

Australian

skydiver

magazine



ISSUE 69

Volume 1
2014

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION





FUEL



AVAILABLE IN 12 DIFFERENT COLORS

SIZES: X-SMALL, SMALL, MEDIUM, LARGE, X-LARGE, XX-LARGE



www.flycookie.com | www.facebook.com/cookiecomposites

Quality helmets, lenses and camera accessories plus complete customised systems available online. Fast worldwide delivery.



FRONT COVER



Melissa Harvie, Jess Beckman, Adam Pank and Peta Thompson of Intermediate 4-way team "4Ballz" during the New South Wales State Championships, over Moruya. Photographer: Calder Chernoff

BACK COVER



Sunset formation Angle load during York's Sundowner Boogie, Western Australia. Photographer: Scotty Hiscoe

CONTENTS

- p>5 Directors Direction
- p>9 West Coast Sundowner Boogie

EDITORIAL

BOOGIE DREAMS

Going jumping for the day is terrific. Going out to the drop zone for the whole

DETAILS

[Publisher] Susie McLachlan PO Box 178, Moffat Beach QLD 4551 Ph: 0438 928 202 Email: susie@skydiver.com.au

[Design & Layout] iGraphix Amanda Hutchison Ph: 07 5444 1931 igrphix@bigpond.com

[Subscriptions] 5 issues per year Australia \$44 (incl. GST) NZ & S.E. Asia \$58 (airmail) All other Overseas \$75 (airmail)

[Printing House] JT Press Peter Brown 0411 728 980

[Advertising] Advertising rates, dimension specifications and artwork details supplied on request.

Susie EDITOR

[WANTED FOR NEXT ISSUES]

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

PHOTOGRAPHERS	CONTRIBUTORS
Situ Barton	Tracey Basman
Vitor Benassi	Jess Beckman
Samuel Bishop	Vitor Benassi
Jody Blunden	Dave Brown
Rob Broodmaker	Sarah Brown
Dave Brown	Scott Clark
Sarah Brown	Shirley Cowcher
Calder Chernoff	Charles d'Artaignan
Scott Clark	Alan Deadman
Simon Colmer	Stephen Fickling
Clint Dadson	
Lex DangerFox	
Zac Edwards	
Eyal Erez	
James Garnat	
Dave Giuliani	Steve Tonson
Rebecca Henderson	Paul Tozer
Lawrence Hill	Allister Ware
Scotty Hiscoe	Andrew Wright
Archie Jamieson	Yourik
Bill Jamieson	
Normal Kent	
Adrian Lloyd	
Jan Nejedly	
Kellie Morrissey	
Dave Brown	
Rob Pine	
Dan Rossi	
Tom Sierakowski	
Chris Shaw	
Jimmy Smith	
Shane Sparkes	
	Sonya Gelman
	Sandy Glenday
	Kim Hardwick
	Amber Hill
	Lawrence Hill
	Sienna Hill
	Steve Hill
	Zoe Hill
	Roger Hugelshofer
	Kieren James
	Holly Hillham
	Kiwi
	Simon Kube
	Ben Lewis
	Rob Libeau
	Mark McAllister
	Jules McConnel
	Leigh McCormack
	Gayle McLaren
	Robbie McMillan
	Kellie Morrissey
	Jan Nejedly
	Lisa Perdichizzi
	Ella Ryan
	Tracey Scott
	Shaunn Segon
	Dan Smith
	Krishna Strickland
	Brad Turner
	Michael Vaughan
	Andrew Wolfe
	Andrew Wright
	Jim Yuncken

[Next Deadlines] Issue 70 Deadline 30th Mar, 2014 Mag Out 4th May, 2014 Issue 71 Deadline 10th Jun, 2014 Mag Out 10th Jul, 2014



Introducing Gary Myers – the new APF Director Safety

Started jumping with Sydney School of Parachuting in August 1970. Gained an Instructor rating in 1972 but was mainly interested in FS. Competed in N.Z. at the world's first RW competition in 1972. Was a member of Ramblers Raiders 10-way team that won the Nationals just prior to the introduction of 4- and 8-way. Moved to Tasmania in the mid-70s and started Tasmanian Parachute Centre and completed Instructor A rating in 1978.

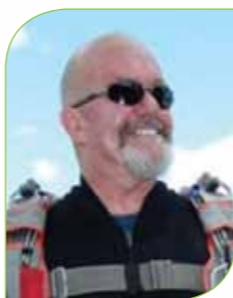
Worked for Parachutes Australia and then managed Wilton Parachute Centre (now Pictou) in the 80s before returning to Tasmania. Held positions as CI, IPC, ASO, Council Chair, LDE, LDO, Director Instructors, Director Safety and as a Board Representative over a 30 year period. Ceased jumping due to non skydiving injury in 2000.

Apart from attending competitions in N.Z. and Asia, represented the APF at the International Safety and Technical Congress in Budapest 1991 and in Helsinki 1993. APF Life Member since 1991. Worked as Load Organiser at the first Bali Boogie in 1989, all the National Boogies from 1988 to 1999, and the 1999 World Meet as Chief Load Organiser and DZSO. Returned in 2010 as the APF Manager Training and did some jumping at Toogoolawah in 2010 and 2011 before major knee surgery prevented further jumps.

Successfully applied for the Director Safety position when the previous Director resigned. Have plans to visit all the drop zones over the next year or two. Very keen to assist with the implementation of Club Safety Management Systems and offer an on-site range of APF information services to members during those visits. I look forward to working with you all.

Stay Safe,

Gary Myers
Director - Safety



Coming safety events:

- **Safety and Lead Auditors' Course at the APF National Office, 24-28 February.**
- **ASO Training Seminar, 26 May 2014 at APF Symposium, Penrith.**
- **Display Examiner and Area Safety Workshop, 29 May 2014 at APF Symposium, Penrith.**



Now what?

This article isn't for current competitors, this is for all you jumpers out there who are wondering what to do now.

Whether you've just finished your B-Rel's, obtained your Star Crest, just participated in an Australian Record Big-way or completed your 1,000th tandem; if you are wondering "What can I do now?", then this article is for you, this is a call to action.

It is time to ask yourself, "Have I always wanted to be a better freeflyer?" Well, grab another mate, get a coach, do some jumps learning the 2-way VFS pool. Your progression will surprise you... and everyone else!

Or, did you do a bit of 4-way years ago? Remember? You used to like it too! Now is the time to recruit and pass on your experience. Grab a couple of keen Certificate B guys or girls and put a team together for your local league. Get a coach to look over you and teach you all good technique. Have a fun weekend and learn something along the way.

Perhaps you see yourself as a wingsuiter? This is simple: Do a first flight course, do some jumps, get some good coaching. Then, snatch a couple of likewise birdy buddies and build your skills while learning the 2-way Wingsuit dive pool. You can even alternate camera and team slots.

You'll learn bucket-loads more doing fifty of any of these jumps with good coaching and debriefing than you would in a couple of hundred solos or 2-ways, guaranteed!

It'll be cheaper, too... and way more fun. You'll even learn a bit about your new team mates and yourself.

Don't let yourself float off into the blue yonder. Keep your journey fresh and exciting!

The APF and the many volunteers out there in drop zone land are always driving events and helping to bring some of the best coaches in the world over to Oz. Coaches for Canopy Piloting, Formation Skydiving, Wingsuiting, Canopy Formation, Freeflying and Vertical Formation Skydiving are being bought in to training camps, competitions and Boogies all over Australia; to give you an opportunity to advance your skills.

So, "Now what?"

The APF has a register of B-Rel buddies and are even helping coaches in your area run Star Crest weekends and training weekends in all disciplines at a drop zone near you.

On the APF Register of Coaches and Tutors, you can find a coach for Formation Skydiving, Wingsuiting, Canopy Formation, Canopy Piloting, and Freefly. This will help you find good people to run good training events at a drop zone near you.

Or maybe you have skills that you would like to teach other people? Contact the APF to see if you are eligible to put your name on the register. The register is available for people to connect with suitable coaches.

So now you are upbeat about learning new skills. Have you thought about competing? The Australian Parachute Federation exists "To conduct competitions to help participants to achieve their goals and assist our elite to perform at world class standards" (Our Strategy, in the 2012-2017 Strategic Plan).

That's why there are State Championships. That's why there are National Championships. The APF wants to help you learn something new in skydiving. To help you to be your best. To help you surprise yourself with what you can do.

Competition will give you something fun and challenging to do, which will allow you to develop and hone your skills in any area of the sport you choose. There's no better environment than competing to get you focused on developing and trying to perfect a skill set.

The APF has support available for competitors through the Fi Fund and the Competition Assistance Fund, to help make you a better skydiver.

Another of the APF's Objectives is to have "Consistent participation in all disciplines at Category One events" (Our Objectives for 2012-2017, in the Strategic Plan).

The APF, Director Coaches, State Coaches, State Councils and local drop zone mentors and coaches are here to help you become better at what you want to do. If you want State, National or World bling: Ask yourself, "What now?" and look for a positive answer, gain new skydiving skills, delve further into new friendships and compete!

You can represent Australia – if you want to!

So, what are you doing with your skydiving? Getting better at it, or just doing some jumps?

Craig "Crash" Bennett
APF Director of Competition



Happy New Year

I hope 2014 will mean a lot of safe flying time, which equals a lot of jumps, and that will be a loads of enjoyment for a lot of us.

A major airspace issue erupted a few months ago. There was an incident involving a RAAF C130 dropping a parachutist, then a Virgin jet being cleared to the same airspace before the parachutist had landed. As a consequence Airservices looked at all procedures involving parachutists. A middle management safety analyst in Airservices unilaterally decided the only way to ensure any airspace was clear was for each drop zone to call when parachutists were on the ground before another clearance to controlled airspace was given. The new rules came into effect late on a Friday afternoon. This had the effect of severely restricting any drop zone in busy or congested airspace and there was no management available over the weekend to sort out the problem.

On Monday morning it was all stops out for the APF to use every contact and our access to get the problem resolved. By Tuesday morning a meeting was arranged between APF, Airservices and CASA for Wednesday morning.

The meeting was chaired by the CASA Assistant Director of Aviation Safety. Brad Turner and I attended the meeting. We also engaged a special industry advisor to assist us.

The issues were all put on the table and resolved within an hour, with Airservice overruled by CASA, the regulator. It was left to Brad, myself and two CASA staff to work up the rule change to our OpRegs and to make it all happen. We roughed out the new procedures, and then Brad was on a plane home while I was on the highway home with Kim Hardwick calling me in stages to approve the Technical Directive (TD) which was needed as the procedures were, in effect, an OpReg change. Everything was in place by 5pm on the Wednesday evening.

On the Friday morning Airservices had still not broadcast the changes. Back on the phone to the executive Manager ATC at Airservices. He gave a personal commitment to get the new procedures in place by Friday evening. He rang me at home at 6.30pm to say it had all been fixed.

As a consequence of the problems the APF Board has allocated substantial resources over next year to maintain the pressure on Airservices and CASA for equitable access to Australian airspace for skydiving.

The APF is in the process of negotiating a Memorandum of Understanding (MoU) with Airservices to ensure the APF can negotiate Airspace issues. This will hopefully ensure there are no surprises developing without APF active participation.

An interesting statistic to put airspace issues in perspective between skydiving and passenger traffic: Airservices Australia manage airline traffic in Australia that carry 140 million passengers and APF affiliates carried around 140,000 tandems last year.

Keep flying and jumping safely.

Grahame Hill
Director - Aircraft Operations



APF contacts



[APF OFFICE]

PO Box 1440 Springwood QLD 4127
Ph: 07 3457 0100
Fax: 07 3457 0150
Email: apf@apf.asn.au
Web: www.apf.asn.au

APF National Office - Ph: 07 3457 0100 Fax: 07 3457 0150

Chief Executive Officer Brad Turner	ceo@apf.asn.au
Operations & Compliance Manager Shane Pieschel	operations@apf.asn.au
Technical Officer Kim Hardwick	technical@apf.asn.au
Manager Safety & Training Richard McCooey	training@apf.asn.au
Accounts Officer Craig Perrin	accounts@apf.asn.au
Development Officer Rob Libeau	development@apf.asn.au
Executive Assistant Jenny Larkin	jenny.larkin@apf.asn.au
Office Administrative Assistants Julie Singh, Sandra Jappe, Lisa Braxton	
National Coach Brad Turner	nationalcoach@apf.asn.au
Project Development John Meara	john.meara@apf.asn.au
Trauma Counselling Officer Brad Turner	ceo@apf.asn.au

[OFFICE BEARERS]

President Dave Smith	0419 464 112	drs275@gmail.com
Board Chairperson Jack Cross	0418 774 163	xjac@bigpond.net.au
Secretary & Public Officer Neil Fergie	0401 736 920	neilandsharan@fergiefamily.com

[BOARD MEMBERS]

South Queensland Jason Cook Bruce Towers	0407 756 540 0418 317 648	cookie@flycookie.com brucetowers62@gmail.com
New South Wales Grahame Hill Mark Szulmayer	0419 722 577 0414 684 740	hihilly@optusnet.com.au mszulmayer@hotmail.com
Victoria/Tasmania Carsten Boeving Matt Hill	0401 145 489 0413 303 635	carsten.boeving@gmail.com mayday1@gmail.com
South Australia Allan Gray	0411 875 867	info@adelaideskydiving.com.au
Western Australia Graham Cook	0418 934 535	sthrnsky@inet.net.au
Northern Territory Trevor Collins	0401 118 203	trevor.collins@bigpond.com
North Queensland Jack Cross Des Ewing	0418 774 163 0402 156 139	xjac@bigpond.net.au dezewing@hotmail.com
A.C.T. Neil Fergie	0401 736 920	neilandsharan@fergiefamily.com

[TECHNICAL DIRECTORS]

Safety Gary Myers	0437 458 500	safety@apf.asn.au
Instructors Ralf Jaeger	0412 978 240	instructors@apf.asn.au
Aircraft Operations Grahame Hill	0419 722 577	aircraft@apf.asn.au
Rigging Brett Newman	0400 011 331	rigging@apf.asn.au
Competition & Sport Development Craig Bennett	0409 033 668	competitions@apf.asn.au
Judging Lindy Rochow-Williams	0427 452 766	judge@apf.asn.au

AUSTRALIAN SKYDIVING NATIONALS 2014

- YORK, WESTERN AUSTRALIA -

JUST ANNOUNCED!
This year's Meet Director:
4-time World Champion
ROOK NELSON

\$100
REGISTRATION
- FOR ONE OR MORE EVENTS -

EXCLUSIVE TRAINING DEALS

- **ACCURACY** - Classic Accuracy & Sport Accuracy
- **ARTISTIC EVENTS** - Freestyle & Freeflying
- **FORMATION SKYDIVING** - 4 Way & 8 Way Inter & Open, 16 Way
- **VERTICAL FORMATION SKYDIVING** - 2 Way Inter & 4 Way Adv & Open
- **CANOPY FORMATION** - 2 Way Sequential, 4 Way Sequential, 4 Way Rotations
- **CANOPY PILOTING** ➤ **WINGSUITING** (Trial Event) ➤ **10 WAY SPEED**



Visit
www.skydive.com.au/2014nationals
for more information!

Skydive the Beach
AND BEYOND

YORK, WESTERN AUSTRALIA - WEDNESDAY 16TH APRIL - MONDAY 21ST 2014

SUPERIOR SURVIVAL STORY

By Holly Kelsey-Henry

Gary Androsky, whose family owns Skydive Superior in Superior, Wisconsin, USA had just left the airport to go home and get his daughter when his cell phone lit up.

It was the end of a perfect November day and Androsky had driven away from the drop zone as a Cessna 185, following a Cessna 182 took to the sky on a Tracking dive fun jump with nine experienced jumpers and two pilots onboard.

In the short time he was away, the two single-engine aircraft carrying the skydivers collided 12,000ft above the drop zone sending one plane plummeting to earth in flames.

Androsky's phone kept lighting up with call after call. He heard sirens.

"People were calling me – friends, family – and asking me what was going on and I quit answering because I was waiting for the call that would tell me what was going on," he said. "I left my daughter at home, got in the car and headed back to the airport."

Mike Robinson, 64, of Duluth, Minnesota is an Accelerated Freefall instructor and was one of four jumpers in the lead aircraft. All four were outside the door on the step ready to leap when the trailing plane collided with their aircraft. It is still unclear what happened, and the incident is under investigation by the FAA. According to Robinson, the wings on his aircraft separated and the fuselage caught fire, and all four jumpers immediately leapt to safety.

The pilot had on an emergency parachute and was able to get out of the damaged aircraft, although he suffered cuts to his hands and face.

The other aircraft, a Cessna 185 with five jumpers and a pilot on board, went into a steep dive, Robinson said. Three jumpers had been on the step on the aircraft's exterior, and two were able to jump immediately, but the third was pinned to the outside, he said. Eventually that person was able to leap, and two others inside also jumped. The pilot was able to pull out of the dive after losing several thousand feet and remarkably, landed the damaged aircraft safely, Robinson said.

By the time Androsky arrived back at the airport he knew everyone was OK. He was greeted by several of the jumpers who were standing outside smoking cigarettes. In his typical casual humour, Androsky noted: "I leave you guys alone for five minutes and look what happens."

Following this brief moment of levity, Robinson and Androsky spent the next several hours calming nerves, answering dozens of media inquiries and talking to emergency response representatives.

When the dust settled, they bought beer.

"We all just kind of sat around reliving the experience, getting our emotions out and hanging out together," Androsky said.

That's when one of the jumpers, a Skydive Superior instructor, Barry Sinex, came up with an idea that would ultimately plunge the group into an international spotlight and allow the business to formulate a plan to replace at least one of the planes that had been destroyed (the planes were not insured).

"He suggested we sell the footage we had captured on our helmet cams," Robinson explained. "And initially I hated the idea. I think I actually said 'F... No!' I felt like it was disrespectful to jumpers in other parts of the world who hadn't survived such accidents."

By 6 a.m. the next morning however, Androsky and Robinson had started to warm to the idea.

"NBC called," Androsky explained. And then ABC, followed by a string of other representatives for

network notables such as Anderson Cooper and Howard Stern.

By 7 p.m. that night, the jumpers, Androsky, several family members and an attorney were on a flight to New York City – a trip arranged by NBC.

The pilot of their commercial flight announced there were celebrities on board and sent the drink cart back to their section of the plane. In New York they were greeted by limos from NBC. Eventually they signed a \$100,000 deal with the network, allowing them two weeks of exclusive footage of the near death footage.

"It was surreal," Robinson recalls. "We kind of went from ordinary life to extraordinary."

The whirlwind was not without a price however. The Washington Post quickly accused NBC and the jumpers of "checkbook journalism."

Robinson defended the deal, claiming they were never not going to talk to the media. "We were selling the footage that belonged to the people who captured it," he said. "Right from the beginning we talked to any media that contacted us and we were completely transparent and accommodating. These are two different issues. We weren't selling our story, we were selling the footage."

Robinson also noted the ordeal and ensuing fame was somewhat difficult on family members. His wife, Kelly, was

on vacation when the accident happened and she was later flown to New York to be with him.

"It was difficult," Kelly recalled. "All I wanted was to hug him and know he was alright and he was so busy talking to the media and taking care of the business at hand that I kind of had to stand back. I fell in love with him for his honesty, integrity and dignity and so I did recognise that he had to take the time to display these characteristics during this difficult time."

Eventually everyone was able to catch their breath and regroup.

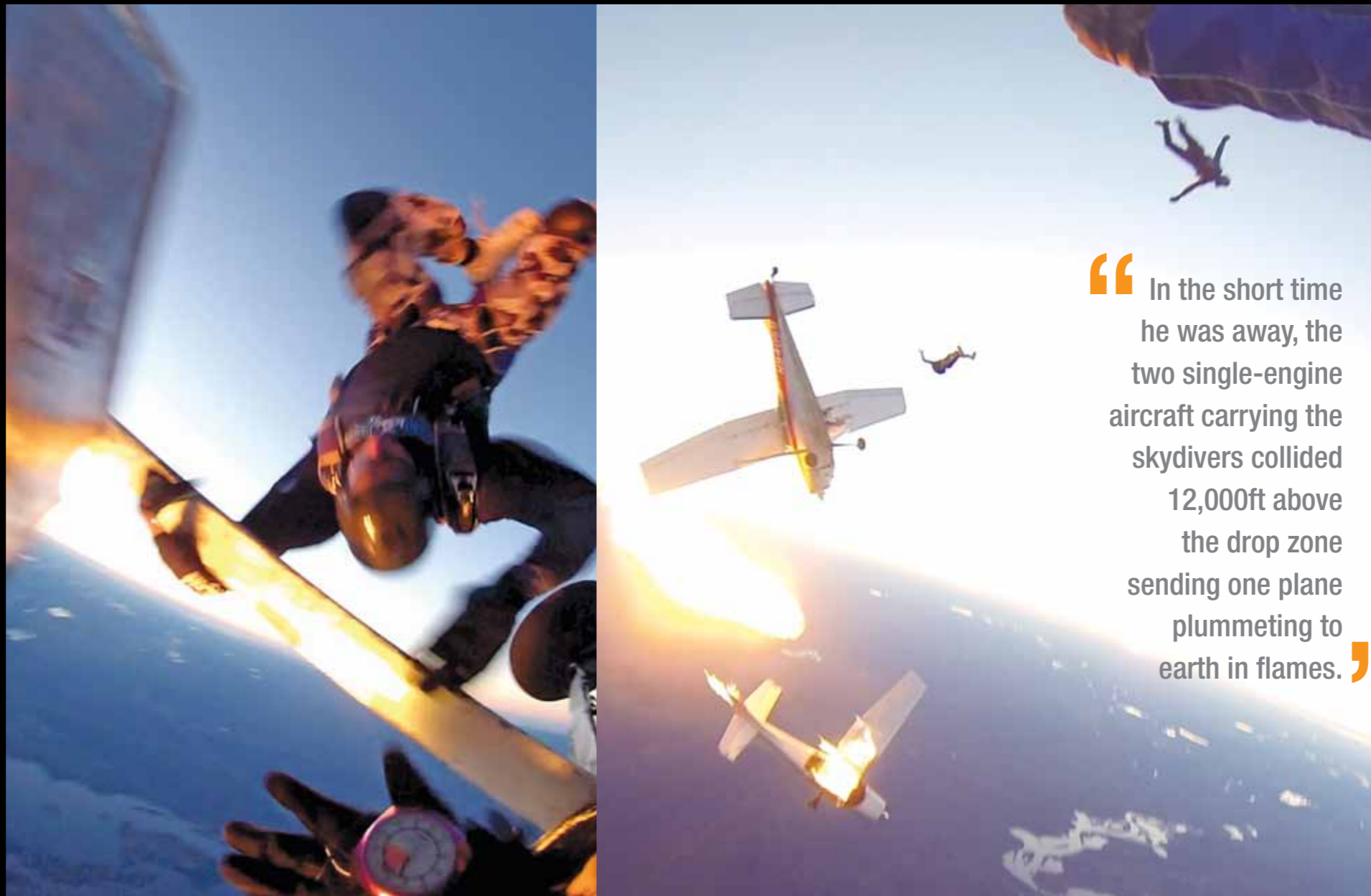
"Skydivers are a family," Robinson said. "There were members of our Skydive Superior family who weren't there that day and they worried about us. It was hard for them too."

He noted that all of that family is a lot closer than before the accident.

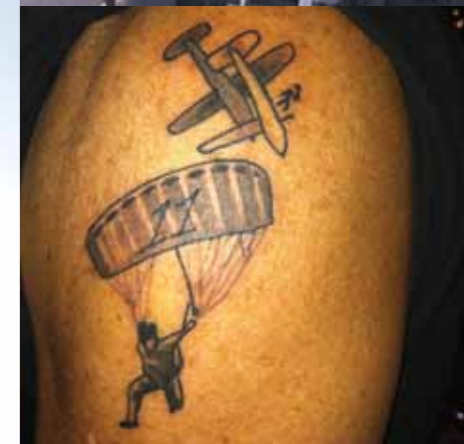
Today, all of the Miracle 11 agree they will jump again, and plans are underway to purchase the new aircraft.

"It's what we do," Robinson says. "We need to jump again together. We're sort of bonded for life."

For more information on Skydive Superior visit skydivesuperior.com.



“ In the short time he was away, the two single-engine aircraft carrying the skydivers collided 12,000ft above the drop zone sending one plane plummeting to earth in flames. ”



About the Author

Holly Kelsey-Henry is a writer who lives in Wisconsin, is a former colleague of Androsky's and once jumped tandem at Skydive Superior, where she left the plane kicking and screaming. She will not be jumping again. She is a former resident of Grafton NSW, where she worked for Australian Provincial Newspapers.



2014 APF

SYMPOSIUM FOCUS

Growth and Development

WHEN

Tuesday 27th, Wednesday 28th & Thursday 29th May

WHERE

Penrith Panthers Leagues Club
Mulgoa Road, Penrith, NSW



KEYNOTE SPEAKER

James La Barrie, (former GM of Skydive Carolina),
Beyond Marketing

REGISTRATION

Early Bird Ticket Prices -
Normal rate -

ACCOMMODATION

Accommodation for APF delegates start at \$139
at the Chifley Hotel Penrith

- Fantastic Trade Show
- iFly Indoor Skydive Excursions
- Exciting and informative presentations and workshops
- Plenty of give always
- CI Forum
- Safety, rigging, cutting edge parachuting developments

Come to this year's APF Symposium and have a say,
listen to industry experts and be a part of the new growth!

www.apf.com.au

NATIONAL SYMPOSIUM

NO STRETCH there I was...



?????????????
??



QLD & NTH QLD

HEAD DOWN RECORD WIN

By Issy Dore
Photos by Jason Kum

A Vertical Freely weekend was planned and coach Erica Tadokoro was booked when the light bulb moment came. What if we try for a record?

After some research it was discovered that there was no standing Head Down record for North Queensland or Queensland. So, the crew at Far North Freefall thought we would rise to the challenge and get it done.

Judge Faye Cox was enlisted, and the call was put out to jumpers far and wide... Come and join in! A few of our best freeflyers were off with injury or unable to attend due to work commitments. Still, we had a good roll-up of experienced jumpers with a few new flyers, fresh from getting their Freefly Crests signed off.

Warm-up jumps were done the weekend before and then three days of Freely action. On Friday we did 4-ways to get everyone current, followed by 8-ways the next day. There were a few hilarious moments where JJJ got the new name of Trolleyboy. He'd sneak up behind an unsuspecting flyer and pop in behind them so they were sitting on him in Freefall, wondering about the new armchair they had just landed on!

People had come from far and wide. Bec Scott making it from Africa, Tristan and JJJ making an eight-hour drive from Mackay and Airlie. Others came from Cairns, Port Douglas and Townsville; even Peter Wilson, Adam Long and Cath Comyns from Sydney. Sunday was Record day.

We started all eager with a 12-way. Had a couple of tries before breaking it back to a 9-way. After a couple of tries at that we did a total re-engineer to a 10-way. We got it first try but didn't have a judge-able photo. So up we went and did it again. A new 10-way North Queensland and Queensland State Record!

We still had more daylight and I was keen to try and add some more, but the mother of all storms raced in and drenched the whole place. Ronnie's Boogie tent was ripped to shreds and anything not packed away was drenched. The gods had decided there was to be no more Record attempts this day.

Big thank you to the APF Sports Development Fund for sponsoring our Coaches and Judges; and the North Queensland Parachute Council for sponsoring the slots for Coaches and Camera.

Faye Cox did a great job judging, Erica Tadokoro did a great job coaching and Adam Long did an awesome job as Coach/Camera/Base Anchor.

We received a great amount of media attention. It seems if you mention the word, "Record", the reporters come from far and wide. It was covered in both print and mainstream news that went Nationally. The highlight was seeing the Sunrise interview with Wade Atkinson and Jonas Luetke. They both said it was the most nerve-racking thing they had ever done! Jumping out of planes is the easy part it seems.

A huge shout-out to all the club members who helped make the weekend a success. To all the participants, Great Weekend, you all rock! Look out for this event next year and put it in your diaries for 16 October 2014. Lets make it bigger!



Erica Tadokoro, Rebecca Scott, Cath Comyns and Jonas.

Photo by Issy Dore

RECORD



PARTICIPANTS

- ▲ Adam Long
- ▲ Issy Dore
- ▲ Rebecca Scott
- ▲ Craig Mckernan
- ▲ Stewart Kemp-Strop
- ▲ Wade Atkinson
- ▲ Erica Tadokoro
- ▲ Cath Comyns
- ▲ Austin Lawson
- ▲ Peter Wilson



CAMERA - Jason Kum





W.A. STATE VERTICAL RECORD

4 January 2014

Wow... I've been on much bigger-ways than this... but I tell you, the anticipation was just the same on that first flight to height. It was awesome to be a part of this with everyone and share in the group experience. This is what Big-ways are all about – no matter what size they are.

Yeah, so the first jump was a shemozzle... a dog's breakfast. But that happens. Now everyone has a laugh, clears the nerves and we go do it properly. What an amazing improvement with jump number two. Then, almost there with jump number three – only just missing the timing of people being on or off grips; and then jump four was a treat... Boom! Nicely built 13-way flying pretty quietly and held for several seconds – State Record in the bag! Lucky we had fourteen camera angles to look at it from too! Haha... GoPro mania!



THE FLYERS

- ▲ Adam Long
- ▲ Kieren James
- ▲ James Garnaut
- ▲ John Brown
- ▲ Tina Muddle
- ▲ James Nowland
- ▲ Ryan Ferguson
- ▲ Bevan Horgan
- ▲ Derick Massey
- ▲ Keith Watson
- ▲ Chris Jones
- ▲ Paul Jones
- ▲ Sean Haysom

VERTICAL



RECORD

CAMERA: Giuseppe Lauriola

I've got to say I'm so proud to be a part of the W.A. Freefly movement and super stoked at the clear progression. Just a few years ago this achievement would've been impossible and many of these flyers had yet to start their B-Rel's. Our first State Record attempt was back in Easter 2011 with a successful 7-way, which then failed due to the percentage rule (two interstates and only five W.A. based flyers). In December 2012 we set an official 9-way (all-W.A.) and now just over 12 months later we have increased that to a 13-way – made up of 12 W.A. based flyers! What next? Yep... with some notable absences (you know who you are) there is already talk of getting this to an all-W.A. 20-way – perhaps as early as the next Sundowner event in November this year.

So massive thanks to all involved: The participants, our camera flyer (Giuseppe), our guest coach (Longy), our Judge (Kelly Seal), the W.A. State Parachute Council and, of course, Bowie, Tim, Tom and all the fantastic crew at Skydive The Beach and Beyond York. Without their generous support these events and achievements become impossible.

Next stop... warm ups, selections and then the Aussie Record in April – which up to ten W.A. flyers are looking at being on. Go W.A. Freefly... Go Aussie Freefly! Running hard!

"What an excellent weekend. I was so happy to get over to W.A. again and fly with this crew of old and new friends. I must say I was blown away by everyone's skill level and how quickly they have progressed. It was inspiring to see all the personal wins from jump to jump and doubly inspiring that we managed to nail a new State Record in just four jumps – involving everyone on the camp. Well done W.A. You guys and girls are all killing it! Can't wait to come back over again and go even bigger next time; but first I look forward to seeing most of you again soon on the National Record in April. Big thanks to Skydive the Beach and Beyond York for sponsoring the event; and for all the hospitality from everyone involved." Longy



what's your style?

SKYART



Icarus
SKY-ART

Daedalus
PROJECT

NZAEROSPORTS.COM
+64 9 360 0045
skyart@nzaerosports.com
facebook.com/nzaerosports

we make

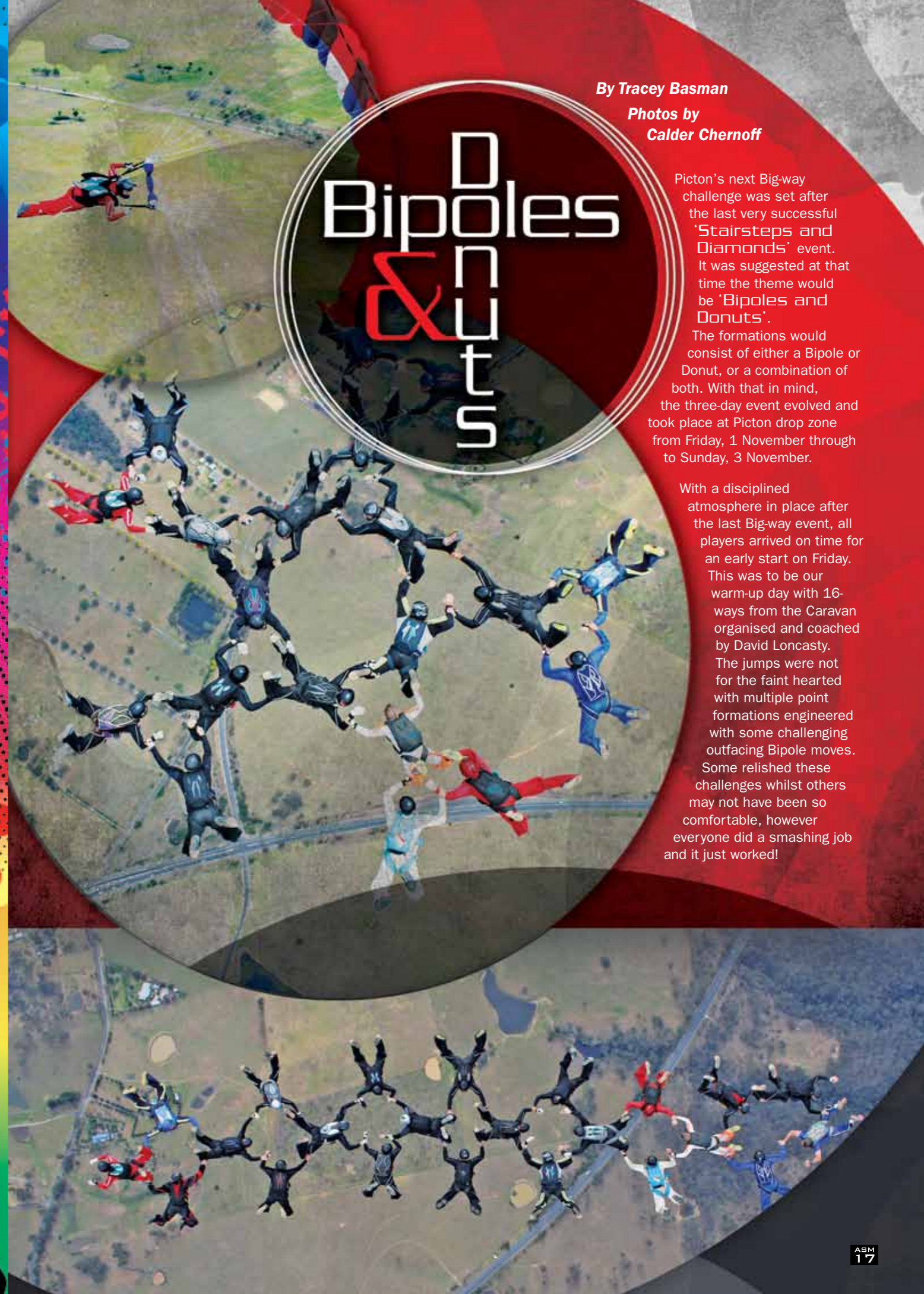
REACTION

By Tracey Basman
Photos by
Calder Chernoff

Bipoles & Donuts

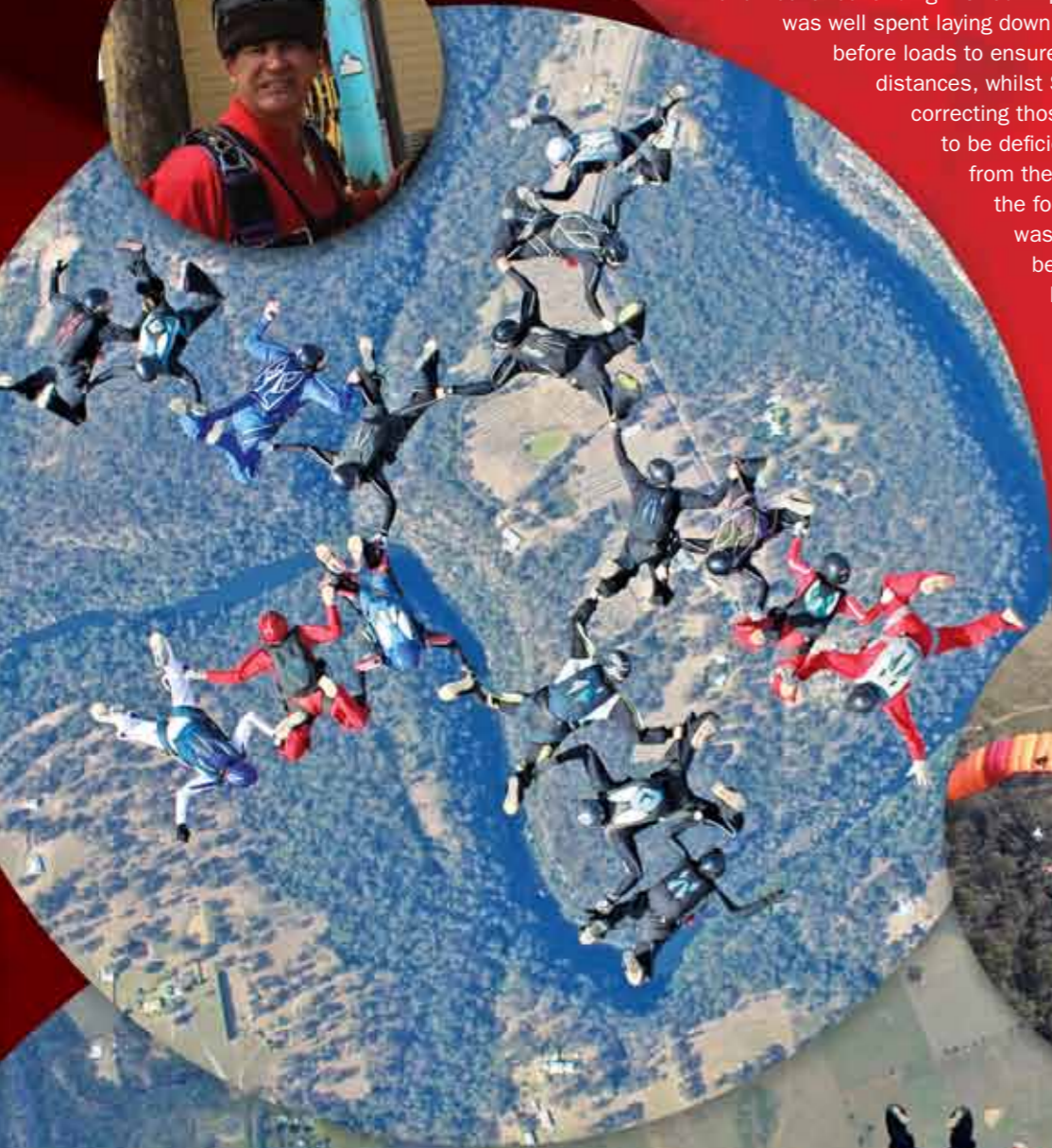
Picton's next Big-way challenge was set after the last very successful 'Stairsteps and Diamonds' event. It was suggested at that time the theme would be 'Bipoles and Donuts'. The formations would consist of either a Bipole or Donut, or a combination of both. With that in mind, the three-day event evolved and took place at Picton drop zone from Friday, 1 November through to Sunday, 3 November.

With a disciplined atmosphere in place after the last Big-way event, all players arrived on time for an early start on Friday. This was to be our warm-up day with 16-ways from the Caravan organised and coached by David Loncasty. The jumps were not for the faint hearted with multiple point formations engineered with some challenging outfacing Bipole moves. Some relished these challenges whilst others may not have been so comfortable, however everyone did a smashing job and it just worked!





Saturday was the passing of the coaching baton from Dave to Simone Bambach. These were Formation loads from the Caravan and Beaver continuing with our Bipole and Donut theme. Time was well spent laying down the formations on the grass before loads to ensure we had correct angles and distances, whilst Simone lorted over us all correcting those bodies and limbs seen to be deficient. Some excellent flying from the pilots of both planes meant the formations built quickly. There was some healthy competition between the Caravan plane Divers and the Beaver plane Floaters to see who could make it to their slot the fastest. I believe the Beaver load actually won that game maybe once or twice...



Smiles all round were the tell-tale signs of another successful Big-way event orchestrated by the famous Big-way Trio: David Loncasty, Simone Bambach and Jonny Mac.



With a looming bad forecast on Sunday, the team decided to get in an early start for our third day, much to the shock and horror of some. We did manage two really fun loads before the winds hit the ground and closed the drop zone for the day.

Smiles all round were the tell-tale signs of another successful Big-way event orchestrated by the famous Big-way Trio: David Loncasty, Simone Bambach and Jonny Mac. We had some out-of-towners to join in again (Thanks Ben and Andy). We welcome more jumpers from other States to join our Big-way group in the near future as we gear up with more Intermediate and Big-way Events leading up to the Aussie Big-way Record Attempt in May 2015.

If you are interested to participate in these Big-way events, please ensure you drop me a line at traceybasman@hotmail.com so we can add your name to our Big-way mailing list.

For more information regarding the Australian Record Attempt in May 2015, visit

<http://www.aussiebigways.com/>

VORTEX ... because it's amongst the best ...
www.parachutesystems.co.za



Aussie dealer Motzi at Ramblers D.Z.
0488 008 083 • info@parageardoctor.com.au



SKYDIVE OZ

CARAVAN ON THE COAST II

SUN + SURF

+ SKYDING =

GOOD TIMES...

**HANG ON, THAT
SOUNDS LIKE HOW
LAST YEAR'S
ARTICLE
STARTED, ONLY
BIGGER - THAT'S
BECAUSE IT
WAS JUST AS
AWESOME...
ONLY
BIGGER!**

By Jules McConnel and Angry Bird Vento

The Skydive Oz crew had been busy moving from the Aero Club into their purpose built hangar on Christmas Eve and what a difference the space made to the atmosphere of the Boogie! There was room enough for everyone to pack, brief, debrief, dirt dive, eat, drink and be merry.

Jon de Wet looked after the freeflyers running sick Angles and Head Down groups, Cliff Wilson ran 'ungles' going 'oot of' or 'oonder' the plane, Mark 'Stretch' Szulmayer catered for the flat flyers smashing out loads of Star Crests and other fun ways, and Jules McConnel critiqued landings and did some one-on-one canopy jumps and a bit of CRW until traffic got in the way! Casey Butler was too busy throwing drogues so got Jai Campion in to take over guiding the wingsuiters and get some first timers in the air too.

During the one-week Boogie, we counted 150 registered skydivers, 1,600+ jumps from 129 loads, along with over 100 tandems. It got so busy by New Year's Eve that Johnny Mac came to the rescue bringing the Beaver down from Sydney (flashbacks from 2012's Cresco on the Coast II).

Imagine that massive amount of skydivers, and at the same time AFF and B-Rel students trying to find their ways through the crowd. Thanks heaps to manifest for managing that big jungle, allowing the students to benefit in so many ways from all the experienced jumpers around them. Getting Star Crests together at any time could not have been easier. And hey, have you had Angry Bird or a bloke wearing a skirt on your Star Crest? Damn, you missed it.

SKYDIVE OZ

CARAVAN ON THE COAST II

Last load beach landings serenaded by motorised eskies full of beers were a huge hit and became the ultimate way to kick-off nightly festivities.

And then finally it happened: The old year decided to bid farewell and the hangar turned into a massive party zone. There could have been whole books written about, but: What happens in the hangar, stays in the hangar.

Anyhow, the "Tight Flight Coffee Van" turned out to be the perfect place for first-load-manifesters to enjoy their cappuccinos and legend egg-bacon-rolls while observing all-night-party-animals stumbling towards the showers and bunkrooms in the morning sun. Thanks for that, Smiley!

Perfect weather, heaps of good jumps with heaps of good people, a shiny new place and awesome party nights both in the hangar and at the campgrounds have shaped the memories of everybody who was lucky enough to find their way to the Boogie. Besides that, we are looking back on a week without any accidents or incidents. This is the proof that you can go mad and stay respectful at the same time, allowing everybody to have an enjoyable time!

Thanks heaps to Paul "Poo" Smith and all of the Skydive OZ staff for making all of this possible. After a multiple-day recovery they showed up at the drop zone again, still looking tired, but with bright smiles all over their faces.

So if you've missed it, you better start making your mind *now* where you want to spend your New Year's Eve 2014/15. Because one thing is sure: It will happen again! Maybe bigger... but hardly more awesome. Because there are things you can't top!



Thank You

- NSW Parachute Council
- APF Fiona McEachern Sport Development Funding
- Skydive The Beach for the Caravan
- Sydney Skydivers for the Beaver
- All the staff at Skydive Oz
- Coaches and Load Organisers
- Everyone who came to make it another epic event!



INDOOR 2ND BASE WORLD CUP

Tropical Islands Dome, Germany

THE WORLD'S BEST BASE JUMPERS PARTICIPATED AT THE 2ND INDOOR BASE WORLD CUP (IBWC) INSIDE THE TROPICAL ISLANDS DOME FROM 29 NOVEMBER TO 1 DECEMBER 2013. SIXTY JUMPERS FROM SIXTEEN NATIONS COMPETED IN THE ACCURACY LANDING CONTEST, PLUS MADE A WORLD RECORD BY JUMPING ONE AFTER THE OTHER FROM THE SAME PLATFORM.

From all over the World the top BASE jumpers were invited by the Tropical Island in Berlin, Germany to participate in an accuracy landing competition. The largest free-standing dome in the World was the ideal venue for indoor BASE jumping. Oliver Furrer, a Swiss competitor, explained the special challenges that the competitors faced at this event, "Jumping from the 96-meter height exit point means... you need really quick reactions. The parachute opens as soon as you jump off and afterwards you have to aim immediately for the landing zone. That is why this world-class competition is a kind of sprint discipline of BASE jumping!"

The landing zone was only six metres in diameter and located on the sandy beach next to a big water pool. First contact with the ground had to be made on a sensor measuring just fifteen centimetres across. Becoming a World Champion in this discipline required total precision.

On the first day of competition, nerves were jangled, even more than usual, as the participants jumped during the evening in a half light up dome. On the second day of competition, in the evening, the Grand Final jump took place. Two competitors from Germany, Klaus Renz and Tobi Scherrinsky, won the Indoor BASE Jump World Champion title after four rounds with the same score.

On Sunday, 1 December 2013 there was another highlight – all jumpers attempted a World Record together. For the first time indoor, 64 BASE jumpers jumped one after the other from the same platform!

During all three days of the competition, guests at Tropical Islands enjoyed the excitement and the drama of this top-class sporting event in the dome.



The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them. Note: The ASM may include BASE jumping, providing the APF does not appear to condone the activity.





OLD FART THROWS IN THE TOWEL

By Hoppa

On youngest son's fifteenth birthday he had a tandem, we felt a responsible adult should accompany him but his father did instead. The son eventually got over it, three weeks later the father signed up for the AFF course.

Over the next few months another two offspring: a son-in-law and a wife who claims to be scared of heights had tandems. That same scared wife has since had another out of the Box at Equinox.

As a result of this activity with its therapeutic effects, the family supported and encouraged participation and knew when a lob was due.

From exiting a Porter at 20,000ft and -26 degrees over the ice caped New Zealand southern alps to getting out of the Box on a sunset load in Darwin, golden sun setting one horizon, silver moon rising on the other; or stepping from a Caravan in the black of a still balmy night over the lights of Toogoolawah; perhaps a blink-of-an-eye ride to 14,000ft in the super Caravan with the Great Barrier Reef and croc infested creeks of Innisfail below – experiences that only this sport can offer.

Being able to remember the introduction of TV and the use of an audible to assist with height awareness meant loosing a frap hat with audible at Lake Kepit last May – a disaster. Then finding it a day later only to lose it again at Kempsey in July. Possibly falling into the jail whereby reducing its chance of return was the last straw.

A month off sixty, left the rig at the droppy to find a new owner. The wife admitting to being on the verge of tears. She admitted it.

The blue room will be greatly missed along with all the characters and a big thank you to whoever allows us to skydive.

“ Started jumping at 53 years of age at Coffs with the Hills and the Hill's Hoist. With a host of delinquents spent most annual holidays at Boogies and failed to see any violence – the closest being Handbrake being escorted off the droppy and commenting on my ageing wife's beauty – no one was offended but it made the wife's day. Thanks for the part ASM played over the years. ”
Hoppa

“ As a result of this activity with its therapeutic effects, the family supported and encouraged participation and knew when a lob was due. ”



nzskydivingschool.com
DIPLOMA IN COMMERCIAL SKYDIVING
PROGRESSIVE PROVEN FUN
Pudding Hill

Jump at the finest Drop Zone in NZ – only 1hr from Christchurch Int Airport.
• Cessna Caravan
• Camping & 3 star accomodation on site

downward trend advert to do

Champagne, Heels & SkyArt

NZ Aerosports No Limits SkyArt Competition Uncut

By Shannon Seyb, NZ Aerosports

When we ran our second infamous SkyArt Competition on facebook last year, we knew exactly what we were in for: a ton of hot designs, some x-rated canopy artwork and lots of debate about which one should win.

This time we had a twist on the competition. No longer are there limits on what people could think up. No rules to follow on the artwork itself. Now that we can print on the canopy's lower surface, pretty much anything goes.

Twelve weeks, nine facebook albums and 777 entries later we once again had pictures of canopies all over the factory, the facebook page was swamped with designs and we loved what we'd got ourselves into.

With even more possibilities, the ideas people sent in were limitless! From Grumpy Cats and Grandma, sunsets and butterflies, to comic book cartoons and boobs, all were welcomed into our Facebook photos albums! There was 'Where's Wally' by Nicolas Papadakis, 'Eye Test' by Mike Burdon and 'Tropical Madness' by Holly Kilham! Flowers, skulls, a phoenix, a VW comby van, boardie designs, Angry Birds and even Petter Jonsson made an appearance!

Aussie Duncan 'Weasel' Mcleod deserves a special mention for his entry of himself posing suggestively on a beach – a design that made the boys cringe, the girls laugh and prompted us to print it on a slider just for him!

We were so impressed by all the hard work and effort that had been put in we decided to take it one step further and hold our very own SkyArt Exhibition featuring the artwork we'd received.

We'd never held an exhibition before but we think the result turned out pretty epic! Our local skydivers, mates, media and even a politician scrubbed up well into black tie and joined us to drink champagne (and Heineken) on the night. Everyone was impressed by the classy (and not so classy) masterpieces people sent in! Our guest judge New Zealand artist and our mate, Mark Olsen, attended to announce our winners.



Champagne, Heels & SkyArt

NZ Aerosports No Limits SkyArt Competition Uncut

'Wings' by Jennifer Manduffie met our criteria in LOADS of different ways! We wanted to show off our printing capabilities, so the fact that this design couldn't have been cut out and sewn on was a definite plus. Close up it's intricate and beautiful, and from a distance it's bold, simple and colourful – a perfect design for on a canopy.

Our first runner-up 'In Her Dreams' by Romain Cusset stood out and showed artistic prowess, and we loved its elegance. Our second runner-up 'Icarus Wave' by Carlyn Burczyk was a graphical masterpiece that exploded with colour – we couldn't pass it up for a prize!

Both our runner-ups' SkyArt canopies are flying somewhere in the world with their happy owners, and Jen's will be put in production on completion of her AFF!

What design would YOU have?

For inspiration, check out our SkyArt album: www.nzaerosports.com/gallery/sky-art-canopies

For more info or to order your own contact me directly: Shannon@nzaerosports.com



WINNER



"Wings"
by Jennifer Manduffie

SECOND



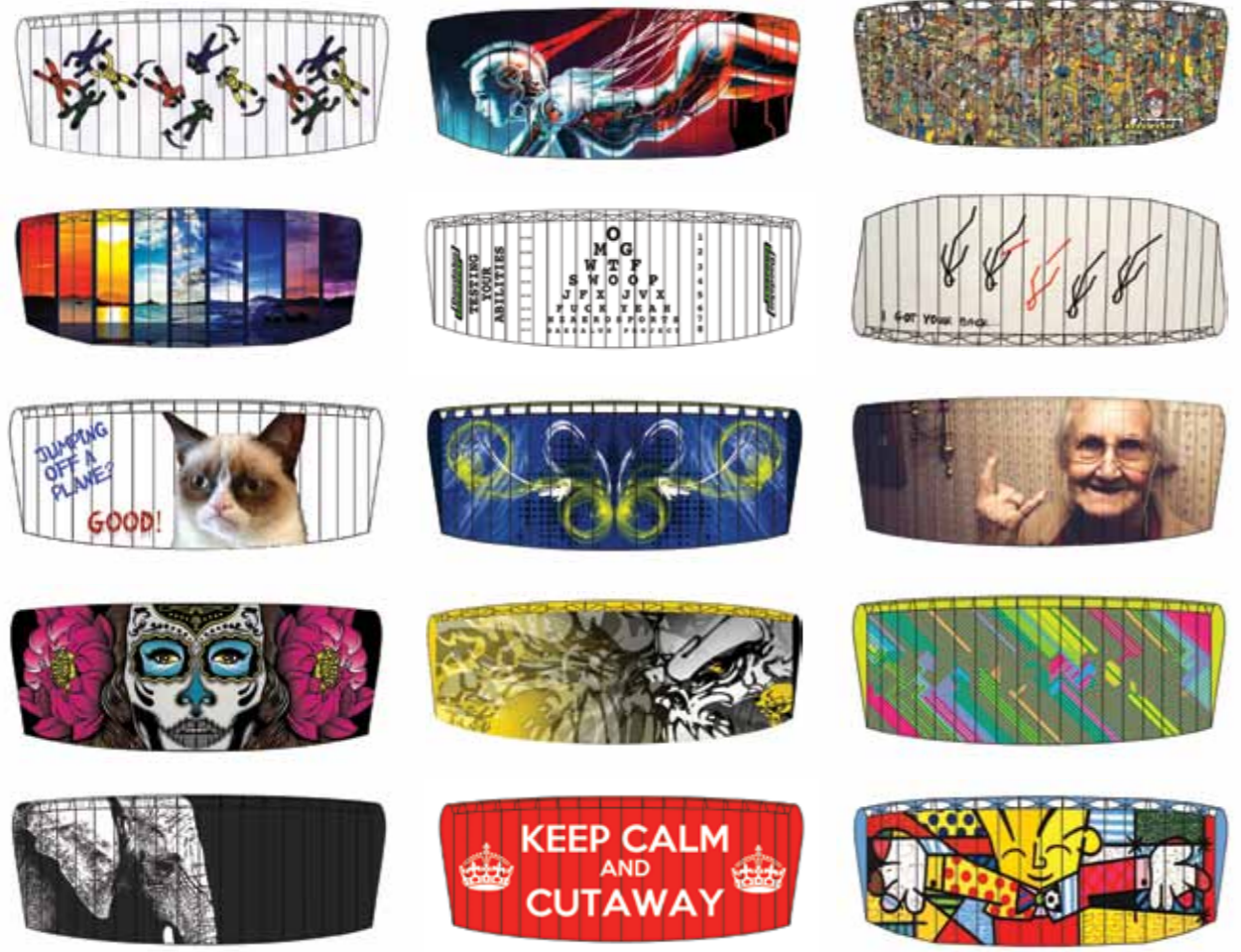
"In Her Dreams"
by Romain Cusset

THIRD



"Icarus Wave"
by Carlyn Burczyk

GREAT ENTRIES



TOP ENTRIES



Style & Performance



LB Viso II ELASTIC WRIST MOUNTS IN COLORS



Flight Performance

WWW.L-AND-B.DK



"Scatty"
Kim Hopwood
"Special J"
Jenny Gordon
Wayne Jones (vid)



Flowfly Freestyle Team



We came together as a team about six months before the 2013 Nationals. Then the more we trained, the more we realised how much fun Freestyle is.

Why 2-way Freestyle?

The past few years a trend towards dynamic 4-way in the tunnel has surfaced, and we are totally drawn to it. We did a Dynamic camp in Singapore with Kristian Moxnes, Mike Carpenter and Matt Hill, which really boosted our skill level. We are enjoying the challenge of making up stuff and seeing if we can actually do it.

What are your goals for the upcoming Nationals?

This year we wanted our free routine to be much tighter and more flowing. We'll be happy with ourselves if we keep our routine clean and looking good. We are still including difficult moves, but have steered away from anything that hasn't felt natural. We would also like to get the opportunity to represent Australia at the World Meet in Prostějov, Czech Republic, in August this year.

Any hints about your free routine?

We love flying angles and it's always a common theme in our free routine, so you'll definitely see some of that. However, we are trying to add a twist to the usual Angle flying we jump day-to-day by mixing up Angle and Vertical many times throughout the routine. Ha! Hope we're not giving away too much already!

What else is coming up?

In between training we've also got the Australian Record coming up, just before Farm. So we've been busy with skills camps and soon-to-be selection camps. Of course, the Nationals are coming up and rumour is there are a few more teams running Open Freestyle, so we are really looking forward to the competition.



COMFORT & CONFIDENCE



The Stabilized Lateral System (S.L.S.) is a new option available on the Javelin Odyssey at no charge.

This new design keeps the rig against your back, regardless of your body position.

The new independent lateral pad provides greater comfort, especially under canopy.



Contact your local Sun Path dealer for more information.



"My new Javelin Odyssey S.L.S. is the most comfortable container that I have ever jumped. The harness holds on to me perfectly!"

Kirk Verner
Multi-time national and world champion.
Founding member of Arizona Airspeed.

"When I jump my Javelin Odyssey S.L.S. I have never felt more confident, comfortable and safe in the sky!"

Melanie Curtis
Skydiving and life coach and Women's Vertical World Record holder.

"I love this rig, it simply does not move regardless of my body position. AND it's even more comfortable under canopy!"

Billy Schmitz
Freefall photographer and world champion camera flyer for Arizona Airspeed.

Javelin Odyssey X

JAVELIN Odyssey

S.L.S.
STABILIZED LATERAL SYSTEM



404 W Edinborough Ave, Roanoke, NC, 28376, USA
Tel: 1-910-875-9002 • www.sunpath.com



63-WAY WOMENS VERTICAL WORLD RECORD SKYDIVE ARIZONA

By Jenny Gordon
Photos by Norman Kent and Jason Peters

The Women's Vertical World Record was held in Eloy this year and there was an impressive Australian contingent. We had nine Aussies rocking up or ten if you include Marie Sjödin (Lady Viking) from Sweden, who was staying in the Aussie household – or the Party Household, as it was quickly known.

The day before the official warm-ups, Cath Comyns and Erica Tadokoro managed to get the Aussie chicks' slots practicing with the record Base. When the Base started having issues building, well, it was only the first day, we started to split up and spread our wings. Interestingly, Kim 'Scatty' Hopwood ended up organising some practice jumps which some of the girls joined. This first day was really the opportunity to brush off those cobwebs, because when the two warm-up days started, it was all about showing what you had.



Photo by Wade Baird

With multiple Jenny's and even another Jenny G, I ended up taking ownership of my new nickname "Special J" to help out the organisers. On the two warm-up days, the organisers were trying to move as many people around as possible to get an idea of everyone's skill set. Cath even had to go in the Base one day, much to her shock. The warm-up days were definitely a time to make sure you flew strong and well because on the second warm-up day they were beginning to slot the Record. A little scare on the warm-ups – a collision between Norman Kent and one of the girls, resulting in a broken arm for her and a few broken ribs for Norman, was a solid reminder that safety is of utmost importance, especially when it's a busy sky.

Day 1 of the Record attempts saw everyone in higher spirits and was the beginning of the serious times coming as over 90 girls waited to hear the slot allocations for the first Record attempt: a 65-way. Five Aussie chicks were slotted in the first attempt, all of us touching in the formation. It's definitely advantageous to be familiar with the people you're docking on. These ended up being the slots we all had on the final Record. It's always good to get the first jump out of the way. Even though we always want to get the Record on the first jump, it doesn't usually work out that way. This first day saw four Record attempts going to 18,000ft with oxygen and with much learning and shuffling happening.

Record attempt Day 2 brought on another five Record attempts of which, towards the end of the day, we were certainly getting close. We started out the day going bigger: a 69-way. I really thought the last jump of the day was the one, I know I was ready to party, but I guess I'm always ready to party.

Day 3 was the final day. It was crunch time. We had to get the Record today. It was the third jump of the day that was the final 63-way Women's Vertical World Record. All the girls landed and kept watching the footage over and over. Everyone wanted to make sure that nobody was off the formation on that last frame. After what seemed like an eternity there was a whisper going around, leaked by one of the organisers, mentioning it might be the Record. As usual, the Judges took painfully long to judge it – but it's understandable, every person must be in their allocated slots for a Record to build. Finally, two of the three Judges came out and announced that it was indeed a Record and the room erupted. Amy said on the first day of warm-ups that there were no tears allowed – but, for some nothing could hold them back at this moment. It had been an exhausting five days of jumping but we'd finally made it. With five Australians making the Record it was a good representation: Erica Tadokoro, Cath Comyns, Shelly Williamson, Emma Merritt and myself, Special J. Needless to say, there was a pretty big party that night. I've added quite a few unique memories to the memory vault from that night, but that's where they stay – in the vault.



There was so much work put into this Record on so many fronts. There are so many people to thank that I'll just have to make a list:

- The Organisers! Amy Chmelecki, Sara Curtis, Steve Curtis, Domitille Kiger, Anna Moxnes, Melissa Nelson and Mike Carpenter for load organising all the husbands and boyfriends. The organisers had been working tirelessly every night watching footage, deciding what changes to make so that we could get the biggest Record possible.
- The Sponsors that made the raffle happen: Ouragan, Rigging Innovations, Icarus Canopies, Cypres, Cookie and Larsen & Brusgaard.
- All the awesome people who bought the tickets to support us chicks – sorry we didn't sell you the winning ticket, I was so sure we would.
- Our on-site support team:
 - After Hours Team Manager: Kim "Scatty" Hopwood
 - Daytime Manager: Jason Lane
 - Logistics Manager: Sharney Perrow
- Skydive Arizona: The Manifest staff were amazing. We even had 200-way Flat jumps happening at the same time.

So what's up next? Let's smash that Aussie Record before Farm, Teresa!

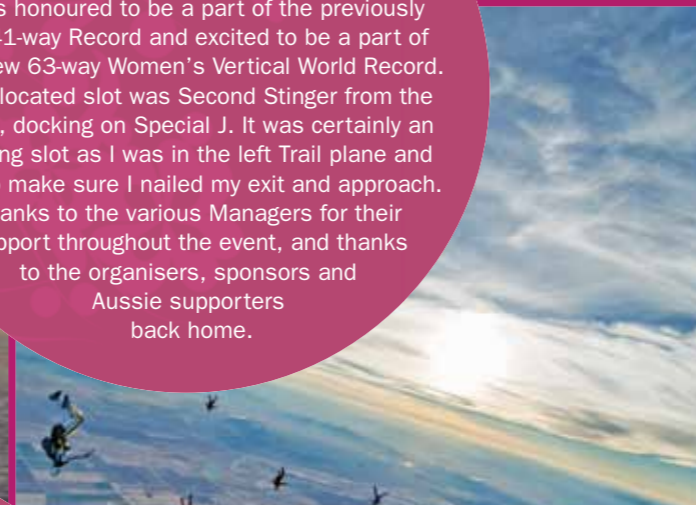




Second Stinger CATH COMYNS

I was honoured to be a part of the previously set 41-way Record and excited to be a part of this new 63-way Women's Vertical World Record. My allocated slot was Second Stinger from the Base, docking on Special J. It was certainly an exciting slot as I was in the left Trail plane and had to make sure I nailed my exit and approach.

Thanks to the various Managers for their support throughout the event, and thanks to the organisers, sponsors and Aussie supporters back home.



First Stinger on a Bridge SHELLY WILLIAMSON

My slot position on the World Record jump was as a First Stinger on a Bridge, which was formed between two separate pods of skydivers, who were attached to the 6-way Base.

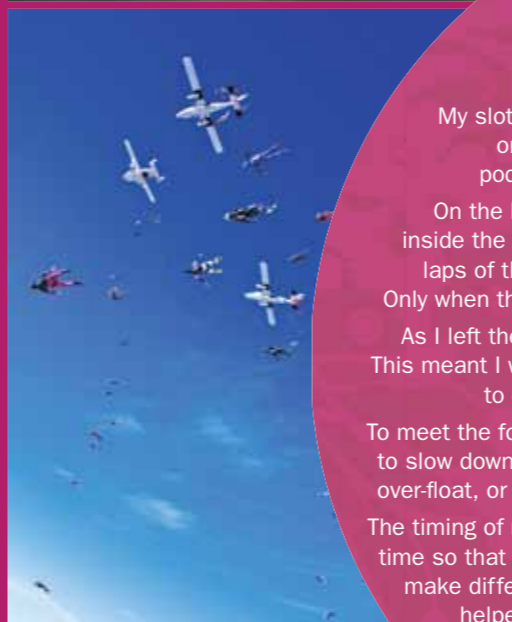
On the Record jump itself I was positioned in the right Trail plane, inside the aircraft. I could not see the formation, as I was sitting on the laps of the girls who were outside the plane hanging on to the rails. Only when they left could I dive out and for the first time see the formation.

As I left the plane blindly, I had to float up to the Base to get to my slot. This meant I would have to Trace across the sky, which is flying a steep angle to cover the distance created by having multiple planes.

To meet the formation, I had to float upwards by catching the wind on my back to slow down my vertical speed to meet the Base. I had to be mindful to not over-float, or pass the formation, as this would endanger the girls in the sky.

The timing of my arrival was essential. Stopping my forward speed at the right time so that I wouldn't Trace into the formation was a judgment call I had to make differently on each jump. The right mix of aggression and caution helped me to save time and help build the formation quickly.

After arriving at my slot, I had to be a head level higher than the person in front of me, which gave me the perception of looking down into the formation. This is in contrast to regular skydiving where head levels are always the same.



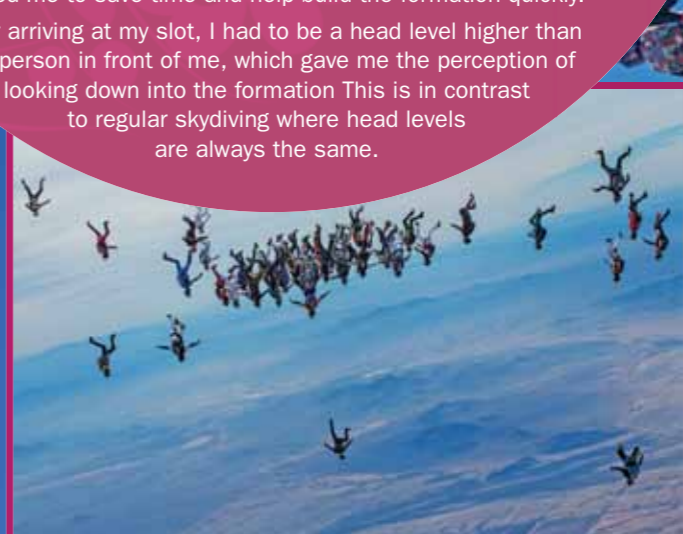
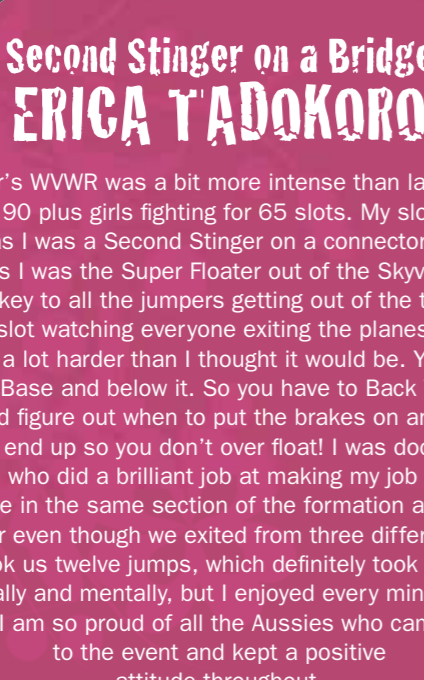
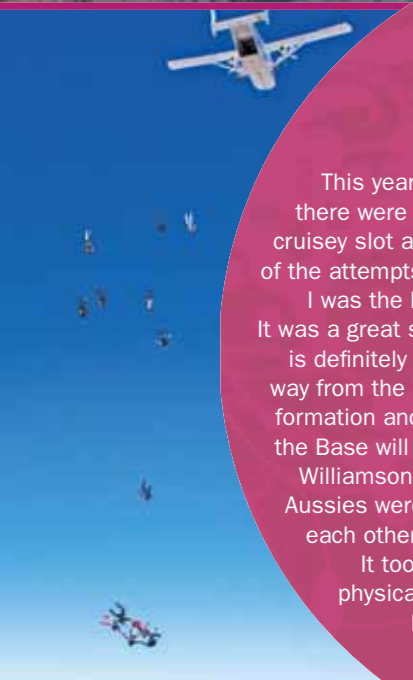
Second Stinger on a Bridge ERICA TADOKORO

This year's WWWR was a bit more intense than last year as there were 90 plus girls fighting for 65 slots. My slot was a very cruisy slot as I was a Second Stinger on a connector line. On a few of the attempts I was the Super Floater out of the Skyvan which meant I was the key to all the jumpers getting out of the trail planes.

It was a great slot watching everyone exiting the planes. Super Floating is definitely a lot harder than I thought it would be. You are a long way from the Base and below it. So you have to Back Track up to the formation and figure out when to put the brakes on and know where the Base will end up so you don't over float! I was docking on Shelly Williamson who did a brilliant job at making my job easy. All the Aussies were in the same section of the formation and docked on each other even though we exited from three different planes.

It took us twelve jumps, which definitely took its toll physically and mentally, but I enjoyed every minute of it.

I am so proud of all the Aussies who came to the event and kept a positive attitude throughout.





First Stinger SPECIAL J (JENNY) GORDON

My inspiration for the First Stinger slot was watching James Evered on the Australian 33-way Record in 2011. At the debriefs, I would watch him consistently fly on level to his slot, flying solidly before confidently taking his dock. This is the key to every Big-way. My first impressions of my slot were it would be in two main parts: high stress initially to get to the slot, then cruisey the rest of the jump while hanging out. How wrong I was.

It is still high stress initially to get to the slot. However, you tune into your slot soon after repeating it a few times and it becomes second nature. The most unexpected part of being First Stinger was my role after docking. This became a large part of the role. I began to think of myself not as a First Stinger, but as a Protector of the Base. Any break in the Base could implode the whole jump.

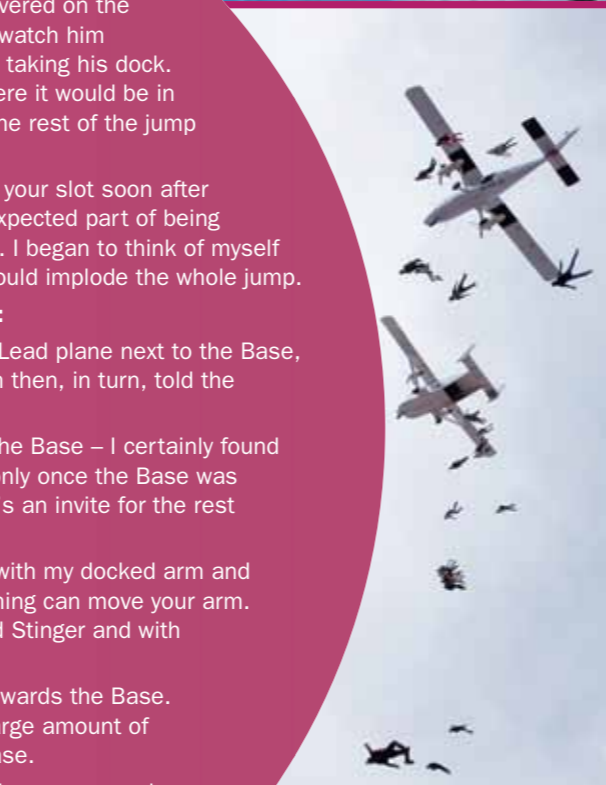
Every jump for me consisted of three main parts:

- 1. Exit count:** I was the person keying the Super Floater to exit. Being in the Lead plane next to the Base, my key (mirrored off Amy Chmelecki) kicked off the Super Floater, which then, in turn, told the Trail planes to exit – no Trail planes, no record.
- 2. Float and Dock:** Floating out of the Skyvan without getting too close to the Base – I certainly found out what 'too close' was when I almost lost a shoe. Then docking, but only once the Base was on heading. This is so important. Once the First Stingers are docked, it's an invite for the rest of the formation to build.
- 3. Protect the Base:** The most important part of the jump – to be light with my docked arm and to be super strong with my presented arm, so stubbornly strong that nothing can move your arm. I was lucky enough to have Cath Comyns docked on me as Second Stinger and with Emma Merritt close by as Bridge First Stinger.

On the first Record attempts I felt tremendous inward pressure towards the Base. Towards the end, once the formation was bigger, there was a large amount of outward pressure. Either way, I had to protect the Base.

A special mention goes to my cross partner, Donagene Jones, who was my rock throughout the Record. If it were possible, I would have stared her eyes to the back of her head. Without admitting too much, I did often take a sneak peak to Sara Curtis' face, who Dona was docked on, as she would often clearly mime, "speed up".

First Stinger is definitely an awesome slot, you're right in the action. I'd do it again at the drop of a helmet.



MAIN INGREDIENTS TO GETTING ON A WORLD RECORD

This list is by no means exhaustive. Over time, I'm sure I'll add more and more to it.

- **Luck:** This can go both ways – getting you on a record, or getting you out from one.
- **Patience:** There's a lot of waiting and listening involved. Don't be that guy or chick – last to a dirt dive or found not listening. Organisers notice.
- **Skill:** You want to be able to consistently do every type of slot in the formation. You never know when the organisers' eyes will cast over you in a video.
- **Practice, Practice, Practice:** Go to warm-up camps, ask questions, be willing to help.
- **Be known:** This is always hard to swallow and something I was reluctant to write about. The bottom line of it is, if you have all of the other points listed and the people that are slotting the Record don't know you, you might not get an opportunity to shine. This is where it's so important to go to warm-ups and be keen to show your skills and help out.
- **Fly Safe:** This can single handedly have you capped from Record attempts all together. Stick to basics – 180 and track, look where you're going.



REMINDER OF 50-WAY AUSSIE RECORD CALENDAR 2014

Dates for Skills Camps and Selection Camps have passed

TRAINING CAMP DATES

March 8 & 9: Barwon Heads, Toogoolawah
March 15 & 16: Picton

RECORD

April 2, 3 and 4



**63-WAY
WOMENS
VERTICAL
WORLD RECORD
SKYDIVE
ARIZONA**
ELOY



Catriona Adam	UK
Karlee Ayers	USA
Rebecca Baird	USA
Hermine Baker	USA
Stephanie Beeguer	Switzerland
Amy Benton	USA
Jonna Berghäll	Finland
Chazi Blacksher	USA
Elizabeth Boniface	UK
Melissa Zender	USA
Virginie Bouette	France
Morgaine Charman	Canada
Amy Chmelecki	USA
Chaovalai Chulasawan	USA
Catherine Comyns	Australia
Sara Curtis	Canada
Melanie Curtis	USA
Shannon D'Alessio	USA
Helene D'Astous	Canada
Amy Dannacher	USA
Emmanuelle Droneau	France
Heini Elo	Finland
Magali Folkner	Belgium
Danielle Ford	USA
Alana Fulvio	USA
Jennifer Gordon	Australia
Genevieve Guerin	Canada
Katie Hansen	USA
Sharon Har-Noy	Israel
Penelope Howe	USA
Anna Howerski	UK
Kelly Isenhoff	USA
Karine Joly	France
Donagene Jones	USA
Laura Kenyon	UK
Nancy Koreen	USA
Domitille Kriger	France
Louise Kristensen	Denmark
Milla Kuitunen	Finland
Karina Kuregian	USA
Jeanna Lee	USA
Yulia Luchko	Russia
Alyssa Manny	USA
Lisa Mazzetta	USA
Emma Merritt	Australia
Jessika Milligan	USA
Meili Modini	USA
Melissa Nelson	USA
Laura O'Dowd	USA
Cathrine O'Sullivan	USA
Melissa Pemberton	USA
Natalie Pitts	USA
Paula Rodriguez	Mexico
Marie Sjödin	Sweden
Valentina Solis Jorge	Mexico
Elizabeth Stoodley	UK
Erica Tadokoro	Australia
Monika Wittmer	Canada
Jessica Vander Schauw	USA
Laura Wagner	USA
Eva Walzel	Germany
Shelly Williamson	Australia
Kimberly Winslow	USA
Photographer	Jason Peters



PROXY BASE

LESS WEIGHT. LESS VOLUME. MORE PERFORMANCE.

STEP UP.
WE GOT YOUR BACK

WWW.PERFORMANCEDESIGNS.COM

STAR CRESTS

As told by the jumpers...



"On the way to height on a Sunset load, I reluctantly agreed to a high altitude canopy ride with a couple of persuasive mates. Big, fat clouds about with a gorgeous orange fleck sealed the deal for me as we cheated the sunset through 6,000ft. As a helicopter pilot by trade, a high canopy ride isn't high on my list. I don't get to fly freefall anyway near enough but when mates are excited, "C'mon Kingy... blah, blah...", what are you gunna do?!"

We'd been playing all day, happily contributing to a few Star Crest jumps before practicing a Hybrid for a night Rel jump. Night jumps create a different energy on the drop zone. Glow sticks and Taiwanese torches sell out at the Tully \$2 shop and jumpers openly mutter things like, "NOT dying should be an idea for tonight". Day-time jumping, people tend to quieten such notions close to their heart. As I walked from the clubhouse, wearing a full variety pack of glow sticks and half a roll of sticky tape, a religious day jumper says, "Aren't you scared?" My honest first thought was, "Oh, you know the idiots I'm about to jump with?!"

A 3-way Flat off the door with a Chaser should be simple enough to get a stable start. In a quick out-in-out, reputations were made and mutual respect was lost on the longest, moonlit tumble the skies above Tully have surely seen. The "NOT dying" strategy, the only effective action taken by our foursome worked well. Mine included dumping early in beautiful balmy air at about 7,000ft. Still laughing from our hopeless attempt to be awesome, I hooted loud into the night and surprisingly scared myself a pinch. A night jump definitely makes me feel more vulnerable and self-reliant. Navigating by the constellation of lights of the Tully Sugar Mill, I consciously reminded myself that I truly love this shit. We sucked up there but who's going to know, its jumping in the dark! Nice. Thanks Tully, you rock! Thanks dudes, we were awesome up there! ... Beer?" **Bradley King**



"I landed in a cut cane field on my second Night jump. After walking for 30 min with lights still on, I was finally offered a lift by a local guy, his son and his son's friend, who were on their way home from the Innisfail races. They said I looked like E.T. phoning home. Nice guys that dropped me back at the aerodrome as I had forgotten to take my phone on the Night jumps after being advised by Paul Osborne that this was a good idea - just in case of an off-landing... Back safe and sound, I then bought a carton and shared the story over a beer!" **Dylan Rice**

NIGHT JUMPS @TULLYDZ

STAR CRESTS & NIGHT JUMPS @ TULLY DZ



"Overall the weekend was a great success. It was the first time I had jumped in Tully and I finished my Night rating and got my Star Crest – Yup, I bought beer.

I had been struggling to get enough people to get the Star Crest finished and usually I want to Freely anyway. The organisation and coaching was great and the social in the evening put it all together well.

The best part was the patience that the other skydivers showed me when I bottomed out, still willing to give me another go. The coaching was good and on the Sunset load the mood was set!

So with the Star Crest done, I was pretty chuffed and then we went on to some awesome Night jumps. Tully looked great from the air and the full moon on the tropical clouds had me reminiscing of times in my past!

I came back from that weekend and was ready to face work again. Great job, Hamish and Issy! Thanks Paul and the other skydivers who came. I love my life!" **Oilly Dodd**

"It was great to see a bunch of new Star Cresters going for it this weekend. We jumped all day and into the night. Full moon jumping, it's just magic." **Issy Dore**



"I rocked up armed with glow sticks and ready to take advantage of the full moon for Night jumps at Tully drop zone on 19 October. What an awesome day, followed by an even better night!

The day saw heaps of Star Crest loads with everyone getting into the spirit of Rel. Paul Osborne was doing a fantastic job of getting people signed off, and it was a great opportunity for people to get their Crests which means that we can start to do bigger and better loads... the more the merrier.

There was also some great Freely coaching from Issy, with my favourite jump definitely being the 7-way Head Up camp fire where we actually successfully smashed out an awesome exit, to the surprise of all involved.

It was great having Hamish McCorkindale film and he got some fantastic footage and photos of the festivities – always fun having a geek at the camera.

The day finished and we all started to glow stick ourselves. We looked like characters out of TRON. Once the sun went down and the stars came out, we started to get our night vision on and the fun began. A few people were getting Night rated, so there were a number of Hop 'n' Pops, as well as a few loads to height. It was fun playing spot the canopy from the ground.

The next question was, "What were we going to do? Head Up, Head Down, Angles...? No... How about a nice simple Flat 4-way?" Sam Firth, Greg "Kiwi" Munday, Pauly Beahan, and myself went up and cranked out a few points. Unfortunately the weather 'clagged' in before we got our second load up, but not a worry. Beer time!

Overall, it was a really fun, well-organised weekend from Far North Freefall and it was great to see people getting Night rated, Crest rated and just doing some fun jumps. Thanks guys." **Holly Codwin**



"I've been away for a few months and it's awesome to be back getting my 'job on' with the Far North Freefall crew. Great people doing what they do best, drinking... err, I mean skydiving!" **James (Fry) Allen**

"Three Star Crest loads, two Fun loads, one Sunset Hop 'n' Pop from height and a crazy ass Night jump with mates... Priceless. Far North Freefall rocks!" **James (Fry) Allen**

Your "Guardian Angel"



- 10 years of experience in Multimode at no extra cost, 3 modes (Pro-Student-Tandem) in 1 unit !
- "High tech" long-lifetime batteries, minimum 2000 jumps.
- Jump data downloadable via IR reader.
- No scheduled maintenance !

THAT'S WHY VIGIL CUSTOMERS KEEP SMILING 😊



www.vigil.aero

tunnel time



It's getting close to the opening of the only Indoor Skydiving facility in Australia... and I bet you can't wait!

We just released our skydiver and advanced flyer prices, so we've had lots of people asking what's the best way to use their time and make a schedule. Well, in this article I share with you some tips about making the best use of your tunnel time.

First you need to look at your bank balance and work out what you want to spend. Many of you will be glaring at the \$1,170 per hour price, but simply don't have \$30,000 to put down. So how can you benefit from the best bulk rates while keeping within your budget? Here's how...

1) Team up with other flyers and teams

The best rate packages can be shared between up to five account holders. One of these account holders must be present and flying in the wind at all times, so you don't all need to visit iFLY at the same time, and it's valid for one year. Ask around at your local drop zone or online forums to find others looking for the same deal.



2) Join a tunnel camp

Tunnel camps buy tunnel time in bulk and can pass this great rate onto you. They are a great way to learn lots in a short space of time. I'll talk more about tunnel camps later.

3) Tag along with a friend!

You only pay for the air and not the number of flyers in it. If you've already got a friend with some time booked and you are at a safe level to fly with others, jump in and split the cost. If you're paying \$1,170 per hour and you can fly 4-way, that's less than \$5 per minute each. If you have an 8-way crew – that's \$2.50 per minute!

4) Find a coach

Just like tunnel camps, coaches may also buy in bulk or be able to put you in touch with others looking to purchase a package. Ask the coaches at your local drop zone if they can help. At iFLY we have some of the best coaches in the world right on your doorstep. Kurmet Jaadla and Frazer Smith will be available for Freefly coaching and can assist your search for tunnel buddies and team mates. Email: kurmet@iflydownunder.com.au or frazer@iflydownunder.com.au.

So now you've got the tunnel time sorted, how best to use it to optimise learning time, reduce fatigue and maximise fly-time!

- **Book 10 minutes per 30 minute session.** Six or eight minutes is also suitable for your first flight or if you get tired and sore easily. Try not to book more than fifteen minutes in one session.



- **Get there at least 30 minutes before your flight** to discuss your flight plans with the instructor assigned to the session. The instructor can always offer help and advice to maximise your experience. Remember to request specialist spotting (Sit-fly, Head Down, layouts, etc.) at least seven days in advance.
- **Take at least 60 minutes break between sessions.** It's possible to make a 30 minute break, but don't do this more than three sessions in a row. Take longer for meal breaks. If you have a coach debriefing multiple students, make sure there is enough time for each student debrief from the previous session and brief for the next.



- **Fly a maximum of 30-45 minutes a day.** This is the optimum time for your body to recover. It is possible to do one hour Freefly per day as an experienced tunnel flyer or someone who's very fit and active, or up to two hours as an experienced flatflyer. You will know your limits very quickly!
- **Book a coach for at least 50% of your time when learning something new.** A coach is like a personal trainer at the gym, they will be able to push your learning and advance your skills much quicker than working it out on your own time. Top Tip: Opt for a coach 100% of the time when starting to learn Head Down.
- **Take some time out for un-coached sessions and fun flights!** Having a coach is great, but sometimes you just need to practise those skills on your own with no pressure from a coach. Each coach will give you a list of skills to work on when he/she is not around. Don't forget the fun flights. Don't set your end goal and forget the fun stuff along the way. Flying with friends is a great way to keep the cost of tunnel time down and also gives you a realistic view of what your skydives might be like – unless you only jump with a coach in the sky too!

Events and Tunnel Camps

We've got awesome events lined up for skydivers of all abilities and experience. I'll start with tunnel camps in light of the Funny Farm tunnel camp scheduled for March and April. The Funny Farm camp spans over fifteen days of Freefly, VFS and Dynamic flight awesomeness and at just \$1,550 per hour fully coached by some of the world's best coaches,



you'd be mad to miss out. There's also the option to use your existing Early Bird hours and top up with a coaching fee of \$300. The intensive learning on a tunnel camp means students can progress at a rapid pace and it's open to everyone, whether you've just got your A-license or are one of Australia's best Freefly teams. Additional Freefly camps will be held throughout the year by our guys Kurmet and Frazer, as well as guest international coaches. Our first formation skydiving camp dates will be released soon. If you've got a coach in mind that you would love to see here in Australia, chat to the iFLY Downunder team. We can help you find other students and teams to share the cost of flights and accommodation for that particular coach!

If you're not sure how coaching will benefit you, check out our coached night every Thursday evening with Gary Nemirovsky (FS) and Kurmet or Frazer (Freefly). After the coached night stay for the HUCK JAM. I'll be there every Thursday waiting to jump in and fly with you guys! Generally a HUCK JAM is a pile in free-for-all session, but we'll have some flights planned and organisers at the ready for all involved – from your basic Belly-fly to your advanced Head Down flyers. You just need to ensure you are signed off to fly with another flyer at your current skill level.

Competitions are another great way to get involved. Our 2-way Belly Scrambles is aimed at those just starting to fly with others and is an opportunity to meet new flying buddies and potential team mates. I recommend all freeflyers enter the flattie scrambles, if not to keep current in all flight axis, but so the flatflyers can have a laugh when you try to reach for a dock! We'll also host Freefly and 4-way Formation Scrambles for the more experience flyers. The 4-way teams will generally be made of one experienced, two intermediate and one newer flyer and will compete with the same team for the whole event. There are some great prizes to be won and heaps of fun to be had!

Bookings open end of February 2014 for dates in April. Skydivers can get in earlier with dates available in March, contact me after bookings open to reserve your slots. Perfect for all those training for the Aussie Nationals over Easter!

CONSTRUCTION CORNER



Terry and Marrick from the SkyVenture construction team have now left Australia and we are ready for the connection of power and the commissioning team to take over. We are in the final stages of internal fit out and our Frequent iFLYER lounge is taking shape. The upR.A.W café and juice bar looking great and by the time the next ASM comes out you will be able to see it all with your own eyes!



ADVANCED FLYER PACKAGES		FLEXI	SAVER
5 Minutes of Flight Used in one session. Maximum 2 Account Holders		\$175	\$150
10 Minutes of Flight Valid for 3 months. Maximum 2 Account Holders		\$340	\$340
30 Minutes of Flight Valid for 3 months. Maximum 2 Account Holders		\$960	\$810
60 Minutes of Flight Valid for 3 months. Maximum 2 Account Holders		\$1,740	\$1,485
White Package: Pay \$5,000 to \$10,000 Valid for 1 year. Maximum 5 Account Holders	Per Hr	\$1,605.00	\$1,380.00
Blue Package: Pay \$10,000 to \$30,000 Valid for 1 year. Maximum 5 Account Holders	Per Hr	\$1,500.00	\$1,290.00
Red Package: Pay \$30,000 or more Valid for 1 year. Maximum 5 Account Holders	Per Hr	\$1,380.00	\$1,170.00

*One account holder must be present and in the wind at all times when the package is in use. Flexi (peak) prices operate Monday to Thursday between 5pm and 8pm, Friday between 2pm and 8pm, plus weekends and public holidays between 11:30am and 10pm. Saver (off-peak) prices operate at all other times. Facility open from 9am to midnight, 7 days a week.

Time to get excited... EQUINOX BOOGIE Skydiving & Music Festival 4-12 October, 2014



**skydive
ramblers**
★ TOOGOOOLAWAH QZ
Famous For Fun!

p: 07 5423 1159 w: www.ramblers.com.au

Redeveloping the Development Officer



With **Rob Libeau**, APF



Near Qs 4 way



FOF 4-way and



Far Qs 4-way

Once again I find myself in the all too often dilemma that a large portion of us face every weekend... Do I mow the lawn or, do I pack the gear and take the quick little trip up the highway to once more enjoy the excitement and thrill of skydiving? Well, now I can't find my four year old! No, not true, but the grass is getting long.

Getting current in 4-way has been really thrilling. Every jump brings back something I had forgotten and closer to turning big numbers or, at least completing the random-block-random of the creatively engineered Intermediate dive.

It is a journey (sorry about the cliché), a journey in to discovery and I have discovered that skydiving never leaves you. I have also discovered that by the end of a weekend, it is really hard to get your knees bent and your foot high enough to get through that tiny loop we call a leg strap!

Members keep us in the sky!

As skydivers, we all know that we have to be on top of our game. If we lapse in concentration, bad things can happen. The National Development Office is the same; if we "fail to open" (yes, a deliberate pun), then member numbers will drop, awesome events go un-funded and programs designed to help students to elite skydivers go unnoticed and underdeveloped.

As an industry, it is paramount that we continue to develop and grow, and to do this skydivers, organisations, councils and the APF must work together to bolster and grow our member numbers. Our member numbers are the most important tool we have in the fight to jump, wherever and whenever we want.

By becoming a B-Rel Buddy; joining the Register of Coaches; communicating drop zone, council and APF programs and projects to new jumpers; supporting the volunteers that put countless hours into a Sports Development funded event; volunteering to be a Council Representative; having a voice; competing; all are great ways to help us grow! So, get involved in this fantastic sport on more levels than you ever thought existed! Or, just say "Hi" to the next Tandem passenger you see who is waiting to jump.



Classic Accuracy hits the spot! Photos by Rob Libeau

Imagine: You are in a bad spot, the jump was rushed, the pack job was trashed and inevitably, you chop! A highly feasible scenario! Now imagine: The spot and the ensuing Reserve ride has put you over suburban! Are your canopy skills up to a standard that you can land in someone's back yard?

Over the Australia Day long weekend, the APF sponsored a Classic Accuracy and 4-way coaching camp. Thanks to Skydive Maitland, the ADFPA and with the support of the NSWPC, over 24 jumpers were treated to the wisdom and knowledge of Aussie team representatives and champions: Gary Nemirovsky (former Rotor Out) and Classic Accuracy champion, Mark Edwards. Thanks to the coaching expertise of Mark, a dozen Certificates B, C and D combined APF members can say "Yes, I could land in someone's back yard".

Aided by the wisdom of other Australian representatives, Janine Hayes and Mike Dyer, the young jumpers were taught the finer skills of being a "Stomper" and proof positive of the camps success was the real malfunction encountered by Certificate C holder, Lee Jackson.

Under the extreme stress of jumping a completely different canopy, from a completely different rig and having only 130

or so jumps, Lee was able to compose himself, instigate the skills he had just learned and land himself on the Tuffet. By the way, it was his first malfunction too! Beer O'clock, Lee! That was an awesome feat of skill and composure.

There is a lot more to Classic Accuracy than most people seem to think. Could you pick an area that has a 10cm diameter and land on it? The theory behind the skills that were taught are interesting, helpful and most certainly, a requirement for any well-rounded skydiver. So, don't dismiss the skills needed to land on target, one day you might have to call on them.

Thanks to Janine Hayes, Mike Dyer and Kathy Silvestri, Accuracy Pack Extenders have been loaned to the APF for distribution to members that want to try and develop their accuracy skills. Contact the APF to see how you can access this equipment.

Relative work wasn't forgotten either. Three scratch teams were put together and the fun began. Levels, air ten-pin bowling, funnels, we saw it all in the beginning. However, with experience and guidance from Gary, the teams soon pulled it together to do some awesome skydives.

A big thanks and, "Well done guys", to everyone who attended and supported the event.



Photos from the APF sponsored 4-way RW and Classic Accuracy Coaching Camp. The event was hosted by Skydive Maitland on 25 and 26 Jan, 2014. Photos by: Bruva Jas Grivas, Duncan French and Hiley Shimony

Got Questions? Get Answers!



Learning Curve Camps

2014 Camps

- 31st March - 4th of April
- 2nd - 6th June (DZ Anniversary Celebrations)
- 11th - 15th August (Ekka Show Day holiday)
- 8th - 12th December (Club Xmas Party)

p: 07 5423 1159 e: skydive@ramblers.com.au w: www.ramblers.com.au

skydive ramblers
★ TOOGOOLOAWAH DZ



safety matters

Invariably when an equipment issue is discovered a chorus of experienced skydivers declare, "Check your sh#!" in tones varying from concern to anger, distress to self-righteousness. While this is well intentioned advice, it's not all that valuable. Most skydivers already know to check their gear, and do. Except when they don't. You need to plan for safety.

1. Create your safety routine.
2. Make sure it includes gear checks before gearing up, before boarding the plane, and while on the plane.
3. Follow this routine on every jump.
4. Adjust the routine as you learn more to improve safety.
5. Watch out for others.

SECURING YOUR TOGGLES

Setting the brakes, stowing the excess steering line and making sure the toggles are secure on both risers seems simple enough, but apparently skydivers need to pay more attention to this easy yet critical part of the packing process. Over the past few decades, premature brake releases (aka "brake fires") have increasingly led to cutaways, reserve rides and even fatalities. So, with so much at stake, why aren't we doing everything possible to reduce the chance of having to deal with this type of equipment problem?



Prior to the early 1990s, when the majority of canopies were bigger and slower and Velcro mated the toggles to the risers, it was rare to hear about a brake fire. And even if one brake did release, it was usually a non-event: With a lightly loaded canopy in a relatively slow turn, the jumper would simply release the other brake and continue to fly the canopy. Brake fires started to become more of an issue in the late '90s due to several factors that combined to complicate matters:

- Canopy designs changed, which led to faster turns and a greater altitude loss during each revolution.
- Many jumpers started to load their canopies more heavily.
- Most jumpers began using Velcroless type-17 mini-risers, and many early versions had poorly designed toggle keepers, as well as no way to stow excess steering line.
- Jumpers used too much time and altitude to deal with spinning-line-twist malfunctions, and some cut away too low to allow the reserve to fully deploy.

A fast canopy design flown at a high wing loading will malfunction violently and lose altitude rapidly when a brake releases on deployment. A released brake on this type of canopy will also generally spin the canopy into line twists as soon as it starts to inflate. A jumper will often fight to get out of the line twists while the canopy spins him rapidly toward the ground, but he's burning precious altitude while fighting a losing battle. There is also the potential for a canopy collision as the canopy spins away without any directional control.

As a student, you probably learned to kick out of line twists. This works well if the canopy is flying straight toward the horizon. But with spinning line twists, odds are that you will not be able to gain control of the canopy. Don't waste time and altitude trying to fix something that can't be fixed. Cut away and pull your reserve ripcord while you still have enough altitude for the reserve to fully inflate.

Although the Velcro-toggle-keeper designs did a great job of holding toggles onto risers when new, the Velcro would eventually wear out and no longer stick securely. Additionally, contact with the hook side of the Velcro could damage brake lines, causing premature wear and need for brake-

line replacement. Consequently, manufacturers started looking for alternatives to using Velcro to stow toggles. Some designs would barely hold the toggle in place long enough for the jumper to pack the main in the container, much less stay together while the main canopy deployed and inflated. Early designs also lacked any way to stow the excess steering line, which led to large loops of steering line pulling toggles loose when they snagged on containers during deployment. Over the years, designs improved, and those manufacturers that did not provide any method for stowing excess brake line began to add a loop of tape or elastic to securely stow the excess. But even with the improved designs, it is still possible for toggles to slip out of the toggle keepers once the risers have seen some use. It's easy to overlook the problem since it usually happens gradually, so make sure to check your toggles occasionally for looseness. If your toggle easily slips out of its keeper, it is time to replace the risers or have them repaired by a rigger. Luckily, it is usually a quick and easy fix.

Many jumpers do not give much thought to stowing their toggles and brake lines, but a simple brake release can generate big problems. If you are not sure whether your risers and toggles are in order, ask a rigger to take a look to see if they need to be repaired or replaced. A simple fix may be all you need to help prevent a tragedy that's lurking around the corner.

Jim Crouch | D-16979 USPA Director of Safety & Training. Reprinted from Parachutist Dec 2013 Vol 54, Number 12 Issue 650

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.

Note: The Actions stated are taken verbatim direct from the Incident Reports as received.

Please use these reports to think about what actions you might take to reduce your chances of having the same type of incident.

Discuss your options with the Chief Instructor / DZSO / qualified personnel at your DZ.

AIRCRAFT/EXITS

Certificate D, 580 jumps. Member was participating in a wingsuit competition and making his 4th jump for the day. Boarding and climb to height were without incident. At ~12,000ft, jumper lent forward and started to prepare for exit. He felt his reserve dislodge and the reserve pilot chute became exposed inside the aircraft. He contained the pilot chute and moved to the front of the aircraft. Another jumper on the load also remained in the aircraft to secure the in-flight door for aircraft descent. **Action:** Jumper has been spoken to about the importance of continual checks, with particular emphasis being placed on pre-emplaning checks.



Compiled by:
Kim Hardwick
APF Technical Officer

Certificate D, 222 jumps. 9-way. Jumper experienced a premature extraction after exit. Jumper having difficulty getting into his planned position prior to exit, which was to be in second diving row, left hand side. Squeezing into position, rubbed against wall/door of Caravan. Likely, hacky handle came loose at this time. **Action:** Care with moving around plane in terms of back of rig. In such a case, do not try to squeeze past into position - just dive out when possible.

Certificate D, 214 jumps. Rear float exit position - C206. Jumper's reserve deployed inadvertently whilst still hanging on side of plane. Deployed fine and landed safely without further incident. Freebag and reserve handle not recovered. Later review of video footage showed that the reserve handle fouled on a dis-used hinge of rear panel of cargo door. **Action:** Recommend urgent removal of unused hinge halves.

Certificate D, ~800 jumps. During exit one wingsuit jumper's head made contact with the other wingsuit jumper's foot resulting in dislodgement of the helmet. The helmet, GoPro and dytter was not recovered and the jumper received a small scuff mark to the head and eye. The bonehead helmet had a chin cup but no chin strap. **Action:** Both jumpers briefed regarding timing of exit and advised to use a helmet with chin strap as well as chin cup.

FREEFALL

Certificate D, 1500 jumps. 41way RW descent. Three aircraft formation exit. J1 exited as one of 17 from his aircraft. Rushed exit. Jumper approached the building formation, underneath J2, stealing J2's air, whose knee then came into contact with J1's head. J1 was observed going unstable, regaining stability, grasping his head with his left hand, while attempting to track away from the formation. He was waving his right hand during this attempted track. He deployed at (or near) his intended opening height, despite being dazed and disoriented. J1 was observed to have an uneventful canopy flight and flared to land, but landed harder than usual. He was still dazed and disoriented and needed assistance. He refused to be taken to the hospital. Note: He was not wearing a helmet.

Certificate D, 242 jumps. Jumper sank out on the tandem pair and spent remainder of freefall trying to get back to them, in a back-to-earth position. When he heard the final warning tone of his audible, he rolled over in a panic knowing he had neglected altitude awareness, and deployed as soon as he could. His main canopy opened much harder and faster to what he was used, and he was facing away from the tandem pair who passed him in freefall whilst he was doing his post opening checks. He did not notice the proximity of the tandem pair. Later investigation found his audible had been set incorrectly. He was also using unfamiliar main canopy. **Action:** Jumper was debriefed by DZSO. This included discussing his thought process during the dive and the possibility of injury/death if proximity had been closer due to non-existent track and high deployment. Jumper was grounded for the upcoming weekend. Jumper to fully understand how to adjust settings of any model of audible altimeter he uses in future. To check the integrity of his instruments during next jump.

DEPLOYMENTS / MALFUNCTIONS

Certificate C, 128 jumps. Uneventful skydive until releasing the brakes under canopy. One brake toggle was released through the excess line which was stowed in keeper on the front of the riser. This caused a half hitch around the keeper which was unable to be undone. Cutaway and deployed reserve by 1,500ft. Stalled reserve on landing but PLR'd - no injury. **Action:** Look at doubling the excess brake line

in the stow, and ensuring they're in the right place before releasing brakes.

Certificate D, 240 jumps. After a 2-way, broke-off at 5,000ft, tracked, flared to reduce speed and pitch pilot chute. Failed to grip poly tube handle first attempt. Second attempt did not find the handle and was unstable. Got stable and deployed, fully opened canopy by 1,500ft, landed safely 20m off target. Jumper noted that he may have inadvertently pushed the handle into the BOC a bit during his final gear check.

Certificate B, 64 jumps. At completion of 2-way sit jump, normal break-off, deployed and went unstable* during opening sequence, resulting in a very hard opening and sustaining fracture to C2 vertebra. Kicked out of line twists. RH toggle was tied up in the brake line, resulting in the canopy turning. Cutaway and deployed reserve.

* Unstable opening maybe caused by deployment in a sit position - perhaps an intentional opening position. **Action:** Jumper received medical assistance, counselling and debrief.

Certificate C, 149 jumps. 2-way head-up freefly. Broken cloud conditions. Uneventful until deployment. After break-off at 4,500ft and flaring out of track at 3,500ft, jumper experienced hard pull on main deployment. Second attempt was successful, but jumper observed opening very low. Jumper was wearing an audible alti, set to 4,500ft, 3,500ft and 1,500ft. Video revealed 1,500ft sounding on deployment. **Action:** 1) Jumper counselled. 2) Grounded for 2 days. 3) Jumper to record their opening height in logbook and show to DZSO each day post grounding. 4) Jumper is to consult 15 experienced jumpers on p/c folding and break-off heights, tracking and hard decks. 5) Jumper to attend Safety Seminar.

Certificate B, 82 jumps. Completed uneventful 3-way RW freefall. Tracked away at 5,000ft, deployed pilot chute at 3,500ft. Experienced pilot chute in tow. Initiated EP immediately and reserve open by 2,000ft. Landed without incident on the drop zone. Inspection of the equipment revealed the bridle was misrouted around RH flap. **Action:** Packing procedures clarified. Importance of pin checks prior to exit reiterated.

Certificate E, 515 jumps. Jumper had a reserve ride after uncontrollable line twists on his main canopy. Landed fine without injury. Was doing outside camera for a tandem. Deployed with immediate line twists. Could not correct the twists so initiated reserve procedures. Reserve canopy opened as normal. **Action:** Have discussed:

- More care when packing could be taken to prevent recurrence.
- Better awareness of body position during deployment.
- Control of opening using harness with high performance canopies.

Certificate A, 18 jumps. Normal solo exit from aircraft strut. Turned to right after exit, otherwise stable. Good pilot chute pitch, however slightly forward which, with turn to the right, caused bridle to wrap around upper body. Attempted to clear bridle before carrying out EP. Uneventful reserve deployment and landing. **Action:** Revise pitch action of pilot chute, with emphasis on pilot chute clearing, to maintaining freefall stability.



FILE PHOTO

Certificate B, 112 jumps. Crossfire 170. Under canopy at 3,000ft. Approaching holding area I conducted three RH toggle turns. After third turn I immediately pulled hard on left toggle at which point my canopy spun four times inducing line twists at 1,200ft. Unrecoverable so cutaway and deployed reserve. Was under Reserve at 800ft. No further problems with a safe landing. No injuries.

Action: More care under canopy.

APF Note: In 2013 an Australian fatality occurred in which evidence revealed the initial issue was that the canopy pilot induced line twists at a low height after initiating some spiral turns. The canopy was unrecoverable and further Emergency Procedure action was not completed in a timely manner.

Conclusions and Recommendations from that incident's Final Report were published in ASM Issue 67 Vol. 4 2013. Available on-line at <http://www.skydiver.com.au/>

Certificate D, 350 jumps. Skydiver was first of three to exit from C-182 at 5000 AGL. Exit weight 105kg. Commenced deployment of Main canopy at approx. 3,000 AGL. Experienced a very hard opening resulting in multiple broken lines and torn canopy and a streamer malfunction. Skydiver was slowed sufficiently by the damaged main for his Altitrack to show deployment at 2,770 AGL.

Executed EP, skyhook deployed correctly, Reserve deployed by 2,000 AGL

After inspection Damage to the Main canopy is as follows:

- Ripped centre cell bottom skin.
 - Five of the seven seams blown.
 - Adjoining rear section of both stabilisers tearing away from the end cells.
 - A total of eleven suspension lines broken below cascade.
- Inspection of the SPECTRA lines indicates that they were in fair to reasonable condition without undue wear and tear. DoM unknown as compliance plate illegible. Between current and previous owner, estimation of 800+ jumps on the canopy - perhaps an underestimate.



Action: There was nothing unusual or notable about the packing, jump, opening or any other circumstance. The owner of the gear is of a sturdy build. I would guess it was a freak hard opening on aged gear. Canopy retired from service.

CANOPY CONTROL/LANDINGS

Certificate E (J1 1,490 jumps & J2 2,000+ jumps). 41-way RW descent. Three aircraft formation exit. Jumper was involved in a canopy collision during deployment after break-off. Video footage is distant and subject's small. It appears that both canopies can be seen sniveling in close proximity. J1's parachute appears to inflate on heading, while J2's parachute appears to open and then turn right. This appears to cause the canopy collision. J2's parachute appears to deflate and then he begins to rotate. This appears to be the

movement that causes J1's leg to be cut by the lines of J2's canopy, as he and his canopy fall past J1. Both parachutists land on their main canopies with no significant damage to either parachute system. J1 sustained an 8cm cut behind the left knee requiring internal and external stitches.

The SIRF notes: the tracking groups did not stick to plan on separation. J2 tracked outside of their quadrant.

Certificate E, 890 jumps. Crossfire 107. Jumper made a 270° front riser turn, leveled out still 10ft high. Winds were 5kt from the north, swinging around to the NW. Jumper came into landing area crosswind towards the club room fence. Misjudged run off and failed to complete turn into wind, before sliding into fence with right hand down and while flaring the canopy. In a nutshell, low, fast and out of ideas. Sustained a fracture to the right wrist. **Action:** Jumper has been counselled and debriefed on many mistakes made and is enrolled for a canopy course.

Certificate E, 650 jumps. Crossfire 149. 90° right hand front riser turn was done high and at the right height. Just failed to flare canopy and impacted with toggles at shoulder level. Impacted hard sustaining an open book fractured pelvis. **Action:** Reporter thinks jumper needs a larger, slower parachute.

Certificate C, 196 jumps. Competing in State Sports Accuracy Comp. Round 3 of 5. Skydiver was on final approach, used deep brakes/surge approach. Let up too low prior to flare point. Resulted in a late flare, heavy landing and sustaining a dislocated left ankle.

Certificate D, 726 jumps. 90° turn onto final approach. Did not recover in time, flared too late. Right foot impacted with ground. Sustained a fractured right fibula.

Certificate E, 3500 jumps. Stiletto 97. The jumper set up for a North-to-South downwind landing (5 to 10 knots from the North), left hand approach and the last turn performed was about 120 degrees left turn starting it at 550ft high. During the turn the jumper didn't realise that, probably due to the tail wind, the canopy was still diving while getting too close to the ground. Has been observed that at the time of impact the canopy was still on a dive. The jumper attempted to pull the canopy out of the dive using the rear risers but due to the canopy's angle of attack the rear risers weren't enough to stop the descent. After initial impact he bounced upside down and landed 30+ metres away, rolling a further 10+ metres. The jumper first point of impact was his feet, followed by his legs, torso and head. He was knocked out instantly, regaining consciousness about 13 seconds after landing. Sustained bruised ankle, concussion and face abrasion. **Action:** The jumper set up for a down wind landing to do the last turn as if he were landing into wind, without taking in consideration the different diving characteristics of a canopy while flying down wind.

Certificate B, 89 jumps. Safire 189. Low turn close to the ground. Landing hard - feet - arms - face - landed hard on legs. Sustained broken ankle, bruising, cuts and grazes. **Action:** Jumper to be given instruction on not doing low turns and to watch the horizon when landing, not the ground.

Certificate A, 40 jumps. Safire 170. Jumper completing his 6th jump of the day. The 4-way RW jump was normal. However on landing - west of the runway - he hit a fence. His foot got caught resulting in a broken ankle. Observers/onlookers reported he did not flare. **Action:** Bad spot chosen to land and did not flare.

Certificate B, 80 jumps. Jumper was in the landing pattern at ~200ft with his hands out of the toggles. Jumper has done this on final on a very recent previous occasion and was warned not to do this again. **Action:** Grounded for the following two days. If jumper repeats this action again, he will be grounded for up to 30 days and will require retraining before regaining jumping status.

By Bryan Burke of Skydive Arizona, USA

CAMERA FRIGHT FACTORS

IF YOU JUMP WITH A GOPRO OR CONTOUR CAMERA, WE WOULD LIKE TO REMIND YOU ABOUT USPA'S (AND APF'S) RECOMMENDATIONS: THAT SKYDIVERS HOLD A C LICENCE BEFORE JUMPING WITH A CAMERA AND HAVE RECEIVED INSTRUCTION ABOUT POTENTIAL PROBLEMS FROM AN EXPERIENCED CAMERA FLYER. SKYDIVE ARIZONA WHOLEHEARTEDLY SUPPORTS THESE RECOMMENDATIONS FOR VERY GOOD REASONS. SOMEONE WITH LOW JUMP NUMBERS MAY NOT HAVE THE EXPERIENCE AND AWARENESS TO HANDLE A PROBLEM THAT IS COMPLICATED BY A CAMERA SYSTEM. THEY ALSO MAY NOT HAVE A CLEAR IDEA ABOUT HOW THE CAMERA WILL INTERACT WITH OTHER COMPONENTS OF THEIR EQUIPMENT.

Incidents

Experienced jumpers around the world are reporting more and more incidents involving the new era of cheap, small cameras such as GoPros and Contours, especially when combined with low experience levels. In reverse order of fright factor:

Problem 1: Cameras coming off

Eight weeks in to the 2013 skydiving year, there were already at least three cameras lost on exit over Skydive Arizona. That camera has to land somewhere. Although seemingly small enough to be harmless, would you want to be hit in the head with a Contour dropped at 13,000ft? Would you want a GoPro in freefall to hit your car's windshield? You are responsible for everything that you leave the plane with.

Problem 2: Distraction

People are distracted by making sure the camera is on, or trying to get a shot so they fail to remember safety basics. This has led to things like misrouted chest straps, ruining the spot by not being ready to exit and of course freefall problems during the dive as inexperienced camera flyers strive for a shot. Cameras should not be used until all other elements of the skydive, from gearing up to landing, are so familiar to the jumper that they are second nature.

“If engineers sat down and tried to devise a great way to accidentally tie your parachute to your head, they would have a hard time beating the design of these cameras.”

Problem 3: Jumpers who have not given it serious thought

Some jumpers have not given serious thought to the potential problem of the camera capturing a pilot chute bridle or steering line. Most of the helmets being used with these cameras are not equipped with quick-release fittings. What are you going to do if your steering line ties itself to

your Contour? What if your pilot chute bridle wraps around your GoPro? What if the bridle is your Reserve's?

Some enterprising skydivers did an experiment with a GoPro and pilot chute to see what might happen if a bridle wraps around the

GoPro mount. You can watch the results for yourself: http://www.youtube.com/watch?v=BsEL_6cErbM#t=13

Problem 4: Losing location awareness

Inexperienced Tracking, Angle or Wingsuit jumpers can become so focused on their camera shot that they lose track of where they are.

The least harmful outcome is an uneventful out landing. The worst possible outcome is flying into the airspace of another group from the same aircraft with the attendant potential for freefall, canopy or canopy/freefall collisions.

Let's Consider Problem 3

I had a conversation with a 70-jump skydiver wearing a GoPro. He had never even glanced at the SIM Section 6-8 [Skydiver's Information Manual, download from USPA], which has recommendations for jumping with cameras. I suspect he had no idea of its existence. He had never consulted an experienced camera flyer. I asked him what his plan was if he caught his pilot chute bridle or a parachute line on the GoPro. "Cut away and pull the reserve."

Before we continue, give this some thought. Visualise the possibilities. Will this make the situation better, or worse? Is there a better solution? What would you do?

"Have you given any thought to getting rid of the helmet?"

"No. But the camera should come off. It's a breakaway mount."

"What if it doesn't?"

"I could probably get the helmet off" (Full-face helmet with a Fastex buckle under the chin)

"Have you practiced that?"

"No."

If you find yourself with a complex emergency at 2,500 feet above the ground, your useful life expectancy is ten seconds. If you cannot recognise the problem, come up with an effective solution and implement it in less than ten seconds, you could die or suffer severe injuries from riding down under a main-reserve entanglement.



To survive this kind of problem requires skill, preparation, proper equipment, detailed knowledge of how it works, and practice. Add to that a cool head and ability to act quickly and decisively under pressure.

Does that describe you at 70 jumps? At 200? If not... maybe put that camera away until you have spent a little more time in the air and received some training from an expert.

Epilogue

About a week after I posted this on our Safety Board, a guy with about 500 jumps did throw his bridle around his GoPro. He ended up deploying the reserve successfully around the horse-shoed bridle and then took off the helmet. His main pin came out then and he landed out with his main bag and helmet, dropping them right before landing. It turns out he has a habit of waving off with his pilot chute in his hand!

Further, the situation has evolved a bit since these fright factors were written. At Skydive Arizona we now screen people during registration. If they have low jump numbers (<200) and declare that they would like

to jump with a camera, I have a talk with them. Very few (actually, none so far!) have given any consideration, let alone physical

practice, to detailed emergency procedures involving the camera. None has had a cutaway system for their helmet. I think it is interesting that the only skydivers I see with helmet cutaway systems are highly experienced jumpers, many of whom fly video for a living. None of the novices have given any thought to getting rid of the helmet. None seem aware that under a load, Fastex buckles are much harder to release than they are with no load on them. Just finding them in freefall or under canopy in normal conditions could be a challenge, let alone trailing a canopy behind your head.

I now ask everyone to make a few jumps with the camera helmet only (camera removed) and do some practice touches in freefall and under canopy to locate the buckle. I also suggest they have a friend tug firmly on the helmet to see how that affects the release, but I doubt if many do

this. Side mounted Contours can be even more frightening than top mounted GoPros. At least you have a chance of breaking the Go-Pro off. Some of the Contour mounts I've seen are bolted to the side of the helmet. Cutting away from a spinning line twist malfunction will have the risers going right past the camera and mount. It is very easy to visualise the front and rear riser grabbing that camera between them, or the release rings jamming between the camera and helmet.

Finally I ask them to consider why they want to jump with a camera in the first place. What is their goal? At 200 jumps, most people don't have the flying skills to get a quality video. What are they going to get from that video? Is poorly focused and framed footage of a bad skydive worth risking your life for? I honestly think a lot of people are slapping cameras on their heads because everyone else is doing it, not because they are out to develop themselves into skilled videographers.

“I think these two points are important. One, can you really get rid of it? Two, what are your motives, and do they justify the risks if you cannot jetison the camera helmet in an emergency?”

ABOUT THE AUTHOR

BRYAN BURKE

Bryan, D-8866, has been the Safety and Training Advisor at Skydive Arizona, the world's busiest drop zone, for two decades, longer than most people have been skydiving. He has several thousand jumps and has witnessed more jumps than probably anyone in the world.





TALON FS

for all forms of flight

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



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



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



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



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



FULL MOON BOOGIE 2013 NAGAMBIE



By Louise Cross Photos by Kelly Brennan, Simon Colmer, Dave Hyndman and Dan Tothill

In no time at all it was November and it was time for our 7th Full Moon Boogie – the last to be held at our current location. By Thursday night people had started to converge on Nagambie – most having arranged a four-day very long weekend. Over 105 skydivers descended upon Nagambie from all over Australia to participate in the event, most drawn by the prospect of jumping with two World Champion freeflyers from Maktoum.

Alongside Fabian and Ellis from Maktoum, we had local Australian load organisers Jai Campion for Wingsuiting, Mark "Stretch" Szulmeyer for the flatties and Leigh "Macca" McCormack for Freely.

Sydney Skydivers provided the additional aircraft in the form of the Beaver this year, with Poo Smith once again at the controls.

The first day of the Boogie saw near perfect weather and the loads started to crank. The Maktoum guys, ably assisted by Macca, started running Angles, Head Up and Head Down dives. Cloud hindered, at times, Jai's attempts to get his Wingsuit flyers up and flocking, but their patience paid dividends and they managed to get a couple in. Not one to stay on the ground without complaint, Jai soon joined with the freeflyers when the birdies were grounded. Stretch organised some Star Crest jumps with Jack Ottaway and Sally-Jane Bruggemann successfully completing their Crests. The more experienced Flatflyers were not left out though; with sequential skydives being on the menu for them.





Friday night saw the first of the day tapes being shown, and again this year we had Borgie (Might Die Productions) keeping the crowds entertained by masterfully creating day tapes from all the raw footage he was given throughout the day. We are all eagerly awaiting the arrival of the Boogie DVD into our mailboxes.

The bar once again did a roaring trade with the assistance of barmaid Kate, who was at times referred to as the worst bar chick ever when she refused to keep the bar open past closing time – yet these same people disparaging her character were more than happy to thank her the next morning for saving them from the inevitable killer hangovers. One Victorian freeflying Professor became a little upset when she went to the bar and asked for water, then promptly forgot she had asked for water, and assumed she had been cut-off when she wasn't given alcohol.

Saturday arrived with sunshine, some scattered clouds and jumpers chomping at the bit to get going again. Jumping continued at full speed until some dark rain clouds put us on hold for an hour or two. Slack lining became the entertainment at this point, with locals Dave, Reed and Sean showing everyone how to back flip and land back on the line with apparent ease. Triple O was on speed dial at this time, but thankfully it was not needed; neither was Nurse Cliff's medical expertise. Once the rain cleared, the loads began cranking again.

Saturday night saw more day tape action and a dance party hosted by DJ Will. Was this when Tommy went on his first (imagined) date with his dreamboat?

Sunday morning dawned, and surprisingly the drop zone didn't look as trashed as it has in previous years – maybe because the bar was minus its roof and there was no where to put the couches, and there were no left over glow sticks poking out of every nook and cranny! Jumps continued again with the load organisers being kept busy. The Swoop and Slide saw a lot of action with Dan working valiantly for four hours keeping the nine metres of black plastic wet and slippery – with the wind hindering the potential for massive swoops. The afternoon saw the breeze pick up to unsafe limits and continue unabated for some time with a frustrated DZSO eventually calling it as he and a pilot felt the need for a beer.

Sunday night and more day tape action. After dark, the shenanigans were on again – this time it was human pyramid building on the packing mats. Those padded packing mats proved useful when one freeflyer came crashing down upon another, smearing her across the ground.

Monday dawned, and proved a little more subdued – the past three days of jumping was starting to take its toll. Today was the day for the wingsuiters though – not one cloud in the sky and they were off. Congratulations to Simon Colmer on achieving his Wingsuit Crest. Angles, steeper and faster were being planned and executed along with jumps for the lesser experienced. Flat-ways, large and small were being attempted and successfully completed until it was time for us to say goodbye to all our friends for another year.

The Boogie would not have been a roaring success without the assistance of many people: Ryan and Joey for the outside camera on the Freefly and Flat jumps; Brendan our packer who kept the load organisers in the air; Kate our bar chick; Dan for his efforts with the party night and the Swoop and Slide; and Smiley with his coffee van. Smiley's coffees are somewhat of legendary status – by far one of the best coffees that have ever been tasted, and they certainly provided the impetus required to get everyone up and going in the early morning.

A big thanks to the coaches: Fabian, Ellis, Stretch, Macca and Jai. To the pilots: Poo for flying the Beaver, and our very own Dan Martin; and the participants of the Boogie who made it an extremely enjoyable and safe boogie.

Skydive Nagambie would like to thank all the sponsors of the Full Moon Boogie, 2013 for their generosity. In particular the Australian Parachute Federation, the Victorian Tasmanian Parachute Council, Icarus Canopies, Wings, Cookie Helmets, Performance Designs, UPT, Larsen & Brussgard, Downward Trend, Nagambie Lakes Entertainment Centre and Red Bull. Skydive Nagambie would also like to thank Phil Onis and Jon Mac for the loan of the Beaver.

Despite the weather holds, over the Boogie an awesome 120 loads were flown with over 1,500 jumps and absolutely no daytime incidents, not even a chop happening during the Boogie, which made the DZSO one happy camper!

Bring on next year.



CYPRES 2

Reliability made in Germany

WATER ? PROOFED !

PROTECT YOUR INVESTMENT

ONLY MINIMUM EFFORT

**AFTER
WATER
CONTACT***

- ❶ SWITCH OFF
- ❷ DRY OFF
- ❸ 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

WOOHOO DAY

WOOHOO DAY

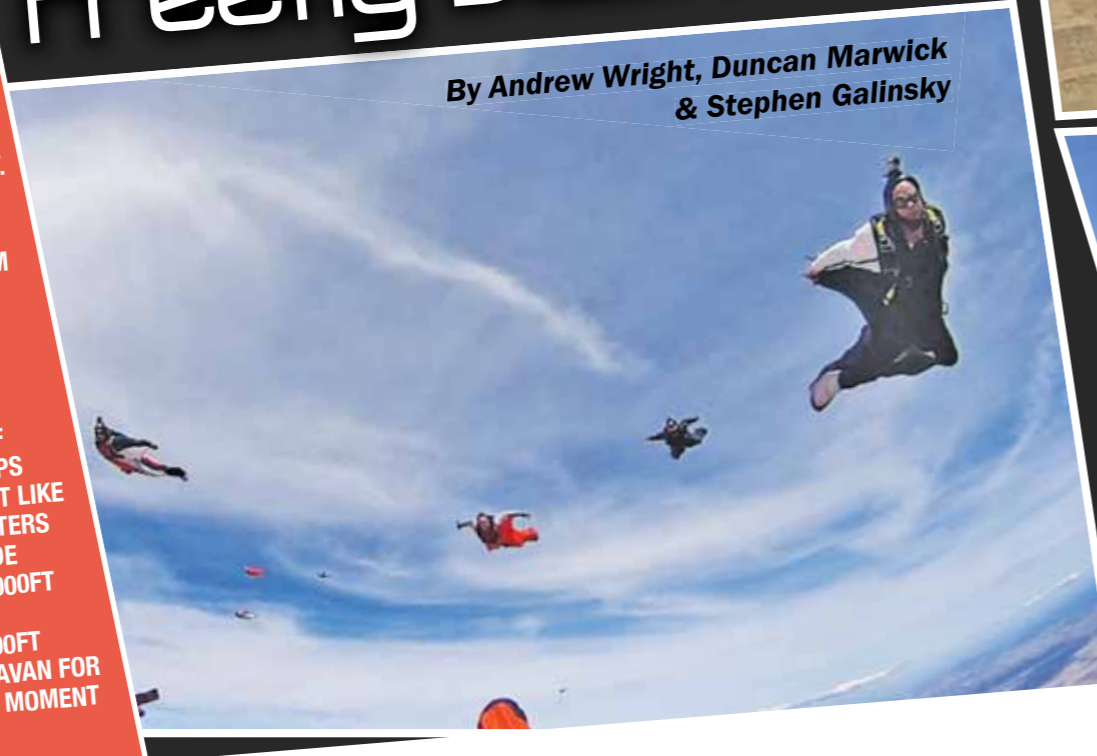
WOOHOO DAY

THE LAST TWO CAMPS AT BRIDGEWATER HAD BEEN A BLAST, SO WHEN WE HEARD ABOUT THE THIRD PHOENIX FLY WINGSUIT/FREEFLY BASH BEING SCHEDULED, WE KNEW WE HAD TO ATTEND. THE STARS ATTENDING THIS CAMP WERE THE TWO PRIMARY TROUBLEMAKERS FROM LAST YEAR'S PHOENIX FLY MAD SKILLZ CAMP: JARNO CORDIA AND TJ LANDGREN. ADDITIONALLY, THE U.S. FREEFLY GURU, KATIE HANSEN, WAS JOINING THEM, AND GENERAL MAN OF RE-KNOWN IN THE WINGSUIT COMMUNITY, ROBERT PECNIK, THE BIG BOSS AT PHOENIX FLY.

FOR LIFT CAPACITY, ON-HAND WAS BRIDGEWATER'S FAMILIAR C208 CARAVAN, BUT A SURPRISE VISIT FROM A EUROCOPTER AS350 "SQUIRREL" HELICOPTER GAVE ADDITIONAL EXCITEMENT AND MANY JUMPERS HAD A "FIRST" TO COUGH UP FOR BY THE END OF THE WEEKEND WHILST IT WAS AVAILABLE! AS A BONUS DASH OF EXCELLENCE, THESE HELICOPTER JUMPS WEREN'T SHORT DELAYS FROM 4,000FT LIKE MANY PEOPLE EXPECT FROM HELICOPTERS AND BALLOONS, BUT AN AWESOME RIDE UP TO A FULL 10,000FT. HOWEVER, 10,000FT MIGHT NOT HAVE SEEMED LIKE MUCH COMPARED TO THE LOADS FROM 18,000FT THAT WERE OFFERED OUT OF THE CARAVAN FOR JUMPERS WHO WANTED EVERY EXTRA MOMENT OF FREEFALL THEY COULD MUSTER!

Phoenix Fly Wingsuit/Freefly Bash # 3

By Andrew Wright, Duncan Marwick & Stephen Galinsky



Aside from the plan to have a ton of fun, top priority for a few of us was to attend the Coach Course run by Jarno in the days leading up to the boogie. The PFC rating is one that is accepted in some countries to teach a skydiver the basics of jumping with a Wingsuit. In Australia we have our own Wingsuit Tutor rating that has similar requirements, but the PFC course was an opportunity to learn for both experienced Wingsuit skydivers working towards a Tutor rating and for existing Wingsuit Tutors looking to hone their skills with students.

The PFC course was run over two days, with Jarno going through the extensive theoretical side on the first day (including briefing, flight planning, body position and emergency procedures) and with exam jumps (with Jarno and Robi playing the student) on the second day. Playing instructors to two of the most experienced wingsuiters in the world proved to be one of the most mentally challenging aspects of the course for us. We now have eight newly qualified Phoenix Fly Coaches: Andrew Wright, Kingsley Treloggon, Goran Turk, Darren McInerney, Jai Campion, Andrew Ellard, Sandra Northey and Milson. A big congratulations to Kingsley for also attaining his APF Wingsuit Tutors endorsement as well! With that, the real deal was due to begin on Friday.

The primary focus for the ensuing fortnight was to enable the visitors to encounter a kangaroo – a live one. Unfortunately, the kangaroos failed to arrive on

schedule, so instead Jarno, Robi, TJ and Katie had to spend their time organising loads of wingsuiters and freeflyers.

As you can imagine this was tiring work with the skydivers themselves being only marginally more organisable than the native wildlife. Nonetheless, numerous groups of wingsuiters and freeflyers were soon on the way to 14,000ft to get their fix. Katie and TJ were in hot demand from numerous jumpers looking to improve their already considerable skills in Sit flying, Head Down and Angle flying.

While the wingsuiters were flocking and frolicking, others were being treated to some of the best Freefly coaching available from humans. TJ Landgren and Katie Hansen can fly like they were born in the sky, with clouds for neighbours. Whether you were a beginner learning how to Sit, or wanted to work on the finer points of your Head Down flying, they were more than happy to accommodate everyone.

Normally with coaches of this calibre, cornering them to get on a load for some one-on-one instruction can be intermittent due to demand, but no matter the circumstance, they somehow managed to make time for each eager jumper.

Every jump had something we could learn from, even when they put together groups to take Tracing or to fly some Angles. Needless to say, each jump was filmed and debriefed in-depth so the fun was relived and the learning reinforced.

Not only are TJ and Katie extremely proficient in freefall, but are also some of the most experienced canopy pilots around –

there truly was something for everyone. TJ was always happy to give tips on flying or on landing and swooping like a pro, and if you've seen the clip of Katie landing her canopy in a moving car, then you know this girl can pull some wicked manoeuvres!

Meanwhile, the wingsuiters had been split into two groups: One for beginners and one for advanced jumpers. The beginner group was organised by Robi and was focused on basic Flocking skills, as well as accommodating individual jumpers wishing to learn more advanced manoeuvres like Back flying.

The advanced group went with Jarno. This group was composed of experienced wingsuiters, many of whom had attended the previous two Phoenix Fly events at Bridgewater, and focused on more complex jumps where jumpers needed to be able to fly close and consistently. These included multi-point formations, moving vertical formations to flat ones, and other jumps where jumpers and small groups would change position with each other. Robi and Jarno were invariably to be found either on their backs as the Base of the formation, or carving around the entire group in wide loops, getting the all-important footage of us looking cool.

One of the best things we have found at the Phoenix Fly camps is not just the solid amount of jumps we've done but the extensive debriefing of them from Jarno. That's as much a part of the learning process as the jumping itself and we've definitely found that our skills have increased the most by doing repeated jumps aimed at achieving fairly simple things, with someone getting good video and putting in the time for a debrief afterwards. We're sure many reading this will not be surprised at this observation!

Phoenix Fly Wingsuit/ Freestyle Bash # 3

Another highlight of the Boogie was a trip to Australian Skydive's Torquay drop zone where we got to jump over the amazing coastal scenery. We suspect though that Robi and a pair of visiting jumpers from Tahiti were more struck by the vast flatness of rural Victoria!

On the final weekend of the event, jumpers both regular and visiting participated in an epic Christmas party back at Bridgewater on the evening of the 21st, where the food was good and the people were even better!

By the close of the festivities and the event in general, it was clear that the bash had lived up to its name, with jumpers having made plenty of jumps, had plenty of parties and made plenty of new friends. For many people, it was their first time visiting Bridgewater and if the smiles on their faces were any indication, it's not likely that it will be their last! Australian Skydive will hold the event again this year, but there's no need to wait that long to visit this fantastic drop zone! All in all, it was a huge success, anyone there could see this in both the numbers of people attending throughout the camp (110) and the smiles on their faces.

Thanks

With help of the APF and the VTPC by way of offering funding to support this venture, we also need to thank our sponsors who stepped-up to the plate (some at the very last minute) to offer some goodies to be used as raffles during the Camp. They include: Phoenix Fly, Vertical Evolution, Mee Loft, Second Chance Rigging, Paragear, Sunpath Products, Airtec, Chuting Star, Velocity Sports Equipment, and lastly, but possibly not least, the DZ Bar!



TJ Landgren and Katie Hansen Fly Over the Long White Cloud

Zooming, carving, free freestyle coaching, Petra's, downwinders, beach landings and the first ever XRW jumps in New Zealand. What a way to finish 2013!

Jyro from NZ Aerosports brought TJ Landgren and Katie Hansen over from Oz-land where they'd been coaching at Bridgewater. Ten days of pure mayhem ensued with drop zone antics and road trips for the Xmas to New Year period.

It began with a three day Xmas Orphans Boogie at Skydive Auckland. Katie took a first flight wingsuit course for local jumper Jason Ford and got him up and in the sky for his first flight - congratulations Jason!

TJ took on the small but dedicated group of Auckland freefliers and led some sick zooming and tracking jumps. There were funny exits, laughs, docks (luckily no tears) and we even managed to convince a couple of tandem masters to join in the fun (cough, Aaron Marriott). TJ introduced everyone to a new level of speed and flight that challenged all of us but was tons of fun! It was some of the best jumping New Zealand has ever seen.

On January the 30th, we all hopped in our vans and station wagons armed with Icarus windblades, tents, rigs, jandals, chillybins and GoPros to the sound of Queen (don't ask

and headed North to Whangerei. Skydive Ballistic Blondes welcomed us in true Kiwi style with a campfire and a BBQ and we prepared for the epicness to continue in this new location.

The next day we weren't disappointed! TJ and Katie ran free coaching jumps all day long thanks to Jyro's generosity. The DZ encouraged Katie and TJ, our NZ Aerosports test pilots, and NZ Canopy Piloting Team swoop boys from #TEAMLAYLOW to rip it up on their huge landing area flying Petras - bring on downwinders, blindmans and spectacular windblade swoops!

To top it all off TJ and Katie performed New Zealand's first ever XRW jumps with NZA test jumpers Richie Munro and Chris Brook over the beautiful Ruakaka Beach, and everyone landed on the sand to the welcome sound of beer lids popping off.

A HUGE thankyou to TJ and Katie for sharing their badassness with us here in EnZed - we're a small but growing sports skydiving scene, and we loved having a phat time and doing some sick jumps with you cool cats.

Next time we'll have to get the Aussies involved too for even more mayhem!



TJ Landgren & Katie Hansen Talk about sponsorship & test jumping new canopy designs

"It's great to be sponsored, you get to test new canopies and give your input on things changed. It's great flying new canopies, trying out new stuff that no one else has tried. Not knowing what to expect from the test canopy, how will it open, turn or even how long it will dive. It's like a box of chocolates, you never know what you're going to get! It was cool testing out some of the new canopies. I've always loved the direction that Icarus NZ goes with their new canopies. Fats! I feel very excited about the next couple of years in canopy design. The public's going to love the new wings!" TJ

"The best parts of my job are traveling all over the world, being in the air jumping all the time and helping students get better. NZ Aerosports takes good care of us, making sure we have what we need. It's really fun to see the new projects coming down the line and being involved. Flying new canopies is like Christmas all the time. It's a privilege getting to fly the latest and greatest cutting edge new toys. Test jumping is fun, but can be kinda stressful. I really like some of the new canopies being developed and like being involved in the process. It's satisfying to change something and result turn out positive." Katie



WHAT'S YOUR FAVORITE COLOR?

ChutingStar has you covered!

IT'S NOT EASY BEING GREEN...

PURPLE NURPLE?

IS YOUR DAY GREY?

MAN IN BLACK?

STARCH WHITE

PRETTY IN PINK!

BLUE SKIES!

MELLOW YELLOW...

PAINT THE TOWN RED!

FOOLS GOLD?

RHYMES WITH ORANGE?

CHUTINGSTAR.COM
SKYDIVING • SUPERSTORE

1*770*445*4000

chutingstar.com/skydive
facebook.com/chutingstar
twitter.com/chutingstar
instagram.com/chutingstar

World-Wide Shipping at ChutingStar.com

DZ DAYZ

N.T. (WORLD) CHAMPIONSHIPS

By Deb Holt

Darwin Parachute Club held the Northern Territory (World) Championships in late October. It was classic build-up weather in Batchelor: 38°C, over 80% humidity and not a breath of wind – beautiful weather for packing! The next load was always waiting when the plane landed as the only comfortable temperature was at 10,000ft.

4-way Rel teams and jumps were planned that enabled all comers to take part including our up-and-coming jumpers who had just completed their B-Rels. There was good variety in the draw and good variety in the results with the animal themed teams pulling off jumps, some of which were a bit more safari and some of which were a bit more zoo.

In the end Karen Fuller, fresh from her recent success at the Queensland State Championships, led the girls to victory, closely followed by the flying Numbats. Thanks go to Phil Irlam and Terry King for flying camera for all teams and to our non-stop fairy princess pilot Tristan Roulston.

Gold: “Cane Toads” Karen Fuller, Naomi Collier, Peta Grainger, Deb Holt

Silver: “Numbats” Jim Yuncken, Keith Atkins, Matt Ernesti, Sebastian Welch

Bronze: “Goannas” Roger Clifton, Shane Jackson, Dave Bruce, James McKew

Wood: “Dugongs” Blake Palmer, Maurice Mathey, Matt Fyvie, Ben Simpson

Accuracy results:

Gold: Keith Atkins, Matt Ernesti

Silver: Naomi Collier, Jim Yuncken

Bronze: Roger Clifton, Tom Booth



DPC CHRISTMAS PARTY

By Jimmy Yuncken

Theme was uniforms. We had workers, school girls, Angus, a convict, footy players and others. The bell rang and the Fooz went off and we had a ‘pantsing’ of Ashe’s partner, who was told by yours truly, “Trust me, I’m ace!” Big thanks to everyone at DPC for a positive end to 2013.

Nothing but Bucket!

Well the Accuracy Competition at DPC was rigged! Readers, let me tell you... Now, Jimmy got the bucket, whereas KEEF and Matt E. just got close a few times. Matt E. and KEEF got the Gold by default. Jimmy and Naomi got the Silver. Roger and Tom PLR’d into the Bronze. Congrats to all that played, I’m sure the Judges knew what they were doing.

Big grins. See you in the sky.



SKYDIVE NAGAMBIE

By Louise Cross

By the time this issue of ASM lands in your mailbox, our new drop zone will have opened. Yay! After four years of hard work and bureaucratic battling it has finally come to fruition. Jumps were made at the new drop zone as display jumps back in early 2013 as part of the Jump Start Program, yet the first plane to land on the airstrip was Don in his RV7 in early December.

Despite the focus on getting the new place up and running, the old drop zone has still seen plenty of skydiving action over the past six months.

Stevo has been load organising Freefly and Flatfly, and everything else in between, once a month for the locals. These will continue at the new drop zone on a regular basis with Stevo, Jonny and Ryan heading up the charge for interested freeflyers.

Each weekend sees the organisation of some awesome jumps; with locals Dale and Simon keen to show off the skills they learn on their tunnel trips.

The Star Crest days organised by Kelly Brennan recommenced in September and will continue until March with many new proud Star Crest recipients gracing the skies of Victoria. Congratulations to James Hanzalik, Reed Ramage, John Garnett, Simon Colmer, Brendan Wright, Jack Ottaway, Gearoid Brinn, Guy Lumsden, Sally-Jane Bruggemann, Dave Gough, Marc Jenner and Joel Williams who have all achieved the Crest.

Steph and Craig Vaughan ran a successful 4-way weekend in September for intermediate 4-way jumpers – although with the weather only suitable for jumping on one day, poor Steph drew the short straw and only got to creeper with the guys – all the jumping was left to Craig.

Darren Griggs has been continuing to run his hugely popular Canopy weekends on a regular basis for the local skydivers in between continuing his own Swoop training. This has seen a noticeable improvement in everyone's canopy flying skills. The circuit patterns flown after each jump are rather pleasing to the DZSO.

Jai Campion our resident Wingsuit tutor has been putting prospective wingsuiters through their paces with First Flights and helping them get their Wingsuit Crests so that they can participate in bigger flocks. Well done to Dave Hyndman, Jake Muscat, Sheila Schaefer, Bruno Chagras, Simon Colmer, and Craig Robinson who have all attained their Crests. Congratulations also to Jai who recently completed his Phoenix Fly Wingsuit Tutor rating with the Phoenix Fly guys when they visited Australia.



Dan Tothill and Jono De Wet have both returned from their journeys overseas, and Rob and Shelly will be back shortly from Skydive Dubai.

Instructor courses have still been run over the year with candidates coming to Nagambie from all around Australia with local skydivers Steve Williamson, Christine McCoughtry and Jin Nejedny all achieving their Tandem rating and Dale Jamieson his AFF ID rating.

We farewelled our packers Antonios back to Greece and Brendan off to the Army, so Reed has stepped in to fill the gap until he goes off to become a Tunnel instructor at the new tunnel in Penrith. We wish him all the best for this new and exciting venture. Congratulations on being chosen from all the hundreds of applicants.

A-Licence courses continue to be popular with students coming from around Victoria, Australia and even overseas to partake of these. Well done to the following who have all achieved their A-Licences over the last few months: Steph, Dave, Jack, Amy, Yasmin, James, Jordan, Nicola, Sam O, Marsen, Auriel, Lucas, Ryan, Karl, Debbie, Billy, Shane, Ben, Eddy, Greg, Adrian, Michelle, Kevin, Jonathan, Chris, Edward, Patrick, Zhen, Elaine, Tom and Anand. Since then, many of these skydivers have gone on to complete their B-Rel's and gain a B-Licence, and purchased their first rigs.

Summer Camp has been and gone with many jumps being done – most especially over 100 student jumps in four days. We welcomed Claudia and Michael from Germany, Richard and Kristian from Queensland plus a host of regulars for the ten days of jumping. Last load for 2013 was a 14-way Roundie. Claudia and Michael even managed

to lurk onto a weekend of Star Crest action to get their Aussie Star Crests.

Jump Start 2014 is due to start in February and thus far the participants are coming from the USA, Melbourne, Tasmania and the United Kingdom. Spaces will be available for other jumpers on the specialist programs such as Packer B and Camera courses, so keep an eye on our newsletter for more details.

Stay tuned for our grand opening weekend over the Labour Day Holiday in March – local Freefly and Flatfly Load Organisers will be present to keep the prop turning!



TOP END TANDEMS

By Pete Wyllie

If a steady trickle of Tandems, the odd Dundee Beach jump, skeleton staff (both in number and physical appearance), and overall good vibes are the measures of a happening drop zone, then Top End Tandems is ticking all the boxes. The last twelve months have seen some seismic changes at the centre of Northern Territory Tandem excellence with massive staff cuts (three regular Tandem Masters down to two as Drew swans off around the countryside), a new GoPro mount on the wing of our trusty bird, and um, some new student goggles for the tandem passengers. It's the small victories after all...

Jumps onto Dundee beach continue to please the masses (me and Ash), and give the Pilots both a challenging dirt strip and a good bar to line up for. Who said Tandem only operations don't have any fun?

Our fearless Packer, Tom, continues to contribute to the longest running malfunction-free period in Aussie drop zone history (this statistic is not evidence based), and our ever reliable ground crew, Keith, continues to keep the operation running like a well-oiled, and stall-free 182.

Ash has finally moved his project Cessna from his own residence to the airport in an attempt to bring to a conclusion the longest Cessna refurbishment in Australian history. Just how much longer it takes to get airborne remains to be seen...

And best of all, we just continue to enjoy the most predictable weather, most accessible airport from any point in town, sweetest beach landings, best freefall visuals, and coldest beer of any drop zone in the country.

We're always looking for new Tandem Masters. So if you want to escape the cashed-up miners of W.A., the traffic of N.S.W. and Victoria, the locals of QLD, the arctic conditions of Tasmania and the A.C.T., or just need a break from the oasis of S.A., then come join us.

See you up north?



SERIOUS HANDYCAM GLOVES THE ULTIMATE HANDYCAM GLOVE. FOR SERIOUS TANDEM MASTERS.

FEATURES

- EASY ACCESS TO CARDS
- CLEAR VIEW OF INDICATOR LIGHTS
- SNAG RESISTANT & LOW PROFILE
- ADJUSTABLE GLOVE SIZING
- COMFY SPACER FOAM LINING

EXTRAS

- 3 MODELS TO CHOOSE FROM
- GOPRO & ISAW EXTREME VERSIONS
- VERSIONS FOR ALL GOPRO MODELS
- 2 CAMERA ANGLE OPTIONS
- CUSTOM SIZES AVAILABLE

FREEFALLSUPPORT.COM
TRACKY DAKS HANDYCAM GLOVES WEIGHT BELTS WRISTIES CAMERA JACKETS
SERIOUS SKYDIVING GEAR

Spirit
skysports

Superior jumpsuits for all disciplines

Competitive
Advanced
Unique

Comfortable
Technical
Durable

Come in to the studio to get measured and browse through the huge photo book to create your dream suit
23 Hackett St Ultimo NSW 2007 mickle1@inet.net.au
Ph 02 9281 3558 Fx 02 9281 4224 Mob 0417 438 329

www.spiritskysports.com

S.A. SKYDIVING B-REL AND STAR CREST WEEKEND

By Jed Smith

On the 15th to 17th of November, S.A. Skydiving hosted a weekend dedicated towards novice skydivers, generously sponsored by the APF, the SASPC and the State Council of South Australia.

The weekend saw sixteen eager participants complete over 51 B-Rel skydives, including thirteen B-Rel 10 jumps.

Four Star Crest participants were treated to formatted loads on the Sunday, and although not all were successful, invaluable experience was gained plus a lot of fun was had by all. Many were successful however, and cheers and beers followed!

An honourable mention has to go to Tommaso Liccioli for filling in on the Sexy Ladies' B-Rel 10 jump and showing that red lipstick is not exclusive to the "sexy ladies" (24 hour Colour Stay, whoops!). A not so honourable mention to Zev for failing students whilst busy occupying himself with some back looping Freestyle manoeuvres... One rule, Zev!

A big thank you to the instructors, who donated much time, effort and enthusiasm to training our next generation of jumpers.

Also to Greg "Miff" Smith for hosting the event and providing us with dedicated aircraft for the weekend.

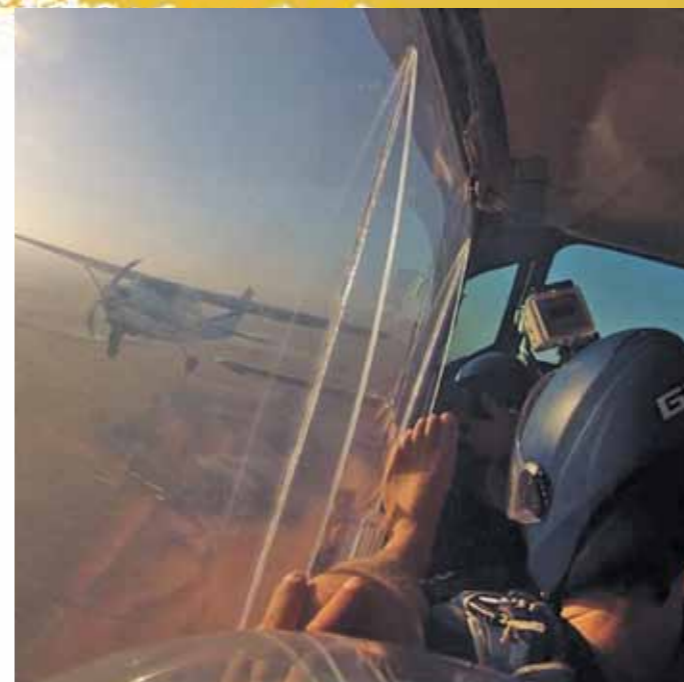
Here's to the next one!

B-Rel Participants

Derek Bade
Damein Stevens
Ben Thomson
Jana Fitzpatrick
Shaun Henderson
Josh Morphet
Alex Newton
Obie Brown
Mitchell Biggs
Damon Nagel
Kosta Andrellos
Andrew Nitschke
Nick Sachert
Zac Rivett
Henry Walsh
Mitch Patterson

Star Crest Participants

Vince Jarvis
Alex Gately
Haley Daw
Shannon Opie



Parachute Rigging Work and Gear

Buy and Sell

w: paragearddoctor.com.au

e: info@paragearddoctor.com.au

m: 0488 008 083



AUSTRALIAN JUMPSUIT MANUFACTURERS

PO BOX 141
Toogoolawah
QLD 4313

Phone: 07 5423 2733
Fax: 07 5423 0015
Email: info@airsuits.com

www.airsuits.com

Visit our factory at Ramblers DZ

CERTIFICATE 'A'
SIMON
JONATHAN
STEVEN
MELANIE
CHRISTOPHE
DAN
PHILIP
DAVID
ADAM
PENNY
DAVID
BRENT
TONY
CHUN-TING
RYAN
JONATHAN
CHRIS
WILLIAM
BOB
DARRYL
SAM
SHANE
RHYS
BEN
MATT
MICHAEL
JACOB
LOUIS
JUSTIN
RYAN
MATTHEW
LOGAN
GEMMA
ISABELLA
JONAS
SCOTT
AARON
MATTHEW
BRETT
DYLAN
SKYE
SIMON
LIAM
JORDAN
TOM
RICARDO
RICHARD
TOM
NICHOLAS
ROWAN
MICHAEL
JASON
TIM
DANIEL
RICKY
SIMON
BRENTON
LUKE
FETI
NATHAN
NATHANIEL
STEVEN
DAMON
KEITH
ANTHONY
LIAM
YVES
MICHA
CIARAN
LEROY
SHANE
JAMES
JESSE
TRISTAN
LANCE
NICHOLAS
RYAN
HAMISH
ANDREW
ALEXANDRE
RHYS
SERENA
ALEXANDER
BENEDIKT
BEN
PETER
GERDA
KYLE
NICHOLAS
AURIEL
MATT
MORGAN
JONATHAN
MATTHEW
KAI
JOHANN
SHARMA
ADAM
BELLA
MATTHEW
TIM
DEAN
BEN
NEVILLE
PETER
ERICA

ALDRIDGE
ALLAN
ANDERSON
BARICH
BATTISTONE
BELDON
BOGUES
BOON
BOYCKAERT
BRAND
BRUCE
CHANDLER
CHAPMAN
CHENG
CHOI
CLOHESSY
COLLINS
CRAVEN
CUSACK
DAVIES
DAY
DILLEMA
DODD
DOWLING
DRIVER
DURKIN
EDWARDS
ELS
FRASER
FRENCH
FYVIE
GIMPL
GRANGER
GROPPER
GUSTAVSSON
HALSE
HARPER
HONEYMAN
HYLAND
JAMES
KALMS
KELLETT
KING
KLEIN
KNIGHT
KRACKER
LAMBERT
LAPHORN
LAPTHORN
LE LIEVRE
LEE
LUND
MACDONALD
MACKELLAR
MACPHERSON
MAIER
MANNING
MCDONALD
MEKA
MILLER
MILLERICK
MILLS
NAGEL
NEWTON
NICKLIN
O'BRIEN
OPHOFF
ORR
O'SHAUGHNESSY
PAGE
PARK
PAVER
PEARCE
PIAT
PLATTS
PLENTY
POPELER
ROBINSON
ROSSI
SALGADO LOPES
SAVAGE
SHINE
SOLKIN
STELLE
STRICKLAND
SUTTON
SZARDO
TAYLOR
TEATHER
THOM
THOMAS
TIERNAN
TOWNSAGER
TURCAN
WALLIS
WALRAVEN
WALSH
WARD
WEBSTER
WEGMANN
WILLIAMS
WOOD
NEVILLE
WRIGHT
ZANEI

CERTIFICATE 'B'
EUNSUNG
SCOTT
JOSHUA
SAMANTHA
JOSHUA
COURTNEY
JULIAN
SLADE
CHRIS
PETER
MICHAEL
CLAYTON
SAM
DANIEL
PHILIP
JEREMY
CAMERON
DAVID
STACEY
CLINTON
JOERG
THOMAS
VIKK
STEFAN
MORGAN
DOMINIC
JOSHUA

CERTIFICATE 'C'
STEPHEN
JESSE
JESSICA
JUSTIN
DARREN
KIAN
SLADE
CHARLES
JOHANNES
SHANNON
OLIVER
BEN
SIMON
MICHAEL
SAM
STACEY
ADAM
LEE
ASHER
GREGORY
ALYSHA
JEREMY
CRAIG
SHANE
SARAH
ALEX
AMY
JAMES
SHAUN
ADAM
TEGAN
DEAN
DAVID
MAGDA
TRISTAN
FELIX
COREY
SALGADO
ANDREW
OZAN
JOEL
RICHARD
OLIVER
REUBEN
BEN
ANIAN
DEAN
TRAVIS
TARA
MICHAEL
JOEL
SCOTT

CERTIFICATE 'D'
EDWARD
ANDREW
DOUGLAS
JOHN
PHILLIPPA
JULIAN
BRUNO
SCOTT
ANGELICA
GIEDE
MATTHEW
THOMAS
OLIVER
STEPHEN
SOPHIE
JODY
PAUL
PETER
SHANE
SAM
SIMON
LUKE
ALEX
DEVALERA
ROBERT
CAMERON
CAROLINE
JOSH
DIRK
ALAIINE
TIM
SCOTT
SETH
ANGELA
REED
PETER
COREY
BRENDAN
RODOLFO
OZAN
ANDREW
ALEXANDRA
RICHARD
DANIEL
MARC
SCOTT

CERTIFICATE 'E'
DYLAN
SANDRO
KRASIMIR
JACOB
JOSE
GIORGIO
JASON
ZAC
THOMAS
MORAE
ARMANDO
MERRILL
DAVID
CAMERON
LASSE
KATHERINE
STEPHEN
AARON
JOSH
JAN
EUGENY
MICK
VANESSA
AARON
NICHOLAS
HILEY
KIRK
MATTHEW
GORAN
GIANLUCA
APIATA
MAX

CERTIFICATE 'F'
JUSTIN
LEANDRO

STAR CREST
JESSE
JESSICA
CHRIS
DARREN
KIAN
SLADE
CHARLES
JOHANNES
SHANNON
OLIVER
BEN
SIMON
MICHAEL
SAM
STACEY
ADAM
LEE
ASHER
GREGORY
ALYSHA
JEREMY
CRAIG
SHANE
SARAH
ALEX
AMY
JAMES
SHAUN
ADAM
TEGAN
DEAN
DAVID
MAGDA
TRISTAN
FELIX
COREY
SALGADO
ANDREW
OZAN
JOEL
RICHARD
OLIVER
REUBEN
BEN
ANIAN
DEAN
TRAVIS
TARA
MICHAEL
JOEL
SCOTT

FREEFLY CREST
SOD TAEK
BILAL
STUART
SIMON
SUSAN
DUNCAN
ANGELA
JONATHAN
KEITH

WINGSUIT CREST
DANIEL
JAKE
GREG
CATTILIN
SEAN
CRAIG
PETER
CHRIS
ADAM
DAVID
PAUL
PETER
DARREN
MATT
TARAN
ALEX
BRENT
DIRK
ALAIINE
TIM
SCOTT
SETH
ANGELA
REED
PETER
COREY
BRENDAN
RODOLFO
OZAN
ANDREW
ALEXANDRA
RICHARD
DANIEL
MARC
SCOTT

DISPLAY 'D'
SANDRO
KRASIMIR

DISPLAY 'A'
CAMERON

PACKER 'B'
ALICIA
HAMISH
BRENT
JULIAN
DAVE
PETER
VAN HAAREN
VAN LOON
VOGEL
VILASINOVIC
WADE
WALLACE
WILLIAMS
MAX
CLINT
LEAMNE

PACKER 'A'
JODY
PIRET
JOHN

INSTRUCTOR 'D'
RICHIE
BRIAN
ZAC
ARMANDO
DALE
BEN
CAMERON
PETER
LASSE
DALE
ALEX
AUSTIN
JASON
HUBERT
MURRAY
NICHOLAS
THOMAS
PETER
KIRK

INSTRUCTOR 'B'
DANIEL

INSTRUCTOR 'A'
PETER
DAVID

ANDERSON
ARNOLD
BANKOV
JACOB
CALDERON
DI LORENZO
DODUNSKI
EDWARDS
ENDERS
FATTORUSO
FONG
GIRVIN
GORRIE
JAKOBSEN
KOHNE
LOWRY
MCKEON
MORGAN-BROWN
NEJEDLY
OSTALNIYGROSH
PARIS
PORCHET
RADFORD
ROTI
SHIMONY
THEOBALD
TUNKS
TURK
URSI
WHANGAPIRITA
WILLIAMS

Time to Be D

Compiled by the APF at ASM deadline time.

Para Gear

FOUNDING MEMBER PIA

SERVING THE WORLD FOR OVER 50 YEARS!

EQUIPMENT COMPANY



PARASPORT Z1 DAYLIGHT
FULL-FACE HEADGEAR
NEW FLIP-UP LENS DESIGN
L6000



TUTOR FREELY
HAMISH
RYAN
BRIAN



TUTOR WINGSUIT
GORAN
TURK



STATIC LINE ENDORSEMENT
RISS
ANDERSON



AFF ENDORSEMENT
DRONOW
DUNN



PRECISION 500
SKYDIVER'S LOGBOOK
SAME SIZE AS ORIGINAL
PRECISION LOGBOOK
WITH SIDE ENTRY SPACES
B1776



PARASPORT Z1 DAYLIGHT
FULL-FACE HEADGEAR
NEW FLIP-UP LENS DESIGN
L6000



TUTOR FREELY
HAMISH
RYAN
BRIAN



TUTOR WINGSUIT
GORAN
TURK



STATIC LINE ENDORSEMENT
RISS
ANDERSON



AFF ENDORSEMENT
DRONOW
DUNN



PRECISION 500
SKYDIVER'S LOGBOOK
SAME SIZE AS ORIGINAL
PRECISION LOGBOOK
WITH SIDE ENTRY SPACES
B1776



PARASPORT Z1 DAYLIGHT
FULL-FACE HEADGEAR
NEW FLIP-UP LENS DESIGN
L6000



TUTOR FREELY
HAMISH
RYAN
BRIAN



TUTOR WINGSUIT
GORAN
TURK



STATIC LINE ENDORSEMENT
RISS
ANDERSON



AFF ENDORSEMENT
DRONOW
DUNN



PRECISION 500
SKYDIVER'S LOGBOOK
SAME SIZE AS ORIGINAL
PRECISION LOGBOOK
WITH SIDE ENTRY SPACES
B1776



PARASPORT Z1 DAYLIGHT
FULL-FACE HEADGEAR
NEW FLIP-UP LENS DESIGN
L6000



TUTOR FREELY
HAMISH
RYAN
BRIAN



TUTOR WINGSUIT
GORAN
TURK



STATIC LINE ENDORSEMENT
RISS
ANDERSON



AFF ENDORSEMENT
DRONOW
DUNN



PRECISION 500
SKYDIVER'S LOGBOOK
SAME SIZE AS ORIGINAL
PRECISION LOGBOOK
WITH SIDE ENTRY SPACES
B1776



PARASPORT Z1 DAYLIGHT
FULL-FACE HEADGEAR
NEW FLIP-UP LENS DESIGN
L6000



TUTOR FREELY
HAMISH
RYAN
BRIAN



TUTOR WINGSUIT
GORAN
TURK



STATIC LINE ENDORSEMENT
RISS
ANDERSON



AFF ENDORSEMENT
DRONOW
DUNN



PRECISION 500
SKYDIVER'S LOGBOOK
SAME SIZE AS ORIGINAL
PRECISION LOGBOOK
WITH SIDE ENTRY SPACES
B1776



PARASPORT Z1 DAYLIGHT
FULL-FACE HEADGEAR
NEW FLIP-UP LENS DESIGN
L6000



TUTOR FREELY
HAMISH
RYAN
BRIAN



TUTOR WINGSUIT
GORAN
TURK



STATIC LINE ENDORSEMENT
RISS
ANDERSON



AFF ENDORSEMENT
DRONOW
DUNN



PRECISION 500
SKYDIVER'S LOGBOOK
SAME SIZE AS ORIGINAL
PRECISION LOGBOOK
WITH SIDE ENTRY SPACES
B1776

PARA GEAR'S GOT IT IN STOCK READY TO SHIP



FOR NEWS, PRODUCT UPDATES, SALE ITEMS, SPECIALS & MORE
CONNECT WITH OUR SOCIAL SIDE!

Para Gear

EQUIPMENT COMPANY

3839 WEST OAKTON STREET
SKOKIE, ILLINOIS 60076 USA
PHONE: 847-679-5905
FAX: 847-679-8644
ALL MAJOR CREDIT CARDS ACCEPTED.

Para Gear 50th Anniversary logo and a screenshot of the company website showing various products and contact information.



az directory

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWN)

GPO BOX 3114, DARWIN NT 0801
CHIEF INSTRUCTOR: TERRY KING
Club Phone: 0412 442 745
DZ Phone: 08 8976 0036
Email: skydive_territory@yahoo.com.au
Drop Zone Location: BATCHELOR AIRFIELD
Web: www.skydiveveteritory.com.au
Aircraft: Cessna 182

TOP END TANDEM (TOP)

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

QUEENSLAND

QUEENSLAND - NORTH
AYRSPORTS INCORPORATED (AYRINC)
PO BOX 546, TOWNSVILLE QLD 4810
Non Training Operation
Club Phone: 07 4728 4437
Email: ask@ayrsports.org.au
Drop Zone Location: THE AYR AERODROME
Web: www.ayrsports.org.au

FAR NORTH FREEFALL INC (FARNTH)

PO BOX 338, MISSION BEACH QLD 4852
Non Training Operation
Club Phone: 0428 420 500
Email: dawson.fnff@gmail.com
Drop Zone Location: TULLY AERODROME
Aircraft: Cessna 182 and Cresco.

MACKAY PARACHUTE CENTRE (MAKAY)

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

PAUL'S PARACHUTING (OSBO)

PO BOX 90N, CAIRNS QLD 4870
CHIEF INSTRUCTOR: TODD GERRARD
Club Phone: 07 4031 5499
Email: managermissionbeach@australianskydive.com
Drop Zone Location: EDMONTON CAIRNS
Web: www.australianskydive.com.au
Aircraft: 2 x Cessna Caravan

SKYDIVE AIRLIE BEACH (AIRLE)

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

SKYDIVE CAIRNS (SDCNS)

PO BOX 105 N, NORTH CAIRNS QLD 4870
CHIEF INSTRUCTOR: STEVE LEWIS
Club Phone: 02 6639 8000
Email: managercairns@australianskydive.com
DROP ZONE LOCATION: 1) EDMONTON, CAIRNS
2) TULLY AERODROME
Web: www.skydivemissionbeach.com.au
Aircraft: Cresco XL750, Cessna Caravan, Cessna 182

SKYDIVE THE WHITSUNDAYS (WHITS)

PO BOX 291, CANNONVALE QLD 4802
Non Training Operation
Club Phone: 0414 566 697
Email: nqpc@mackay.net.au

Drop Zone Location: PROSERPINE/SHUTE HARBOUR
Aircraft: Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

PO BOX 1786, TOWNSVILLE QLD 4810
CHIEF INSTRUCTOR: ALAN MOSS
Club Phone: 07 4721 4721
DZ Phone: 0412 889 154
Email: info@skydivetownsville.com
DROP ZONE LOCATION: 1) AYR AIRPORT 2) THE STRAND -
TOWNSVILLE.
Web: www.skydivetownsville.com
Aircraft: C182

TANDEM CAIRNS (CAIRNS)

PO BOX 753, BUNGALOW QLD 4870
CHIEF INSTRUCTOR: ADAM DAVIES
Club Phone: 07 4015 2466
Email: support@sydneykydivers.com.au
DROP ZONE LOCATION: MUNDOO AERODROME, INNISFALL
Web: www.tandemcairns.com.au
Aircraft: Cresco XL

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

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

FUNNY FARM (FUNFAR)

BUNGUNYA QLD 4494
CHIEF INSTRUCTOR: ROGER MULKEY
Club Phone: 0429 630 897
Email: mulkey@gmail.com
Drop Zone Location: Bungunya QLD
Aircraft: C-182 (Super)

GATTON SKYDIVERS CLUB INC (GATT)

23/12 GREENDALE WAY, CARINDALE QLD 4152
Non Training Operation
Club Phone: 07 5466 5521
Email: gatton.skydivers@gmail.com
Drop Zone Location: GATTON

GREAT SOUTHERN SKYDIVERS INC (GREAT)

PO BOX 928, REDCLIFFE QLD 4020
CHIEF INSTRUCTOR: LUKE OLIVER
Club Phone: 0429 020 865
Email: luke@greatsouthernkydivers.com.au
Web: www.greatsouthernkydivers.com.au
Drop Zone Location: ARCHER FALLS AIRFIELD
Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD (TGOLD)

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

QUEENSLAND ADRENALIN SKYDIVERS (ASQ)

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

RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID MCEVOY
PO BOX 136, TOOGOOLOWAH QLD 4313
Club Phone: 07 5423 1159
Email: skydive@ramblers.com.au
Drop Zone Location: TOOGOOLOWAH
Aircraft: Cessna Caravan and Cessna 182
Web: www.ramblers.com.au

REDCLIFFE CITY SKYDIVING (RED)

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

RIPCORD SKYDIVERS (FRIZ)

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

RIPCORD SKYDIVERS ASSOCIATION (RIPA)

50 RICHARDS STREET, LOGANLEA QLD 4131
Non Training Operation
Email: ripcordskydivers@hotmail.com

SKYDIVE CABOOLTURE (CAB)

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518
CHIEF INSTRUCTOR: IAN MCGREGOR

Club/DZ Phone: 0414 704 415

Email: imc@big.net.au
Drop Zone Location: CABOOLTURE AIRFIELD
Web: www.skydivcaboolture.com
Aircraft: Cessna 182, Cessna 206

SKYDIVE CENTRAL QUEENSLAND (SCQ)

PO BOX 116, GEEBUNG QLD 4034
Non Training Operation
Club Phone: 07 3314 3664
DZ Phone: 0419 659 820
Email: info@skydivecq.com.au
Web: www.skydivcentralqueensland.com.au

SKYDIVE HERVEY BAY (HERVEY)

PO BOX 5422, TORQUAY QLD 4655
CHIEF INSTRUCTOR: PETER AGNEW
Club/DZ Phone: 0458 064 703
Email: pete@skydivehervybay.com.au
Drop Zone Location: HERVEY BAY AIRPORT
Web: www.skydivehervybay.com.au
Aircraft: Cessna 182

SKYDIVE RAINBOW BEACH (RAINBO)

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

SKYDIVE RAMBLERS SUNSHINE COAST (SKRAM)

PO Box 178, MOFFAT BEACH QLD 4551
CHIEF INSTRUCTOR: DAVID MCEVOY
Club Phone: 07 5448 8877
Email: jump@skydiverforfun.com.au
Drop Zone Location COOLUM BEACH
Web: www.skydiverforfun.com.au
Aircraft: Cessna Caravan and Cessna 182

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

Unit 1/3 AMISFIELD AVE, NUNDAH Q 4012
Non Training Operation
Club Phone: 0416 606 511
Email: seqclub@gmail.com
Web: www.seqclub.com.au

SUNSHINE COAST SKYDIVERS (SSCSC)

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

TOOGOOLOWAH SKYDIVERS CLUB INC. (RASP)

121 KITCHENER ROAD, KEDRON QLD 4031
Non Training Operation
Club Phone: 0402 722 782
Email: secretary@tsqclld.com
Drop Zone Location: TOOGOOLOWAH
Aircraft: Cessna Caravan

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN NSW 2580
CHIEF INSTRUCTOR: MATT CHAMBERS
Club Phone:one: 0403 466 782
DZ Phone:one: 0422 585 867
Email: john@goulburnairport.com
Drop Zone Location: GOULBURN AIRPORT, NSW
Web: www.askydive.com/
Aircraft: Cessna 182 m& Cessna 206

AIRBORNE SUPPORT SERVICES (3RAR)

11 YANDERRA ROAD, TAPITALLEE NSW 2540
CHIEF INSTRUCTOR: LEIGH SHEPHERD
CLUB & DZ PHONE:ONE: 0487 505 800
Email: shep@airbornesupportservices.com
Drop Zone Location: Nowra Airfield
Aircraft: Cessna 185 and 182

COASTAL SKYDIVERS (COAST)

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

COFFS CITY SKYDIVERS (COFFS)

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

JUST JUMP SKYDIVE (GOFAST)

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

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

PO BOX 158 BRANXTON, NSW 2335
CHIEF INSTRUCTOR: TONY MAURER
Club Phone: 02 4938 1040
DZ Phone: 0422 870 009
Email: enquiry@skydivenewcastle.com
Drop Zone Location: MOORES LANE, ELDERSLIE and
WITTINGHAM AIRFIELD, SINGLETON
Web: www.skydivenewcastle.com
Aircraft: Cessna 182

SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE (DONNO)

PO BOX 1615, BYRON BAY NSW 2481
CHIEF INSTRUCTOR: RAY PALMER
Club & DZ Phone: 02 6639 8000
Email: managerbyronbay@australianskydive.com
Drop Zone Location: PIONEER DAIRY
(near TUGGERAH) AIRFIELD
Web: www.australianskydive.com
Aircraft: Piper Navajo, C-207, C-210, HELIO COURIER

SKYDIVE BYRON BAY (BYRON)

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

SKYDIVE MAITLAND (NSWTS)

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

SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA NSW 2537
CHIEF INSTRUCTOR: PAUL SMITH
Club Phone: 0438 185 180
Email: fun@skydiveoz.com.au
Drop Zone Location: MORUYA AIRFIELD, MORUYA BEACH
AND TRANGIE, NSW
Web: www.skydiveoz.com.au/
Aircraft: Cessna 180 and Cessna 185

SKYDIVE THE BEACH & BEYOND WOLLONGONG (SBS)

PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: MAX MOTZO
CLUB & DZ Phone: 1300 663 634
Email: kim@skydivethebeach.com
Drop Zone Location: STUART PARK, WOLLONGONG
Web: www.skydivethebeach.com
Aircraft: Navajo, Cessnas 206, 182 and Caravan 208

SKYDIVE THE BEACH BYRON BAY (MULCKY)

CHIEF INSTRUCTOR: JOE STEIN
PO BOX 843, BYRON BAY NSW 2481
Club Phone: 02 6686 2006
DZ Phone: 0402 008 926
Email: j.stein@skydive.com.au
Drop Zone Location: Evans Head
Web: www.skydivethebeachbyronbay.com
Aircraft: Cessna182 (Super)

SKYDIVE THE BEACH AND BEYOND CENTRAL COAST (SCC)

CHIEF INSTRUCTOR: VACANT
PO BOX 5361, WOLLONGONG NSW 2520
Club & DZ Phone: 1300 663 634
Email: kim@skydivethebeach.com
Drop Zone Location: Warnervale Airport
Web: www.skydivethecentralcoast.com.au
Aircraft: C-182

SKYDIVING NSW DROP ZONE (NSWDZ)

PO BOX 764, TAREE NSW 2430
CHIEF INSTRUCTOR: MARK BRODY
Club & DZ Phone: 0418 730 741
Email: skydivingsnw@bigpond.com
Drop Zone Location: TAREE AIRPORT
Aircraft: Cessna182

SYDNEY SKYDIVERS (SYD)

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

TANDEM SKYDIVING (TANDY)

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

WESTERN DISTRICTS PARACHUTE CLUB (WDPC)

PO BOX 172, DUBBO NSW 2830
NON-TRAINING CLUB
Club Phone: 02 6884 8266
DZ Phone: 02 6978 0137
Email: lyndon.p@optusnet.com.au
Drop Zone Location: FORBES AIRPORT
Aircraft: Cessna 182

AUSTRALIAN CAPITAL TERRITORY

AERIAL SKYDIVING PTY LIMITED (TAXI)

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

SKYDIVE CANBERRA (CAN)

4 BADGER PL, OXLEY ACT 2903
CHIEF INSTRUCTOR: CURTIS MORTON
Club Phone: 02 6296 1911 (BH),
DZ Phone: 0468 324 008,
Email: info@skydivecanberra.com.au
Drop Zone Location: CANBERRA - MINT OVAL,
DEAKIN, ACT
Web: www.skydivecanberra.com.au
Aircraft: Cessna 182

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

PO BOX 1014, GOLDEN GROVE SA 5125
CHIEF INSTRUCTOR: ALLAN GRAY
Club Phone: 08 8261 4161
DZ Phone:one 08 8520 2660
Email: info@adelaideskydiving.com.au
Drop Zone Location: LOWER LIGHT
Web: www.adelaideskydiving.com.au
Aircraft: Cessna 182

SKYDIVE THE COAST (COOL)

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

SA SKYDIVING (SASD)

2 / 193B GLEN OSMOND ROAD, FREWVILLE SA 5063
CHIEF INSTRUCTOR: GREG SMITH
Club Phone: 08 8272 7888
DZ Phone: 0418 114 475
Email: greg@saskydiving.com.au
Drop Zone Location: LANGHORNE CREEK AIRFIELD
Web: www.saskydiving.com.au
Aircraft: Cessna 206, Cessna 182

VICTORIA/TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

PO BOX 839, TORQUAY VIC 3228
CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
Club Phone: 1800 557 101
DZ Phone: 0434 174 773
Email: info@australianskydive.com.au
Drop Zone Location: BRIDGEWATER ON LODDON
Web: www.australianskydive.com.au
Aircraft: Cessna 182, 206 & 208

AUSTRALIAN SKYDIVE (TORQ)

PO BOX 839, TORQUAY VIC 3228
CHIEF INSTRUCTOR: GREG BAYLY
Club Phone: 1800 557 101
Email: info@australianskydive.com.au
Drop Zone Location: TIGER MOTH WORLD TORQUAY
Web: www.australianskydive.com.au
Aircraft: Cessna 182, 206

COMMANDO SKYDIVERS INCORPORATED (CDO)

PO BOX 2066, ROWVILLE VIC 3178
CHIEF INSTRUCTOR: Peter Knights
Club Phone: 1300 555 956
DZ Phone: 03 5998 3702
Email: jump@commandoskydivers.com.au
Drop Zone Location: 1) TOORADIN AIRFIELD
2) PHILLIP ISLAND AIRPORT
Web: www.commandoskydivers.com.au
Aircraft: 1 x Cessna 206, 1 x 'Turbocharged' GA8 Airvan

SKYDIVE THE BEACH & BEYOND YARRA VALLEY (VPC)

PO Box 961 Lilydale VIC 3140
CHIEF INSTRUCTOR: LEANDRO MAGNO
Club Phone: 02 4225 8444
DZ Phone: 1300 663 634
Email: kim@skydivethebeach.com
Drop Zone Location: LILLYDALE AIRPORT
Web: www.melbourneskydivecentre.com.au
Aircraft: Cessna 182

RELWORKERS INCORPORATED (WORK)

7 Akers Court Darley VIC 3340
Non Training Operation
Drop Zone Location: NO FIXED DZ
Club Phone: 0409 802 338
Email: relworkers@relworkers.org
Web: http://jump.relworkers.org/

SKYDIVE NAGAMBIE (CROSS)

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

SKYDIVE THE BEACH & BEYOND GREAT OCEAN ROAD (GOROAD)

PO Box 1353, BARWON HEADS VIC 3227
CHIEF INSTRUCTOR: PAUL MURPHY
Club Phone: 1300 234 471
DZ Phone: 02 4225 8444 EXT 5
Email: kim@skydivethebeach.com
Drop Zone Location: BARWON HEADS AIRPORT
Web: www.melbourneskydivecentre.com.au
Aircraft: Cessna 182, C206, C-208, PAC-A-L, PAC-Cresco

SKYDIVE THE BEACH & BEYOND MELBOURNE (STBM)

PO BOX 1508, ST KILDA VIC 3182
CHIEF INSTRUCTOR: GREG HAYS
Club Phone: 1300 663 634
Email: kim@skydivethebeach.com
Drop Zone Location: MORAN RESERVE, ELWOOD
Web: www.skydivethebeachmelbourne.com.au
Aircraft: Cessna 182

SKYDIVE VICTORIA (TOOR)

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

WESTERN AUSTRALIA

FOR LOVE OF SKYDIVING (FLOS)

HANGER I, 2 MUSTANG ROAD. JANDAKOT AIRPORT,
WA 6164
CHIEF INSTRUCTOR: ROBIN O'NEILL
Drop Zone Location: PINJARRA
Club Phone: 08 9227 6066
DZ Phone: 08 9531 1433
Email: f.l.o.s@live.com
Aircraft: Cessna 182 & 208, G8A Airvan, Piper Navajo

HILLMAN FARM SKYDIVERS INC. (HILL)

<

