharp, skilled, skillful, smart, talented, trained, up to it, up to speed and with it... What a nice bunch of people. Thanks to Travis Naughton, Michael Vaughan, Ben Nordkamp, Sam Firth and Greg Munday for keeping the loads happening.

Now I've said many times I don't like naming people for fear of missing somebody and hurting feelings but I think the boogie is a bit of an upside down pyramid with the Club being the pointy bit and the rest being layers creating the whole and the strength. If any bits aren't placed correctly it all goes to shit! Soooooo, everybody was fantastic; the jumpers, the manifest (little bit of sado-masochism in this one, but very necessary!), the ground crew, the cleaners, the camera crew, the caterers, the safety people, the fuelers, the pilot, the bar staff, the packers, the rigger, the club members, the tandem crew, the partners and the kids, were all excellent!

You may ask what on earth is he waffling about?

Well the point is if any of these things hadn't come together then Michael, Trav, Ben, Sam and Kiwi would have been five blokes sitting on stools talking crap for nine days in the middle of nowhere (we would then have to question their sanity 'cos that would be really boring).

The list goes on as do the memories.

It's an amazing little club with a big heart, just ask anyone who's been to Batchelor. We've received a lot of comments about the boogie and all positive, some we couldn't understand but were delivered with enthusiasm.

Some numbers for the "rainman" in all of us:

- 114 REGISTERED JUMPERS
- 120 LOADS
- 1901 JUMPS
- 16 AFF JUMPS
- 30 B-RELS
- 44 STAR CRESTS
- HEAPS OF CARTONS

Would you come again? I hope so.

Will you bring your friends? It would be nice but you don't need 'em 'cos you've already got a bunch of friends up here you haven't met yet.

SEE YOU IN 2015?





"What a fantastic place to hang out for 10 days while everyone else was freezing in the wintery south! Swimming at Wangi falls in Litchfield National Park on the day off was a big highlight, as was watching the SOS (Skydivers Over Sixty) group set a new Aussie record 17-way and the snail-pace beat-up by the novelty jump plane AN2 (World War II era biplane) that looked like it was going so slow that it should fall out of the sky. Everyone's chopper jump footage brought back memories of my first chopper jump at my first boogie - Rel Week 1997. Too many great skydives and good times to mention. I can't wait to catch up with you all and do it again in Batchelor in 2015."

Michael Vaughan



"Thanks heaps for having us. You guys ran an awesome boogie. Epic fun!" Mick Hardy





"In 2015 it's not going to be Rel Week, it's going to be Rel MONTH! Go the Road Trip!" Corey

"Big thanks to all the players who made Rel Week 2013 another awesome Boogie! My highlights:

- Sonny, aged 7, asking Ben Nordkamp if he can play foose and is he any good.*
- Skydivers Over Sixty starting their dirt dive with cups of tea in hand.*
- Jumpers raiding the caterer's kitchen at 4am and leaving a sorry note and cash amongst the mess they made.*
- Sooty taking out the Party Animal of the Week award, go Sooty!"*

Beck Fauntleroy



Redeveloping the Development Officer



With **Rob Libeau**, APF

Do you remember your first jump? I bet 90% of you just looked up in to the right side of your brain, delving deep to recall that first experience. August 1st, 1991 was mine and I continued to jump for a further eight years until an injury stopped me (damn you non-related skydiving accident!).

It's funny though, in that eight years I had done many great things and many more less great things, like: that time when on a weather break we were watching a movie in the DZ clubhouse. An elderly, stately looking gentleman wandered in and stood right in front of the TV; I asked him, "excuse me mate, are you important?" He said "No", so immediately (obviously without thought), I replied "well get out of the way of the TV then!" Sounds fair? Probably, but this person was important; he was the Mayor of the local town we were at and he was there to see if he could support the DZ with some funding to raise tourist opportunities! Oops, there goes that funding!

So, after exactly 15 years away from the sport (and the birthday of my first born) I was sent to Batchelor in Darwin to promote the APF's B-Rel and Star Crest Training Day during their Rel Week event.

I was always intending to jump again (you never really leave the sport) and this of course provided a golden opportunity and so, after many conversations with the APF CEO, Manager Training, Darwin Parachute Centre's C.I., Terry King, and my wife, it was agreed that jumping my old gear was not wise and that I should at least make my come-back on a 150 or 170. Of course, I agreed with this decision (reluctantly) and put my Icarus 135 away for another (more current) time! Plus extending the pencil pack out to 15 years (and three months) was a bit of a stretch in any cowboy's language! I guess it's off to a rigger as well.

However, the inevitable did arrive and it was like I never left. My first jump back after 15 years was a solo from 14 grand; the exit was pretty steep but I bought it back flat and yeehah, I am a skydiver again!

Things are different now though; in the nineties we were mostly flat, dumb and happy but now there's Head down, Sit fly, Wingsuiting, Atmo, CP and the list goes on... What happened to surf the alien, horny gorillas, wheels for exits and oppenhiemers? Yes, the world continues to turn weather you're on it or not. Once upon a time I asked, "what's the point of jumping out of an aeroplane if there is no risk involved?" Now I ask for "no risk involved whilst jumping out of an aeroplane please!"

Yes, times have changed, so turn my CYPRES on; here I come. All that's left now is... how many cartons does it cost someone after 15 years in the whuffo wilderness?

- First Jump this year
- First jump this decade
- First jump at Batchelor
- First jump on new gear
- First jump this millennium!

(Thanks Darwin for an awesome come-back!)

My advice though; just keep jumping!

B-Rel and Star Crest Training Days

Many, many B-Rel stages and Star Crest ratings have been obtained over the last couple of weeks thanks to Tandem Cairns and Darwin Parachute Centre hosting the APF funded B-Rel and Star Crest Training Days. The APF is providing up to \$1,800 for DZs to host a day specific to supporting the current crop of novice jumpers who are forging their way through the B-Rel training table or on their way to obtaining their Star Crest rating.

Greg McNab from far NQ was one of the first skydivers to get his coach slot covered by the funding. Greg said, "Thanks to the APF for all their support, the cost of training is a considerable factor when contemplating jumping..." Greg went on to say, "the B-Rel Buddy program is ideal for new jumpers to quickly gain knowledge and build confidence".

The B-Rel training days are not only supported by the DZs but also the coaches who turn up to support young jumpers and the knowledge they pass on is invaluable. Coaches and instructors such as Michael Vaughan, Allan Moss, Ben Nordkamp, Phil Onis, Greg Puttick and Val Schmied provide their time and skills so that others can develop. Of course, there are many other instructors and coaches who provide their time towards coaching B-Rel and Star Crest as well and we thank all of them for their participation in the training days.

More APF sponsored B-Rel and Star Crest Training Days will be soon held at DZs in NSW, Victoria, WA, SEQ and SA.



B-Rel and Star Crest Training day at Rel Week, Darwin Parachute Club



B-Rel and Star Crest Training day at Rel Week



Instructor Greg Puttick with B-Rel candidate Greg McNab

Bringing Aussie Skydiving to the World

You may be aware that the APF Development Office is putting a bit more time towards showcasing our sport. The APF strategy is to create long term relationships between ourselves and larger corporations with the view to opening up sponsorship opportunities for the Australian Parachute Team and potential invitational competitions. The APF tactics are to have a presence at conventions such as Safe Skies and AusFly, as well as attending (and inviting clubs), to attend travel expos and Tuff Mudder type events. Great things will happen for the sport of skydiving as APF branding rises to the next level!

National League to Cross the Ditch!

It's awesome to compete! But not everybody gets a chance so, the APF will be working to expand current skydiving leagues into a National Comp. The re-creation of a National League for FS will enhance opportunities for skydivers to enter into competitive skydiving and increase their skills.

To incentivise teams to enter, the APF is offering prizes that could include tunnel time at the Penrith iFly centre and expert coaching for the winning teams.

There has also been talk around making this league a Trans-Tasman comp (coz we know we can beat up the Kiwi's in skydiving!)

Watch this space and other updates on the APF website or for more information, you can contact the National Office.

Sport Development Funding

This year has seen many and will continue to see many more great events hosted by DZs throughout Australia. The APF has supported 'Fi Fund' events all over Australia to the tune of over \$35,000. These events range from canopy schools to 4-way scrambles, Freestyle Dayz, Wingsuit training camps, pre-State Champs training camps, 4way 4 every 1 and Star Crest Saturdays, and are only the tip of the iceberg of events that the APF Sport Development Fund can support.

If you have an idea for an event that will benefit skydivers in Australia, you need to check out the Fiona McEachern Sport Development Fund. There are three levels of funding available to APF members: Level One allows up to \$1,500, Level Two up to \$5,000 and Level Three has no limit. But before you think, "I will just apply and get some funds to coach my mates at my local DZ", go to the APF website and read through the criteria. Better yet, ask around; you are sure to find someone on your DZ who volunteered to run an event and their experience will be more than helpful.

Fi Fund events run all over Australia and the APF is extremely happy to support these events, so if you see that a coaching event is being run at a DZ near you, get along and support it because it is a fellow skydiver who has put in the effort to submit an application to run the event and further, they are volunteers who are helping you to become a better skydiver.



The CRW Development Weekend in WA received **\$1,410** from the Fi Fund.



WAngles #6 received **\$1,000** from the Fi Fund to support this event.



South Queensland Parachute Council and
Queensland Ambulance Service

“Apply First Aid” Training Initiative



NZ Aerosports Advert NEW

Words and photos by Leanne Critchley



Accidents are something we'd all rather not think about, however, in 2012 the Australian skydiving community found it unavoidable. Many were profoundly affected by events they had witnessed or responded to.

When confronted with the unexpected there is nothing more empowering than being confident in knowing exactly what to do.

Thanks to the Queensland State Government's "Get Going" sporting grants initiative, SQPC has been privileged to place 50 SQPC skydiving instructors, members or club employees through the Queensland Ambulance Service "Apply First Aid" certificate over three days in June, 2013 at courses on the Sunshine Coast and in Brisbane.

Three exceptional paramedic trainers: Mike Stevenson, Des Kurz and Mick Hughes brought everyone up to date with current practice in first aid and accident management, and shared a wealth of experience and knowledge.

With First Aid courses also being completed at Skydive Byron Bay and at Skydive Gold Coast in the last twelve months, SQPC now has a staggering 70 current First Aid certificates in circulation at skydiving operations in the South Queensland region.

The need for mandatory First Aid is under consideration by the APF as part of a review of continuing education and training for instructors. SQPC can now consider itself ahead of the game. The benefits flow on, in personal and professional growth for everyone on the courses, to wider benefits through the skydiving community and beyond: better care, better outcomes and, who knows, maybe this training will save a life one day?



Acknowledgements:
Queensland National Parks, Recreation Sport and Racing "Get Going" Programme
Queensland Ambulance Service Murray Excell and Tanya Mattila
Queensland Ambulance Service North Lakes Training Centre
Senior Trainers: Mike Stevenson, Des Kurz and Mick Hughes
Skydive Ramblers Sunshine Coast Clubhouse (Training Venue)

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AN EXERT FROM ONE OF MY ARTICLES WAS RECENTLY PUBLISHED IN THE IPSC WORLD MAGAZINE ADDRESSING THE QUESTION OF: 'WHAT LIFE SKILLS HAVE BEEN TRANSFERABLE TO YOUR SHOOTING?' I WOULD LIKE TO SHARE MY FULL ARTICLE WITH THE AUSTRALIAN SKYDIVING MAGAZINE BECAUSE I BELIEVE THAT SO MUCH OF WHAT IS ADDRESSED IN MY ARTICLE CAN BE APPLIED TO SKYDIVING, EVEN THOUGH IT WAS WRITTEN FOR THE SPORTING SHOOTER.

THIS ARTICLE IS SPECIFICALLY AIMED AT INDIVIDUALS WHO ARE WANTING TO TAKE THEIR SPORTING PERFORMANCE TO THE NEXT LEVEL. IT SEEKS TO CHALLENGE THE READER IN THEIR THINKING, AND TO INSPIRE THEM TO CONSIDER NOT JUST THEIR PERFORMANCE BUT HOW THEIR ATTITUDE MIGHT IMPACT THEIR ACHIEVEMENTS, AS INDIVIDUALS AND WITHIN A TEAM.

ATTITUDE VISUALISATION FUNDAMENTALS TEAM MIND-SET

By Martin Hutchinson



By way of an introduction, I have a long standing history and association with the sport of skydiving. Long before I was introduced to the industry, my parents, Harvey and Ann Hutchinson, were passionate about skydiving and were equally avid jumpers. My father owned and operated drop zones across New Zealand and in Australia. He also represented his country as New Zealand's national champion at many world meets. I followed my father's footsteps and some 21 years later, have logged over 9550 jumps and have also had the honour of representing my country, Australia, at the highest level in FreeFly.

When I reflect on my life and acknowledge my sporting achievements I recognise that I have always been competitive. I have always loved the challenge of mastering whatever I have taken on and where I have initially lacked in "talent" or skills, my desire has always been strong enough for me to pursue it anyway, with confidence, and eventually with competence, followed by mastery. Everyone in their chosen sport, sooner or later, will come to a point where they will need to decide whether to take their performance to the next level or not. Be it just for fun or for glory, a resolution still needs to be made. If that choice is to progress onwards and upwards, the significance you place on performance and on your game plan will also evolve and people will notice. People will comment and may even criticise you for taking it all too seriously! I have been warned many times that if we take something we love too seriously we take the fun out of it, and while I can appreciate this point of view, I don't agree. If you love and enjoy your sport like I do, and want to step it up, do it; regardless of what others have to say about your new attitude and imminent dedication. This will not be to your detriment, it will only enhance the enjoyment and fun you get out of it!

Within my network of friends, family and sporting peers, those who know me well would describe me as a confident person. Those who don't have labelled me as overly confident or even arrogant! Defiantly, I would describe myself as having attitude, a winning attitude. I truly believe you have to put time and effort into developing the attitude of a champion. Having the attitude of a champion is not about being the person who runs around sprouting their mouth off at everything, or being the loud one letting everyone know how good they are, or even the one who claims to have all of the answers. This is attitude, but it's negative and won't gain the respect of others or win competitions. I dare say you would know someone with a negative attitude in sport like this. I know I do, and in my experience, these types of attitudes typically belong to people with the least experience and skill of all!



ATTITUDE VISUALISATION FUNDAMENTALS TEAM MIND-SET

Athletes who knuckle down, train hard, are ready to learn, can take constructive feedback, care about the team wholeheartedly, and are optimistic and impassioned, are the ones we need to model and be around. Having a positive attitude is what wins and is the foundation that fosters self-confidence and the ability to believe in yourself, and especially when nobody else does! Developing this kind of attitude is completely introspective and can only be defined and sought from within. It is our inner attitude. For me, my inner attitude has always been my greatest asset in sport, above and beyond my physical capability. Not only does it require a lot of work in seeking to shape our thoughts, values, beliefs, perceptions and expectations with regard to performance, but also it requires mental preparation by way of visualisation.

Specific to skydiving, experience has taught me the value of being able to visualise, and while visualisation is not a new concept, is too often neglected. Neglecting to visualise however is not a matter of being lazy, or unwilling. I believe it is more because people haven't been shown how! Visualisation is a powerful tool that can help you achieve your goals not only in your chosen sport but in everyday life! I define visualisation as, 'the process of creating through believing'. If we can ascertain an action in our mind first, with absolute precision and lucidity, we are much more capable of committing to doing it, and doing it right in reality. Remember the old saying, "the body won't go where the mind has not gone first?" This simple reference hints to the tremendous power of our thought system and consequently our attitude.

I want to touch on fundamentals as well. The single most important element in mastering any sport is paying attention to the fundamentals. You have to be courageous enough to put your ego aside, because you will need to start from the beginning. You can't cut corners if you want to become the best. For most of us, this is not an easy thing to do, particularly as we see the guys at the top, and want to be where they are, now! I see this all of the



time! Sports people wanting to get to the top without first considering the fundamentals, first and foremost. The fundamentals are the underlying skills that lead us to competency and ultimately mastery. Unfortunately, they can also be the most basic and boring elements of our training, requiring a tremendous



amount of repetition! Repetition however, as a fundamental, stimulates and creates muscle memory and mind connectivity, which leads to reacting without thinking. Reacting without thinking will eventually progress to agility; balance, speed, strength and coordination; the skills that all competitors need the most, in addition to a winning attitude! With these fundamentals in motion, both in your mind and in your training, triumph is then simply a matter of acquiring experience in competition over time.

Nowadays, I am a competitive IPSC sporting shooter and have been quite successful in this sport, as I was in my Skydiving career. I have achieved State Champion and Australian Champion in my division and grade, and my next goal is to represent my country at a world competition, as I did in FreeFly. As I look to the future and toward achieving this goal, I am prized to take stock of everything I have discussed in this article, in determining what worked before, toward mastery, and what I must continue to do to progress. As a part of this process, I must also acknowledge that I haven't achieved it all on my own! I don't think any person who has experienced success has done so on their own. This brings me to teamwork.

I couldn't have asked for better team-mates in achieving what I have today. In my experience, successful teams are made of outstanding individuals who each share the same vision about what it takes to have a winning attitude, and how important it is to have one! If you have just one person, or even a coach, who doesn't share in that same vision, team confidence will diminish and performance will hinder. To create victorious teams, all of its members need to work hard to avoid negativity, which is not always an easy task. For the most part, people are hard wired to divulge their problems onto others. In some ways this can be communicative but in most cases it impacts our thinking adversely. I'll give you an example. If someone asked you how your jump or shoot went, the typical reaction is to tell them where you failed to do something, or where you missed a target, as opposed to celebrating the positives you achieved! It can be hard to admit, without feeling like you are boasting, that there is a positive side to every action or training drill. Next time you are asked a question like this, I challenge you to respond positively. For example, "My jump/shoot went really well. I learnt a lot actually and can see what I need to focus my training on next week". These are the conversations that tend to come up in teams, so it's particularly important, that when we talk to each other about performance, that we use positive



language. Positive language, which can only be initiated by individuals, will also help to create an unbeatable and progressive team mind-set.

Negativity within teams can also raise its ugly head when team-mates have conversations about other people or competitors. This is something to pay close attention to. I have heard people using the word hate toward another person so many times throughout my sporting life. This word has also been used toward me, and ironically against me for my supposed "arrogance". This was usually the case when I was at the top of the leader board! I don't reciprocate the same feelings toward these people, nor do I get upset over it. I do however find it frustrating that they are wasting not only their energy but are impacting on the energy and mind-set of their own team. It is misused communication and completely abstains progress and achievement! It does not slow the better competitor down either - it only decelerates their own progress!

I believe that ego also has something to do with the development of negative attitudes towards others in sport. Again, we need to be able to relinquish ourselves of egocentricity, if we want to achieve mastery. Without ego, it is easier to relate to those who are beyond us and to use them as motivation; to work hard enough to eventually stand beside them and to compete equally against them!



If you can foster a more positive outlook toward your competitors, I guarantee you will always have encouraging interactions with them, which in time will also provide you with opportunities to better yourself as you can and will learn from them. You might also find you will have a lot in common and that you are both chasing similar goals. I have met most of my best friends through direct competition which has been rewarding, stimulating and great for my performance.

In short, and when it comes to succeeding and team influence, if someone in your training circle is not in the same game as you with their thinking or in their attitude, there is a risk your performance will suffer, and so too will your ability to enjoy the sport. That said, there will always be differences between individuals, so if you truly think the team and all of its members have great potential, and if you think it can work, seek help from a coach or even from a sports psychologist to create a team mind-set that is visionary, positive and unified. Otherwise, as harsh as it sounds, change the team dynamics by removing the problem players and replace them. When I say remove the "problem players" I am strictly referring to your immediate training circle where you will be influenced in what you're doing and subsequently in your ability to achieve. I'm not talking about dumping your sporting friends! It is important to remember that we all have different goals, which define the path we take. This path can help us to determine the roles in which we allow people to play in our life. When we are chasing particular goals in sport, we will always have a choice to decide strategically - who we need to spend more time with and who we need to spend less time with. Good luck!

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Indoor Skydiving - an Instructor's Journey

By Holly Kilham, Operations Manager

iFLY Downunder has just completed the recruitment of our 12 full time Indoor Skydiving instructors. The recruitment was a fantastic experience for all - full of excitement, exhaustion (physical test!) and amazement at the calibre of applicants from across the world. We thank all those who applied, but with only 12 spots from well over 100 applicants – a tough decision had to be made.

But... (there's always a but), this is only their first step in an exciting career of tunnel instructing. In this article I want to give you an insight into what it takes to be an instructor, the journey they have to undertake, the skill proficiency and work required to be the best, and ultimately – what drives these incredible people to make Indoor Skydiving their passion.

We chat to two of our recent recruits, Mike Brigg, a Level 4 International Bodyflight Association (IBA) instructor from the UK; and Frazer Smith of Volare, who will both be joining the iFLY Downunder team in 2014. Frazer is only one of six IBA examiners in the world and it took him 6.5 years to gain his examiner status. Let's have a look at their journey to get to the top and some advice they may have for all of us skydivers.

Rookie Year

All IBA instructors start as a Level 1, meaning they can only teach (or spot) basic belly and back fly in the airflow. A typical day would be spent taking new flyers for their first flights. New flyers include kids as young as three years old, families, school groups, corporate teams and skydivers hopping in the wind for the first time. This is an important step in an instructor's development – learning to actually teach people, manage the various skill levels and personalities, and become comfortable in their front line role.

At the end of each first time session, the Rookie has the opportunity to do a Demonstration flight. This helps show the possibilities of the sport to customers and a chance for the Rookie to further develop their skills.



Although Rookies are getting plenty of flight time in the wind, they spend a high majority of time being... a Rookie! They are usually briefing students, driving the tunnel or issuing flight gear such as helmets and jumpsuits. But all those jumpsuits need to be washed and all the goggles need to be sparkling – so who gets these jobs? You guessed it... the Rookie instructor! Mike reckons cleaning the tunnel glass at the end of a long weekend was pretty demoralising.

The equipment, including the fans, need cleaning on a regular basis. Think of the dust that collects in your home, multiply that by a few hundred, add in some sweat, snot and saliva and that's what our instructors have to scrape off the fans. It's not a pleasant job by any means!



Rookies will receive ongoing training from Kurmet, our chief instructor, and Frazer. Their personal flight skills will improve and will soon be able to lift their feet off the ground and fly with more experienced customers. Mike says his own flying progress is definitely something that kept him going, along with the awesome staff that made being at work enjoyable.

Career Junkie

It's not just our customers who become addicts! Our instructors will often spend their own money to clock up additional hours, join friends or enter tunnel camps. There is always something new to learn, so naturally our instructors are pushing the boundaries to become the best. Mike re-enforces this, "each week I was clocking up 20 minutes flying for myself and about 10 hours coaching/teaching in the tunnel... I was always asking for advice and help to ensure I progressed faster". Instructors also get frustrated with certain moves, just like all students! Mike says he struggled to master sit-to-sit back flips due to a mental block and, "I remember getting very frustrated initially when learning to fly head down. I probably spent about an hour of my life doing a head stand on that net. Another instructor and I joked about not bothering with head down, convincing ourselves it was for losers!"

Wind Tunnel Advert NEW

Training time is used to get more of those tick boxes on the IBA instructor chart. Skydivers request 'sit fly' or 'head down' spotting but first time customers can also benefit with the iFLY High - when the instructor takes hold of the student and whizzes them up towards the top of the tunnel.



This now means our instructor is in high demand and may have

to do extra classes to cover the requests. One of the minor downsides to being in demand for high level spotting is that you may spend your 30 minute class holding skydivers head down on the net. That's 30 minutes crouched down in speeds of more than 200kph! Mike does say the ability to teach a variety of flyers and groups (such as hens parties!) is fun and in general it made his progression much easier.

Mid-Life Career

A Level 4 instructor can teach all the skills on the IBA flyer rating chart. They can be in high demand for private coaching especially with skydivers who've taken a liking to their coaching style and recommend coaching to fellow jumpers. It's probably taken at least two years to get here. This gives the instructor a bit more cash in their pocket, but eats into a lot of their free time. If a student is flying 2 x 20 minute coached sessions in one evening, the instructor will probably be at the tunnel for three hours to allow time for briefing, flight time with rotations and debriefing.

Even a Level 4 instructor is still expected to take first timer classes, just like the rookies. By now, they have flown thousands of customers and taken hundreds of classes. Each class the same as the last, the same as last week, last month, last year... So how do the flight crew stay focused? Mike gives a hint, "a positive attitude and lots of patience are a must!"

It's now likely that any non-skydiving instructors will have tried at least one tandem skydive. Curiosity usually gets the better of them! iFLY Downunder's one non-skydiving instructor, Mark, comes from a snowboarding and wakeboarding instructor background. Mark has been watching skydiving videos on YouTube and is already considering signing up to do his AFF after he starts work.

Working in the Tunnel gives you a natural advantage when training for the sky. Kurmet, our chief instructor, completed his AFF in just 2 jumps!

Top of the Game

You are now at the level to decide if you want to follow the trainer's path. A trainer will coach the instructors on how to teach customers! A top level trainer (T4) can train students to become instructors, which takes us full circle to the Rookie Level 1. This is a highly satisfying and fulfilling part of their career as they help others find the same passion they have for indoor skydiving.

So what does it feel like to be at the top of a fast growing sport?

Speaking to a number of instructors, it seems they don't feel like they are at the top. They travel to Europe and see all the dynamic flying that's happening. They travel to America and see the sequential groups, high level VFS and Big Way flipping going on. There is truly always something new to learn in this evolving sport!

We only need to look at their list of achievements to realise these coaches and trainers have built enviable profiles for themselves. In 2012 Kurmet took part in the 138-way vertical record and won a silver medal at the Indoor Skydiving World Championships. Mike won gold at Coupe De France 2013 with French Freefly team AirWax and will soon be taking part in the UK Head Down record. Frazer already has 5 gold medals in VFS and Freefly, a member of Volare, a world record, and has appeared on the cover of the USPA parachutist and the British Skydive magazine.



Being a top level coach does mean you are in demand throughout the world. Both Frazer and Mike have been able to travel with their work, now bringing them both to Australia. Frazer intends to bring everything that's happening in the European skydiving scene over here. It's not all glamorous at the top. These trainers and coaches will still take first timer classes, still wash the suits and clean the goggles.

It's not all freeflying and high fives... but it certainly makes it easier and exciting when you can fly like a ninja!

CONSTRUCTION CORNER

- Steel, steel, steel - workers on site comment on the amount of steel being placed into the wind tunnels basement (Plenum)
- Number six of fifteen 40ft containers has arrived onsite, we can say that on the construction front it is busy times.
- The pre-cast panels are near completion and with the core of the structural steel onsite we will be seeing some serious cranes in the coming weeks with a very big lift of the fans taking place in November.
- ISA Group has engaged one of SkyVenture's field support teams, Project Managed by Mr Terry Street. This particular crew has been associated with more than 17 previous SkyVenture tunnels assemblies.



Fan Delivery

INTRODUCING OUR IFLY DOWNUNDER TRAINER AND IBA EXAMINER

Name: Frazer Smith

Age: 32

From: Cheltenham, England

First Skydive: 26/06/04

Favourite Jump: So many to choose from. We did some really cool skydives this summer at Skydive Spain for the video, 'Against the Grain'. One in particular was two guys on tubes with six others outfacing in a figure of eight around them, and with another six guys tracking in tight formation doing flyby's past the tube group. Made for some awesome footage with crazy visuals. To be honest though, you can't beat zooming around the sky with some of your good mates.

Check out the amazing "Against the Grain" video by Alex Aimard: ifydownunder.com.au/blog

How did you first get a job in a tunnel? I was actually offered my first tunnel job in Perris Valley just after I'd finished my AFF. I had used the tunnel during my time there because I failed one of my AFF levels. Then one of my instructors put in a good word and the next thing I know I'm having an interview with the boss. So off I went back to the UK to pursue a working visa for the USA. Whilst back home I got wind of the tunnel opening in Milton Keynes, so I applied there as well just in case I couldn't get a visa and low and behold I got the job. This is where I met Kurmet Jaadla.

Where else have you worked? After working at Airkix for four and half years, I went freelance and focused on coaching. I also sub contracted out to wind tunnels such as Airkix Milton Keynes, Airkix Manchester, Indoor Skydiving Bottrop and Indoor Skydiving Roosendaal, to train their instructors and instructor trainers.

What would you say to anyone considering tunnel time? If you want to be good in the sky, get in the tunnel. There is hardly a competitive skydiving team out there that doesn't use the tunnel and if you asked the podium winners in 4-way, 8-way, VFS, Freefly and Freestyle you'll find out that they have all used the tunnel for either team training or development of their individual skills. The benefits of learning to fly in the tunnel are as clear as day, and with the level of freeflying ever increasing, if you want to be in the game you can't afford not to fly in the tunnel. For those who are starting out, try and get a healthy balance of both tunnel and sky. I always advise my students to train in the tunnel during the winter and then go and play in the sky during the summer. But it is all about how good you want to get and what you want to do. After all, it's flying, so first and foremost it should be fun and enjoyable.



Frazer Smith (left) with Volare team mates Dan Parker and Mikey Carpenter

Singapore Sling-ers

Tunnel Camp, June '13

By Russell Blackman

LATE ON A FRIDAY NIGHT, 5 SYDNEY-BASED SKYDIVERS LANDED ON A (DELAYED) FLIGHT INTO CHANGI AIRPORT, SINGAPORE. WE WOULD PACK 120 JUMPS WORTH OF FREEFALL TIME AND SKILLS DEVELOPMENT EACH INTO THE NEXT 80 HOURS, AND THE RESULTS SURPRISED EVEN THE COACHES.

If you've been in a tunnel before, you'll know your coach's first priority was to "un-do all your bad habits". You start skydiving with an extreme AFF arch, learning shoulder turns and dead-spider-slow fall. As you progress, your B-Rel tutors start telling you to "relax" your body position, turn with your knees, change fall rate with your hips...

It has to be this way. We need to prioritise a stable body position for AFF. The very nature of our learning process often means learning 2 very different methods of flying within our first 20 skydives (not to mention all the aircraft exits, canopy skills and safety issues we need to focus on).

Troy and I recognised the benefits of tunnel in our own flying and developed a plan: Two coaches take up to six novice skydivers on an intensive tunnel training experience. We got chatting with some Aussie and Singaporean students and, many epic Facebook chats later, we arrived in Singapore and taxied straight to the tunnel for our first session.

"Before the camp, I was a new skydiver with less than 30 jumps and still working through my B-Rel's. I found it frustrating repeating the same mistakes in my B-Rel jumps." **Sarah Maxwell**

We had an intro flight session and three full days booked, totalling 1½ hours each student. We'd planned two days of 1-on-1 coaching, with possible 3 or 4-ways on the last day. Turns out we greatly underestimated just how quickly the students would progress! On the second day we were combining turning, sliding and fall rate drills, pushing out 2-on-1 vertical hopping drills and even managed to squeeze in two sessions of basic 4-ways, continuing with this theme on the final day.

"Not only did my basic freefall skills and maneuverability in the air significantly improve, as a group we were doing 4-ways quicker than expected and we even did a few 6-ways!" **Sarah Maxwell**



"There are many flying skills I've now developed... when I let go of grips, I stay falling straight down on my own column of air. Keeping good proximity, confidence and ease of maneuverability."

Travis Wade

The highlight for all was the final evening session – 6-way formations with all three students, complete with block transitions! Troy and I are thankful for the experience too. Waking up in resort accommodation, flying tunnel all day and finishing off with a few drinks at the beach-side bar is not a bad way to spend four days. We'll be back again real soon Singapore!

"It is as if real skydiving has just started for me now. To all the novices out there reading this, I could not recommended this enough, if you get the chance to fly tunnel time, do it!" **Mike Watkins**



Troy and Russell (formerly of the 2012 Australian 8-way F5 World Rep Team) are planning more tunnel camps, both here and abroad, over the coming months. Whether you're just starting AFF or you're progressing into 4-way, here is your invitation to get involved! If you would like to develop your belly flying skills, contact:

**Troy: troyacrotty@hotmail.com
Russ: russellb@uow.edu.au**

Skydivers
~~Objects can be closer~~
 than they appear!

Vigil

Photo Willy Boeykens



www.vigil.aero



Safety matters



Compiled by:
Kim Hardwick

Until you're down on the ground, your parachute is deflated and gathered, and you're well off the landing area and away from the runway, you are in danger and can't let your guard down for even a moment.

The following are taken verbatim 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 C, 128 jumps. Jumper participating in a Star Crest RW jump. As he exited, plane bucked and jumper was pushed up, colliding with the tail with the left side of his helmet. He got flung around instantly, the outside of his right thigh making contact also with the tail. He continued with the dive towards the formation and was almost in place when he started feeling pain in his right thigh. The formation broke off and the rest was uneventful. Heavy bruising was suffered.

FREEFALL

Certificate D, 338 jumps. Normal exit. About 30 seconds into jump, whilst jumper (J1) was in head-up position, another jumper transitioning from head-down to head-up realised a collision was imminent so transitioned to freefly recovery position. Collision occurred (unexpectedly to J1), with a hyper extension to his left arm and suffering a shoulder rotator cuff strain. Uneventful landing later under canopy. **Action:** Freefly Tutor debriefed the group and planned one-on-one tutor jumps for transitions without momentum.

Certificate D, 502 jumps. Jumper was leading the Atmo jump on his belly. Good exit. Got taken out from above by another participant. Impact was to side of head. **Action:** Debriefed the other jumper. Watched video and talked about the jump.

DEPLOYMENTS / MALFUNCTIONS

Certificate E, 1,089 jumps. Freefall and track-off went as per normal. On opening had line twists as one toggle off. Canopy wound up very quickly to the point where jumper was spinning horizontally with the G Forces building. Couldn't quite get the cutaway with one hand so completed a two handed pull on cutaway pad. RSL deployed reserve normally and landing was fine.

Certificate F, 4,000+ jumps. Jump as per planned. Good break-off, track and stable deployment. Upon assessment, main had two line twists. Whilst trying to kick out, accidentally knocked a brake toggle off its keeper resulting in a violent spin. Good cutaway and reserve deployment. **Action:** Care to be taken in packing.

Certificate C, 193 jumps. Exited from poised position at 6,000ft. Pitched at count of five, opened slowly with several line twists that started spinning. Realised was unrecoverable so cutaway main and deployed reserve. Having never flown the reserve before, checked flare and stall points and landed without further problems. Suspect packing error. **Action:** More care when bagging the main and placing in the container.

Certificate E, 552 jumps. After normal deployment jumper experienced a brake lock. Caused by method of manufacture of steering toggles. Fabric had been doubled over and cut off above the

grommet, leaving a raised ridge, which snagged control line loop. Jumper attempted to free the line but was unable. Jumper opted to land the main and did so uneventfully. Jump was the second on a new set of risers. **Action:** Toggles immediately removed and replaced. Equipment Defect Report lodged and manufacturer/rigger advised.



Certificate C, 212 jumps. Opened into line twists, could not kick out. Elected to cutaway at roughly 2,700ft, swinging under reserve by 2,000ft. Good landing under reserve on DZ. All gear recovered. **Action:** Briefed to be careful while packing and ensure good body position during deployment.

Certificate C, 148 jumps. Canopy opened in a violent spin due to line-over malfunction. Decided to cutaway and deploy the reserve. Reserve opened with a twist, rectified that and landed on DZ. Main canopy found to have a very large rip in it. **Action:** Referred to rigger.

Certificate E, 1,032 jumps. Jumper extracted pilot chute. The main failed to open. This was about 3,000ft. Making a quick look he could not see anything behind his back. He thought possibly the pilot chute handle did not come out right, so he checked again and found it had been pulled. He immediately pulled his cutaway and reserve, being open at 1,300ft. Ground observers said it was a pilot-chute in tow. **Action:** More care with packing. Cl to chat with jumper about his lack of awareness during this malfunction.

Certificate D, 1,203 jumps. On opening, right toggle fired. Canopy spun up and was spinning rapidly. Tried to quickly control but on assessment decision made to cutaway. Cutaway and Skyhook deployed reserve before jumper could pull handle. Nice deployment of reserve. **Action:** Had rigger check toggle. Will change toggles to a longer nose for better seating in keeper.

Certificate C, 170 jumps. Opened 4,000ft, end cells didn't inflate. Was pumping brakes with no response so implemented Emergency Procedures. **Action:** Packing technique revised. Particular attention to ensuring lines are not brought around front of canopy when bringing tail around.

Certificate E, 1,279 jumps. Leading a 5-way wingsuit jump, broke off at 5,000ft, the designated height. Deployed main with a resultant delayed opening sequence after the pilot chute was thrown. Canopy felt to open to one side and into line twists which wound up extremely fast.

Was unable to kick out so initiated emergency procedures. Due to severity of line twists, was spinning on back after cutaway. Flipped over and deployed reserve. Landed next to road adjacent to DZ watching where freebag landed. Landed downwind to avoid a car, with low turn into wind resulting in hard landing. **Action:** Using a magnetic D bag which seems to have a new 'crease' in the tuck flaps. Will re-install manufacturer's D-bag. Canopy has around 600 jumps on the line set. New line set ordered.

Certificate C, 202 jumps. Broke off from 6-way and tracked until 3,000ft. Deployed main at ~2,700ft. Canopy opened and spun into line twists. Tried to recover but canopy was diving. Cutaway at 2,000ft and was under fully open reserve at 1,500ft. Landed off DZ but safely. **Action:** Possible poor body position at deployment time or packing error.

Same jumper as above – two weeks later. Hop'n'Pop from 14,000ft. At ~2,500ft jumper performed an aggressive right toggle turn which initiated line twists. Let go of right toggle and risers wrapped around right hand. Gloves caused difficulty in being able to free hand from entanglement. Canopy was diving and eventually hand was freed from glove and jumper was able to cutaway at ~1,100ft, being under reserve at ~700ft. Landed safely. **Action:** Be more careful with aggressive turns especially at low altitude.

CANOPY CONTROL/LANDINGS

Certificate E, 720 jumps. Low hook turn on landing approach. Impacted pond very heavily in full drive. Impacted edge of pond as he continued to tumble. Head (wearing open faced helmet) impacted grass landing area. Came to a stop ~27m from initial impact point. Dazed, but no loss of consciousness. Initially moving arms and head until regained awareness and was able to comply with instructions to minimise movement. Suffered heavy bruising. **Action:** Was registered to do a canopy course with a CP tutor the next day!

Certificate C, 150 jumps. 10,000ft exit for solo skydive. Uneventful until final approach. Turned into wind too low, still turning on impact, minimal flare, resulting in suspected broken ankle.

Certificate 'C', 280 jumps. Jumper executed low turn and impacted ground hard resulting in broken femur.

Certificate B, 112 jumps. Jump went as planned. Canopy opened normally, by 3,000ft. On final approach, flared canopy into wind. Witness said flare was fine but landed on ankle in an awkward way, resulting in a fracture. **Action:** Jumper revised on landing roll techniques. Always prepare for a hard landing.

Certificate E, 805 jumps. Freefall uneventful. Upon landing, canopy stalled in the latter stages of flaring due to brake lines being too short. (Canopy had been flown once in the day. This was discovered from testing the flare higher up.) Due to nil winds, canopy came in quite quick. During the plane out, flared and caused the stall. Jumper landed heavily with both feet in front, resulting in two breaks to fibula. **Action:** Brake lines to be lengthened.

Certificate D, 215 jumps. On jump run, GCO advised nil ground winds so jumpers agreed to land into the west. At opening, winds were found to be 5-7 knots easterly, so everyone set up to land to the East. J1's canopy was hit from front on in the centre cell by the foot of J2. J1's canopy

collapsed but he managed to recover in time to make a 45 degree turn to flare and land. J2 had set up to land into the west as per original plan. He realised late the new direction and started to set up for an easterly landing. He did not see J1 resulting in the collision. No injuries. **Action:** Entire DZ briefed on better awareness and knowing wind direction before 1,000ft & landing patterns. J2 was spoken to about the seriousness of this incident and potential for fatality.

ALL INCIDENT STATS JAN-JUN 2013 TOTAL - 409

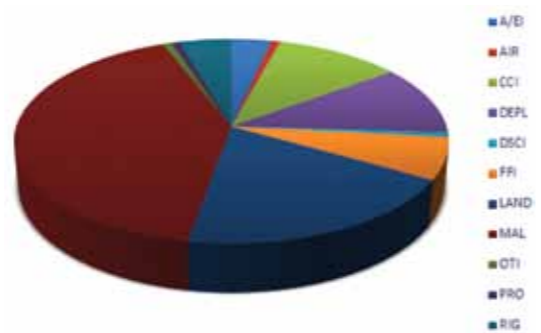


Table 1. Incidents by Category - Chart

AIR	AIRCRAFT ONLY INCIDENT	1%
A/EI	AIRCRAFT/EXIT INCIDENT	3%
CCI	CANOPY CONTROL INCIDENT	11%
DEPL	DEPLOYMENT PROBLEM	11%
DSCI	DISCIPLINARY INCIDENT	1%
FFI	FREEFALL INCIDENT	7%
LAND	LANDING INCIDENT	20%
MAL	MALFUNCTION	40%
OTI	OTHER TYPE INCIDENT	1%
PRO	PROCEDURAL INCIDENT	1%
RIG	RIGGING REPORT INCIDENT	4%

Table 2. Incidents by Category – percentages

36% of all Malfunctions were Cutaways from Line Twists

24% of all Malfunctions involved Tangled Lines / Tension Knots

32% of all Cutaways included packing as a contributing factor



Table 3. Incidents by Certificate

INVESTIGATION OUTCOMES FATALITY 08/02/2013

A 45 year old Certificate 'C' male jumper with ~236 skydives and three years in the sport was fatally injured after cutting away from low altitude.

The Statement of Fact for this incident was previously published in ASM Issue 65 Vol 2, 2013. It was circulated throughout the APF membership as part of its risk minimization policy to inform the known facts to date about the accident. It was also distributed as per reporting requirements to relevant external agencies.

Following are excerpts from the Final Report as prepared by the Area Safety Officer of the SAPC, including Conclusions and Recommendations.

Conclusions

From the evidence gathered and witness statements it can be concluded that after opening his canopy, the jumper initiated some spiral turns which resulted in operator induced line twists and a spinning main canopy. He elected to cutaway but did not pull the reserve handle immediately. The AAD activated approximately two seconds after the main canopy was cutaway, cutting the reserve closing loop and activating the reserve canopy. The reserve handle was pulled but only after the AAD activated and cut the reserve closing loop. The reserve did not open immediately as the jumper was in a back-to-earth position and the pilot chute's trajectory was angling towards the ground. It was necessary for the body to fall past the pilot chute in order for it to assist in the initiation of the reserve deployment. Impact occurred as the canopy began to inflate.

Recommendations

- Members need to practice their emergency procedures regularly and remember that they need to be carried out at a safe altitude.
- Spiral turns under canopy can induce line twists and result in an uncontrollable/unrecoverable canopy. Spiral turns that result in such should not be done below 2,000 feet.
- The use of a functioning (Reserve Static Line and/or Main Assisted Reserve Deployment) RSL/MARD (eg Skyhook) could have assisted in the deployment of the reserve parachute. Jumpers should consider the installation of an RSL/MARD.

DZ Management

The DZ management systems in place worked well for this incident and the procedures were followed. The DZSO on the day did an exceptional job in taking charge and delegating where necessary. All those who had to deal with this difficult situation did so with the utmost professionalism and are to be commended.

RIGGING MATTERS

CYPRES 2 SB C2 0113 – Addendum – July 2013

Airtec issued mandatory SB C2 0113 on the 31st January.

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, jumpsuit or Audible altimeter.

They have now issued an IMPORTANT FOLLOW-UP Addendum which includes additional serial numbers and other pertinent information.

All documents pertaining to this Airtec Service Bulletin, including a FAQ (updated July 2013) are found at <http://www.cypres-usa.com/>

Check the FAQ sheet for a link to additional numbers of affected units.

SB C2 0113 can be found on the APF website under the Rigging and Equipment Menu option.

VELOCITY SPORTS EQUIPMENT SB 001

Excerpt only below:

For full SB including Inspection Procedure, pictures and resolution, download the full SB.

Issued: 1st June 2013

Status: Mandatory Inspection

Compliance: Before next jump

Identification: All main risers manufactured by Velocity Sports Equipment

Background: Several main risers have been found in the field with frayed/partially cut locking loops (the white type 2A loop). The amount and location of damage on the loops varies, leading VSE to conclude there may be several contributing factors.

A loop failure can result in an out of sequence main release and reserve deployment which can cause an entanglement. Due to this danger, VSE feels all main risers should be inspected according to VSES001.

Download the full SB from the APF web site at www.apf.asn.au

Feedback from SB VSE 001



Feedback received from one APF CI, was that during a check at his DZ, they had a 50/50 strike rate to finding affected rigs. A loop was found to be severely frayed (see image) after almost 190 jumps (rig manufactured about 18 months prior) and in his opinion was very close to failing.

Noteworthy is that proper periodic inspection of these particular risers could have already have brought this issue to the attention of the owner.

An Equipment Defect Report was completed to bring the issue to the attention of the APF National office, plus the manufacturer was contacted directly, as per the SService Bulletin instructions.

"VSE recommends periodic checks of the locking loops moving forward for all rigs. Minimally, these checks should be completed every three (3) months during the periodic maintenance of the 3-ring release system."

In the interest of Safety for any skydivers who use this equipment at your DZ, please help get the word around about this Service Bulletin. There may be people who have not seen or observed the requirements of this SB.

CYPRES 2

Reliability made in Germany

WATER ? PROOFED !
PROTECT YOUR INVESTMENT



ONLY MINIMUM EFFORT
AFTER WATER CONTACT*
 1 SWITCH OFF
 2 DRY OFF
 3 CHANGE FILTER
READY FOR NEXT JUMP

Due to the comprehensive build and maintenance cycle of the **CYPRES 2** it is waterproof* for its entire lifetime. Even if it has been submersed in water several times. Therefore the advanced waterproof sealing technology of the **CYPRES 2** means it will be ready to use even before your canopy is dry! Just carry out the simple filter change procedure and your unit is ready to go.

*CYPRES 2 is waterproof for a duration of up to 24 hours down to a water depth of 5 feet (1.5 meters)

www.cypres.cc



SEQS

Wings4E1 + First Flights
8-10 June 2013 @ Toogoolawah

By Alan Deadman
 Photos by Paul Tozer, Ben Nordkamp & Myles Treadwell

FOLLOWING THE 2013 WINGSUITING NATIONALS AT TOOGOLAWAH, PROBABLY STILL ON A HIGH FROM THE COMPETITION, PAUL CALLED ME AND SAID, "YOU NEED TO ORGANISE A WINGSUIT EVENT". AS THE NEWLY ELECTED SEQS PRESIDENT (I LOVE THAT TITLE) THIS WOULD BE THE FIRST EVENT I'D ORGANISED SO IT'S FAIR TO SAY I HAD A LOT OF QUESTIONS! THERE IS NO WAY THIS EVENT WOULD HAVE HAPPENED IF PAUL TOZER HADN'T BEEN ABLE TO RESPOND TO MY REPEATED PHONE CALLS (THE PHRASE, "DEADMAN, DO YOU EVEN HAVE A JOB", WAS MENTIONED MORE THAN ONCE).

Over the next few days we had secured funding from SQPC to help with coach fees, we had Skydive Ramblers on board to support the event, we had three Wingsuit Tutors available, we had suits available for hire from Ben Nordkamp and Hayden Galvin, we had ten people registered for a First Flight Course and we had five more who wanted some coaching.

The ground school was very detailed and it was great to see 'D' Licensed (and above) skydivers looking apprehensive, but also very attentive and excited.

Gear up call for Load 1 and you could just see a glint of fear in their eyes. Not much, and not all of them but for most of them, it was there, even if just for a moment! I was hoping none of them had a chop!

As expected, Paul Tozer, Ben Nordkamp and Myles Treadwell provided outstanding tuition, looked after their "students" on the ride up and got some great footage of them throughout their first jump! Watching each of them land was awesome - so many smiles, lots of yahooing and a considerable amount of colourful language!

I think it's fair to say they all enjoyed it way more than they expected and from talking to them beforehand, they expected a lot! This satisfied some long-term goals, more than one of the attendees said that they started skydiving just because they wanted to wingsuit. Two hundred jumps later and here they were!

Load after load, jump after jump, they just kept on smiling and it was amazing to see how quickly people progressed. After they had completed their First Flight Course they started to fly 2-ways, with a couple of 3-ways that were carefully flown and worked so well. In the weekends to follow, more and more footage started to appear from this group and it was clear that rapid progression in this discipline is possible with the right foundations being laid by the tutors.

We got grounded by the weather, but we still managed to achieve five First Flight Course completions (aka Wingsuit Crests under the current rules) on the weekend with the other five managing at least one or two jumps after their ground school.

So we now have five people who haven't finished. What do we do with them? We put on TWO backup weekends with a wingsuit tutor available for each weekend at no extra cost. Unfortunately we suffered more bad weather but another two FFC/WS Crests were achieved.



Christine Clarke



“Some people are natural instructors, Paul Tozer, Myles Treadwell and Ben Nordkamp are prize examples of this.”
Christine Clarke



Clay Anderson

SEQS

Wings4E1 + First Flights
8-10 June 2013 @ Toogoolawah

First Flights Students:

Christine Clarke, Dave Schmuttermaier, Dave Smedley, Simon Elliot, Niall Manning, Clay Anderson, Jack Elford, Joel Martin, Ashley Dando, Russel Blacklock

Experienced Wingsuiters:

Chris Poole, Martin McKenzie, Owen Roberts, Joel (TinTin) Carpenter, Stephen (Frosty) Lee

Tutors:

Paul Tozer, Ben Nordkamp, Myles Treadwell

The event was also to cater for coaching intermediate (and above) wingsuit pilots. Experience (which is something you get immediately after you need it) now tells me to keep the events separate - this wouldn't be as much of an issue if there were more tutors, but at the moment they just aren't available (yes, that's a BIG hint for all of you who have hundred(s) of WS jumps - tutors are in demand!). It was difficult to balance between the intensity of 1-on-1 FFC and coaching more experienced flyers. However they did get a few in with Paul and Myles individually and separately.

Future events will be dedicated to one or the other, not both. We already have plans for this and they will be advertised on the SEQS Facebook page very soon. If you want to start wingsuiting, or get some advanced tuition as an existing wingsuiter, SEQS will do everything they can to assist.

A new group of WS flyers are now in the South East Queensland skies and they are continuing to develop their skills in small groups. SEQS are very proud to have hosted this event and helped them get into this exciting discipline.

When was the last time you did something for the first time!?!?!



Ashley "Board Lord" Dando & Myles Treadwell

“When you are scared of something, it really helps to have a strong coach who knows their stuff. Wingsuiting is just as amazing as Paul said it would be, and I cannot thank him enough for the professionalism and knowledge he shared with me during our first flight course.”
Christine Clarke



Dave S and Myles heading out



Jack Elford



Niall Manning

“I wanted to fly a wingsuit for several years, basically from when I did my AFF course. It was a great experience that I will remember for a long time to come. The whole course was well organised, the hire suits were great quality and the instruction was informative and encouraging.”
Dave Smedley



Clay Anderson, Jack Elford and tutors Paul Tozer and Ben Nordkamp



Tin Tin getting expert coaching from Paul

“This course provided everything I needed it to. Apart from the weather. Make the weather awesome next time please.”
Jack Elford



2012 APF Achievement Award Winners

JANINE HAYES - In recognition of outstanding performance in achieving a new Australian record for Accuracy - 30cm over 10 rounds on 6-9th April 2012.



BRAD JONES - In recognition of outstanding performance in achieving a new Australian record in Canopy Piloting Open Distance - 94.70m on 7-11th August, 2012 at the Test Event, Cali Columbia under new competition rules.



TEAM OOKOONONO -

In recognition of outstanding performance:

- in achieving a new Australian record in Canopy Formation - 25 Points set on 1st November, 2012
- and another Australian record - 27 Points set on 4th December, 2012
- achieving a Silver Medal in Canopy Formation 2-way Sequential at the 2012 WPC in Dubai.



ANDREW STEWART -

In recognition of outstanding performance in achieving a new Australian record in Canopy Piloting Intermediate Speed - 2.265 sec on 7th October, 2012.



MAX MANOW -

In recognition of outstanding performance in achieving a new Australian record in Canopy Piloting Intermediate Distance - 116.63m on 7th October 2012.



ANDREW WOOLF - In recognition of outstanding performance in achieving a new Australian record in Canopy Piloting Open - Distance 149.84m on 3rd December, 2012 at the 2012 WPC in Dubai.



LUKE OLIVER - In recognition of outstanding performance in achieving a new Australian record in Canopy Piloting Open Freestyle - Silver Medal at the Test Event Cali, Columbia on 7-11th August, 2012.



SELWYN JOHNSON

- In recognition of outstanding performance in achieving a new Australian record in Canopy Piloting Open - Distance 104.94m on 7th October, 2012 at Picton, NSW.



ROTOR OUT

- In recognition of outstanding performance in achieving a new Australian record in the discipline of Formation Skydiving, achieving 28 Points set at the 2012 WPC.



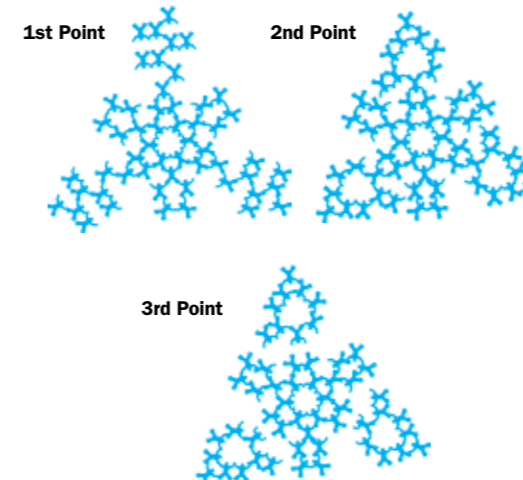
POPS - In recognition of outstanding performance in achieving a new Australian record in the discipline of Formation Skydiving: 42-way Large Formation, set June, 2012 in USA.



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

LARGE FORMATION SEQUENTIAL RECORD -

In recognition of outstanding performance in achieving a new Australian record in the discipline of Formation Skydiving: 47-way with 3 points set on June 2012 at Perris, USA.



WILLIAM BLACKIE, CATHERINE COMYNS, KIM HOPWOOD, LEIGH MCCORMACK AND ADAM LONG - In recognition of outstanding performance in achieving a World Record of the Largest Head-Down Formation involving 138 parachutists. This achievement was made on 3rd August, 2012.



MYLES TREADWELL - In recognition of outstanding performance in achieving a World Record in Wingsuiting 100-way Large Formation, September, 2012.



RAY WILLIAMS - In recognition of outstanding contribution as a selected and approved Judge for the 4th World Parachuting Championships of Canopy Piloting in Dubai, 2012.



PETA HOLMES - In recognition of outstanding contribution as a selected and approved Judge for the 20th World Parachuting Championships of Formation Skydiving in Dubai, 2012.



LINDY ROCHOW-WILLIAMS - In recognition of outstanding contribution as a selected and approved judge for the 15th World Parachuting Championships of Canopy Formation Dubai, 2012.



WANGLES #6



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



WAngles #6 took place at Skydive Express, WA on 27-28 July. Graced again by the presence of our intrepid guest coaches, Andrew "Pony" Bain and Blake "Blakey" Hooper, we were all set to rock'n'roll for the next installment of steep and fast sky goodness over York... alas, Huey and the Gods had other ideas. We had a solid few days of torrential rain before the weekend and got weathered in for the good part of Saturday due to a boggy runway. We spent some time on the ground making best use of Pony and Blake, picking their brains and debriefing various atmo footage we had lying around. We finally managed to get the crew airborne in the early afternoon with some lighter loads running... and the fun began! Blake got sidetracked (excuse the pun) by some epic cloud proxy flying and the first load landed off DZ... it was worth it though... awesome visuals!

There was great progression immediately from each of the three skill groups running... something that always happens at WAngles for everyone. That was mixed up with a few good laughs as you'd expect too. The day ended with Pony proving he is not infallible by sliding in and getting dirt all over that white ninja jumpsuit... YES! Haha.... Grab the Napisan brother! Then the obligatory cartoons of the day set the bell ringing.

Admittedly Saturday night was a fairly subdued affair with everyone keen to run hard Sunday to make up for the lost jump time, but again we were delayed thanks to some overnight rain plus wind and clouds keeping us grounded. Nonetheless we shunned the non-believers and kept our spirits high (something to be said for keeping the faith) and the skies opened up for some more altitude action.

Yeah we didn't manage to get through all the planned jumps, but we did have a blast as always and learnt a lot from our seasoned veteran angle gurus. It was groovy to run

with Blake again before he left Australia to become a DZ drifter across Europe. We all wish him well as he rocks up unannounced at a DZ and states "Yah... is this da party?" and "Yes I like to dancey dance in my sparkle party pants"! Go hard homeboy!

Big shouts of thanks go to our awesome host DZ and all involved at Skydive Express, as well as to the WA State Parachute Council and the APF for their continual support, without which these events could not occur. Also a great mention to all those who joined us from other DZs around WA to take advantage of this awesome event... Great work guys! There is so much opportunity to get local and national coaching at all skill levels in WA now and everyone is behind the ongoing skill development 100%. It's great to see so many wanting to get on board.

So... Next WAngles will be scheduled to run around Jan/ Feb in the new year and we'll have a fresh new coach this time, so keep an eye out for that one and get on it! In the meantime, look up the monthly atmo load organising with Team Nemesis at Skydive Express, or get in touch with JB and I to book in some 1-one-1 tuition if you're just starting out in atmo and want to get the skills up before the next main event. Otherwise, until the next one... run hard and play safe people... (and steep and fast)... OOOH YEAH!



Malaysian Boogie Debacle

By Kelly Brennan

It was promised as a Herc boogie at a tropical resort with some big name load organisers, but the Malaysia Skydiving Festival dissolved into farce. The cancellation panned out like a slow motion train wreck. Week by week, about 25 Aussie skydivers realised they'd fallen victim to either glossy hype that couldn't be delivered, or a gigantic scam.

Many jumpers were left out of pocket and bewildered. In this day and age, how could something so dodgy get so far?

We're all pretty internet savvy and the skydiving world is really quite small, so how did we fall for it? As those affected counted their losses, what lessons could we all learn?

Firstly, it's obviously wise to look carefully at the sponsorship claims and the names behind the event. This one had it all. The Malaysia International Skydiving

Festival had a slick website with sponsor logos from Tourism Malaysia and aviation authorities. It promised a Herc and a luxury hotel. There was a carefully structured price list, a clear schedule of dates from May 27 and a detailed application form for participants.

If all of that wasn't enough, there were photos of respected load organisers and camera jumpers who had put their names to the event. And some of them were very big names.

One in particular was Larry Henderson, a P3 organiser who'd befriended many Aussies during their trips to Perris Valley. Larry was widely known as a man of the highest of integrity. He was dismayed by the way things unfolded.

"The location was dynamite; the lure of C-130 aircraft was strong; the prices were too good to believe... and that might be where we lost our way." "The Langkawi Boogie was a fiasco," said Larry.

This event looked nothing short of amazing, asking a big investment of time and money to get on board. It was a complicated form process, putting together jumping CVs to seek acceptance for a 56-way record attempt or just the boogie part of the event. The record participants were promised their airfares and all expenses would be covered. So, for the lucky few who secured record slots, it seemed a small price to pay when they were asked to have new jumpsuits specially made.

Boogie participants paid for package deals, which included a luxury hotel and countless Herc jumps. They booked flights, snapping up the cheapest fares.

Larry Henderson had been part of dozens of C-130 events in South East Asia, including the famous Thai Boogies and World Team record events. So, when he was approached by some long-time friends, who were veterans of the World Team 400-way and Perris Valley P3 regulars, he had no reason to think this event would be any different.

Six months before the planned festival, Larry said there was there was a one-day event run in Langkawi to test the infrastructure and preparation. He said jumpers from Malaysia, Singapore and other Asian countries took part.

"Everything seemed to be falling into place," said Larry.

"A Singapore event planner was hired and the process began in earnest. Thousands of dollars were spent on advertising and planning, while the internet hummed with invitations, selection of participants and the slotting of formations."

Then came the first bombshell. The event was postponed until June 22, supposedly because of the upcoming Malaysian elections.

There were promises of refunds, but the guidelines constantly changed. Some Aussies just had to pull out at this point because they couldn't make the new dates. Confusion reigned about what was happening, how much money would be refunded and who was behind the saga. The emails from the event's 'skydiving organisers' cautioned participants not to rebook for the new dates until they could give firmer advice.

The elections came and went and the skydiving organisers refunded event package fees whether they'd been asked to or not. They cited the Paypal 60-day refund policy, but it seemed they had other reasons too.

The final nail in the coffin was on June 15, just one week before the rescheduled record attempt and two weeks before the rescheduled boogie. A breathtaking email was sent to participants, declaring the event officially 'buried, dead and closed.' It then detailed a string of allegations against one man, accusing him of leading everyone on a wild goose chase and completely blind-siding the organisers. He was accused of never securing a plane, hotel, funding or sponsors. He was labelled irresponsible, despicable and without any care for participants.

The people who blamed this man and made these claims did not publicise their own names. The emails were signed 'Administration.'

One angry APF member emailed the man named, demanding an explanation. She told him she felt sick about it. It wasn't just the money she'd lost but her honour was in question because she'd helped promote the event among her friends. His reply was as bizarre as everything else in this saga.

He claimed the rescheduled event was proceeding and he was too busy to respond to allegations against him. He denied any lies. He insisted that he did not keep a cent and money from Malaysia Tourism had only just been cleared.

Whatever the situation with money, the losses for participants were significant. The lucky ones got away with losing just the cancellation fees for their air fares or the cost of buying their insurance. Some ended up using the air fares anyway, taking a holiday without any real purpose. One man was \$1,153 out of pocket for airfares and travel insurance while another paid \$1350 for two new jumpsuits that he didn't need.

For others, it was about more than money. Several missed out on other international skydiving opportunities because they'd planned their leave for Langkawi. One had a lot of conflict at work constantly changing his leave arrangements and upsetting colleagues. Others upset their families with holidays that were on then off. The time-wasting, confusion and frustration was draining for everyone.

There was no love lost for those responsible: One skydiver said, "I don't think I will ever have the confidence to invest financially or emotionally in any future event in the region again," he said.

The APF's representative in the region is Faye Cox. She presented a report from affected Aussies to the Asiana Parachute Federation, a voluntary organisation that aims to develop skydiving in nearly 30 member countries, including Malaysia. She stressed that we can't blame all of the jumpers in Malaysia, who were probably very embarrassed about this awful event. She wondered if the man blamed may have been a scapegoat himself.

The Malaysian Skydiving Festival was not an Asiana event, so they had nothing to do with it at all. However, it did bring back unpleasant memories of a Malaysian competition in 2007 with heavily promoted cash prizes to lure some of the world's top teams. The winners' cheques bounced, event staff weren't paid and nobody seemed willing to accept responsibility.

Faye said that Asiana decided to ban Malaysia from any Asiana FAI parachuting activities for at least three years. "However, in 2010 Asiana relented," she said. "Innocent jumpers were suffering in Malaysia, so it was time to move on, to encourage and embrace the parachuting fraternity".

Like Faye, Larry Henderson was also anxious not to tar all Asians with the same brush.

He reminded jumpers that dealing with governments is not like dealing with commercial drop zones. "When the Royal Thai Air Force was unable to provide enough C-130 aircraft for the record attempt in 2008, many World Team members found themselves with airline tickets they did not want," he said. "In 2010, something similar happened to P3 organisers in Dubai after the Arab Spring uprising diverted aircraft to more pressing work."

Aussie skydivers are all well aware that things can happen at drop zones beyond organisers' control. What was most aggravating here was the suggestion that plans did not actually go away. They were apparently never in place. If such claims were true, it was all a deliberate, elaborate set-up.

Mystery still surrounded the event itself. The man being blamed pointed the finger back at the Singapore admin team, saying it was their decision to cancel.

Larry believed we could all learn at least three lessons from the Malaysian Skydiving Festival:

- Spend the extra money to buy refundable tickets or purchase proper insurance,
- Research host countries for political stability and experience with skydiving event,
- Be cautious when things sound too good to be true.

He also went on to recollect two of the best weeks of his life in Bali 25 years ago. He surfed until breakfast each morning, jumped from C-130s all day and landed in front of his hotel for the last load each day. There, his wife would hand over his surfboard and he would hit the waves until sunset. There were free tours, meals, banquets and excursions, with the Indonesian government picking up the tab.

"Stay tuned," said Larry. "Because miracles do happen in the skydiving world."



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Landing Safely

By Matt "Kiwi" Courtney

Lying in a hospital bed recovering from surgery to correct a broken femur gave me plenty of time to think about the reasons why I was there, and what I could do to ensure I wouldn't be checking in to a hospital again any time soon.

Towards the end of the fourth day at the Batchelor Boogie a mate and I were the last group to exit the plane and we did a rather unimpressive 2-way head up jump.

Under canopy I was quite far from the landing area so I pointed my canopy to the west and tugged on rear risers to begin gliding back. When I was finally overhead the landing area I needed to land to the south east so I dutifully followed the circuit direction and executed a 270° degree turn to the right even though I was lower than I would have liked. I remember having just enough time to think "Oh s*&t!" before hitting the ground and bouncing hard.

Many people immediately rushed to my assistance and I'm extremely grateful for the care and support they offered while we waited for the ambulance to arrive.

I learnt a few valuable lessons that day and I want to share them in the hope that others can avoid suffering the same injury that I did.

Lesson One: Don't become target fixated. I became so focused on landing in the landing area that I ignored potential outs where I probably could have landed safely.

Lesson Two: Landing safely is more important than following the circuit direction. If I'd made a 90° left hand turn I wouldn't have cut anyone off or been in anyone's way and would have landed safely.

Lesson Three: Pay better attention to the spot. As the last group to exit the plane we may have been a little deep and I could have deployed my canopy a little earlier to give myself extra height to fly back with no risk of other groups still in freefall colliding with my canopy.

This accident could have easily been avoided with better decision-making. Luckily the cost of my poor decision-making was only a broken bone and a carton. With the lessons I've learned I hope I'll make better decisions next time I'm in the blue room.

Blue ones!



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KAM... WHERE? KAMBALDA MAATE...

By Abe Whaanga Photos by Cam Rolfe, Clayton Larkin & Abe Whaanga

It's probably been a few years since Kambalda skydivers have graced these pages but the crew has been jumping at this little DZ in the middle of Western Australian mining country for over 25 years! Mick Murtagh, our Chief Instructor, and his green 182 have been here all of them, and we reckon will be charging to the end. A few new faces have joined the team and the place is pumping each weekend. Skies are clear and winds light over the red dirt of the goldfields year round, but autumn is especially sweet.

Simon Thomson, Scott Hawke and Abe Whaanga are fresh back from some tunnel action and have been consolidating with some head up lobs. Nathan Graham has been heading up some nice tracking dives towards the Lefroy Salt Lake.

We recently held a canopy weekend coached by two times Aussie national Canopy Piloting champ, Cameron Rolfe. Leave was booked, sickies pulled, planes and generators fueled, and we were ready and raring to go. Canopy coaching at your home DZ with local conditions is definitely the way to go. We all thought Cam would freak out on our landing area, but quite the opposite, he loved it! He showed us the meaning of "dirt surfing". With red dirt and gravel shoulders, trees surrounding the runway and not a blade of grass in sight you learn to stand up and run out your landings here real quick.

After a couple of hours of theory on the Saturday morning and a warm up load, Cam had assessed where we were all at and what we needed to do. What a difference good coaching makes; within a few jumps we were all flying much more disciplined and calculated patterns, with safe turn



Shaun Faber

heights, all matched to our experience and wing loading. By now everyone was dialing in their flare and accuracy, with a few old dogs learning some new tricks. Locals Simon Thomson, Rory Murtagh and Sash Hawke were picking up new skills and loving the extra time in the sky flying around on brakes. Mick was flying the best pattern of all and was re-learning stand up landings with stuffed knees from years of jumping roundies. Newbies Tim Bicknell, Shaun Faber and Jessy Jones were learning the finer points on how canopies fly and had the least amount of bad habits to undo.

The sunset load was awesome with Cam buzzing around us on his 90sqft Competition Velocity, taking shots and debunking the myth that highly loaded cross braced canopies can't fly slowly, managing to out float all of us. A few quiets went down that night as we tucked into all you can eat Mexican at our local pub the, "Swinging Arms".

Sunday dawned, but unfortunately winds were strong from 3,000ft up. We did one load with the more experienced jumpers, getting out very deep and all landing safe and accurately. It was a blessing in disguise as we got to spend the rest of the day going through gear maintenance and packing, with Cam inspecting people's gear. We are still wondering how on earth he could pack so neatly! A few more people asked for "gear checks" before Cam cottoned on, stopping short of packing everyone's rigs for them!

Special thanks to Harry Larkin, our pilot, for turning our loads around faster than ever before, Clayton Larkin for videoing our landings and the WA Parachute Council for sponsoring the event. If you're around our neck of the woods bring your rig and look us up.



Simon Thomson



Abe Whaanga



Abe Whaanga, Nathan Graham & Scott Hawke, by C182 GoPro tail cam



Cameron Rolfe



Scott Hawke



Rory Murtagh

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DEFENCE OF CRW

Article and photos by Phil Thamm

Canopy Formation or CRW is alive and well and has a long and proud history in our military forces. CRW has been fostered across all ranks over many years and numerous camps have introduced this skydiving discipline to those serving our country. Since the early 80s, some of these skydivers have competed at the elite level, with Defence CRW Dogs winning gold in state, national and international competition. Defence teams have also won gold in multiple Asian military championships.

The Australian Defence Parachute Association (ADPA) reformed in 2011 and is structured to support CRW and the other skydiving disciplines. A CRW Mentor was elected by the membership and this mentor fosters the discipline by organising CRW skills development camps, selecting teams for competition and managing allocated resources to support the CRW discipline. The Australian Army Sports Parachute Association (AASPA), formed in 1980, lends it support to the CRW discipline, outside Army CRW activities. AASPA has a number of CRW rigs with PD Lightning canopies of various sizes and these are loaned for ADPA CRW camps. The first of the AASPA CRW rigs were obtained for an Army team that represented the APF & ADF at the 1996 6th World Championships in CF, Indonesia. The AASPA canopies have also been seen on all Aussie CRW record formation attempts over the last 20 years.

In keeping with its tradition of supporting CRW, the ADPA recently conducted a skills development weekend at Goulburn. Ten skydivers attended the camp, coached by the Defence CRW Mentor, Phil Thamm. CRW first timer Luke Denniss, an Army Parachute Rigger, explains what drew him to this discipline, "I have wanted to have a go at CRW for a while now and I was able to secure a place on the ADPA camp. It was a well run weekend, with coaching and jumps for people

just starting CRW as well as skills development for those who have been doing CRW for a while. I like flying canopies and CRW provides an opportunity to learn more about how canopies fly and react to input, as well as how to fly safely very close to other canopies." Luke would like to continue CRW under the ADPA; with the goal to represent the ADF in national and overseas competition or be part of large canopy formations. He looks forward to assisting in building up this discipline across Defence in the years to come and appreciates the support provided to him by ADPA.

Simon Kube currently studying at ADFA was introduced to CRW at an ADPA run camp at Nagambie last year. He said "When I started, I really didn't know much about canopy formation although I'd been told how much fun it was by my instructor, Jules McConnel, who had recently won a medal at the World Canopy Formation Championships. Now that I've become involved, I've found it a close-knit and friendly group where everyone just wants to jump, have fun and do cool things in the sky. It's quite unlike any other parachuting discipline and really sets itself apart with the teamwork and communication needed as well as being just a little bit wild." Simon has similar aspirations to Luke and his all-time goal would be to represent the ADF in national and overseas competition.



CRW has attractions that some other disciplines don't offer with proficiency being gained in a small number of jumps. In formation skydiving it can take hundreds of jumps to become competitive. In one weekend, a skydiver can go from never having done CRW, to gaining a CRW Crest; requiring a minimum of an 8-way canopy formation. ADPA is fostering and supporting the CRW discipline and this benefits the wider APF. CRW is not only growing in Defence; pockets of CRW Dogs are flocking to Australian DZs such as Nagambie, Moruya, Toogoolawah and Lower Light just to name a few. Keep your eye out for the next CRW camp in your area or arrange a camp yourself and secure a CRW coach. The APF can provide a list of CRW coaches or people who can provide advice. Just remember you too can "HOOK A FOOT."



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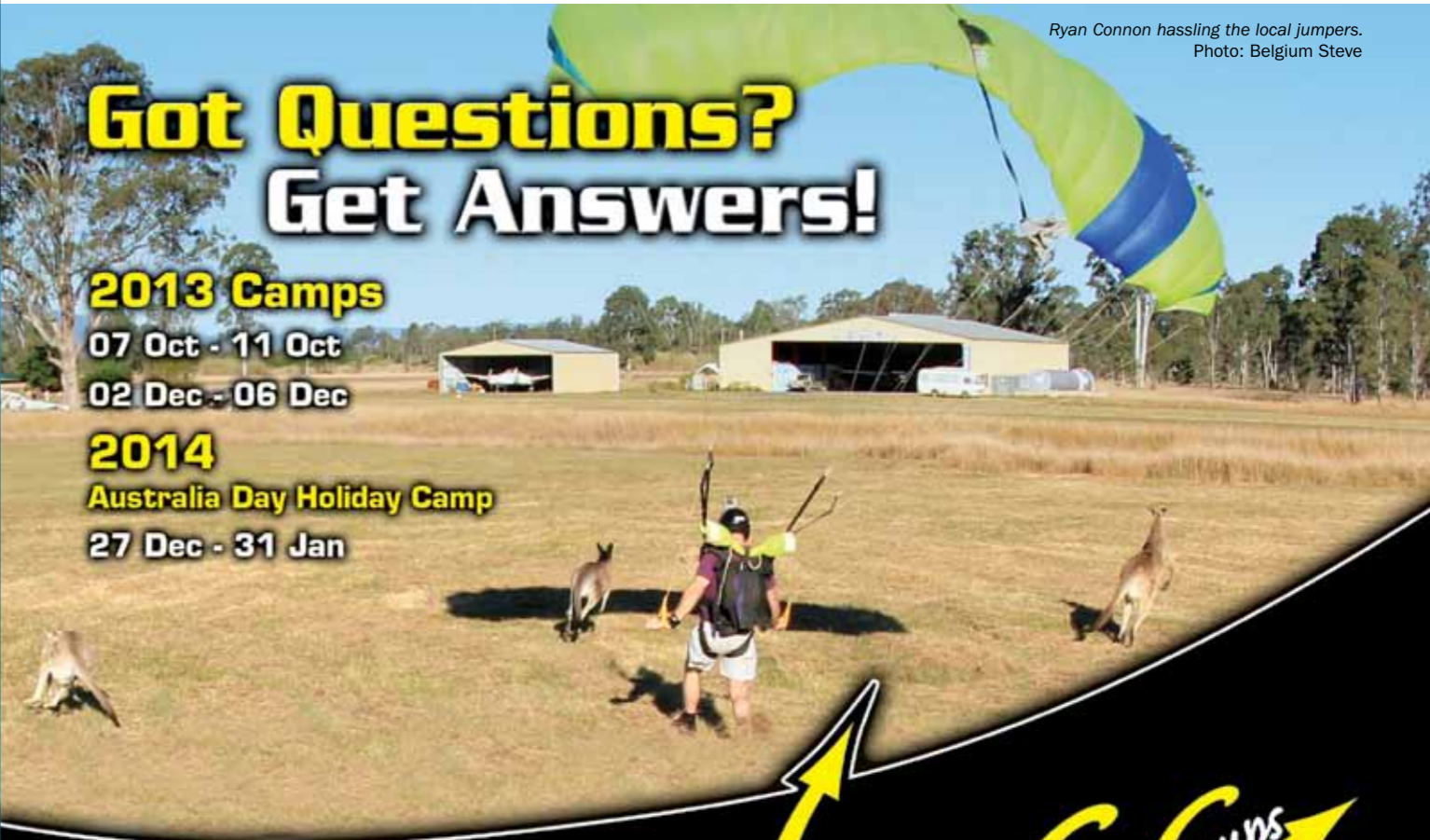
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