

Australian

SKYDIVER

magazine



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2014

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FRONT COVER



Classic Accuracy champion Mike Dyer lining up to stomp the disc at the National Championships, York WA. **Photographer: Ash Geneve**

BACK COVER



"Clowning around?!... Oookoonono! **Photographer: Jules McConnel**

EDITORIAL

Hectic

After each issue goes to print I usually take time to reflect and contemplate life, love and the universe according to my skydiving reality. Here after compiling this 70th Issue I am blown away again at how this sport is so diverse and action-packed. I don't mean to sound so cliché, it just seems like so much happens in such a short amount of time. I mean, profound, history making events! How can so many new wonders of the sport emerge or evolve from just one issue to the next, only 2 ½ months? There's only a few thousand jumpers in Australia. Some are pushing limits or buttons, others are setting records or trying to, a couple keep breaking their own records, there's the smallest canopy, the fastest race, the first this, the longest that. It's really impressive! Looking forward to next issue!

Susie EDITOR

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The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

Photos submitted will be returned if supplied with a self-addressed stamped envelope. The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them.

Note: The ASM may include BASE jumping, providing the APF does not appear to condone the activity.

Pursuant to my contract with the APF in relation to the publication of Australian Skydiver Magazine, I am required to make a general statement about the nature of any pecuniary interest that I have in a particular brand of parachuting equipment, service or event being promoted in ASM. I am a Director of Toogoolawah Drop Zone Pty Ltd and I am a part-time employee of Ramblers Parachute Centre which organises various events and is a dealer for various equipment, some of which companies advertise in the ASM from time to time.

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FEATURES



Smallest Canopy



One Armed Bandit



Nationals



Wahoo Day



When Last is First

[WANTED FOR NEXT ISSUES]

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

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[Next Deadlines]
Issue 71 Deadline 10th Jun, 2014 **Mag Out** 10th Jul, 2014
Issue 72 Deadline 25th Aug, 2014 **Mag Out** 29th Sep, 2014



Australian Parachute Federation National Symposium

Sydney, 2014



Change, Challenge, Opportunity



When – 27th – 29th May
Where – Penrith Panthers Leagues Club

International Guest speakers include:

James La Barrie (Former GM of Skydive Carolina), **Julien Peelman** (NZ Aerosports),
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- Awards Dinner - \$95 (inc. beer, wine, juice, soft drinks)

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directors direction

APF MOVES FROM AN ASSOCIATION TO A COMPANY

The APF has operated as an association under the ACT Government Associations Incorporation Act 1991 ever since it was Canberra-based. Once APF moved to Brisbane the plan was to register as an Association under the Queensland Association Incorporation Act.

It was at that point our corporate lawyers, Lander & Rogers, advised that in fact it would be more appropriate for APF to become a Company Limited by Guarantee (CLG). Because we operate Australia-wide the CLG structure is better suited to our size and the role the APF performs as a peak body.

As was explained, we are a national body and we have been operating under a rule set that is intended for a State-based association. Our Area Councils are our State-based associations that undertake certain activities for and on behalf of APF. The Federation, itself, has an Australia-wide reach and national focus. It is recognised by the Civil Aviation Safety Authority (CASA) and the Australian Sports Commission (ASC) as the peak body for parachuting. And the APF, through the ASAC (Australian Sport Aviation Confederation) carries our recognition through to the International Parachute Commission (IPC) and Federation Aeronautic International (FAI), the world governing body.

As Lander & Rogers points out, many of their other clients are national sporting bodies and have or are moving towards incorporation as a CLG and thereby operate under Corporation Law rather than Association Law.

As a CLG, the APF would still want to be classified as not-for-profit and not pay tax on retained earnings. Tax-exempt status depends on having certain stipulations in the constitution, namely: 1) members cannot share in the profits, 2) directors must be unpaid volunteers, and 3) if wound up, the proceeds must pass to an organisation that has substantially the same objects as APF. We specify all of the above in our current constitution and we would carry these over to the CLG model.

In March this year, the APF Board considered the advice of Lander & Rogers and gave *in-principle approval to move to become a Company Limited by Guarantee, and have the Governance Committee review the draft Constitution provided by the Lawyers, and provide a recommendation to the Board.*

At the time of writing, the Governance Committee has undertaken a preliminary review and identified several areas where we need to obtain advice - from the APF Board and Lawyers - as regards should we retain all the current rules or move to what Corporation Law might consider as world's best practice.

APF has ways of doing things that have evolved over time and served us quite well. But we must consider if to continue these practices or look to how other national sporting organisations operate and use this opportunity to introduce change. We have looked at Softball Australia, Basketball Australia, Surf Life Saving Foundation, Australian University Sport and Australian International Shooting Limited all of which have been assisted in the transition from an Association to a Company by Lander & Rogers. Cycling Australia and Volleyball Australia are currently working through the transition.

This April, our Lawyers are putting the Board through a Company Directors' training course to educate individual Council Representatives (on the Board) about the duties and responsibilities of a director of a company. After this training, the Board will be better equipped to resolve the differences between the current Association Constitution and the draft CLG Constitution, and consider those matters that our lawyers have proposed as reflecting world's best practice.

By the time we get to the AGM (Annual General Meeting of Federation Members) on Thursday 29 May 2014 at Penrith Panthers Leagues Club, Sydney, I expect to be in a position to give a report on progress thus far – including departures from current practice that appear worth adopting during the transition to a CLG. It will be my recommendation, as your President, that Members, Clubs and Area Councils at some point be invited to review the draft constitution using the NPRM (Notice of Proposed Rulemaking) formula much as we do for the Operational Regulations. That will no doubt identify areas of concern to members that also need resolution.

It is my hope (and that of the Board) that we will be ready to put the new CLG Constitution before the 2015 AGM for adoption. That gives us eleven months to work through any issues that emerge. It is more important to get it right rather than rush it through so – next year's AGM is a target not a deadline.

The safeguard in all of this is: it requires 75% of those voting at an AGM to carry a change of this magnitude. So a change from an Association to Company will only happen if it has clear majority support. So, when the opportunity to review the draft CLG Constitution presents itself, please take the time to read it and make comment.

Dave Smith
APF President





Safety Notes

Remember the EARTH SUCKS and is UNFORGIVING

It's now nearly five months since I again became Director Safety. The transition from Manager Training and still working full time from the APF National Office has given me a unique opportunity to develop training and support materials for our Safety Officers across the country. The ASO Manual, Audit Guide and all relevant APF safety documentation have been reviewed and included in a new safety kit to be distributed at the ASO training day prior to the Symposium in Penrith. The majority of ASOs, some of the deputies and several aspiring ASOs recently completed a five day 'Safety and Lead Auditors Course' conducted in the National Office. This was a valuable learning experience for all who attended. It has given us new tools for improving the current audit process and for conducting audits at a level that meets industry standards Australia wide.

Audits are only part of the Safety Management System. Regulatory compliance by members is an area that needs some attention. This will require ASOs, CIs and their DZSOs to take a more active leadership role in their regions.

The ASO training day is scheduled for Monday 26th May, the day before the APF Symposium at Penrith. The agenda will cover:

- Accident scene management by ATSB investigator, with Joe Hattley
- Incident reporting and the APF system, with Kim Hardwick
- Aircraft auditing tips by Director Aircraft Operations, with Grahame Hill
- Infringement policy implementation with the APF Operations Manager, with Shane Pieschel
- High Altitude management, with Ralph Hamilton-Presgrave
- Open Forum with APF Safety & Training Manager, with Richard McCooley and I
- Tandem emergency water landing training, with Richard McCooley.

This training should help educate the masses on a local level, it is hoped that 'Regional Safety and Training Workshops' will be conducted every two years commencing in 2015. This will fall into line with the introduction of a Continuing Professional Development (CPD) scheme that will become an alternative option to the revalidation examination, for instructors who meet currency requirements. We expect these workshops to be conducted over two days, with the same agenda on both days to allow rostering of drop zone staff to give maximum exposure for CPD. The revalidation examination will still exist for those who allow their ratings to expire or are unable to attend the workshops and other professional development sessions. These workshops will be hosted by both the local Council officers and selected APF Managers or Technical Directors.

Over the past few months I have had the opportunity to visit drop zones in northern NSW and South Australia. There are some good things going on out there, but there are also things that need attention and improvement by management and staff. I will be departing the APF National Office and visiting all QLD drop zones during July and August, then heading south to NSW and Victoria in September and

October. If you want my help with anything while I am in your area, please feel free to contact me, sooner rather than later.

The new version of the Operational Regulations will be out and about by the time this issue goes to print. Please take the time to read them. One new regulation that affects everybody is OR 6.1.11 regarding individual responsibility. When you have read it, you may be inspired to read the total document.

“ One new Op Reg that affects everybody is regarding individual responsibility. When you have read it, you may be inspired to read the total document. ”

I am planning to conduct an in-house five day Certificate IV course in Work, Health and Safety. It will be primarily for ASOs, DASOs and aspiring ASOs. Additional places may be available, so get in early if you are interested in a possible slot at cost price. The Certificate IV in Work Health and Safety BSB41407 training course is the usual minimum requirement for those who want to commence a career in occupational health and safety. This course is relevant to National and Area Safety Officers and others who identify and manage workplace health and safety hazards. After completing

this qualification, you will be able to work as a health and safety practitioner, responsible for the organisation of the safety and health functions within a workplace.

High altitude jumping has been on the increase over the past year. Bridgewater drop zone in Victoria now conducts regular training and jumps from FL180 (18,000ft AMSL). Sydney Skydivers at Picton conducted a Head Down record and there were some issues/recommendations raised by the organiser and the Director Instructors after that event. Another event was conducted at Toogoolawah in April 2014 where the event organisers (NOT Ramblers) did not fully meet the level of preparation that was expected. Future events being conducted from above FL150 will need to have their applications with participants processed and approved at least 21 days prior to the event. The ASOs or an APF appointed person will need to inspect, test and approve the Oxygen equipment and installation the day before the event. Should it not meet the standard, the event will not be approved above FL150.

We have seen a spike in incidents and accidents over the past year. I must remind you all that safety is everybody's responsibility. If you see something happening or being planned that could result in serious injury or worse, bring it to the DZSO's attention. To do nothing makes you part of the problem. Look out for your mates (some of them are not as bright as others). Jump within your experience and capabilities.

Gary Myers
APF Director Safety



Tragedy Strikes

It was a bad month in April for jump aircraft accident/incidents. The past few years had seen a steady decline in the number of aircraft related incidents, be it airspace breaches or aircraft incidents/accidents.

The worst of the accidents was the Caboolture tragedy which claimed five lives. The accident is under investigation by Queensland Police and the Australian Transport Safety Bureau (ATSB) and APF. There is a lot of speculation on causes and it is too early to come to any conclusions. The various investigations will likely take twelve months. Once the investigations are complete, they will become part of submissions to an inquest by the Queensland Coroner. An inquest may be eighteen months or more away.

There is a lingering human cost to the Caboolture accident which is the large number of young people without one or both parents, and of course there are the widows too.

The question of restraints was raised by the ATSB and police the night of the accident. The restraint issue will be part of the investigation as the ATSB examine survivability of an accident in addition to cause. For those who think restraint use is optional, they are not optional. If, during a serious accident investigation, and it could be established, an operation had the view that the use of restraints were optional, that operation could expect difficulty defending their position to a regulator or Coroner. The attitude could reflect poorly on the whole parachuting industry, if it were perceived to be a widespread practice.

The other aircraft incident involved damage to aircraft but no injuries other than pilot stress. The damage to aircraft did affect aircraft availability at a couple of major events.



"I've been thinking about renaming to 'Bent Props & Beyond'. Thanks to Allianz Insurance for the \$700K fix." Bowie

The APF is moving forward in developing strategies to maintain access to airspace by parachuting operations. A nominated group has been formed with expertise in all areas of parachuting operations to develop the strategies and an operational plan which is well resourced to tackle the task. A Memorandum of Understanding (MoU) has been negotiated with Airservices to ensure a good dialogue between Airservices and the Federation on any airspace issue which affects our members.

The Executive Manager, Air Traffic Services, from Airservices is expected to sign the MoU at the Symposium.

It has been encouraging over the past few years to see the commitment of drop zones to improving facilities and equipment including aircraft. It seems we are getting at least an additional turbine or recent build aircraft into the industry.

Keep flying and jumping safely.

Grahame Hill
Director - Flying Operations



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Flight Performance



LANDING THE WORLD'S SMALLEST PARACHUTE

By Skydive Dubai

EXTREME CANOPY FLIGHT (XCF) IS SKYDIVE DUBAI'S VISION OF MAKING SKYDIVING HISTORY, BY BREAKING THE GUINNESS WORLD RECORD FOR THE SMALLEST PARACHUTE JUMP. ON THE 5TH OF APRIL, ERNESTO GAINZA, A TEST PILOT FOR NZ AEROSPORTS AND ICARUS CANOPIES, AND PROFESSIONAL STUNT MAN WITH MORE THAN SEVEN THOUSAND SKYDIVES, ACHIEVED HIS DREAM - ERNESTO FLEW AND LANDED THE 35 SQ FT MAIN CANOPY AND SET A NEW WORLD RECORD BY LANDED THE WORLDS SMALLEST PARACHUTING CANOPY!

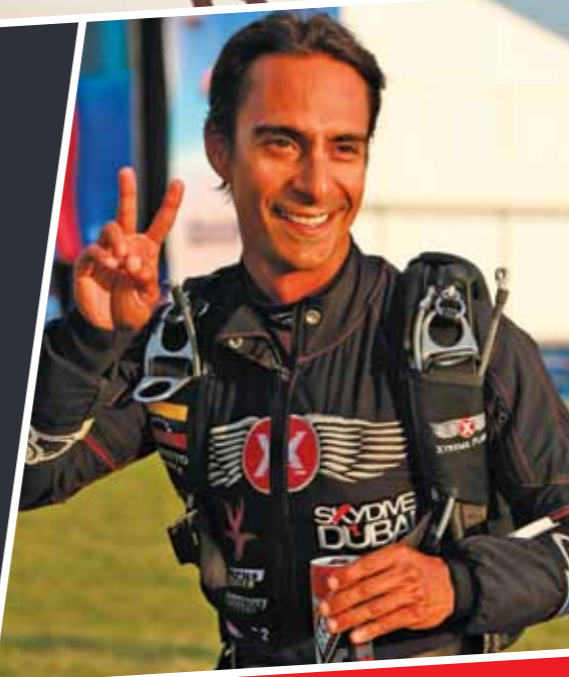


XCF jumps were performed under highly experimental conditions and using specially designed prototype equipment.

- He was geared-up with a regular skydiving container that was custom modified to hold a third parachute.
- His helmet was equipped with a Bluetooth device that helped him communicate with the cameraman during flight.
- He wore a smoke bracket to help the ground crew have constant visual contact during flight.
- He wore high-top, lightweight shoes that helped protect his ankles during the event of a hard landing .
- He wore an audible altimeter that constantly indicated his vertical speed. This helped him know if the parachute generated enough lift for landing.



- His main safety instruments were two Automatic Activation Devices. The first measured the G-forces experienced by the pilot. If the pilot experienced 7G for more than five seconds, the device would have automatically disconnected the prototype parachute. The second was a standard skydiving AAD that measured the altitude and the vertical speed. If at approximately 280 meters from the ground his vertical speed was higher than 46 meters/second (165 km/h) then this device would have automatically deployed his Reserve parachute.
- Other instruments included devices that measure speed, altitude, glide ratios, G-force and GPS tracks.
- The exit was from 11,000ft with an assisted direct deployment of the 35 sq ft first Main canopy. In case of a first Main canopy malfunction Ernesto had the option to cutaway the small Main and manually open a second Main, a 65 JVX. As last backup a 126 NANO Icarus Reserve completes the rig. The Reserve container is fitted with a Speed version of the CYPRES 2.



IN 2004 A 21 SQUARE FOOT PARACHUTE WAS SUCCESSFULLY FLOWN BUT NOT LANDED. CHRIS MATIN DIED AFTER EXITING THE AIRCRAFT WHEN HIS CANOPY WENT INTO A VIOLENT FLAT SPIN.

THE CURRENT UNOFFICIAL RECORD FOR THE SMALLEST PARACHUTE LANDED WAS HELD BY LUIGI CANI WHO JUMPED A 37 SQUARE FOOT CANOPY ON 1 JANUARY 2008. LUIGI WAS THE INSPIRATION FOR THIS PROJECT.

“PROJECT XCF IS THE PRODUCT OF A MAN’S DREAM TO FLY AND LAND THE WORLD’S SMALLEST PARACHUTE. REGARDLESS OF THE SIZE OF THE CHALLENGE, A DREAM WILL ALWAYS BE A DREAM IF THERE IS NO DETERMINATION TO MAKE IT REALITY.”

Ernesto Gainza

CANOPIES SCALE COMPARISON

	MODEL	SIZE ^{sq ft}	WINGSPAN ^{ft}	MAX WEIGHT ^{kg}	WINGLOAD ^{kg/sq ft}
TANDEM	ICARUS	365	30.1	485	1
STUDENT	SAFIRE 2	229	23.9	288	0.7-1
INTERMEDIATE	CROSSFIRE 2	119	17.3	284	1.2-1.6
HIGH PERFORMANCE	JVX	109	16.7	238	1.6-2.4
ELITE	PETRA	69	14.1	-	2.4-3
RECORD	PROTOTYPE	35	9.8	-	4.3

A CYPRES FOR



SMALLEST CANOPY - BIGGEST CHALLENGE
By Airtec GmbH & Co. KG Safety Systems



©ProjectXCF 2014 Ernesto Gainza

CURRENTLY EXPERT SKYDIVERS USE PARACHUTES THAT USUALLY RANGE IN SIZE FROM 80-200 SQ FT AND OVER THE LAST DECADE THE DEVELOPMENT OF HIGH-PERFORMANCE CANOPY SIZES HAVE AVERAGED BETWEEN 70-90 SQ FT. ERNESTO LANDED A PARACHUTE OF 35 SQ FT, WHICH IS LESS THAN HALF THE SIZE OF THE SMALLEST PARACHUTES CURRENTLY BEING JUMPED. ERNESTO NEEDED TO HAVE THE RIGHT MENTAL AND PHYSICAL PREPARATION TO BE ABLE TO REACT DECISIVELY TO ANY SITUATION. TO BACKUP ERNESTO, PROJECT XCF CALLED CYPRES FOR AN APPROPRIATE CUSTOM AAD SOLUTION.

CYPRES BRIEFING

The major difficulty with small canopies is their dramatically changing flight characteristics and landing speeds. The possibility of a malfunctioning canopy due to a wide range of scenarios was a real risk throughout Ernesto's flight, not just on the opening stages of the Main canopy. A rapid body weight shift or a little too much toggle input could result in an instant spinning malfunction, which could cause an almost instantaneous loss of consciousness due to excessive G-forces.

The spinning canopy would almost certainly create a rapid loss of vertical altitude (decent rate) dramatically. In this scenario the 46 m/s (102 Mph) activation parameters in combination with the activation altitude window of 225 meters to 100 meters (750 to 330 feet), the Speed CYPRES is able to start the Reserve deploying sequence of his Reserve canopy by cutting the Reserve containers closing loop. Although in this situation he could be unconscious and would still have his two main canopies attached meaning there is a high possibility of a Main/Reserve entanglement.

THE RIG

To rescue Ernesto from a spinning situation, in addition to the Speed CYPRES unit, there was the need for providing an automatic cutaway mechanism/system for the 35 sq ft Main canopy. In close cooperation with the Project XCF team on site and the CYPRES riggers along with their technical staff, a highly advanced system was designed – a CYPRES cutter powered 3-ring release system in case of unconsciousness and inability to manually cutaway the 35 sq ft Main canopy. The second Main canopy function remained unchanged with the manual release and cutaway system.

THE RESERVE AAD

The Reserve was equipped with a Speed CYPRES 2. Activation at approximately 225 meters at 46 m/s

To react on another difficulty, the vertical velocity above Speed CYPRES activation speed at controlled flight of Main number one, Ernesto could manually switch of the Speed CYPRES.

THE MAIN AAD

How to determine the right moment when to cutaway? Altitude and speed are not suitable parameters to describe the spinning momentum. Learning from the experiences with Felix Baumgartner's Red Bull Stratosphere Mission to the Edge of Space, we refined the G-force measuring modules which we developed for that project and optimised its interpretation of the software readings. To integrate the G-Force parameter as an activation criteria into a specifically designed CYPRES architecture was a task that took the CYPRES technicians and their sophisticated skills some time to realise. Special connections and the custom cable set-up finalised this unique custom CYPRES.

The result being that if Ernesto's moves resulted in values above 7 G, the G-CYPRES 2 would initiate the 2-pin cutters to activate the 3-ring release of the 35 sq ft Main canopy.

EMERGENCY SET-UP

After the cutaway Ernesto could manually open his second main or the Reserve parachute. In the case of unconsciousness his Speed CYPRES 2 would initiate the Reserve container opening sequence.



See the CYPRES cutter to release the 35 sqft main. ©ProjectXCF 2014 Frank Täsler



The CYPRES cutter successfully cut a 3-ring loop. ©Airtec GmbH & Co. KG

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ONE ARMED BANDIT TAKES TO THE SKIES

By Jules McConnel



Mitch Smith learnt to skydive with the same fears and nerves as any other student – driving five hours from the Central Coast down to Moruya thinking “I should just turn around What am I doing?!”

We all remember that feeling, right?



Mitch did his first tandem skydive at Skydive the Beach, Wollongong in 2007. “A mate of mine said he wanted to do it and I thought, sure that’d be fun”, Mitch claims for the reason to do his first jump. From that moment on Mitch wanted to continue skydiving, but, like most, didn’t want to fork out the dollars doing more

tandems; making learning to skydive solo his next option. Unlike most, Mitch had to do some research about skydiving as an amputee as he’d lost his right arm in a motorcycle accident in 2002.

Surfing the Internet he came across www.dropzone.com and introduced himself to Tommy Ferguson and Kevin Burkhart (one-armed jumpers from the U.S.A.). Tommy and Kevin were both experienced skydivers before losing their limbs and were very supportive; giving advice on training and modifying equipment to be able to fly stable in freefall, open, steer the parachute and land with one arm.

Now Mitch searched for instruction back home – looking for someone with experience in training people with disabilities to skydive. He was introduced to Mike Carre (former APF Director of Instructors) who trained the first fully blind AFF student in 1992 and has experience with teaching legless skydivers – assisting them in correcting in-built turns. Mike has the ‘never say no’ attitude. “In the past I’ve tried to put myself in my student’s shoes (or lack thereof) thinking of how I would have to deal with the lack of whatever they don’t have”, he states. He could see the potential in Mitch with his ability to continue motorcycling, motorcross and climbing with the loss of one arm. Mike knew the perfect drop zone to send Mitch to for his training. “I chose Skydive Oz because of the quality of instruction and the great drop zone vibe”, Mike says.



Next Mike got in touch with Skydive Oz Chief Instructor Paul 'Poo' Smith who, "thought it was cool! I'm up for the challenge". Poo then had to put a proposal to Ralf Jaegar (Director of Instructors) who asked for a risk assessment of the planned training. He got in contact with Greg 'Miff' Smith for feedback on a blind AFF student he had recently taught. Then he had to consider modifying equipment – a student container had to be modified for a left-hand throwaway (as Mitch lost most of his right arm). The student equipment is DOS so the cutaway and reserve could be done on the one handle

– no modifications required there. A carabiner was put on the left toggle for Mitch to latch onto the other toggle to steer the parachute, and a spare carabiner mounted on his chest strap to steer the Reserve in case of a malfunction. Poo test jumped the equipment twice modifying his climb out of the aircraft using only his left arm and using the carabiner to fly the parachute. Now that Poo had put himself in Mitch's shoes and everything operated without fault, it was time to teach Australia's first one armed AFF student.

Dan Smith (Instructor B) ran Mitch's first jump course expecting to be up for a challenge, and like Poo, was very keen for the challenge. With over 1,000 AFF jumps, he was also experienced and capable enough to take it on. "I knew Mitch's background – he'd done some tunnel time to sort out body position for freefall and deployment... but I thought he'd need more of a hand than most", Dan says.

Mitch's first jump was a TAF (Tandem Assisted Freefall), then he continued with the complete AFF course doing Stage 1-4 with two jumpmasters (Dan and Casey Butler) and 5-8 with Dan. "I expected to do a lot more early stage AFF jumps, but after Stage 6 solo exit, I treated Mitch like any normal two armed student", Dan states, "however he would only give half a wave off – and I just couldn't teach that out of him!". "Mitch was willing to adapt and was very focussed and strong willed", Dan claims, "After basic tracking instruction I let him figure out how to do it on his own as it's all about balance... he was all over it".

Nil wind conditions weren't ideal for landing his parachute for the first attempts so Mitch had to wait for the wind to increase so as to slow down his forward speed for



landing. He landed his parachute as good as, if not better than all the other two-armed students on his course.

Since his course in December, Mitch has bought his own gear and had it modified by Parachutes Australia for left-hand throwaway and SOS (Single Operating System – one handle to cutaway and deploy Reserve) for emergency procedures; plus carabiners were installed for flying both parachutes. He is half-way through his B-Rel's with over twenty jumps under his belt.

From everyone here at Skydive Oz it has been an absolute pleasure training Mitch. There wasn't a day during his training that Dan didn't come up with something that would be handy for Mitch to know. He was also corrected in that when the weather was bad he was only twiddling a thumb!

It just goes to show that if you're determined enough you can do anything. It takes the right attitude to gain a good aptitude and Mitch certainly has both.



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AUSTRALIAN SKYDIVING NATIONALS 2014

16-21st April

- YORK, WESTERN AUSTRALIA -

By Krishna Strickland

Ground photos by Ash Geneve and Eyal Erez

Prior to this year, Western Australia had not hosted a National Championships for 30+ years, so as newbies on the block, Skydive the Beach and Beyond York were very keen to secure this year's competition.

On hearing of the successful bid, Tim and Bowie went into 'buckle down mode' to ensure that we kicked it off in style. The building of the Swoop Pond was eagerly underway, with an additional 200 tonnes of sand added before the competition. A new undercover creeper pad and creepers were built, two new demountables and toilet block were purchased and three more bores sunk (with irrigation now to our landing area in front of the hangar) – the drop zone was ready for action!

With all disciplines running in the same place at the same time – the drop zone was now set up as a one stop skydiving shop, and this provided an awesome opportunity for competitors to see first-hand how everyone else was performing and offer shouts of support!

So finally, after many months of preparation and five days of awesome weather, we are pleased to say that the competition was a huge success. The turnout was fantastic and three new National records were set.

THE COMPETITION

There was an influx of teams descending on the drop zone as early as the Saturday prior to competition. They were all keen to get in some last minute training jumps before the official start date. The drop zone was buzzing and the competition nerves started to mount. Competitors were ready!

Formation Skydiving – 4-way, 8-way Intermediate and Open

All disciplines of FS were hotly contested this year, with four Open and nine Inter teams keen to take out the title. The top three teams in 4-way Open (**Rotor Out** - Craig Vaughan, George Attard, Sas DiSciaccio, Robert Thomson and Dan Rossi (camera), **Sistamatic** - Tanya Cale, Janine Wassens, Tracey Basman, Helen Mahony and David Loncasty, **Taipan Defence** - Sean Walsh, Shane Piechhel, Greg Jack, Kieran Tomlinson and Matt Hawkins), and the top three teams

in 4-way Inter (**Relo4ded** - Rick Frank, Scott Clark, Drew Whitworth, Ben Allen and Paul Easterbrook (camera), **Heart of Gold** - Yaakov (Kobi) Bokay, Sarah Maxwell, Dawn Tratt, George Tang and Ben Nordkamp (camera), and **Fusion** - Max Glukhovtsev, Mark Higgins, Jayden Lippers, Grant Taylor and Sally Warren (camera) respectively), all trained well in advance of the competition and were deserved winners.



The top two 8-way teams (**Innuendo** - Kate Langley, Simone Bamback, Troy Crotty, Russell Blackman, Gavin Smith, Travis Wood, Riss Anderson, Peter Etherton and Scott Neander, and **Bad Apples** - Andrew Barker, Calder Chernoff, Laurence Garceau, Ian Baldwin, Ove Jorgenson, Steven Smith, Mark Szulmayer, Jonathon McWilliam and Kieran Tomlinson respectively) were primed and ready to go and once again, the contest for first place was on! In saying that, it was not without an eager fight from **John Rumbo's Playgroup** (Tim Radford, Ryan Ferguson, Chris Jones, Peder Olsen, Ash Saunders, Peter Waller, Garry Traynor, Karl Johansson and Ash Geneve (camera)), with a mass of over 40,000 jumps between them. A special mention must go to the all-girls team **Sistachix** (Karen Fuller, Anita Perryman, Valerie Schmied, Krishna Strickland, Tanya Cale, Janine Wassens, Helen Mahony and Tracey Basman) who only completed two rounds, but had some sisterly fun in the process (scoring a four on Round 2) – thanks to the Bad Apples crew for providing a helping hand in engineering.

Artistic Freestyle – Freestyle & Freeflying

The Artistic Freestyle competition was a nail biter to the very end, with the **John Rumbo** boys, (Peder Olsen, Ash Saunders and Ryan Ferguson) busting out some speccie moves. Kim Hopwood, Jenny Gordon and Wayne Jones from **Flow** were hot on their tails for the duration, only coming second by 3.1 points! Congrats to both teams.

The Freestyle competition again saw some graceful moves midair. Congrats to **Synergy** (Joe Stein and Naomi Adams) leading **WD 40** (Wade Edwards and Amandine Genin) with W.A. locals and newly formed **Team Super Awesome** (Stephanie Dunkel and Piret Lain) coming a very respectable third.

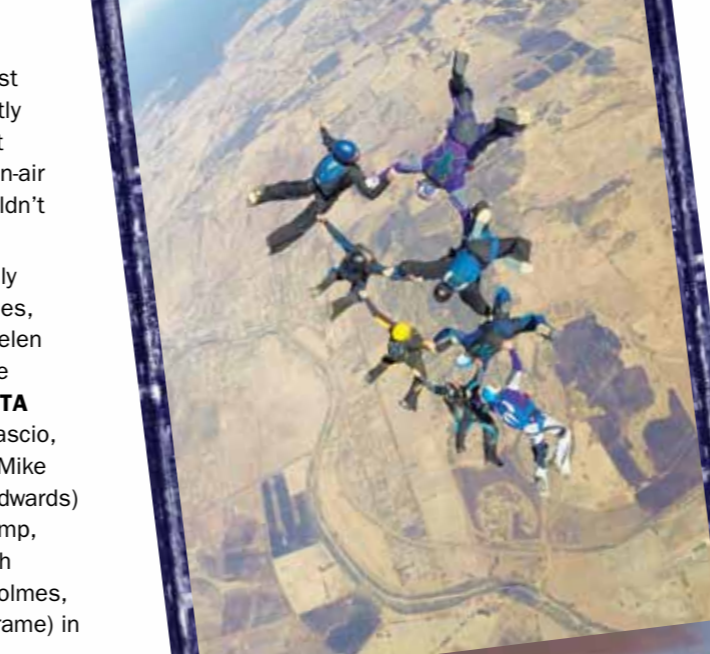
Vertical Formation Skydiving – 2-way Intermediate & 4-way Advanced & Open

Whilst the competitions for the VFS titles were a little quiet, it was not short of some awe-inspiring flying from the teams! 2-way Inter team **Dark Halo Defence** (Kyle Chick, Nathan Smith and Dan Smith) posted a 61 whilst 4-way Advanced, **Falcon Defence** (Kyle Chick, Nathan Smith, Samy and Tina Muddle) posted a 24. Legends of the sky, 4-way Open team **The Addicted** (Kim Hopwood, Tim Golsby-Smith, Catherine Comyns, Lucas Georgiou and Scott Hiscoe (Camera)) posted a 64. Awesome work guys!

10 Way Speed

There were four teams assembled for the last discipline of the competition: Ben Ten, Slightly Awesome, IOTA and Skyrockets. As per most 10-way Speed events, there was fun, some in-air carnage and lots of laughs – after all, it wouldn't be a 10-way Speed event without it!

Congrats to **Skyrockets** (Ryan Ferguson, Kelly Cameron, Stephanie Dunkel, Angelica De Vries, Glenn Farrell, Jenette Savage, Craig Cook, Helen Mahony, Emily Woodland, Graham Cook, Pete Lonnon and Clint Dadson) for third place. **IOTA** (Gary Nemirovsky, Craig Vaughan, Sas DiSciascio, Robert Thomson, Dan Rossi, Janine Hayes, Mike Dyer, Shane Pieschel, Andy Pike and Mark Edwards) for second place; and **Ben Ten** (Ben Nordkamp, Dave Loncasty, Dawn Tratt, Kobi Bokay, Sarah Maxwell, Karl Eitrich, Riss Anderson, Matt Holmes, Kate Langley, Michael Vaughan and Justin Frame) in first place.



Accuracy – Classic Accuracy & Sport Accuracy

The stompers were in fine form during the competition and it was nice to see the big beautifully coloured Classic Accuracy parachutes meandering around the skies. With the tuffet located directly in front of the hangar, it was truly a visual feast for spectators' eyes! Well done to Fabrizio Giannelli, Graeme Windsor and Don Woodland who topped the podium respectively. Congratulations to all of the place getters and to the winning teams. First place: Attilia, Andy, Graeme and Janine. Second place: David, Don, Fabrizio and Mike.

Sports Accuracy proved competitive, with Mike Dyer a deserved winner, Karl Eitrich coming second, and with Adrian Weaver close behind in third.

Wingsuiting – Trial Event

Two Wingsuit crews took up the wingsuiting trial event. **162 Flight Crew** and **Boat People Mafia** soared through their rounds providing spectacular visuals from both on the ground and in the air. Fantastic work for setting the standard; we look forward to seeing this discipline become a regular part of the Nationals agenda.

Canopy Piloting – Speed, Accuracy & Distance

With qualifying kicking-off on 14 and 15 April, we essentially saw competitors heading to the drop zone from early March when Nick Batsch was brought in to coach. Beautiful down-wind conditions early in the week led to some stylish flying for the CP crew and provided a chance to put the sparkling new swoop pond to the test.

Early morning starts saw some amazing flying skills and some wet canopies, but all in all provided an awesome sight. Well done to all of the competitors for showing us how it's done!

Open

Speed: 1st place Andrew Woolf, 2nd place Robert McMillan, 3rd place Keven Walters

Accuracy: 1st place Andrew Woolf, 2nd place Lee Barraclough, 3rd place Mark Edwards

Distance: 1st place Lee Barraclough, 2nd place Robert McMillan, 3rd place Tom Gilmartin

Overall: 1st place Andrew Woolf, 2nd place Keven Walters, 3rd place Robert McMillan

Intermediate

Speed: 1st place Craig McKernan, 2nd place Allen Hodge, 3rd place Michael Crush

Accuracy: 1st place Allen Hodge, 2nd place Kim Foster, 3rd place Michael Crush

Distance: 1st place Kim Foster, 2nd place Allen Hodge, 3rd place Craig McKernan

Overall: 1st place Allen Hodge, 2nd place Kim Foster, 3rd place Craig McKernan

Canopy Formation – 2-way Sequential and 4-way Sequential

The whole drop zone was keen to see **Ookoonono** in action and after some awesome work by Jules McConnel and Michael Vaughan, and some stylish camera from Craig Bennett, we were all privy to two new National records! Awesome effort guys! A special mention to **Chaps** for second place, and **Crumble-Bee** for placing third after a nice Reserve ride!

The 4-way Sequentials again showed us that records are made to be broken when **K4** members Scott Brown, Richie Dronow, Michael Vaughan, Jules McConnel and Craig Bennett posted a six in time!





Planes

Four Caravans (including our home drop zone Caravan, an extra Skydive the Beach Caravan flown in from over east, Skydive Jurien Bay's Caravan and W.A. Skydiving Academy's Grand Caravan); and a 182 were put to good use. A big thank you to Robin O'Neill, Pete and Chrissy for assisting us with the extra lift capacity.

Special guests

We felt very fortunate to have four-time World Champion, organiser of seven Freestyle World records and owner of Skydive Chicago, **Rook Nelson**, as the Nationals Meet Director. Rook's knowledge, advice and support were invaluable. We couldn't have asked for a more professional bloke for the job! A couple of the freeflyers were also thanking their lucky stars after the competition when they managed to get Rook in the air and fly with one of the world's best!



It was a pleasure to see both Brad Turner and Rod Libeau on our shores again, representing the APF. They even managed to compete – well done lads!

Coaches

Gary Nemirovsky and Ronnie Perry were kept busy for the duration – providing awesome advice and knowledge. Fantastic to have the boys 'on tap' as needed; and whilst busy, they were never short of a smile and some encouraging words! Thanks to the APF for funding the boys. Whilst mainly on the ground for the duration, we don't think we have seen one person receive so many medals – 'onya Gary.

Judges

Now to say a special thank you to an amazing group of people whose tireless efforts, with early morning starts and late finishes, often go unnoticed as they are tucked away in a small room – our judges. Gail Bradley, Lindy Rochow-Williams, Erika Wiszniewski, Peta Holmes, Jenni Plumridge, Sheena Simmonds, Loretta Thompson, Cecilia Ridgley, Colin Ruthenburg, Kelly Seal, Jim Moir, Dean Brook-Rerecich,

Ray Williams, Tamara Koyn (guest judge from USA), David Choi (visiting judge from South Korea) and Kirsten McWatters (trainee judge). We hope you enjoyed your stay with us and we look forward to seeing you back in Western Australia soon.

Entertainment

The entertainment was pretty cruisey (compared to a boogie), but there was still plenty of cool tunes cranking at the end of the day as the beer started to flow. The dungeon was once again put to the test, particularly after the competition had finished. Funny man, Irish, provided us with his MC-ing prowess, with a snug outfit to match and reminded us all to "hug a pilot". Check out his version of the disciplines of the 2014 Australian Skydiving Nationals at <http://youtu.be/eZ1TuNJ98ws>

The Red Bull Music Truck and gorgeous promo girls visited the drop zone over two days, filling us with wing-giving Red Bull. With tunes blaring and the energy drink flowing, competitors were given the extra boost needed to perform at their peak. A big thanks to Red Bull for their support and for once again allowing us to use their wigwam.

Other Notable Sights

Competitors just hanging out under the Red Bull tent, waiting for canopies and shoes to dry, the pool getting a work out, the Rumbo boys being, well, Rumbo (is there anyone who doesn't have one of their t-shirts?), Jules McConnel's new haircut, nude jumps, overseas jumpers from Italy, Dubai and N.Z. (can someone please give Lee Barraclough a new helmet!), the awesome scratch teams for 4-way, 8-way, 10-way Speed Stars etc. (on that note, a personal big thanks to Arizona Ayrchix for lending me their boys so I could compete in team Ayr Souls. Not bad for a scratch team with nine training jumps, pulling off sixteen of nineteen exits, posting a ten on Round 10 and coming fourth in Intermediate! Happy days! Much love to awesome guys Maty, Mick, Josh and Craig on camera). Congratulations to Jenette Savage, Kate Langley and Adrian Bramwell for winning their \$100 rego back in the early bird rego competition.

Number of competitors: 153
Number of teams: 35.

Check out all of the competition action and photos on the 2014 Nationals Facebook page: www.facebook.com/2014nationals.

Nationals Records

Congratulations to **K4** (Scott Brown, Richie Dronow, Michael Vaughan, Jules McConnel and Craig Bennett) for scoring six points in time in 4-way CF Rotation and to **Ookoonono** (Jules McConnel, Michael Vaughan and Craig Bennett) setting two new National records of 28 points in time, followed by 29 points in time in 2-way CF Sequential – awesome work guys.

Staff and Contractors

We would like to take this opportunity to thank all of our staff and contractors including Ant, Tom, Cl Sam, Harry and the kitchen team, Roachy and the pilots, Freddy, Tammy and the manifest team, Courtney and the marketing girls, dubbers, instructors, packers, camera crew, ground crew, pond crew, drivers, aircraft re-fuelers, cleaners and anyone we may have missed – we could not have done this without the support of each and every one of you. We would also like to thank the tireless efforts of Nigel and the packing team, who were run off their feet for the entire competition.

Conclusion

Skydive the Beach and Beyond would like to thank everyone who took the time to attend the 2014 National Skydiving Championships and congratulate all competitors, particularly those who have placed and positioned themselves on the Australian team.

We would also like to take this opportunity to congratulate Don Cross on winning the bid to host the 2015 Nationals and wish him every success.

In all, we hope you enjoyed the Nationals as much as we enjoyed running it! An awesome event with awesome people, and we look forward to hosting another in the future!





TEAM COMMENTS

Andy Woolf (Canopy Piloting)

"It was awesome to have every discipline at one drop zone to compete... an Aussie mondial! I got to see old friends and make new ones as well as compete in the sport I love. To win Overall made it a Nationals to never forget! Thanks to all my sponsors and especially Skydive the Beach and Beyond, York, for being a fantastic host. Now to get into training for the World Championships in Florida. Cheers!"



Rick Frank – Relo4ded (4-way FS, Intermediate)

"Amateur formation skydiving team 'Relo4ded' is made up of Scott Clark (700+ jumps), Ben Allen (400+ jumps), Drew Whitworth (400+ jumps), Rick Frank (500+ jumps) and Paul Easterbrook (Camera – 1600+ jumps), coached by multiple Australian National 4-way FS champion Craig Vaughan (5,000+ jumps).



Formed in 2011 in Nagambie, we have jumped over 300 times together and become great friends and solid team mates; sharing long training days and being fortunate enough to train at iFly in Singapore on two occasions (five hours in both August 2012 and March 2014). Competing in the Victorian Relworkers League and the annual VTPC 8 Round Victorian Championships has proved the perfect competition training ground to hone our competition skills and provide a solid basis to continually compete in our run up to the Nationals. We would like to thank Skydive the Beach for taking on the mammoth task of hosting all the events at one location this year and providing an excellent event for us to participate at. We are looking forward to competing at next year's Nationals in the Open category at our home drop zone."

Joe Stein and Naomi Adams – Synergy (Freestyle)

Joe: "I have been lucky enough to compete in the last three Nationals and this one was my favourite by far. The drop zone facilities are out of this world, with everything a skydiver can ask for. Massive hangar, restaurant, bar, swimming pool and a swoop pond. The local crew and drop zone staff are too cool and very professional and helpful. The event was organised to perfection and very accommodating to all our team needs. Thanks a lot to the Skydive the Beach team, all the staff, manifest, pilots, packers, cooks, cleaners and everyone who was involved in this great production.



We now have three months to train as hard as we can to prepare for the world Championships."

Naomi: "The 2014 Nationals was a great meet, very professionally run. I want to give a particular thanks to the APF for their commitment to the continuing development of Artistic disciplines by bringing Tamara Koyn to Australia. It's fantastic to have several new Australian judges now rated in these events, and the opportunity to discuss Freestyle technique and training plans with Tamara was invaluable. The next few months leading up to the world championships in the Czech Republic will be exciting... really looking forward to representing with the rest of the Aussie team!"

Boat People Mafia (Wingsuiting)

"We were stoked to compete at our first Nationals representing the West Coast Wingsuit Mafia. We look forward to seeing Wingsuiting grow as a discipline and being taken more seriously by the APF! (Medals would be great, but even acknowledgement in the prize giving ceremony would be a start! We paid our rego and event fees like everyone else!)"

Craig Vaughan – Rotor Out (4-way FS, Open)

"After the 2012 WPC in Dubai, Rotor Out has welcomed two new members to the team: Rob Thomson and Simon 'SAS' DiSciasio. We completed approximately 100 jumps at Skydive Nagambie and four hours tunnel time prior to the Nationals.



Winning the 4-way open FS for the fifth consecutive time was a great achievement for the team. We look forward to a solid training program leading into the WPC in the Czech Republic and hope to do Australia proud. We would like to thank Skydive the Beach, York, Skydive Nagambie and all the people who have helped us along the way."

Jules McConnel – Team Oookoonono and K4 Canopy Formation

"Oookoonono had a break from training and competing in 2013 after six years and 1,500 jumps together – we thought it was time to spend more time with our other loved ones!



February 2014, the break was over and we joined Aussie 2013 2-way CF champions, CHAPS in a training camp with World CF legend Chris Gay. Chris taught us some new tricks in 2-way and blew our minds coaching us as we paired up for 4-way Sequential. Bad weather and injuries only allowed for 20-30 jumps for the teams, but the quality of Chris's coaching took us all to a new level of performance. Breaking records at the Nationals was a bonus... I wonder if our new game plan should be less training! The plan from here is to train for a week at Skydive Oz, Moruya in May (before it gets too cold) then head to Lodi, California to train in warm sunshine for two to three weeks before the World Meet in Bosnia mid-August.

We'd like to thank our sponsors NZ Aerosports, Skydive Oz, Cypres, Spirit Skysports, NSWPC and the APF for helping us get to where we are today... Goals for Bosnia: smash more records!"

Travis Wood – Innunendo: The Journey to Nationals

"As many other skydivers will know, the hardest part of 8-way FS is trying to get nine schedules to line up! When you add the complication of team members coming from Perth, Brisbane, Melbourne, Sydney and Newcastle it becomes even more difficult. Plus our ex-Golden Knight coach, Andy Honigbaum, was based in North Carolina.

For Innunendo, the solution was to compress our training into three intense weeks; one in the Singapore tunnel and then two weeks of jumping at Picton. We knew it was going to be hard, physically and mentally, but were all willing to step up to the challenge.

We were lucky enough to have the four Centres from the previous representative 8-way FS team, Velocità, to provide



a solid base for the team. Four new players were brought in as the Flakers. We all had solid 4-way experience with two of the Flakers coming from the previous Australian Female 4-way team, Valkyries; but we had a lot of homework to do to learn our slots.

We arrived in Singapore in mid-February for our tunnel camp, a gruelling schedule of ten hours spread over just seven days. The tunnel camp was a steep learning curve, it was the first time the eight of us had been in the air together and the new team members were trying to learn the dive pool whilst memorising ten different jumps per 30-minute tunnel session. Once we were comfortable with our slots, we were told we'd be doing sessions of B-Slot training. It wasn't pretty... it felt like we were starting all over again! Magnesium and Ibuprofen became familiar tastes as we battled with muscle fatigue caused by the long hours in the tunnel; with a few of us making trips to the hotel masseuse to help loosen up. The learning curve was steep but by the end of the tunnel camp we had made massive improvements and were looking forward to putting it into the sky!

A few days after we had been in the tunnel we met in Picton for our first six days of back-to-back jumping. The transition from the tunnel to the sky was not smooth. Initially our exits were not working well and the sky felt like mud! Then the weather set in, three days of solid rain saw us walking block after block as we watched the clouds; eventually we went bowling. When we finally did jump, the packers were working hard to keep our loads turning over and there were a few cutaways to deal with. We finished our first camp having done about half of the jumps we had planned and nowhere near where we had hoped to be.

We met again a few weeks later at Picton, for our second six day camp; again planning on about 70 jumps. In between camps injury had struck, with myself suffering from what would later be diagnosed as a disc protrusion in my lower back; limiting back movement but luckily easing as the camp went on. Riss revealed that she had suffered a shoulder injury towards the end of the last camp and as the jumping





went on her shoulder worsened; eventually forcing her to sit on the ground for the last few days of training. The weather Gods were kinder to us this time, but the packing Gods were still angry with several more chops during the camp. One chop saw the team wandering through construction yards and golf courses of Wilton searching for the canopy in a thunderstorm. After the storm cleared, the canopy was finally located... in someone's house! By the end of the camp we had shown we could perform well, though still felt inconsistent; but that was it, next was Nationals.

When we arrived at York, it was clear that everyone was now focused on our goal. Jump after jump the exits sailed off the door; randoms built cleanly and blocks turned properly. We did our best eleven jumps to date and were feeling good going into competition. Being the team player she is, Simone had a cutaway on our last training jump to get it out of the way before the competition started.

Finally Round 1 of Nationals was here! Though no one admitted it at the time, we were all nervous on the ride to height; it was time to get some points on the board. We climbed out onto the door as we had done for the last eleven jumps. Ebone gave the shake, signalling the start of the count and it was on! The exit sailed off the door and the key came, we moved to our first point and the next and the next. On track off there was a great feeling, not only to have the first jump out of the way, but that it was clean and controlled. The first round of judging was nerve racking, it was our first look at our competition, the **Bad Apples**, a team that had been training hard with an experienced line-up under the coaching of former Airspeed member, Gary Beyer. After the first round both teams were tied at eleven points! It was looking like an exciting competition, so back to the creeper pad as the next jump was going to be a difficult one. We did another two great rounds to close out the day and then went to check the scoring. We had posted twelve points on Round 2, giving us a four-point lead over the Apples. Round 3, the Apples were hit with some busts and we managed to get another seven points on them, giving us an eleven point

Skydive the Beach AND BEYOND

lead to go to bed on. It was a good lead to begin with but we were mindful there were still another seven rounds to go and anything could happen in that time.

The next day would see five rounds completed. After closing the previous day on a low, the Apples came out firing and were still keen to give us a good competition. Our jumps continued to be the best we had ever done and we kept posting double-digit scores round after round. After a few close rounds and one tie, we finished the day with a twenty-point lead. The last day of competition had the fastest two jumps of the draw and we managed to post our best score for the competition, finally finishing with an 11.7 average. The packing (or maybe body position) Gods struck one last time on Round 10, with myself having my first cutaway to close out the competition.

The training was hard work with chops, thunderstorms and injuries adding to the already intense workload; but it was the friendly (sometimes slightly inappropriate) team banter that led to our team name, Innuendo, that got us through it. Skydive the Beach and Beyond put on a great Nationals at an amazing drop zone and the Bad Apples gave us great competition that forced us to focus and perform at our best. Also thank you to Sydney Skydivers for turning over the back-to-back loads for the training camps. Our training for the World Meet will follow the same intensity that got us through Nationals as we strive to do our country proud when we represent Australia in the Czech Republic."

John Rumbo Artistic Freefly team

"John Rumbo Artistic Freefly team was born about two years ago with the specific goal of representing Australia at the 2014 World Championships. John Rumbo consists of Red Ferguson, Peder Olsen and Ash Saunders. Our dedicated training program and persistence paid off when we managed to overcome our competition at these Nationals. We faced quality opposition in team Flow who left us no margin for error and provided an exceptional competition with great competitive spirit. We are happy to have earned our place in the Australian Team and look forward to training hard and performing well at the upcoming World Championships held in the Czech Republic later this year."



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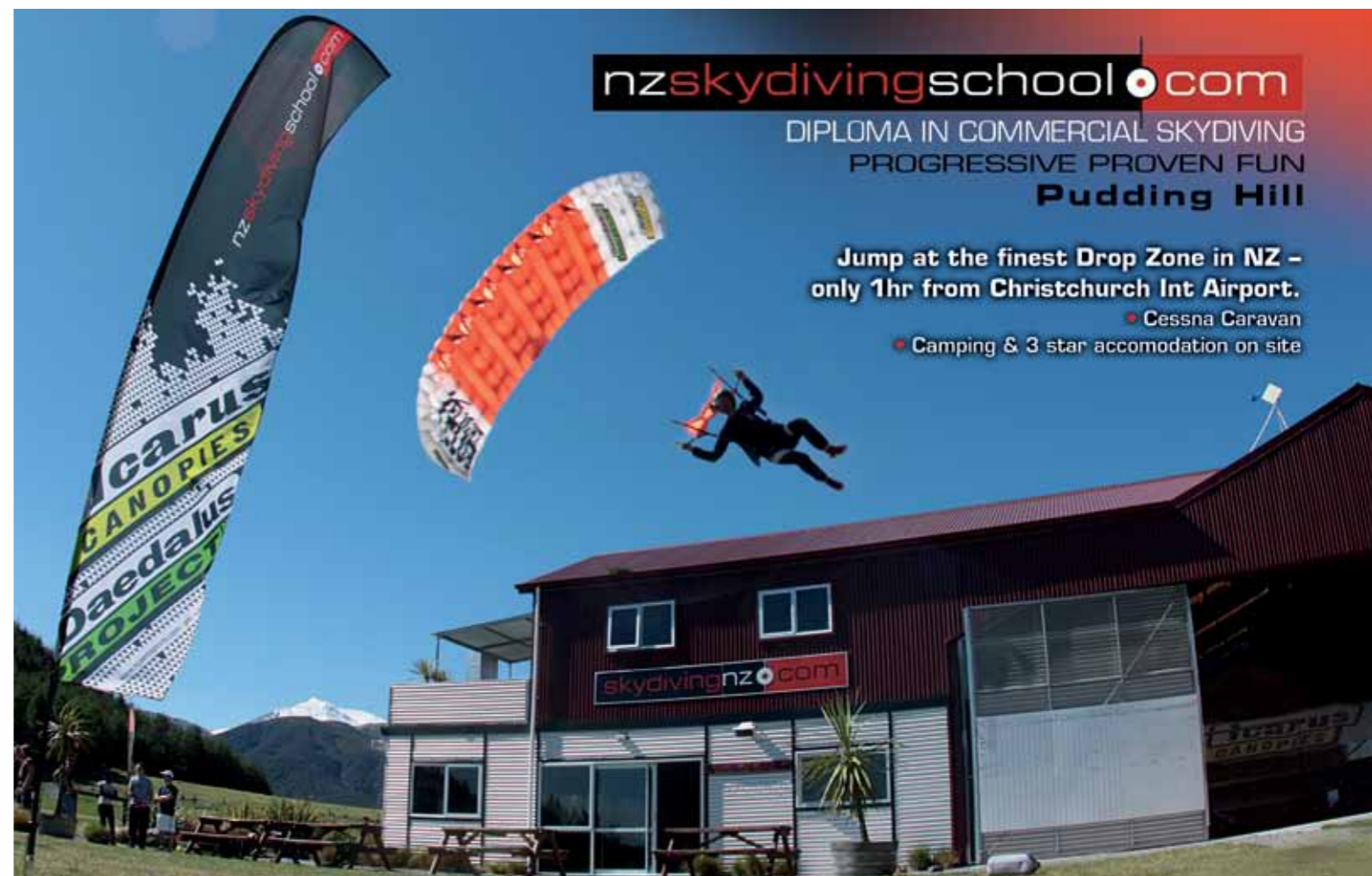
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3rd AUSTRALIAN WINGSUIT TRACKING RACE

8-9 March 2014, Newcastle Sport Parachute Club

By Roger Hugelshofer

While not a direct quote from anyone at the event, we were all thinking it. Whether in a big or intermediate wingsuit, or a tracking suit, the only way to victory was to dominate our friends in these three disciplines: distance, time and speed. Friendships were on hold; mercy was not tolerated, competing jumpers glanced furtively at each other sideways while they packed in silence. This was Wingsuit racing – or at least how I envisioned it before I turned up to the drop zone.

The third Australian Wingsuit and Tracking Race was held at Newcastle Sport Parachute Club on 8 March 2014. I had also attended the previous two events and this one promised to be the biggest and most competitive one yet. Biggest it was, but the competition was still conducted in the same calm and friendly manner that befits everything at the Elderslie drop zone. Organised by the NSPC and by the local Wingsuit event organisers "JetStream", the competition had been postponed from the previous week

due to poor weather. Whilst this unfortunately resulted in a few people having to pull out, there was, nonetheless, the biggest turnout ever.

In the Open division there were four entrants: Paul Munroe flying an Intrudair Manta, Dave Dobson in a Phoenix Fly Venom, Jose Calderon in a Vampire 4 and Roger Hugelshofer in a Tony Suits X3. In the Intermediate division there were ten competitors (including myself) using a variety of beginner and Intermediate Wingsuits. In the Tracking competition we had Jacob Bennett, Zoran Stopar and the dedicated visitors from interstate, Chris Byrnes and Mark Laing – all with Tracking suits.

The entire event was conducted in line with similar international competitions as set out in the Paralog Performance Competition, with the results all published online.

All participants jumped with a Flysight GPS, which records the necessary flight data, and data between 3,000m and 2,000m (9,850ft and 6,550ft), known as "the competition window", was analysed by software to produce the results of a jump. In the Distance competition jumpers flew with the intention of flying further within the competition window; adopted the body position that would achieve the most optimal glide ratio. In the Speed competition we were to achieve the maximum, average, horizontal speed through the window; and in Time we had to simply stay in the window for as long as possible.

Sounds simple right? Winning was not so simple.

On the morning of the competition the weather couldn't have been better. Six rounds of wingsuiting were completed, two for Distance, two for Speed and two for Time. The Tracking competition had only Distance and Speed so they did three of each. Some solid results started coming in immediately. Roger Hugelshofer and Paul Monroe were locked in a battle for first place in Open. This was extremely impressive work from Paul given it was only his second jump on the specific suit he was using for the competition. Ash Darby and Ria Casey Peck produced outstanding scores in the Intermediate competition flying Phoenix Fly Havoks; but previous year's winner Jason Dodunski again blitzed the competition in his class using a Phantom 3. I thought he wasn't serious when he said he was using a secret Yves Rossy-inspired rocket booster on his gear but looking at his scores I'm not so sure he was joking. Queensland Tracker, Mark Laing, immediately looked to be the one to beat in the Tracking event. Obviously in a great mindset that day he related sophisticated and pleasant jokes with Alex 'Nugget' Joannou and I on the ride to height.

Eventually, after a great day of jumping (notwithstanding a minor scare for us when the fuel pump got lazy and wouldn't refill the plane for a few minutes) Roger, Jason and Mark emerged as the victors in the Open, Intermediate and Tracking classes. Paul Monroe was hot on Roger's heels in second place in the Open division, with Ria Casey Peck and Ash Darby rounding out second and third in the Intermediate division.

Queensland jumper Chris Byrnes placed second in the Tracking event.

In news that won't surprise people who visit NSPC, the event was extremely well organised and ran very smoothly. Thank you again to the dedicated and professional staff at Elderslie. Particularly Cliff Wilson and Kenton McLeod. Thanks also to Team JetStream for helping organise the event.

The Australian Wingsuit and Tracking Race for 2015 has already been scheduled and we're all hoping to see more people attend. As with previous years, we've found that the scores are actually the least important part of the weekend, with fun and safety being the top priorities. It never fails to be an awesome weekend of skydiving.

Also a massive thanks to our long-term partners Paralog (E-Logbook) and FlySight (GPS) as well as our main sponsor Intrudair (Skydive and Base Gear)

Wingsuit Intermediate (overall)	Tracking
1. Jason Dodunski	1. Mark Allan Laing
2. Ria Casey Peck	2. Chris Byrnes
3. Ash Darby	3. Jacob Bennett
Wingsuit Open (overall)	The Fastest Australian
1. Roger Hugelshofer	Jose Calderon: 218.4km/h
2. Paul Munroe	
3. Dave Dobson	





WINGS OVER GOULBURN

22 - 23 March 2014

By Shannon Ward Photos by Ash Darby and Roger Hugelshofer

For the first time ever, Adrenalin Skydive Goulburn hosted a Wingsuit training weekend. It was a fantastic achievement for all of the organisers from both within and outside the drop zone.

Roger Hugelshofer and Ash Darby from the Aussie Wingsuit Team "JetStream" in co-operation with Jason Dodunski and Alex Joannou set out to train novice wingsuiters to form smaller Flocks in preparation for the Australian Big-way Record attempt in November this year.

Sixteen Wingsuit pilots from NSW participated including three local wingsuiters from the Goulburn/Canberra area. The only local to the drop zone was 19-year old Paul Enright. Over the course of the weekend, everybody did, on average, nine jumps, ranging from 2-ways to 10-ways out of Adrenalin Skydive's newest acquisition, a twenty-four place, twin turbine Bandeirante "The Bandit". Over the course of the weekend, three novices achieved their Wingsuit crests.

As the weekend built up, the exit groups increased from 2-ways, 3-ways, 4-ways and finally 10-ways by the end of Day 1. On the last load of the day, on Saturday, conditions

were perfect for an 8-way Demo jump with two smoke flares and camera. While for some it was a steep learning curve, the progress shown by all throughout the weekend was enormous.

A BBQ was held at the Adrenalin Skydive Cafe on Saturday evening and most of the participants either stayed at the onsite Motel or camped at the facility.

The feedback from the jumpers for the weekend was fantastic, with all appreciating the warm welcome from the local jumpers and drop zone staff. All the staff at Adrenalin Skydive took particular note of the mature and safe attitude by which all wingsuiters conducted themselves throughout the weekend.

This weekend was the first of a series of Wingsuit training camps to be held in Goulburn in the lead up to the record attempt later this year.



UPCOMING WINGSUIT EVENTS AT ADRENALIN SKYDIVE GOULBURN:

- ▶ 7-8 JUNE 2014, 'JETSTREAM' WINGSUIT WEEKEND.
- ▶ 6-7 SEPTEMBER 2014, FIRST OFFICIAL PRE-SELECTION CAMP (NSW) FOR THE UPCOMING WINGSUIT BIG-WAY AUSTRALIAN RECORD ATTEMPT



AUSTRALIAN

VERTICAL

Record Attempts



After six months of preparation, eleven camps around the country and countless hours spent with the other organisers engineering the attempts, I thought we had everything under control. How wrong I was...

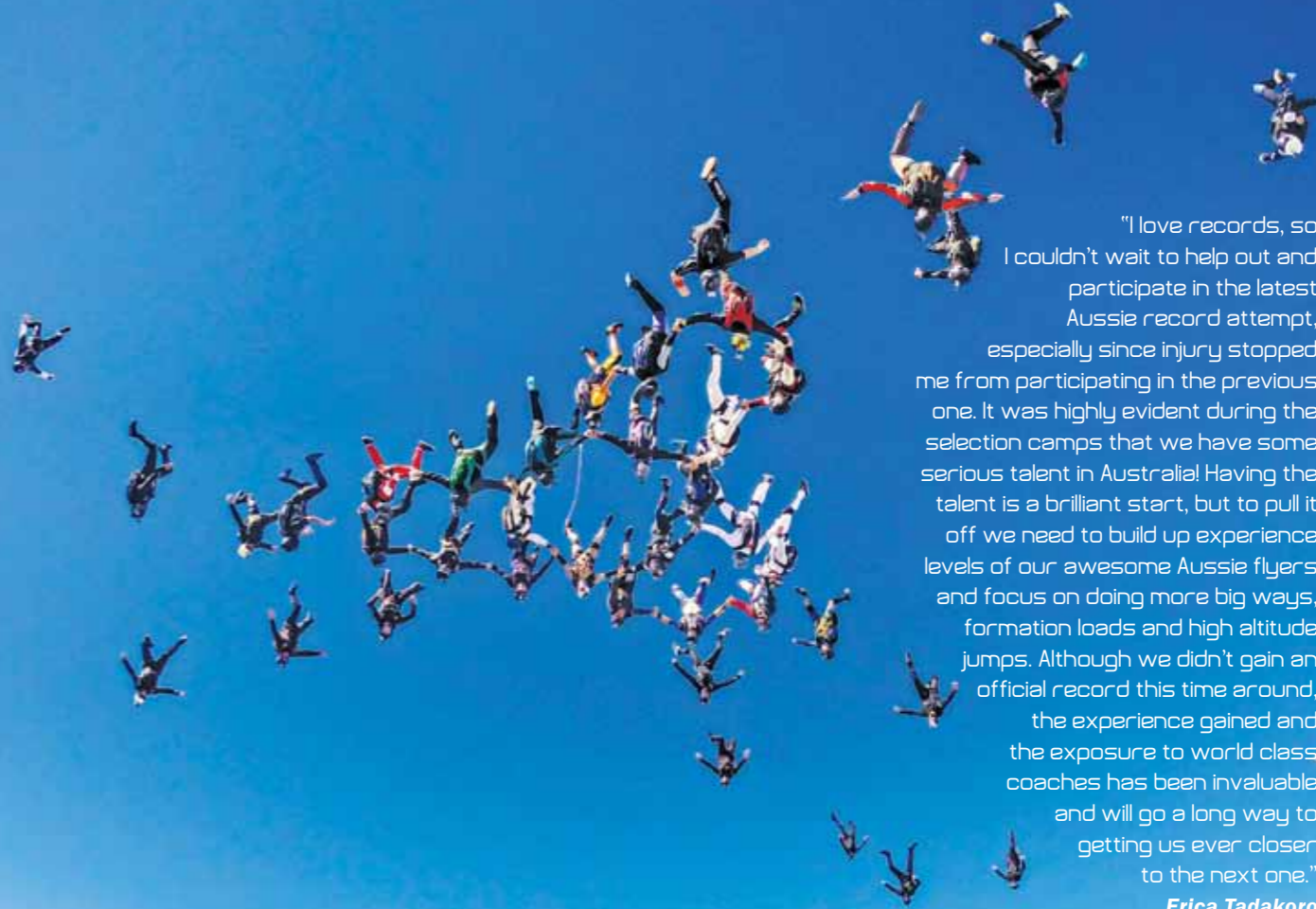
It was the 22nd of March, the first day of Farm Lite and the record attempts were a week and a half away. The sun was shining, the Farmers were running hard and the jumps were going well. I got down from a load and Roger Mulkey came over and handed me his phone and said, "have a look at this". My heart sunk as I saw that one of the Caravans we were using for the record had just crashed, and obviously by the damage sustained, was not going to be available for the record attempts.



I had to organise another plane, and quickly! The rest of the day was spent stressing out about what planes were going to be suitable. The original plan was for three Caravans; having three planes the same, we were less likely to have problems with the planes staying in formation. Now instead of worrying about that, I was more worried about finding a plane with the same lift capacity that would be available for three days at short notice!

We had to start ringing around to see what planes were out there, the hard part being that, at the Funny Farm, phone and internet service is hard to come by and the best way I was able to get service was to take my phone up on every load so I could send and receive messages for a few minutes on the way to height!

Luckily, Archie was on site and had mentioned that Redcliffe's Caravan was only used on weekends and would more than likely be available for us to use! Roger contacted Al Mcvinish and booked the plane, phew! Ok, now we can get back to jumping!



"I love records, so I couldn't wait to help out and participate in the latest Aussie record attempt, especially since injury stopped me from participating in the previous one. It was highly evident during the selection camps that we have some serious talent in Australia! Having the talent is a brilliant start, but to pull it off we need to build up experience levels of our awesome Aussie flyers and focus on doing more big ways, formation loads and high altitude jumps. Although we didn't gain an official record this time around, the experience gained and the exposure to world class coaches has been invaluable and will go a long way to getting us ever closer to the next one."

Erica Tadakoro

A few more good days smashing out jumps with the Farmers and we hit our next hurdle, or more accurately, our next hurdle hit us. A massive storm front hit Queensland and brought a massive amount of water with it. The Farm saw about 100mm of rain fall in the first 24 hours and it was forecast to stick around for a few days at least. With the farm underwater, Roger made the decision to cancel the remainder of the Farm Lite event as there was no way the place was going to dry out in time for the Farmers to get their jumps in.

This now meant we had to look at relocating the record attempts as the Farm wouldn't be dry enough to run them there, thankfully, Dave McEvoy had been one of the eager participants at Farm Lite and offered us use of Toogoolawah for the event!

So a week later, we headed to Toogoolawah to begin the record attempts. Spirits were high among the participants and everyone was eager to get going! We had Amy Chmelecki of Arizona Arsenal all the way over from Eloy to organise and Kristian Moxnes of The Skywalkers from Norway on camera, so we had the Coach, we'd get the shot, now all we had to do was jump!

The first day saw us doing 49-ways out of three planes from 15,000ft. The idea was to get everyone out and warmed up, being able to see the exit shot and get the nerves out of the way before we added in the factor of doing high altitude jumps using oxygen.

Amy's plan was to spend the first few jumps with just the Base, First Stingers, then Second Stingers building, with everyone else flying their slot, but with no grips, we would

slowly build the formation from the inside out, jump by jump, adding people to the formation as we went. This worked well and helped the people on the outer pods work on being in their slot and being on level before trying to dock, remember, LSD! Level, Slot, THEN Dock!

We managed four jumps on the first day and we were fairly confident that with the extra height we would come close on Day 2.

Day 2 started with a High Altitude training brief from Robbie McMillan and a recap of Day 1 from Amy, and what we needed to work on today in order to be successful.

We had cut the formation down to a 43-way and changed the formation a little to try and make it a little less busy for the people on the outside, luckily we had Anna Moxnes of the Joyriders onsite to help out organising the B team. We needed them current and ready to go so we could slot them in when the time was right.

We had varied success during the day, the second last jump of the day I could have sworn we were going to get it! I was first Stinger on the Base, looking across at Longy and watching the pods build behind him, I could see the last pod Closer get on and the outside Stingers waiting, ready to dock, but then we hit break-off height and the outside wave turned off and tracked, we were so close I had goosebumps!

Day 3 was our last chance to get the job done, we had to wait until about 11am for the fog to clear then we got going. The first jump of the day went really well, everyone started to remember how important head levels were and we were getting really close to building the formation.

By Leigh McCormack

Aerial photos by Kristian Moxnes

Ground photos by Sonja Bruss & Wade Edwards

With a nominated 42-way we built a 38-way on Load 3, we had only beaten the existing record by five people and hadn't built our nominated 43-way yet.

On the ground, the pressure was on, we knew we only had two more shots to make it work so we went up again, but alas, no record on Load 4 either.

With sunset looming on the last day we had available we decided to give it one last shot. After the previous jump being really scrappy I wasn't very confident that we would be successful on this jump. Normally, the last load of the day during a record attempt is the worst, people are tired, tensions are high and this translates through people's performance on the jump. However, this was one of the more relaxed jumps of the day. As I was watching the line of Pods in front of me form, I thought it was going to happen! Then, the break-off alarm came, we were a few Stingers short of completing the build.

Once we got to the ground I could see nothing but smiling faces. We had given it our best shot, unfortunately, it just wasn't meant to be this time!

The experience for the group as a whole was invaluable. We had a lot of participants who hadn't done formation loads before, let alone three plane formation loads from 18,000ft using oxygen! Everyone learned a lot about vertical Big-ways and left with the hunger to go again and get it next time! We've earmarked the West Coast Sundowner as the date for our next crack at it!



The experience for the group as a whole was invaluable. We had a lot of participants who hadn't done formation loads before, let alone three plane formation loads from 18,000ft using oxygen!



Big thanks go to Amy Chmelecki for coaching and Mox for his work on camera; Anna Moxnes and Domitile Kiger for helping out in the cave doing the dubbing, paperwork and looking after the B team – we couldn't have done it without you!

Dave McEvoy and the Ramblers crew for hosting us at short notice; Sonja Bruss for helping with the media while I was busy jumping! Phil Onis and Al McVinish for the planes; Special J and Brooksy for the O2; Christian Whyte for camera support (keep an eye out for his edit!); Jill for helping get the paperwork right; and Col Ruthenberg for judging as well.

Then there are a few people who need an extra big pat on the back: Roger Mulckey, Erica Tadakoro, Robbie McMillan and Sharney Perrow. Events like these don't run themselves and these guys were instrumental in making this event happen, thanks guys!

The event was also supported by the APF, with a generous \$6,000 contribution through the Fiona McEachern fund; the VTPC, SQPC and NSWPC also helped out with funding for the event and the camps in the lead up.

And lastly, Cookie Composites and Sonic Flywear Australia, thanks for your ongoing support!

Participants

- Adam Long
- Amy Chmelecki
- Andrew Bain
- Andy Stewart
- Austin Lawson
- Barbara Meister
- Calum Hunter
- Cameron Bennet
- Chris Barnett
- Chris Cosgrove
- Christian Whyte
- Dan Smith
- Dave Giuliani
- Dave Noble
- Erica Tadakoro
- Isobel Dore
- Jared Harris
- Jason Lane
- Jenny Gordon
- Jill Grantham
- John Brown
- Jon DeWet
- Josie Symons
- Karl Kissick
- Kieren James
- Kim Hopwood
- Kyle Chick
- Leigh McCormack
- Mark Bainton
- Matt Boag
- Matt Munting
- Nathan Smith
- Nick Pierce
- Oli Oldham
- Paul Jones
- Pete Wilson
- Richie Converey
- Robert Delaney
- Roger Mulckey
- Scott Hiscoe
- Sean Haysom
- Shea Convery
- Shelly Williamson
- Sootak Hong
- Stewart Kemp
- Tina Muddle
- Tracey Lane
- James Shotton
- Chris Jones
- Louis Tresise
- Domitile Kiger
- Kristian Moxnes (cam)

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WELCOME TO THE
SQUARE 1
WORLD SEQUENTIAL SERIES

WOOHOO DAY!

It was a bit of a restless night and I did manage to get some sleep. But when I woke up it was the 26th of November 2013 and that meant it was Woohoo Day and it wasn't because I was going to work.

Later that day I'd be flying to the U.S., destination Skydive Arizona in Eloy. The event? The Square One World Sequential Series where we would attempt a 2-point skydive. Piece of cake! As I said it was Woohoo Day!

During my flight across the Pacific I sat next to my fellow skydiver and very good long-term friend, Tracy Basman. We had many topics of discussion including this highly anticipated event.

I'd been to the States several times over the past years; mainly to Perris skydiving centre in Southern California for Big-ways, 100-way camps, Aussie Records and Spring Fling but this event was a whole new level for me. Not only was the ultimate goal to build a 200-way, the intent was to complete a second point and if we did that it would be recognised by the FAI as an official World Record.

No pressure! Needless to say I was a bit nervous, but very excited and quietly confident at my ability to perform at the level required for this invitation only event.

After touching down in L.A. I picked up my hire car and spent the next day and a half sightseeing my way to Eloy in Arizona. Skydive Arizona is quite a drop zone with all the facilities you would ever need, including a tunnel; not to mention its amazing lift capacity. For our 200-way event we would require ten planes [four Skyvans and six Otters]. To cater for our event the drop zone only needed to bring in one plane from another drop zone plus they still maintained normal

By Guy Taylor
Photos by www.skydivingphotography.com

Event Photographers were Luciano Bacque, Gustavo Cabana, George Katsoulis, Norman Kent, Dave Major, Craig O'Brien, Jim Stengell, and Terry Weatherford

operations. It really is a skydiving oasis in the middle of the Arizona desert!

Having said that, you do ponder on why you would put a drop zone in the middle of the desert? The answer is quite simple: The weather! On average the drop zone only loses fifteen days per year due to bad weather. That means it is jumpable 350 days a year – awesome!

I spent my first two days doing some warm-up jumps and watching the Women's Head Down record unfold which was really exciting. As I'm sure most of you know, they got a new World Record 63-way. Woohoo!

By the Friday afternoon the drop zone was quite abuzz with all the participants arriving from all over the world including us Aussies – ten in total.

After an early night I woke up and it was Woohoo Day – again! Today was the day this Square One Sequential event was starting.

Like everyone else I got to the drop zone early, where we were set up in a large hangar near the runway. It was exclusively for our event with all our own facilities – including catering.

At 8:00am we circled up and were greeted by the P3 team. For those of you who don't know, the P3 team consists of: Dan BC, Tony Domenico, Kate Cooper-Jensen and Larry Henderson who are based at Perris Valley skydiving centre – pretty much skydiving legends. P3 stands for: Perris Performance Plus and is designed to improve all forms of Big-way Flatfly skydiving. Since 2006, the P3 team have been doing a lot of Big-way skydiving camps and events and while they didn't invent Big-ways they have certainly formulated and perfected many of the successful techniques that we use today when doing large formation skydiving. Jumping with these guys is like spending time playing golf with Tiger Woods, it doesn't get any better than that!

We were all assigned into one of eight sectors along with our sector captains and the 32-way Base. The sector formations consisted of Helixes and Whackers.

We were then split into two groups: sectors 2, 4, 6 and 8 would be jumping with the 32-way Base for the first day, which was Group 1 doing 110-ways. Sectors 1, 3, 5 and 7 would be Group 2 practising 80-ways. Group 1 had the day to do a 2-point 110-way and, if successful, it would be a new World Record.

The next day would see Group 2 jump with the Base; also trying to set a new World Record while Group 1 did 80-ways.



WCOHCO DAY!



WOOHOO DAY!

Unfortunately neither group was able to set a World Record over the first two days, although some awesome jumps and completions [of the first point] were made.

Monday morning was Woohoo Day once again! Today was the day the two groups combined along with an additional ten more jumpers to make up the 200-way.

The first eight or so jumps over the next two days were to get everyone feeling comfortable in their slots, getting the pictures in their head, sheep dogging (following into the formation and flying as close as possible to the person you are docking on). During these jumps only the 32-way Base and other designated slots from the Base out had permission to dock; with the number of allowed docks increasing as the jumps progressed. By the end of the second day the 200-way was looking pretty good with several near completions – but certainly no successful sequential.

On Wednesday we were at the business end of this event. We'd done the warm-up jumps; everyone knew what they had to do, no more mistakes, no more excuses everyone had to perform. Unfortunately, the weather wasn't on our side this day and we were grounded for most of it due to low cloud; it was still OK for normal drop zone operations, but the cloud wasn't high enough for us to go to 18,000ft with 200 people falling and tracking through the cloud. By the end of the day though, the cloud had cleared enough for us to get one jump in.

That night saw us all back in the hangar for the banquet dinner; a very nice meal and a chance to mingle and chat. The Russians got us all to do a toast, Russian style with, I think, some homemade Vodka. Phew! It wasn't a celebration party, as everyone knew we still had a job to do, and by around 8:30pm it was pretty much over.

Thursday saw a repeat of the weather with low cloud and a big cold snap sweep in from the Arctic with the Eastern States having blizzard type conditions. To top it off the P3 team also had the knife out and cut about twenty jumpers due to not performing at the level required. It was cold and the pressure was on.

Again the cloud cleared enough for us to get one jump in towards the end of the day; a 180-way and a very good skydive – but no completion and no record. Only one day left and four jumps to get this FAI sequential record!

Friday 7:00am, full gear and dirt diving for a 7:30am take-off with a further ten jumpers cut. Now we were a 170-way. It was a beautiful blue-sky day but the cold snap had really kicked in with the ground temperature at 1 above 0 at take-off.

When I climbed out as Front Float at 20,000ft it was 35 below, not to mention the wind chill. To add to the moment, the day before my visor on my helmet fogged up. About 30 other jumpers had the same problem, so I took the visor off and wore goggles. I'm glad I wore my "toughen up princess" t-shirt that day, it made a difference... Not!

The jump went well with a lot of sectors fully completed and even though we dirt dived and moved to the second point during the skydive; we had not completed the first point. The next jump was very good as well but we still did not complete on the first point before the streamer was flown to signal moving to the second point.

Alas the last two jumps went the same way, although they were very good skydives. Our sector on the last jump held



The Aussies: back row, left to right, Prit Vosu, Steve Ware, Greg Jack, Sean Walsh. Front row left to right, Andrew Barker, Dave Loncasty, Richard Wilkins, (honorary Aussie,) Yukari Hashimoto, Tracey Basman, Guy Taylor.

first point for nine seconds before the key and the second point for seven seconds. A lot of other sectors also completed both points in time – unfortunately just not all sectors! So, after seven days of jumping no FAI World Records.

While there was disappointment all round, everyone was pretty up-beat and looking back at the whole event. It was seven days of great skydiving with the world's best large formation skydivers.

In terms of setting a World Record, I know this 2-point 200-way has been attempted many times and one day it will be broken. These records aren't easy to achieve. The POPs World Record took six years to break despite yearly attempts. I guess if they were easy to get we probably wouldn't do them.

I've done about 200 triple figure skydives now. I've had my ups and downs over the years, and been cut a couple of times; but I also know the great feeling of setting National and World Records, and having the picture proudly placed on my wall.

What I find so incredible about large formation skydiving is you have to have every single player on their game technically for a record to occur. Someone going low or taking someone out or taking a leg grip when it should have been an arm grip and there goes the record for all!

I don't know of any other sport where so many players have to perform 100 percent, all at the same time, to set a record, and all of this while falling through the sky at 120mph. Pretty unique!

Case in point, Perris, May 2010, last day of the Aussie Record attempt. First jump of the day was a new Aussie large formation record 105-way. The very next jump was a 109-way. During the debrief Dan BC said, "To do one record is great, to do a second is fantastic, to go up and do a third would be stupid – Gear up!" We did, went up and did a third consecutive National Record, a 112-way. Woohoo!

Even today the P3 team consider that Aussie Record a stand-out highlight and use it regularly as a motivational speech.

As much as I didn't get the big Woohoo! I was hoping for, I wouldn't have missed this event for anything and I'm looking forward to future triple-figure skydives, National and World Records.

For anyone who wants to watch the videos of this event and other Big-way events, go to: www.skydivingphotography.com. You can watch and download them for free.

On a final note: May 2015, Perris Skydiving Centre will be hosting the Aussies again for hopefully another National Record, maybe as high as a 150-way. Now that would be a big Woohoo! Go to www.aussiebigways.com for details. Also Larry Henderson from P3 will be coming to Toogoolawah in June this year to run a Big-way camp as part of a warm-up event for the Aussie Record. Again, details on www.aussiebigways.com. Blue skies.

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PARASPIRIT Z1 JOB A
OPEN-FACE HEADGEAR
STAMP ON TABLE, ADD SPEED
& DRINK ACCESORIES (W/IN)
#150500

NEW!

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#150500

NEW!

PARASPIRIT Z1 JOB A
OPEN-FACE HEADGEAR
STAMP ON TABLE, ADD SPEED
& DRINK ACCESORIES (W/IN)
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When last is first!



The Money Shot
Christine and Steve running the "tandem from balloon" experiment (with Kieron photo bombing us on the right).

IT'S FUNNY HOW THINGS COME ABOUT. MY PARTNER KIERON IS AN EXPERIENCED SKYDIVER AND HAS 'BEEN THERE, DONE THAT' ON MOST THINGS SO I WAS SURPRISED TO LEARN HE HAD NOT YET DONE A JUMP FROM A HOT AIR BALLOON. IT IS ONE OF THOSE THINGS THAT IS GOOD TO DO AT LEAST ONCE. SO I BOOKED IT.

The initial plan was to Wingsuit. Then Kieron mentioned that one of his mates would like to know if he could do a Tandem and, "was that possible"?

I didn't know so I made phone calls. Then more again. I spoke to CIs, riggers, pilots, Tandem Masters, CASA and the APF. The result? Lots of negative reactions. Lots of difficulties to overcome. There was no precedent. It seemed it had not been done before in Australia. Could I do it?

My first hurdle was finding a Tandem Master who would agree to the jump. I put the word out and received lots of variations of "no f**king way". Then Steve Nalden from Ozskydiving returned from the U.S. and got my message. "Yeah mate, don't see why not." With that we were on, and I was back on the phone.

It took some work to sort through all of the information, identify the roadblocks and work out solutions to those issues. It became clear that I would need special permission for a 'one off'. To do that I would need to provide a lot of detail – detail that I did not have! It was becoming complicated and exhausting. Meanwhile the deadline was getting closer.

Then it occurred to me that the best way to collect data on logistics and safety would be if I personally went on the front of the Tandem in the first instance. As a licensed skydiver that changed everything. It became much easier. I received approval and we swung into action.

The difficulty then stepped-up when one of the jumpers asked if he could also do a Tandem. That meant I would need to go to two balloons. Keeping 24 people happy and informed is hard. Last minute drop-outs and daily changes contributed to a much tougher beast to wrangle. But I agreed.

Meanwhile we still had our own Tandem to sort out. We secured Mark Laing as lead camera. We knew that if anyone had the ability to capture the hero shot it was Mark (an accomplished skydiver, camera flyer and BASE jumper with a strong understanding of operational regulations.)

"At the end of the day, Steve Nalden is done jumping but don't be mistaken into thinking that Steve Nalden is done!"

Steve and I discussed climb-out and ground crew logistics. Tess Cameron and Kieron Selby decided to jump with our Tandem. Getting that basket plan right was a nightmare. It went through so many iterations as I tried to accommodate everyone's wishes; while still ticking the boxes set forth by the pilot.



Beautifully timed exit!

What were we thinking?

"The only thing going through my head was don't f@*k this up"
Mark Laing



"Is my light on?" - Kieron Selby

"Don't take out the camera flyer"
Kieron Selby



"I'm so badass!" - Tessa Cameron

"I hope I look cool"
Tessa Cameron

"My thoughts at the time cannot be printed"
Christine Selby

"What an awesome day – a perfect way to say adios to the sport after 28 years!"
Steve Nalden



Mark Laing, calm under pressure

As it was, poor Tess had to ascend on the opposite end of the basket while at height. She then monkey climbed along the basket's edge to where we would exit. She was terrified but she did it. In her words she was thinking, "I'm so short, what if I fall off? My legs are shaking. I'm sh!t scared".

Our actual exit was a thing of beauty. The 3am climb-out practice in the hangar had been worthwhile. Two milk crates and a TM that knows his stuff made all the difference; especially as we only achieved 8,500ft. Thank goodness for Steve's 158 BASE jumps!

I was unnerved by last minute changes outside of my control but our team closed ranks and focussed. The exit was spot on. Such precision. Perfect timing. And nowhere near as hard as we had expected. I loved that moment. There is always a moment in these jumps that makes the hours of planning worthwhile. That was it.

As I said at the start, it's funny how things happen. I didn't know it was to be Steve's last skydive until we landed. Nevertheless, far from being the end for us, it was actually an exciting beginning. So long as there is another idea that inspires us, we will keep doing what we do.



Subterminal freefall in still air

From Steve



Cheers Steve, you are one awesome dude!

"Finding the right time to quit the sport has been on my mind for a while now; and the opportunity to do the first ever Australian Tandem skydive from a hot air balloon seemed as good a reason as any."

When Christine asked if I was interested in doing this jump, she had no knowledge that this would be my last skydive until after we had landed.

Technically, it was quite a simple jump with the most challenging part being the climb onto the basket's edge while attached as a Tandem Master. The last thing we needed was to slip and fall over the edge tumbling into dead air.

Once in position it was very similar to a BASE jump. Perched on the edge of a rather long drop, into still air, making sure that we stepped-off with our chest high, so as not to over rotate and end up head down. 3, 2, 1... and we were away!

Christine held a great position making the exit trouble free. Had it been a paying student off the street then I don't think it would've made too much of a difference to the jump with there being no air to influence the pair at the top of the dive.

Before long we were down to 5,000ft having left the basket at 8,500ft, even though the freefall seemed to last considerably longer than usual. With the canopy deployed we landed without incident while the rest of our group headed for muddier fields (from the recent rains), to slide in on.

I am extremely grateful and fortunate to have been given this last opportunity to finish my career with such a memorable jump. A huge thank you Christine. You offered me the chance to go out on a first... and a last...

Steve Nalden BPA 361991 APF 62535

tunnel time



AyrChix at iFly Singapore

10-14 February 2014

By Anita Perryman

Ever felt like one tunnel experience is enough? Simply put: NO, it never is!

For those who don't know AyrChix; we have been competing together as an Intermediate team now for the past three years. After coming away with Gold at last year's Nationals (together with Vertical Challenge it was a fight to the very end) we decided, "what the heck, we're having the time of our lives, let's give Open a go".

Whoa! Whose great idea was this? Not only are we now learning fourteen new blocks in our own slots, but also those of our Peace* partner. For those of you at the front Piece of a 4-way team, you appear to require even more headspace for slot swapping.

* Peace: I prefer this interpretation, as it adds a sense of calm to the unknown of now flying Centre.

After competing at the NE/SE Queensland State Meet last year as an Open team for the first time, it was apparent to us that quite a bit of fine-tuning was in order if we wanted to feel some semblance of co-ordination at the upcoming Nationals in Perth.

As soon as we arrived home the wheels were set in motion for a tunnel trip and the destination was set as Singapore given that Sydney was not yet up and running. Also trying to co-ordinate four lots of work holidays, squished into the least amount of days that we could get away with, was another important factor.

For a team that, on occasion, has been known to dilly-dally when co-ordinating training; we inspirationally found ourselves with flights and accommodation booked, coach organised and everything paid for in record time. Now we just had to learn the numbers and blocks in record time to optimise our tunnel experience.

We all met in Brisbane, both excited and relieved that cyclone Dylan had been kind enough to spare us from flooding, grounding of flights or any other random act of nature that could have foiled our best laid plans. It was 9 February and we were on our way to Singapore with four hours of tunnel up our sleeves and a whole bucket load of childlike excitement and enthusiasm.

We'd recruited Ann-Marie Jarzebowski, which seemed apt to us as she is such a huge advocate of female teams and so extremely passionate and positive.

Our first training morning arrived and we met over breakfast and became acquainted. The tunnel was only a short, casual and idyllic stroll from our accommodation; where we got straight to it, beginning with setting our own individual and team intentions and expectations for the camp.



A camp is not a camp without creeping and briefing. This helped us to excitedly gear-up both mentally and physically for the following four days of camp with the enthusiastic support of our coach (who we instantly felt connected with).

We began with individual drills, drills with our Piece partner and becoming re-acquainted with that awesome tunnel feeling; just like a duck taking to water we are away again, so excited to be there and in the moment for all it was worth.

Within the first couple of days we had tackled and accomplished all of the new blocks, and in some instances, flown our B slots and had plenty of highlights to take away with our weary bodies at the end of each day. As a team of note-takers, there didn't seem to be too much time initially, so all that could be remembered was assigned a place in our rapidly filling heads for later... or to some part of our muscle memory, which we are having to trust in.

Although we didn't kick-off until midday each day, we'd still spend time with one another over a morning yoga session, splash in the pool, during the various reflection times about the day before, or regrouping with Ann-Marie at breakfast to talk the plan through.

As fit as you think you are, I believe tunnel fit is a whole new level of fitness altogether, and by day four, I was personally feeling the effort and energy that we had exerted as a team, equally on a mental and physical level.

In those final sessions, you realise that four days ago you were about as excited as you could be, being back there at that exhilarating place that has become a great training ground for the sport we love. Now filled with the opposite and sombre feeling that it was all, once again, about to come to an end was an emotion breaker. Goals had been kicked, progression had been made and morale had been forged. I think there's always that unspoken initial intention: "I'll be back for more".

There are so many people who have helped us to get to where we are today, and it definitely seems fitting to mention a few names right here and now. So, firstly, a huge thanks to the NQPC and Jonny Goss for funding support to alleviate some of the costs we incur as a training team. To Phil Onis for all the support he has provided us, both in Innisfail and Picton, and of course, to all our coaches along the way who have imparted their own golden thread for us to interpret. A Big thanks also to Ryan Chen and all the hospitable crew at iFly Singapore, you helped to make our experience a memorable one. Ann-Marie you have helped us prepare as best we can, both mentally and physically. Thanks for being brave enough to come up to Innisfail and continue our training as we take to the skies post-tunnel.

And Jonas (our camera dude), we love you man!

tunnel time



The First Aussie Wind Tunnel is OPEN!

By Becca O'Prey

iFLY FunnyFarm

This year it wasn't just outback Queensland that was invaded by a bunch of the world's best coaches, dynamic flyers and a whole heap of party people. iFLY Downunder was lucky enough to have this crazy crowd descend upon Australia's only Vertical Wind Tunnel, and to not only be the first tunnel camp in Australia but also the first paying customers to come through the iFLY doors! Carton...

Even though the building wasn't completely finished we wanted to offer this opportunity for FunnyFarm to be one of the first to experience iFLY Downunder, resulting in the flyers getting in as much quality coaching as they could, some students getting in the windy tube for as much as one hour a day and coach Domi flying four and a half hours on the first night alone.

The camp was organised by Roger Mulkey, with assistance from Sharney, with the aim of utilising the coaches flown in from Europe, Dubai and the USA, and making sure everyone was fully warmed up and flying their best for FunnyFarm Lite, Heavy and the Aussie vertical record. The camp saw

tunnel newbies, skydivers with less than 100 jumps, tunnel hogs and amazing flyers with many hours all booked. There were even a couple of flatties thrown in the mix!

Coaches Domi, Petter, Kristian & Anna Moxnes, Matt Hill and Derek Cox each brought individual coaching styles and many students benefitted by being partnered with two or three different coaches. The camp saw lots of experienced tunnel flyers going back to basic belly and back flying, learning to fly these long forgotten skills at low speeds and using their whole bodies to generate lift while back carving or performing layouts. These coaching techniques are popular in Europe right now and the low speed flying helps flyers later on when the wind is turned up.

It was also great to see the West Australian boys, who have been taking advantage of the Singapore tunnel, are now shredding it in Penrith. Their skills have increased a huge amount since I saw these guys fly and they were truly the rock stars of the camps (both in and out of the tunnel!), flying some fast 4-way Dynamic, a spectacle to watch.



Look out for more camps with international coaches throughout the year and our experienced instructor's monthly events. If you're thinking about getting coached, but not sure where to start our coached night runs every Thursday night and is just \$250 for 10 minutes (including coaching

Finding a Coach

Many flyers have been finding buddies to buy time with and share some of the larger accounts. After all, the more you purchase, the cheaper per minute it becomes. You don't even have to know the flyers you end up sharing a package with.

This also means our coaches Kurmet and Frazer have been in huge demand.

I recommend to get at least 50% of your time coached, but I know Aussies like to get 100%.

Booking a Coach

- Try and give approximately four weeks notice, more if you can.
- Call our office on 1300 366 364 and tell us the dates you want to visit.

Ideally we'd also love to know:

- Your chosen discipline (doesn't need to be what you practise now)
- Your current skydiving and tunnel experience
- Your goals for this coaching session.



We can then recommend a suitable coach and check their availability. If you're new to the tunnel, we can recommend a coach and coaching program to suit you and make the most of your time.

Our resident coaches, Kurmet and Frazer, have been creating a diary of events for the coming months, including camps for beginners, dynamic evenings and competitions. They also plan to bring back advanced sequential events with the first one, planned for May, being booked up within 24 hours of it being released! Mike Brigg also has some drop zone specific camps in the diary and Picton jumpers Troy and Russ are coaching FS skills at least once a week.

We've recently launched our 'Frequent iFLYERS' Facebook page (www.facebook.com/frequentiFLYERS), so we can keep you guys in the loop. Here you will find details on events and is a great place to find some flying buddies to share the air.



Got Questions? Get Answers!



Learning Curve Camps

2014 Camps

- 7th - 11th April
- 2nd - 6th June (DZ Anniversary Celebrations)
- 11th - 15th August (Ekka Show Day holiday)
- 8th - 12th December (Club Xmas Party)

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safety matters

"We jump to feel feelings – that's it, that's the whole thing." Skratz Garrison
"Let's not lose sight of the fact that we take risks to gain rewards (those feelings), and that each of us has a different risk/reward analysis." Tom Aiello



When the jumper cutaway there wasn't enough drag to release the 3-rings until after the Reserve opened and the Main dropped off his back. The Micron has a RSL keeper under the D ring that may have released before or after the jumper disconnected the RSL, we may never know. After inspecting the gear I found the Velcro on the RSL to be easily peeled and I'm not sure if the RSL wasn't disconnected, the Main would have released, although I'm not sure why it didn't release straight away or whether the jumper grabbed the yellow tab as it was about to peel off.

Action: After talking to the jumper about this incident, he told me that although he was trained to shut down his wing on deployment, he'd stopped doing it after watching BASE-jumping videos on YouTube. I explained to him that most BASE rigs don't have deployment bags or line stows and they generally have bigger pilot chutes. He was then counselled on the need to seek advice of professionals before changing anything to do with his skydiving.

Jumper will shut down his wing at deployment from now on to aid deployment of the Main parachute.

Certificate E, 674 jumps. This was my 5th jump for the day. All jumps for the day were 4-way competition RW jumps with video. The competition was held up in the morning due to a weather hold for wind. After the first two jumps I packed my own rig, however we were aiming to complete five rounds for the day so after the first two rounds I decided to use a packer to give me more time to practice between loads. He packed after jump three. This pack opened normally so I gave the rig to him to pack after jump four as well, which he did. I set the brakes and cocked the pilot chute prior to handing the rig to the Packer.

After participating in jump five, I tracked off and deployed my Main canopy using the BOC. Canopy came out of the container but did not open fully, I noticed a pinching on the right-hand side of the canopy, it was clear that one of the lines was over the canopy stopping it from opening correctly. The canopy was not flying properly, it was bucking floppily so I cutaway and deployed my Reserve. I landed on the drop zone in the main landing area without incident.

Action: I reported the malfunction to the packer and the DZSO. Then I sacked the packer.

Additional note from DZSO/CI: Packer was uncurrent and should not have offered to pack in this instance. He has been advised that until such time as he is again current, he is not to pack for anyone other than himself!

Certificate C, 217 jumps. Exited Cessna at 12K, as the 4th member of a student's B-5. Freefall was successful and tracked away at 5,500. On deployment at 4,000ft there was a hard opening, after recovering from the compression recoil (two sec) I looked up and realised straight away that I had a line over, fourth cell in. Although my decent was reduced dramatically, as I was flying a Safire 190, I realised it was unrecoverable and un-landable, therefore reached for my Reserve handle and looked one more time at the Main canopy before cutaway. The RSL engaged and I was under Reserve canopy by 3,000ft. Identified the drop zone and landed safely.

The following are taken verbatim from a selection of incidents as reported to the APF (mostly from first quarter 2014) 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 and/or how you might handle a similar situation.

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

DEPLOYMENTS/MALFUNCTIONS

Certificate D, 853 jumps. Solo Wingsuit freefall went as planned, deploying at 4,500ft. At deployment felt no opening shock and tried to clear by shutting down the wingsuit, with no success. Initiated EP, felt opening shock, looked up to find a good Reserve canopy. After unzipping the right arm, jumper noticed the RSL still attached, looked over to find the Main trailing behind still in the deployment bag. The jumper disconnected the RSL "yellow tab" and the Main disconnected leaving the jumper to land safely at the drop zone. All gear was recovered.

DZSO Note: It appears on deployment the main pack opened but never cleared the jumper's burble.



Compiled by:
Kim Hardwick
APF Technical Officer

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Action: DZSO reviewed footage of the incident and discussed the situation with the member. From what was discussed it appears most likely the member had not washed off his forward speed after Tracking, resulting in the canopy deploying behind him with a line over, resulting in both a backward deployment of the canopy and his recollection of a hard opening. Member was advised to ensure he completes his track before deploying.

Certificate B, 114 jumps. Jumper was participating in a canopy course at the time of the incident. She exited at 6,000ft AGL and deployed after a two second delay. Upon deployment, slider came over the toggles on the left side. Jumper went to pull the slider down below the toggles. When doing so, the slider grommet got stuck mid-way over the right rear riser. She tried to pull it up however it wouldn't move. When attempting to try to pull it back down below the toggle it pulled the brake line out from the top stow. The canopy went into a sharp left turn and began to spin. Tried to counteract to no avail. Elected to cut away. Deployed Reserve at 2,500ft AGL **Action:** Mechanical problem, need to replace toggles.

Certificate C, 158 jumps. Jumper using drop zone hire equipment. Uneventful skydive until Main deployment. Jumper experienced a hard pull. Could not extract pilot chute from BOC pouch. Commenced emergency procedures, completing cutaway and Reserve deployment. Landed with Main still in the pack tray and BOC still in the pouch.

Action: On inspection of the pilot chute, the pilot chute was found to have bunched up in the mouth of the BOC pouch upon the attempted pull. It did not require excessive force to extract the pilot chute on the ground. A harder pull on the pilot chute may have resulted in successful Main deployment. It should be noted that with the Reserve missing from the rig, the pull force on the ground may not reflect that which was experienced in freefall. The method of folding the pilot chute was examined and the cause of the bunching found to be associated with the method of folding. Jumper was retrained on the method of folding the pilot chute.

Certificate C, 237 jumps. Opened Main parachute at 2,800ft AGL. Stowed slider, pulled slider over toggles and went to release brakes. Left brake would not release. Cutaway Main at 1,500ft – under Reserve at 1,200ft. Normal Reserve deployment. Later inspection discovered that the brake line had been routed through the toggle keeper. Clearly a packing error. **Action:** Reviewed packing process. More attention required when packing. Continue with established procedure.

Certificate E, 2864 jumps. Uneventful Wingsuit formation skydive, break off 5,000ft, deployed at 3,500ft open by 2,700ft, open with a line twist. Unzipped my wingsuit and stowed my slider as per normal. Went to release brakes and found that left brake toggle was stuck. When right brake was released I was immediately violently thrown around. Attempted to release left brake twice with no success. Elected to cutaway and deploy Reserve – cutaway at ~2,000ft under reserve by 1,700ft – no issues on landing.

Action: On investigation it was surmised that the toggle had been incorrectly routed through the guide ring causing the toggle to lock off. Take care packing, with attention to correct brake stowage.

Certificate D, 1,300 jumps. Freefall went to plan. Break off and track at 5,000ft. Deployed at 3,200ft. Opened in line twists with a toggle off. Attempted to kick-out line twists, but canopy continued to twist. Was unaware of toggle off at this point and decided to cutaway and deploy Reserve at approximately 2,500ft. Uneventful Reserve ride and landing. Toggle off was found when Main recovered. **Action:** Check toggles stowed correctly whilst packing.

Certificate C, 226 jumps. Ten Flatfly jump went as planned. On deployment canopy seemed OK, however upon releasing brakes, found left toggle to be tangled and locked. Unable to clear by 2,000ft, so used cutaway and Reserve, open by 1,600ft. Landed Reserve without issue. **Action:** Greater attention paid during packing specifically excess brake line stowage.

Certificate B, 60 jumps. Pilot chute in tow. Reserve pull at 3,000ft. Safe landing on target. Packing error. Locking pin incorrectly inserted making deployment impossible. The bridle was misrouted under/around the closing flaps. **Action:** Jumper spoken to about the severity of the packing error. Also should have picked it up on a gear check. Rig was packed on New Year's Eve.

Certificate E, 767 jumps. 4-way FS jump from 11,000ft AGL. Normal freefall and track. On deployment of pilot chute there was no physical indication of extraction of the Main deployment bag. A glance over shoulder confirmed no deployment bag in the air but also did not see pilot chute. Immediate execution of emergency procedures and normal opening of Reserve system, under Reserve by 1,800ft AGL. Freebag spotted whilst under canopy but no Main canopy. Main canopy found approx. two km from drop zone still packed in deployment bag.

Further inspection determined that some of the excess Main canopy lines had possibly trapped the deployment bag in the container tray until the Reserve deployment released pressure on the container and the Main deployment bag fell out with all locking stows intact. Short length of excess lines and risers being tight around Reserve tray suspected as initial cause. **Action:** Take care packing, with attention to correct line stow length and symmetry of lines.

Certificate F, 10,300 jumps. 3-way RW jump, exit height 14,000ft AGL. Activation height 5,000ft AGL. Immediately after opening noticed severe line twists, tried to kick out the twists with no success. Rapid loss of height due to canopy severely constricted, opted to cutaway at 3,500ft AGL. Reserve open at 3,000ft AGL, landed at the drop zone with no further issues. Main canopy retrieved.

Certificate E, 682 jumps. Deployed Main (Springo 140) at ~3,500' after track off, Main deployed in a dive to the left. Immediately countered the dive by pulling on the right hand riser, no effect so tried both hands, still couldn't counter the dive, the canopy was gaining momentum in the dive so I elected to cut away at approx. 2,500-3,000ft. This canopy often opens in a turn, which I can usually counter, however this is the second time I have been unable to control the canopy after opening. **Action:** I am not going to continue flying this canopy as it seems to be beyond my own capabilities. I will reconnect my Pilot 150.



Certificate D, 607 jumps. Opened with line twists after Wingsuit flight, because D-bag was caught in burble for too long. Finally opened. Head was in front of the twists, couldn't get my head through to sort the issue and the canopy started diving violently. Chopped at 3,000ft. Opened with half twist on Reserve. Got that out and landed safely. **Action:** Deploy in full flight.

CANOPY CONTROL/LANDINGS

Certificate E 1,180 jumps. Low turn on Katana 120, close to the ground. Heavy landing. Jumper walked from LZ not appearing to have any injuries. Sought medical attention later that evening. Fractured left tibia. **Action:** Better education on swooping/hook turns.

Certificate E, 750 jumps. Low turn under Mamba 132, hit ground with his knees, body flipped up, which dislodged camera on head, then landed on his left side. Was in a lot of pain so ground crew immediately called the ambulance and stayed with Jumper whilst waiting for it to arrive. Fracture to L3. **Action:** No low turns.

Certificate D, 498 jumps. He was filming outside camera and exited with the last tandem pair from the aircraft. Freefall, opening and canopy flight were normal, however being the last out the spot was a little long and he did not pitch when the Tandem deployed instead waiting for his audible to go off at 5,000 feet. When evident he would not make it back to the drop zone, with only light and variable winds he elected to continue flying his canopy directly to the drop zone landing area. He landed approximately 300m short of the landing area and while doing a PLR he collided with a one metre embankment that he did not see as it was hidden in the long grass. Sustained stable fracture to L5. Cause of the Accident: Not checking the spot both on exit and in freefall, trying to make it back as close as possible to the drop zone without selecting an alternate landing area with sufficient height to complete a normal landing pattern. Unfortunately it was not possible for him to have seen the embankment prior to landing as it was obscured by the long grass and the downhill slope. He did not lose consciousness and expressed regret that he had not done the right thing in early selection and set up for an off drop zone landing.

Action: Check the spot when in freefall and if it appears it could be too long and there is a chance of not making it to the drop zone then deploy the parachute early. If landing off the drop zone select an alternate area early and complete a normal landing pattern.

Certificate D, 606 jumps. (Low and sporadic currency. Safire 170/~1.6 W/L) DZSO from the ground observed the jumper's stable exit and deployment around five seconds out the door. Parachute normal and being with a good canopy, DZSO then took his eyes away from him. One witness, who had just landed himself, heard the jumper's canopy, looked up and saw the canopy in a dive towards the ground. Did not witness very much of a flare before impact. He also states that it all happened quickly and could be mistaken about not seeing the flare. Sustained two fractured femurs and broken nose. **Action:** More canopy courses, putting more restrictions on jumpers over 40 years of age (as our last three landing accidents they have all been over 40 years of age). Getting more in-pit from instructors to younger jumper/older jumpers on debriefing their landings. Talk to PD for when they come to APF Conference, to teach the teachers, and leave us what they have on DVD of all vision of canopy landings.

Certificate D, 617 jumps. Camera flyer using front riser turn for landing initiated turn too low. Impacted in the turn with no discernible attempt to flare. Sustained three fractures lower vertebrae. **Action:** DZSO – Concerned about the trend to use double front risers close to the ground during canopy

progression courses. Would like to see discussion on the reason why this is included in canopy training.

Certificate D, 300 jumps. Front riser approach. Late to get on brakes and flare. Landed hard on backside. Turbulence may have contributed. Twelve weeks off jumping. Sustained crush fracture to L2. **Action:** Counselling.

Certificate D, 205 jumps. Several jumpers taking part in a canopy piloting course. Winds were 30 knots at 2,000ft but around 15 on ground. Previous load of 3 x Tandems all landed safely but DZSO set limits of min. B license, plus Tandems on hold due to turbulent nature of ground winds. Course organisers elected to put up load but just after they exited, winds gusted up to between 18-23 knots, very turbulent. All other jumpers on load landed safely in middle of landing area but one turned into wind too soon putting himself on collision course with highway fence, so did a short low sashay which prevented him doing a proper flare. He landed heavily on his feet sustaining a fractured ankle.

Certificate F, 12,880 jumps. First jump of the day 2-way RW, second pair out, exit height 12,000ft AGL. Uneventful freefall activation height 4,500ft AGL. Immediately after canopy deployment started spinning violently to the right, looked up and noticed a tension knot to the right hand side of the canopy which caused the shutdown of the two right cells. Holding the toggles tried to counter the right turn, dramatically worsening the situation. Initiated cutaway and Reserve procedures at 3,000ft AGL with Reserve fully open at 2,500ft AGL. Landed at the drop zone without any further issues. Main canopy retrieved.

Certificate C, 151 jumps. Coming back from a long spot. Elected to try and make it back to drop zone instead of landing off. Turned base at 250ft and elected to land cross wind. This resulted in connecting with a fence at the perimeter of the drop zone. Sustained some minor scratches to arms. **Action:** Jumper Relegated to A/B licence landing area for 50 jumps and encouraged to participate in canopy course.

MISCELLANEOUS

Certificate B, 192 jumps. On receipt of a photo, CI discovered that during the previous weekend's parachuting activity, a jumper had secured his chest strap only by a rubber band, rather than through the MS70101 buckle.



Jump commenced as a Horny Gorilla exit, with jumpers locking legs and holding onto each other's shoulders. Luckily, no-one touched his chest strap!

When the CI asked the Jumper about the matter on Saturday morning, he had no knowledge of the incident and was visibly shaken when shown the photograph.

Apart from instigating a mandatory check on his equipment by DZSO for the weekend (every jump) it is not believed there will be a repeat at any stage of his skydiving career.

Action: Matter was discussed at drop zone level with all jumpers involved, and the importance of gear checks emphasised!



Operational Regulations Regulatory Schedules

EFFECTIVE 1ST MAY 2014 – STATUS MANDATORY - By John Meara

By the time you read this, new Operational Regulations and Regulatory Schedules will have been circulated and become effective. It is important that all APF members and organisational staff involved in parachuting activities are made aware of the changes and the regulations' impact on them and their operations.

BACKGROUND

Last year, a comprehensive review was undertaken of the existing 2012 OpRegs resulting in significant changes being suggested to their content and format. This was followed by the Notice of Proposed Rule Making (NPRM) process, which is now complete. The APF Board has approved the new 2014 OpRegs and Regulatory Schedules, which become effective on 1st May 2014. The existing 2012 OpRegs applied up to and including 30th April.

These regulations, in both the OpRegs and Schedules, are binding on all members of the APF and apply to all parachuting activities conducted or undertaken under the auspices of the APF. Download the new 2014 regulations and support documents from the APF website. The following list provides an overview and summary of the changes:

WHAT HAS CHANGED?

- Regulatory content not requiring CASA's formal approval has been moved to Regulatory Schedules, making the CASA approval process simpler. CASA still approve the Operational Regulations (OR), however the Regulatory Schedules (RS) will remain under the management and control of APF with CASA being 'advised' of any changes.
- Simplified and reformatted, with capitalisation and punctuation now aligned more closely to grammatical convention.
- Internal cross-referencing between regulatory clauses has been reduced.
- Improved explanation of responsibilities, powers, authority, supervision and safety.
- CASA instruments updated.
- Foundations laid for APF's move into the Vocational Education and Training (VET) sector and becoming a Registered Training Organisation (RTO) delivering nationally accredited training.

1. Preparation for move to VET sector

- Tutor now Coach.
- English language requirement expanded to include 'Foundation Core Skills'.
- Exam/examination/examine to assessment/assess. At this stage, the formal title 'Examiner' remains, but in general use is being replaced by 'Assessor'.
- Begin moving away from simply 'certificates'. For example Certificates A, B, C, D, E and F are classifications, i.e. Certificate Class A (NB: the term "certificate" is reserved nationally for VET qualifications).
- Except for the APF/FAI-related (international) sporting licence and student licence, removal of term 'licence', e.g. Display Licence to Display Rating, LDO to DO

(NB: Australian governments and their agencies are the only organisations normally allowed to issue a "licence".)

- Target Assistant Qualifications (2012 OR 13.1.12) and Canopy Control Directions (2012 OR 13.1.11) merged and updated. The TA provides canopy control assistance (they don't "assist a target"). This flags future move away from TA to Canopy Control Assistant (CCA).
- Ground Air Communications Assistant now Ground Control Assistant (GCA). OR 6.1.8.
- Flag common usage with proposed instructor title changes, e.g. ID to Jumpmaster, IC/IB to DZSO or Course Instructor, IA to Instructor Trainer-Assessor or Chief Instructor.

2. Certificates

- Certificate application requirements moved to RS52.
- Re-emphasising certificate "classes": classification or certification as a Class X parachutist. A note is added to RS50 explaining shift in use of the term "certificate" and that these are not a "licence" in Australia.
- Certificate Class B (RS52 5.2) landing accuracy requirement no longer includes 'consecutive' for the nominated descents (see also Display General rating for new landing accuracy requirement).

3. Displays

- Display rating application requirements moved to RS52.
- Display licences now Display ratings:
 - Reduced from 4 display levels (D, C, B & A) to 3 display ratings (General, Pro and Open). Display B and C have been merged due to underutilisation of Display C (only 5 issued in the last 18 months). This new model better reflects actual use in the field.
 - Licensed Display Organiser (LDO) now Display Organiser (DO)
 - Display Licence Examiner (DLE) now Display Rating Examiner (DRE)
- 'Display General' rating (2012 Display D) now has requirement for '10 consecutively nominated descents landing within 20 metres' (aligns partially with Certificate Class C landing accuracy requirements).
- 'Display General' rating now requires CI sign-off (Display exception removed from OR 3.1.3 Signature/Verification)
- Display Record (OR 12.5.3): Clarified the term "number" used in 2012 OR 14.5.3(b)(i) by expanding to include "APF display lodgement number of the descent which must have been lodged with APF Office before commencement of the display".
- 2012 OR 12.1.4 'Landing Accuracy Competition Exception' has been deleted.

4. Training

- Training Tables in OR renamed for consistency (and detailed in TOM).
- New Freefly RW training progression requirements in OR 9.2.2.

- RW Descents after Stage 9 (OR 11.4.4): Relaxed requirement but defines specific exit configuration restrictions. Also, CI approval and ASC requirement both removed as redundant (covered by DZSO and other OR).
- New Wingsuit training requirements – see OR 9.4.1 on Wingsuit First Flight Course (FFC) Prerequisites, and RS52 6.4 'Wingsuit Crest (WSC)'. Also being expanded in the TOM as Parts A, B & C and specific stages.
- Freefly Crest requirement (2014 OR 9.2.2 (c)(ii)) now for jumping with more than 3 FF'ers. So uncrested FF jumpers restricted from 4 to 3 per jump.

5. Chief Instructor Appointment

- Appointment process has been clarified (initial/existing more clearly defined) and 'panel' requirements removed. See OR 14.4 and RS54.
- Chief Instructor Application and Appointment (RS54): Derived from content appearing on various forms, Club and Council Regulations and the APF Procedures Manual. Written to assist all parties involved in the process.

6. Instructors and Coaches

- Tandem Master now titled Tandem Instructor.
- Instructor D Privileges (OR 14.5.1): Removed requirement for ID to only work within the endorsements held and instead given discretion to DZSO to determine if instructor is competent.
- ID and IC Privileges: Replaced 2012 clause (b) with a "note" at top of section (14.5) stating: "Instructor D and Instructor C privileges do not extend to instructing student parachutists and novice parachutists in emergency and classroom training."
- Clarification (terminology) that coaches are 'appointed' by their local CI (not by the APF National Office) and a coach's appointment is 'reconfirmed' by the CI (not 'revalidated').
- Tandem Instructor handcam requirements better defined: New definition. See OR 11.2.12 in conjunction with 9.7.1 and 9.7.2. In particular, 11.2.12 (b) provides for CI discretion regarding the use of an audible altimeter, after 50 handcam descents.
- Tandem log obligations clarified in OR 12.1.1 (a).
- Tandem Instructor 'Currency Requirements' (2012 OR 13.2.4) moved to RS53 7.6 (b) and (c) and rewritten for clarity.
- Tandem Supervisor Endorsement Privileges (OR 14.5.9): Expanded privileges to include training Tandem students.
- English Language Skills (2012 OR 16.1.1) moved to RS53 and rewritten to align with VET sector core requirements, with Examiner and DR now included. See RS53 4.1.
- Freefly Coach: An applicant for this appointment must hold a Freefly Crest."
- Revalidation process (RS53 7.2(c)) now includes option for "professional development" approved by Safety and Training Manager (consistent with Continuing Professional Development procedures being developed as presented at 2013 National Conference).

7. Aircraft and Jump Pilots

- 2014 OR 5.2.3 title includes "Door removed" and includes "external opening door or door removed".
- 2014 OR 5.3.1 Airspace: New wording "The Pilot in command or as otherwise stipulated in a letter of agreement must..."

- New RS56 written to define the JPA process (would appear as an appendix to the Jump Pilot's Manual). References to "training" removed.
- Clarity on proper terms and the associated processes and privileges, such as: APF Jump Pilot's Manual, Jump Pilot Authorisation (JPA), APF Jump Pilot Associate Membership.
- Senior Pilot Responsibilities new content. See OR 5.1.7.

8. Other changes

- 2014 OR 1.1.3 Application of the regulations changed from "all intentional descents" to "parachuting activities conducted or undertaken" under the auspices of the APF, and "parachuting activities" defined in RS50 Glossary and Definitions as per legal advice and consistent with new 2014 indemnity waivers.
- Master Log requirements for full names: Contents now includes pilot's full name, loadmaster's full name, and each parachutist's full name.
- Restricted drop zone definition (RS50) now includes: "... on a regular basis of seven or more days per month".
- Night descent Regs (2014 OR 9.5) improved layout and titles.
- Water jump training: New requirement for DZSO, and for CI doing the training, to have water jump experience (see OR 9.6.1)
- 'Incident Reporting and Investigation' is expanded in a new schedule RS55. New 10.3.1 inserted to cover ATSB, referencing accidents and serious incidents and new definition inserted in RS55 for "serious injury" consistent with legislative definitions.
- References to CASA Rigger certificate removed (from 2012 OR 17.1.3 and 18.1.2). See new OR 15.3.5 and 15.2.3.
- Disciplinary Procedures Handbook renamed disciplinary policy and procedures (currently being redeveloped).
- Individual responsibilities (2014 OR 6.1.11) is a compilation from various 2012 regulations (7.2.9(b), 7.2.10(b), 15.1(a)) and now include (ex-Constitution):
 - (b) not refuse or neglect to comply or be reckless as to whether or not they comply with these regulations or the Constitution or any other regulations;
 - (c) not act in a manner dangerous to themselves or others during the course of parachuting activities;

WHAT'S NEXT?

- The APF National Symposium – session for discussion and feedback on the new regulations.
- The APF recommends that member organisations conduct education sessions with their staff on the changes that impact them.
- The APF is working on:
 - Regulatory Schedule 57 – National Oversight
 - Disciplinary policy and procedures (replaces the Disciplinary Procedures Handbook)
 - Revised Training Operations Manual (TOM – soon to be released).
- Members of the APF should familiarise themselves with the new regulations.

Q&A

Please direct any questions to the APF National Office, either by calling or email feedback@apf.com.au.



2014 Training Operations Manual (TOM)

EFFECTIVE 1ST MAY 2014 - By John Meara

The APF has just issued a new standard Training Operations Manual (TOM). The standard TOM is produced as a service for APF member training organisations and for use by holders of Instructor ratings and those who aspire to hold instructional ratings. Once adopted by the Chief Instructor, their TOM forms part of the regulatory framework. It outlines areas of instruction, detailing the training tables for student, novice and advanced training prescribed by APF regulations.

In addition to simplification, rearrangement and reformatting, the new TOM reflects the current changes to the OpRegs and includes a number of significant updates, including:

- Tandem Assisted Freefall (TAF) course: expanded description.
- Target Assistant (TA) – Training and Assessment: rewritten and expanded.
- Ground Control Assistant (GCA) – Training and Assessment: rewritten and expanded.
- Authority to act as a GCA: to be recorded in a register maintained by the CI and in the DZ master log by the DZSO.
- Term 'Provisional' skydiver introduced (as in a "P-plater") for holders of Certificate Class B (similar to Class A holders being called 'Novices').
- Packing of main parachute for own use now a requirement for Certificate Class B (or earlier).
- Freely training expanded: emphasis on who can jump with who and more clearly differentiate between head-up and head-down stages of progression.
- First Camera Descent: new section.
- Sample assessments for First Jump and Certificate Class A: improvements.
- Five training tables updated: Static-line, Class B (B-rels), Freely RW, Wingsuit, Night Jump.

The standard TOM and a summary of changes document can be download from the APF website. Instructors and coaches should check with their CI for changes to existing practices on their DZ and any retraining for implementation of the new TOM.

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[JOB VACANCY]

The extraordinary diversity of jumping activity has also led me to open up a position at ASM. I am looking for an active Aussie jumper with a positive attitude and happy personality, to increase ASM's online presence and social media platforms, to the licenced skydivers and for the future skydivers. Email me! susie@skydiver.com.au



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By Bryan Burke

Every Safety Day, Skydive Arizona in Eloy tries to combine practical safety exercises in the daytime with a more generalised, thoughtful look at safety trends during an evening presentation. The latter element has always been my job and my passion. I've been a Safety and Training Advisor since they were known as Area Safety Officers, and although I only have a few thousand jumps, I'd be willing to bet good money that I've seen more jumps than anyone alive. The downside to my job is the twenty-five fatalities I've worked over the last two decades and the hundreds of serious accidents. I want to do everything I can to reduce that, and education based on solid facts is my best tool. Most of those accidents were preventable.

The UPSA 2012 Fatality Summaries are certainly the most comprehensive and useful that USPA has ever produced, thanks largely to their decade-long perspectives. To prepare for my Safety Day talk, I combined about 750,000 jumps worth of detailed incident reports here at Skydive Arizona with USPA's 2012 report and reports from the International Parachuting Commission (IPC). This is what I concluded:

1. CANOPY COLLISIONS AND UNINTENTIONAL LOW-TURNS ARE PREVENTABLE

The fact that canopy-collision fatalities and unintentional-low-turn fatalities were zero in 2012 means we can successfully train skydivers to prevent or avoid these accidents, which have been major killers in the past decade. Sure, some of the improvement was dumb luck. (We had several near misses here that could have gone much worse.) But I think at least half, probably most, of that incredible gain in safety is from improved training. The bottom line is that you need to learn good canopy skills and, no matter what your skill level, always remember one thing: every turn, top to bottom, is an accident waiting to happen. Eliminate all unnecessary turns, and execute the necessary ones with restraint and caution.

2. INTENTIONAL LOW-TURNS CANNOT BE MADE SAFE

The fact that intentional low turns continue to be a major cause of fatalities for more than a decade leads to one conclusion: they cannot be made 'safe'. Every year, under-skilled, under-trained people on the wrong gear perform some of these fatal, intentional turns. But every year,

incredibly skilled, highly experienced people with the best possible training, currency and equipment perform fatal, intentional turns. Deliberate high-performance landings simply can never be safe any more than BASE jumping can ever be safe. When even the best can die doing it, it is not safe compared to regular skydiving practices.

WHAT IS SAFE ENOUGH?

Since Skydive Arizona imposed strong restrictions on intentional turns about six years ago (and began to aggressively police canopy flying in general), we have hosted more than 600,000 jumps without a fatal accident among our civilian skydivers. That's about five times better than the U.S. and global average. Again, could it be dumb luck? Somewhat. But the numbers are too big to ignore. Cut back on turns and you cut back on accidents.

SAFETY PROBLEMS CHANGE

Safety is a constantly evolving problem. Malfunctions, a major killer 25 years ago, are now almost non-events thanks to standardisation of equipment and training, as well as the very high quality of containers and Reserves compared to a generation ago. Landing a parachute, almost a non-event 25 years ago, became a major killer in the '90s and remains so today but there is real progress. I hope we are seeing light at the end of the tunnel on this problem. It is pretty clear that better canopy training and discipline could reduce the overall fatality rate by as much as 80 percent within a year or two.

GO-PRO GENERATION

What is the next fatality frontier? I'm putting my chips on the Go-Pro generation. If a team of engineers was challenged to come up with the best possible device to capture pilot-chute bridles or steering lines, I doubt they could surpass small-format cameras, unless they recommended that everyone bolt large shark-fishing hooks to their helmets. Real-life experience and practical tests have shown these cameras are very good at catching lines or bridles and not letting go (not to mention distracting the jumpers). Most of these jumpers are not equipped or trained to deal with the problem of having their Main parachutes tied to their heads as they whiz through 2,500ft. For more on this problem see Camera Dangers article last ASM issue.

FRIGHTENING TREND

Beyond that, it seems everyone wants to post a cool video, so now I'm busting people in the 100-jump range wearing cameras and leading (on their backs!) equally inexperienced buddies on their first Tracking dives... with absolutely no coaching about how Tracking dives work and how their poorly-planned experiments might endanger completely innocent people in other exit groups. None of these have been our local skydivers. Either they were poorly trained at their home drop zones and just didn't know any better, or they were wilfully sneaking off to other destination drop zones to try stuff without adult supervision. Either way, it is a frightening trend.

LEARNING-BY-DOING: NOT GOOD IN SKYDIVING

It is very reminiscent of the days when people were teaching themselves to Hook Turn or Freefly, but with one big difference: back then, the learn-by-doing crowd had hundreds or thousands of jumps. Now they often have less than 200 jumps and don't even realise this is a problem! We know better now, or at least we should.

KNOWLEDGE IS SURVIVAL

DZOs, please do the sport a favor: teach your students that nothing – absolutely nothing – should be self-taught. Knowledge isn't just power, it is survival! Tracking, Angle flying, jumping with a camera – jumpers should treat these just as seriously as first-jump training, downsizing canopies, high-altitude jumps, learning to Freefly, jump Wingsuits or do front-riser turns for landing. I'm sure all the destination drop zones will back me on this one: we don't need 100-jump wonders with GoPros on their heads learning to track in our airspace.

INFORMATION FROM THE RIGHT PLACE

The best thing we can do for safety is to encourage everyone to ask for advice and instruction from people who are in a position to know. We'll do our best to provide it, and when we don't know, we'll do our best to learn. Honest dialogue, learning from our mistakes and clear thinking about the future are the best safety tools we have.

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.

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A skydiver who increases his CYPRES activation altitude should increase his main canopy deployment altitude as well to avoid a two canopy out scenario. As two canopies can entangle and cause fatalities, the main canopy must always be fully open and flyable well above the reserve activation height.

Every CYPRES 2 unit, that undergoes the maintenance, receives this new feature automatically without extra charge. That is already the case since 1 January 2013. Also is it not impossible to get this feature implemented right away. For more infos on this option, please contact Airtec at info@CYPRES.cc or SSK at info@sskinc.com.

The feature enables every skydiver to increase his activation altitude if he feels the need in relation to his equipment, his habits, his actions, etc. The change needs two minutes to perform, is reversible and can be executed whenever and wherever. We kindly ask you to be sure you took all related circumstances, advantages and disadvantages into account when choosing the user selectable activation altitude feature.

You find the complete info about this feature in the current User's Guide chapter 4.4.2-4.4.4.



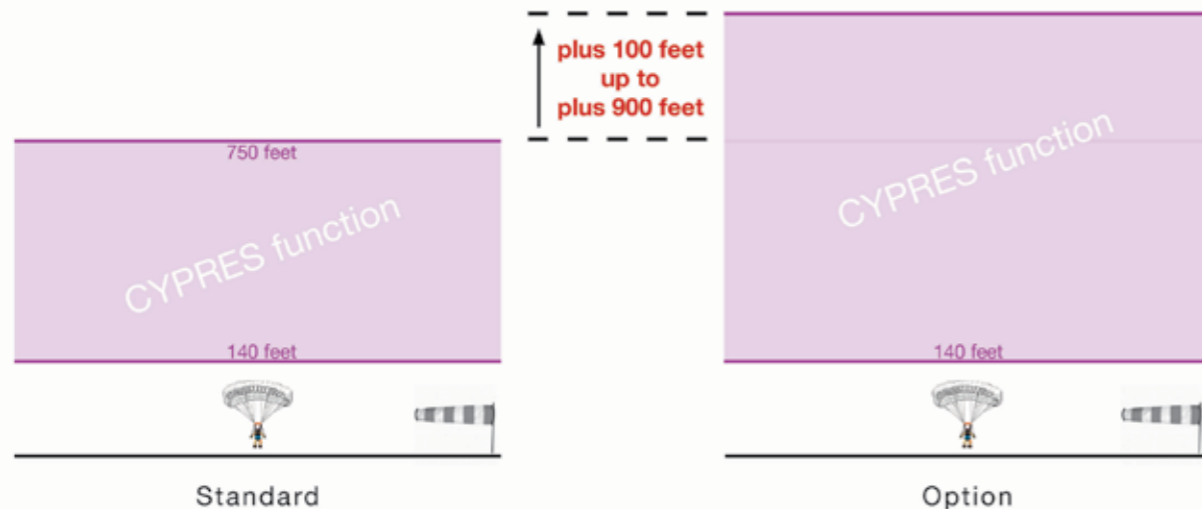
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BIG-WAY PRECISION

By Tracey Basman Photos by Calder Chernoff, David Bakkers and Jimmy Smith

How do we gain Big-way Precision? Unfortunately, there are no short cuts; you just have to jump Big-way formations! Whilst one can train hours in a wind tunnel and yes, one can learn some invaluable Big-way formation skills in such an environment: such as slow and fast fall and how to smoothly dock and become part of the Base; we still need to learn how to exit an aircraft, dive to a formation, track safely away and fly a canopy to the ground in a large group. It is all about doing the time in the sky!

Big-way flying is its own genre, just like FS 4-way/8-way, Freeflying or Wingsuiting, for example. It has its own techniques to learn and master. It requires a coach who knows and understands Big-way proficiency and you need a skilled and experienced Big-way team who are willing and patient to spend this time in the sky jumping with novices to gain the necessary skills for everyone to move up through the ranks of Big-way flying. The experience level of

a Big-way group is always going to be varied. Remember, you were once a novice and jumpers were patient when you were learning.

In preparation for our next Aussie Big-way Record event in May 2015, jumpers at Picton drop zone have started this Big-way journey with monthly Star Crest events. These have become basic Big-way skill camps coached by Big-way coaches. Those who have their Star Crests have been joining in to gain currency with Big-way flying; practicing various slots in a fairly relaxed and forgiving environment.

As the Big-way scene has been building again at Picton drop zone, we have introduced more events to build these skills. Over the Christmas Festive season the drop zone hosted a very successful Intermediate Big-way skills camp followed by an Open Big-way formation event. The events were coached by World Team member, 400-way World Record participant and a regular to the International Big-way scene, David Loncasty, who regularly organises Open Big-way events; and Simone Bambach, an 8-way coach and participant for many years including the recent team representing Australia at the World Meet in Dubai 2012, and the coach of the Australian 16-way team "It'll Happen", who held the World Record in 16-way for many years. The event participants were in good hands with these very talented coaches!



**BIG-WAY
FLYING IS ITS
OWN GENRE,
JUST LIKE
FS 4-WAY/8-WAY,
FREEFLYING OR
WINGSUITING**



BIG-WAY PRECISION

The first two days were a mix of Intermediate and Open players of two groups of 16-ways; Simone coaching one team, and Dave coaching the other. Both coaches set some challenging Big-way formations for their groups. The teams certainly had to be savvy with what was a slow or fast falling Base, and how to adjust their fall rates as different formations were building. It was a challenge for everyone; even the Open player's expertise was tested. Greg Jack provided a very interesting PowerPoint presentation during the event, informing the group of the previous Australian Record event in 2010, where three consecutive Australian records were set in one day; a 105-way, a 109-way and a 112-way. There were some interesting statistics of who was the youngest participant, who was the oldest; who had the most or least amount of jumps; what was the combined group jump numbers, etc. It certainly had one considering that really anyone could



NOTHING BEATS
HANGING OUT ON
BIG-WAYS GEEKING
YA MATES ACROSS
THE FORMATION THEN
LANDING, HIGH-FIVING
EVERYONE...

make the next Aussie Record cut in 2015 if you set that goal.

There were slots remaining for proven participants of the Intermediate event to move up to the Open Big-way Formation event for the last two of the four days. Five were successful and after some accurate weight calculations, were squeezed into the Caravan and Beaver for 25-ways. David Loncasty and Simone Bambach stepped up the pace and all had to change gears to be on that same page. With many 4-way and 8-way team jumpers wearing black suits and helmets, it was extra challenging to say the least to identify the Base! All part of the challenge and everyone did a great job.

Nothing beats hanging out on Big-ways geeking ya mates across the formation then landing, high-fiving everyone, and chattering about your experience on the jump whilst packing – it creates an amazing buzz at the drop zone to say the least. It is one big team experience with moments to treasure always.

I would like to thank Bronwen and Terry Wingate, who provided an exceptional meal experience during the event. It truly was the best drop zone food I think anyone had ever had and grins all round rubbing full bellies was a sure sign of satisfaction.

I would like to thank Phil Onis and Sydney Skydiver's staff for providing the safe environment for all to practice their Big-way skills. I would like to thank the pilots, Chris and Jonny Mac, who flew tight formation loads that provided a great foundation for our Big-way success. Thank you also to the excellent camera people; David Bakkers, Calder Chernoff, Scott Neander and Jimmy Smith, who captured our moments of glory and provided the necessary footage to debrief every load.



Thank you to the Australian Parachute Federation, the NSW Parachute Council and Sydney Skydivers for supporting the event. For more information about the next Australian Big-way Record event in May 2015 visit: <http://www.aussiebigways.com/>.

If you would like to be included in an emailed notification of Big-way events organised by Tracey Basman, please email bigways@mtbsolutions.com.au.



BIG-WAY SAFETY

By Gordon Hodgkinson David Bakkers and Jimmy Smith

First Published in the BPA Journal

SMART MOUNTAINEERS HAVE A SAYING THAT WHEN YOU GET TO THE SUMMIT YOU'RE ONLY HALFWAY. YOU STILL NEED TO GET DOWN SAFELY. IN FACT, THE DESCENT CAN BE THE MOST CHALLENGING PART. THE SAME PHILOSOPHY CAN BE APPLIED TO BIG-WAYS – THERE YOU ARE FLYING YOUR SLOT IN AN AMAZING RECORD FORMATION, YOU THINK IT'S COMPLETE, YOUR BUDDIES ARE SQUEEZING YOUR WRISTS AND THERE'S MAGIC IN THE AIR – JOB DONE, YOU'RE ON THE SUMMIT, WOO HOO! WELL YOU'RE ONLY HALFWAY, NOW LET'S GET BACK DOWN SAFELY...



BREAK-OFF

Big-ways generally separate in a number of waves – you must know what altitude you should leave and what the break-off signal is (often leg kicking or a deployment in the centre). Make sure you know what the break-off plan is if the formation isn't complete or has funneled. I generally set my audible 500ft higher than the first wave's assigned break-off altitude, so I am prepared. Also if I was still approaching the formation and the beeps went I would stop my approach immediately, knowing that the outer wave will be turning to leave in two seconds. Others choose to set their audible 500ft later than the official break-off signal to give them a 'hard deck' to leave if there is no signal. Whatever altitude you choose to set your beeps, include them in your mental visualisation.

If you go low, the standard brief is to move from beneath the formation (so you don't cause a funnel) and keep working to get back up until the first wave breaks off. When it's your turn to go don't hesitate, make a lifting turn to face away from the centre and go. Better still, don't put yourself low; keep working the 45° approach angle in the stadium.



TRACKING

The correct tracking direction is outwards on a line from the centre of the formation to your slot. Just doing a 180° turn may not be correct and could put you on a collision course. Cup air to lift as you turn and start your track with just your legs, leaving your arms forward in a mantis position. This avoids tipping too steeply at the start. Then slowly bring the arms back. Keep looking around – left, right, forward, back between the legs, up to the right, up to the left and pick a line maximising separation from others. You need to track flat. If most people are higher, you are diving too much, push down with the arms and suck up the stomach to gain more lift.

Track all the way to your assigned altitude regardless of where you are over the ground. Even if you realise it's a bad spot and you're tracking away from the airfield, keep going. The priority is separation. Use your audible and/or check your alti/eyes to ensure you deploy at your assigned height. You may wish to set your audible 500ft higher than your deployment altitude so you know when to stop tracking. If you have been assigned a tracking team then stick with them, it's always safer to follow the plan. This can become another fun part of the skydive, to track away in tight formation.

DEPLOYMENT

You need to open within 300ft of your assigned altitude – so know how long it takes you to wave off and deploy. Keep looking around as you wave. If at this stage and you

wind up alongside somebody, you need to use your wits to ensure you don't both deploy simultaneously – in this scenario separation is more important than your exact deployment altitude. As you deploy keep your hips and shoulders level, control your opening with your hips, keep your eyes peeled and be prepared to use your rear risers to take avoiding action if needed. Keep your canopy flying away from the centre for ten seconds to continue extending the separation.

CANOPY FLIGHT

Under canopy, leave your booties on and fly conservatively. Save your spirals, or swoops for smaller loads. Keep your head on a swivel the whole way down. Decide promptly if you are going to make it back to your designated landing area. If not then make an early decision on an alternate landing area and spend the rest of the time scouring it for signs of hazards. Be aware that others may also be homing in on the same area so try to join or set a pattern.

You should aim to extend the stack of canopies. If you're open higher than most of the pack, then sit on brakes and stay up longer to free up some airspace. If open lower than most, then use 45° front riser turns to motor on down and clear the air for those above. In a busier sky than you may be used to, be aware of the burble behind other canopies – especially close to the ground.

LANDING

Know the landing direction in relation to the sun or some other large distant object (eg, coastline or mountain range) before take-off. Formation loads occasionally mistime exits and dump everyone off the airfield. Know your assigned landing area and the pattern for landing and stick to it. Don't make the most basic mistake of trying to land closest to the packing area. The mission is separation so find a quieter part of your assigned landing area. It's often quicker to land further away as you'll get a lift back to the hangar with the drop zone trucks.

Often in light variable winds a landing direction will be set before the jump, or indicated by a ground arrow or tetrahedron. If this is the case, stick to this religiously even if it's downwind. It is better to land a bit faster than usual than meet a canopy going in the opposite direction. Land straight-in if possible. If you must turn, do no more than a predictable 90° having checked for traffic beforehand. Someone may be approaching faster than you from behind.

CHECK IN

After landing, immediately turn around and look up to check others coming in to land. When clear, collect your canopy swiftly, and vacate the landing area for the people above you. Keep your wits about you walking back to the packing area. This is especially hard to do if you're all excited as you've just built your largest formation – but being hit by someone surfing in would really ruin your day! If the drop zone hasn't implemented a post jump checking-in procedure then buddy-up with someone on your aircraft and look out for each other after every jump.

THE BAR

Now you made it back safely, mine's a pint of Guinness!



GEAR CHECKS

Safety begins on the ground by checking your pin is all the way in, and a snug fit, that you have no exposed bridle, and your pilot chute is nicely tucked away. Don't be the one who causes a go-around at 18,000ft because your bag drops on the floor of the aircraft! Make sure your choice of canopy is acceptable for Big-ways. If yours snivels, opens off heading, or is very highly loaded then it's not suitable for Big-ways. Find one that is, and make some familiarisation jumps in smaller groups.

Load the aircraft in the correct order, to avoid having to climb over people, which can dislodge pins and safely stowed pilot chutes. Buddy up and make a plan to check each other's pins before jumping. If oxygen is being used then check the hose routing while on the ground, and lightly stow your hose in your chest strap or wherever is convenient. Be quiet on run-in to conserve oxygen and to make any commands clearly audible (2-Minutes, Open Door, Exit, etc). Keep your oxygen on as long as possible without disrupting the exit (late divers can still be breathing oxygen as the floaters are climbing out). On exit, especially in the trail aircraft, go with the flow and don't push, run over people, or otherwise turn into an exit monster!



STAR CRESTS

To sign or not to sign?

By Kelly Brennan Photos by Allister Ware, David Hyndman, John Swanland, Simon Pickard, Christine McCoughtry, Louise Titterington and Simon Taft

Isn't it a lovely feeling to sign off somebody's Star Crest jumps? They proudly present the piece of paper to you with a beaming smile. All you have to do is put a signature or three on it and you're going to get some of those free celebratory beers when the Star Crester rings the bell.

But how much thought do you put into whether or not to sign? Perhaps that beer should stay on ice just a little longer in the interests of safer, better skydiving.

It's no longer as simple as looking up a rule in the Op Regs. The Op Regs still say who has to have their ASC. But, if you want to know how to get one, you have to look in the separate document called the Regulatory Schedules Booklet.

RS 52 6.1 Australian Star Crest (ASC)

Applicants for an ASC must:

- (a) hold or be eligible to hold an APF Certificate Class B;
- (b) have entered fifth or later in at least three separate, successful Flatfly RW descents involving eight to ten parachutists;
- (c) have each formation witnessed by two ASC holders or two APF Formation Skydiving Judges; and
- (d) have a CI's verification that the applicant is competent to participate in RW involving more than ten parachutists.

Note: See O.R. 9.1.3 regarding RW with more than ten people.

For those who prefer simple English, you have to get your 'B' Licence, then do at least three successful flat jumps, entering fifth or later in an 8, 9 or 10-way. (Exceptions are made for really experienced visitors from overseas.)

Sometimes the rules are completely overlooked. I've seen a guy signed off even though he was in a 5-way linked base. How on earth can that be docking fifth or later?

Sometimes the rules are too generously interpreted, like the skydiver who gets the thumbs up for merely touching the formation briefly as he started dragging it down and pulling it apart.

Sometimes it's easy enough to simply get around the spirit of the rules. A few months ago I refused to sign off a guy's jump, so he just went and got the signatures from two others.

The rules do say that any two Star Crest holders can sign the form and, after all, who wouldn't want to be a good guy in this situation?

On skydiving's 'good guy' scale, Michael Vaughan tops the list. Yet he is never afraid to say, no. Michael only signs if the whole job has been done right. "I am signing them off to be competent and safe to participate in any size formation above ten," explains Michael.

So how do we get more people to say, no? I'm not suggesting a rule change here. Just a rethink before you put your pen to paper to help someone out.

Most of Michael Vaughan's Star Crest jumps are at big drop zones like Picton, with big planes, lots of canopies in the air and plenty of opportunity for larger group jumps. "To be signed off for each Star Crest you must demonstrate you are not only competent but also safe in a number of areas of the skydive including the stack up, exit, approach, dock, flying your slot, tracking, canopy flight and landing," he says.

"I agree with Michael," says Mark 'Stretch' Szulmayer, who's spent years coaching larger formations at Australia's biggest Boogies. "Unfortunately it's usually not the Star Crester who causes the problems," he points out. "It's one of the 'experienced' players that I need to have a little chat with!"

Therein lies the problem. The people who consider themselves to be experienced and capable are not always setting the best example. So the newer skydivers coming up through the ranks aren't always clear on what's needed from them.

There've been no shortcuts during our Star Crest training programs at Skydive Nagambie. We hold once-a-month formalised training days each summer, complete with written training material and plenty of experienced skydivers on hand. Each skydive is video-taped for a thorough debrief, so beginners and more experienced people alike can all benefit and improve from the jumps.

These days were proudly sponsored over the past summer by the Australian Parachute Federation through its 'Fi Fund' and we also had generous support from the Vic-Tas Council. Skydive Nagambie was the primary sponsor, covering sixty

Load Organiser slots. And, if it weren't for the volunteer efforts of load organisers and camera jumpers, I doubt we'd have got the days happening.

Anyway, back to my point about the importance of these jumps. After the 'A' and 'B' Licence challenges, Star Crest jumps become a significant measure of a skydiver's proficiency. They already take the novice into new skills well beyond their B-Rel's.

Now that the new 'B' Licence table includes fewer training tasks and fewer coached jumps, experienced Big-way skydiver, Shirley Cowcher, expects an even bigger skills gap when people come along to do their Star Crests.

Shirley says fresh 'B' Licence holders, who often have difficulty getting together and doing points, think that Tracking and Angles are great fun. "And then they are encouraged to go into Freely because they're told 'that will further develop their flying skills as they'll learn to use all their body surfaces'," she says. "Then they come to get their Star Crest with perhaps a couple of hundred jumps and only perhaps 20 - 30 of them in a face to earth orientation."

In the interests of safety for all Aussie skydivers, we should make sure that all Star Crest applicants lift themselves to the required standard. If any of us 'help' them across the line by making the task easier, we are not really helping them. Nor are we helping Australian skydiving.

It's well known that organisers don't always rigidly apply the rules for Star Crests. But how much leeway is reasonable? How much is too tough? And how much is dangerously irresponsible?

It's hard to find black and white answers from the coaches who helped with this article. They don't always agree on specifics, but they do agree on the need for discretion, fairness and consistency.

For Michael Vaughan, if a Star Crester docks fifth, sixth or seventh and the formation does not build any larger, then that is not good enough. "One of my requirements to sign someone off is that we at least build to an 8-way and even if it is not complete (as a 9 or 10-way) then I sign them off," says Michael.

Shirley Cowcher agrees. "I like to try and make the jumps I do a 9 or 10-way so that we always have a chance of building an 8-way," she says.

Stretch prefers not to put a specific number on it, and to keep the decision very much a judgement call. "If they have flown their slot and done their job well then I am not going to penalise them for other people's mistakes," says Stretch.

"Often in this situation they need to be more heads-up on track-off as some people are not where they were planned to be and there are still eight to ten people in the air to deal with."

He says that sometimes the experienced group is very strong, allowing a very simple dock on a rock solid formation and thus not so hard for the Star Crester. "Other times the Base can be shaky, making the Star Crester work harder to dock on a 4 or 5-way and stay there," he says.

Stretch believes a hard dock is another grey area. "Sometimes the arrival is so solid that the formation only survived because the person they docked on was very experienced and was able hold their position," he explains. "If I feel that a less strong flyer would have been taken out, then I would ask them to try again."

So what if the participant doesn't get their Star Crest requirements completed this weekend or this Boogie? They had their heart set on it. Well, it's a bummer. But it's not the end of their skydiving career.

"Failing to convince the Star Crest organiser that you have the required abilities and awareness in all of these areas does not mean that you fail," says Michael Vaughan. "It just means you get to do more practice to build the skills you require to be permitted to move on to larger formations in any discipline."

Michael also reminds Star Cresters that these skills are a vital starting point for use in Angles, Tracking, Freeflying and Formation skydiving.

During Skydive Nagambie's Star Crest days, we made no apologies for putting safety well above signatures on the list of priorities. We mixed it up a bit with some streamers, baton passing, and shorts and t-shirt jumps, but the discipline was always still there. Star Cresters knew that even if they did a perfect job on approach, and even if they did a gentle dock to complete a 10-way, they could still forfeit the right to the signature they wanted so badly. We were prepared to say no if they did anything else that was dangerous, such as a dodgy track or unsafe landing.

Nobody objected and everyone enjoyed the skydives. The tough stand also helped us attract more of the experienced people that we needed. They were more inclined to part with their cash if it was not going to end in crash and burn pain!

It's all about earning the right to be allowed on jumps bigger than 10-ways. Earn the right by demonstrating the skills.

Just imagine how convoluted any replacement RS rule would have to be if it spelled out all the different points raised here!

If everyone helps keep the process fair and consistent, then we won't need to rewrite the rules, and those beers will taste so much nicer when the celebration is really deserved.



NICK BATSCH ENTERING THE RECORD BOOKS (AGAIN!) KIWI STYLE

By Shannon Seyb



SEVEN TIMES DISTANCE WORLD RECORD HOLDER AND FLYER OF ALL THINGS MINISCULE, NICK BATSCH, SWOOPED INTO NEW ZEALAND ON 25 FEBRUARY 2014 TO SAY, "HI" AND RUN A CANOPY COURSE FOR SOME OF OUR LOCAL CANOPY PILOTS. WE THOUGHT HE MIGHT AS WELL SMASH OUT A NEW ZEALAND DISTANCE RECORD OF 220M WHILE HE WAS AT IT.



Nick's N.Z. trip in February was two full days of epicness, an education and a party all rolled into one.

It began with one of Jyro's infamous NZA nights at the factory where Nick got to meet the people who designed and made his canopies, and sign our Door of Fame. Over 50 of our local jumpers turned up to meet the swoop legend and listen to his small presentation on competition canopy piloting.

The next day we all headed out to Skydive Auckland to watch Nick set an unofficial New Zealand Distance Record for the three television crews that turned up. He didn't disappoint when, flying Petra, he promptly flew 220m at sea level. He flew through our homemade course higher than the buildings, and nearly ran out of space at the end of the landing area!

For Thursday we invited all of our Kiwi swoopers from around the country to join us for a day of canopy coaching with Nick. Eight of our best turned up to jump with Nick, including our own N.Z.A. test pilots Chris, Rich and Kitsch. They hung onto his every word as he critiqued their approach, setup and landings.

There were some huge improvements over the day, and all went home with new tips and tricks to try in their respective training.

Nick continued on his journey to do some coaching in Australia. We are really proud of what Nick does and how much he has accomplished in his career – here's to more learning and more parties in the future with this cool cat.



NICK BATSCH CANOPY CAMP

By Ben Lewis

With the lack of top level coaching in the last few years starting to show in the results of internationally competing canopy pilots, it was decided to get the world's best over to Skydive the Beach and Beyond York for two weeks of competitive, intermediate and beginner classes.

Early March saw Nick Batsch join us to impart his expertise on Swoopers hoping to gain a place on the Australian team, experienced jumpers looking to boost their style and safety on landing and those with lower jump numbers looking for improved accuracy, smoother flares and cleaner jumpsuits.

Nick is a multiple World Record holder, US National Champion and has won many gold medals at World events. Such a draw card that two of Australia's prominent canopy coaches in Michael Vaughan and Ronnie Perry came along for personal and coaching development.

Nick has been instrumental in the development of and has excelled in the use of recent prototype canopies. He has been putting a NZ Aerosports Petra on the top step of the podium for a number of years now, and with many of this year's Australian Canopy Piloting Team hopefuls in control of Petras and PD Peregrines we were keen to learn how the best fly them.

Not only is Nick an excellent pilot, but his coaching methods were incredibly beneficial to everyone. Massive gains were seen across the board, as evident in the recent National Championships and at all the drop zones that Nick's students returned to. Proof that canopy control coaching is of benefit to everyone.

Many thanks to both the APF Sport Development Funding assistance and Skydive the Beach and Beyond for their help in getting Nick across and providing excellent facilities to hold such a training camp. A beautiful pond such as this is essential for furthering the performance of Australians on the world Canopy Piloting scene. It also provided many cartons from first timers on a pond! We all look forward to having more camps like this and developing the canopy handling skills across the country.

Dacey Bergic "I had a blast, hung out with some very cool cats and got heaps out of it! Mega boom! Thanks again guys! "

Shane Shaw "You have to be mad to miss out on a course like this, it is brilliant!"

Johannes Walraven "Was awesome great two days, had heaps of fun!"

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Photos: Project XCF

The Value of Volunteer

What's in it for me?

By Shirley Cowcher

It is likely that every skydiver in Australia has at some time or another been involved with another sport or recreational activity. It may have been when you played T-ball, or Touch as a kid. If it was that far back, do you remember people who were willing to act as a manager for your team, or a parent that would pick up a group of your team mates from their homes to get them to the game on time, or a parent who was appointed as the Umpire for the game? They were all volunteers, giving of their time, free of charge.

What has this got to do with skydiving? Quite a lot as skydiving, as a sport, relies upon volunteers. Consider when you were completing your B-10 jumps or your Star Crest jumps. People voluntarily participated in your jump. They paid for their own slot and jumped with you so that you could achieve the licence or crest. In the case of Star Crests, there was probably an experienced jumper who organised the load, who in many cases gives their time free of charge (they may have the slot covered by the drop zone operator, but not always).

Most people wouldn't think about jumping with others as being a volunteer but it is. When experienced jumpers participate in jumps with novices and are giving of their skills and experience voluntarily then that's what benefits the sport and keeps people in it. Volunteering benefits both sides of the equation. The sport grows and the volunteer has a sense of community and contribution. However, what happens when money gets tight and a commercial element enters the sport? People are reticent to spend their money on something that isn't going to benefit them. Additionally, they want to get paid for passing on their skills and knowledge. This is particularly true if they see that drop zone operators may be gaining a commercial advantage from their skills.

I've recently been involved in discussions relating to the growth of the sport and how retention of participants is so important. As a result, there have been initiatives by the APF to provide funding to drop zone operators to host B-Rel and Star Crest weekends and even pay individuals a nominal amount for completing their 'B' Licence. In addition, there are some terrific programs, in several states, for coaching 4-way, Star Crest and Big-way skills, as well as Freely skills. All of these programs have benefited from gaining funding from the APF Fiona McEachern Sport Development Fund (Fi Fund) and the local parachute councils. Whilst funding is available it still requires people to make submissions for the funding and meet the administrative requirements for the events and the acquittal process. As the application, administration and acquittal process is seen to be too arduous for some, it has been suggested that people should just face the commercial realities of life and pay for the benefits they are gaining from the coaching and events.

And so here it is: one example of the reality of the value of volunteers and what it would cost without them. In Victoria, my good friend Kelly Brennan makes a regular application to the VTPC and the APF Fi Fund to host Star Crest weekends at Nagambie. A participant recently asked whether it wouldn't be easier to just get people to pay that bit extra rather than going through the hassle of applying for funding and relying upon volunteers to coach and organise. So Kelly did the maths.

Based on 2 x 9-ways with camera, including two Star Cresters in each group. Five jumps each group.

10 x camera slots = \$370	10 x LO/Coach slots = \$370
10 x camera payment = \$500	2 x daily LO/coach fees = \$350
Total cost = \$,1590	

The cost does not include the notes that are reproduced and provided to participants, mid-week organising headaches or any other 'extras'. Nor does it even begin to look at the lost income for instructors on the jumps who give up a day of working skydives to volunteer their skills, and pay their own slots, to help others.

So let's assume that all sixteen participants are willing to make a contribution to the event (they are all getting coaching) in which case it will result in \$99.38 per day or \$20 extra for each jump. Alternatively, we could say that the event is purely to benefit the people attempting to gain their Star Crest and, in which case, they should meet the expense. If that is the commercial reality then divide it between the four Star Cresters with the resulting cost being \$397.50 per Star Creater per day, or \$80 extra for each jump.

Commercially, these daily rates compare favourably to fees charged by trainers and coaches in the real world of commerce. Most of you would have paid \$300 or \$400 for a day of training but we don't always see it that way when we consider gaining skills at our local drop zone. I'm not arguing for such commercialisation, but what I am arguing for is that people understand and appreciate the value of those who volunteer their time and skills to be camera people and organisers for the events. We should also appreciate the experienced people who bring their skills and pay their cash to help others build their experience. We should also thank those that put pen to paper to make applications for funding and acquit the funding after the events.

The organising of such events is just one component of the contribution volunteers make that keeps the price of jumping down. The other part of the volunteer story relates to those that hold positions on the councils and APF Board and Management Committee; the volunteers who administer the industry of skydiving under the guise of a sport. But that's another story!



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DZ DAYZ



SKYDIVE JURIEBAY: J BANGLES

By Jimmy G

Whilst tandem operations at Skydive Jurien Bay continue to grow and grow, the fun jumper scene has also seen increased growth over the last six months. We've seen increased interest in Angle flying as well as Wingsuit flying. We had our first "J Bangles" Angle flying camp in October and since then there have been three more J Bangles - in December 2013, February and March 2014. Load organised by Jimmy G and J-Rad plus guests, each J Bangles has had 10-20 participants and the progression by all has been obvious and awesome.

The focus has been on flying tight as a group and keeping it safe, with participants learning the importance of levels and well planned break-offs. During each event the skill levels have been improving and we have begun doing more and more complicated jumps involving slot changes, faster speeds, angle changes, carving and some head-up movement. Hats off to all the local jumpers as they have come a long way recently as a result of their desire to run hard.



Drop zone owners, Pete and Chrissy, have been super rad to all of us fun jumpers covering LO slots, giving us the Caravan to ourselves, discounting slots and even purchasing a fully equipped house, The Lucky Shack, next to the office for us to stay in... We know it's really because they don't want us being anywhere near their customers! Night-time antics at The Lucky Shack have been hilarious and a source of non-stop entertainment. Drop zone stud and flying meat bomb, Robin Morris, famous for his womanising, was recently tricked into thinking he had a date only to discover it was the lads playing a joke on him. Go Robin (and "Sophie")!

The J Bay Boogie is coming up and a bunch of awesome coaches lined up for all disciplines, so save the date if you can make the trip, last year's boogie was awesome. This year there is going to be a State FS Record attempt (50-way) to help celebrate Pete Lonnon's 50th birthday, two Caravans plus a third for the Sunday, plus a surprise aircraft on the Thursday! If you're interested in jumping with the crew in Jurien Bay or want more info on the J Bay Boogie then just go to www.skydivejurienbay.com



TOORADIN'S JUMP JOURNAL

By Amy McCall Photos by Amy McCall, Bluestream Pictures, Darrius Caulfield and Gemma Granger

NIGHT JUMPS

Night jumps are one of those types of jumps that are on every true skydiver's Bucket List. Why? Because we want to experience skydiving in every possible way.

On 18 January 2014, a small school of skydivers sat down for a briefing at Commando Skydivers in Tooradin, Victoria. We absorbed all the additional safety information required for jumping at night: sorting out your night vision, practicing deployment and cutaway procedures in the dark, opening heights for vertical separation, landing patterns and common landing issues at night, and so on. We then got the equipment needed: clear goggles/helmet visors, audible and illuminated wrist altimeters, a torch on a lanyard for canopy checks, a mobile phone and, of course, Glow Sticks!

After gearing up and sitting in a dark area for twenty minutes to get our night vision sorted, it was time to board the plane. I don't know about the other first-time-night-jumpers, but I was absolutely petrified. The way Wade Suttly put it, my face was so pale it looked like another glow stick! Needless to say, I didn't volunteer to be the first one out.

Stuart Peacock was our designated seasoned-night-jumping loadmaster. After watching the other first-timers exit in separate passes, it was my turn. Although it was pitch black and I knew there was very little chance of capturing anything, I switched my GoPro on. I'm glad I did because although it's not great footage (unless you



want to watch glow sticks sporadically passing by a black background), it captures everything I said.

As I crawled over to the door next to Stu, I said to him, "I'm scared", and you can truly hear it in my voice. The only response I got was, "don't worry". Thanks Stu! He pointed out the drop zone, the parallel lines that mark the runway, and the landing direction which was lit up by a couple of cars' headlights. Next thing I knew, he called out, "exit!", and I took my leap of faith.

From 3,000ft, it was only a mere five-second freefall before deployment. After my canopy opened safely above my head, what ensued on my GoPro was a bucketload of expletives – happy expletives, relieved expletives, even euphoric expletives.

This was a jump I will never forget, and I look forward to doing more in the coming months.

A huge thank you is owed to Knightsy for being the DZSO and briefing us; to Stu for being an awesome loadmaster; to Jeson for organising the night jumps; to Nathan for flying for us; and to Darrius, Borat and Call-o for lighting up our landing area.

Congratulations and beer are owed to/by:

- First night jumpers: Amy McCall, Mark Gardoz, Wade Suttly and Jeson Stow
- Completion of the three prerequisite night jumps: Jeson Stow and Wade Suttly
- First night Tandem: Gemma Granger
- First night Rel: Phil Hope



DEMO DAYS

What do greyhound racing and skydiving have in common? Well, not much, but we were asked to do a display jump in to the greyhound race track in Warragul, Victoria on 24 January 2014 to deliver the all-important cup for the 2014 Lion Quality Products Warragul Cup.

Well done to the team of boys who jumped in and wowed the spectators: Phil McComb, Jake Scoles, Phil Hope, Paul Borratt and Terry Murphy. Thanks are owed to the all-important ground crew too: Jeson Stow, Shane Marshall, Adam Merino and Amy McCall.

A slab is definitely owed by Jake as this was his first birthday Display jump!



AUSTRALIA DAY

So maybe our plan of getting a chopper to jump out of on Australia Day fell through at the very last minute. But for good reason as it was called away to help fight fires. Nevertheless, in true Aussie fashion, we weren't going to let that spoil our day of fun. Instead, we changed the plan and held Commando's Cup: 6-way Speed Stars with-a-twist.

Three teams of six completed two rounds each, exiting the aircraft from 10,000ft. In Round one, not only did jumpers need to free-build a Star as quickly as possible, they also had to pre-nominate one jumper who would land as close as they could to a cone on the landing area to score extra points; PLUS another pre-nominated jumper would have their canopy ride timed, with the longest one from the three competing teams also scoring extra points. The club president gets a special mention here as not only did he plough through the cone for his team, Phil also took out the two judges. The judges decided that this tactic would not earn his team any bonus points.

In Round two, the three teams had to once again build their Star in freefall as quickly as possible, as well as nominate a different jumper for the accuracy challenge. Furthermore, this time only one of the six members from each team was allowed to wear a jumpsuit – all the others had to go in regular clothes.

The judges deliberated, calculated and recalculated the scores before the winning team was announced: Team 3, a very original name, was comprised of: Knightsy, Jonty/Caroline, Gary, Darrius/Ward, Gardoz and Jake/Stu.

Thank you to all who participated in Speed Stars with a Twist. Thank you also to Craig and Gemma for organising it at such short notice! Of course, this wasn't the end to the day. It was only just beginning. It was time to party! We let the music rock our social clubroom, connected the strobe light and got the beer flowing. It was great to kick back and enjoy the company of the awesome people who make up our club. Many of us enjoyed donning Velcro suits before flinging ourselves at a Velcro wall, or playing a laid-back game of totem tennis or whooshing down the slip 'n' slide.

A public thank you to Gemma Granger for putting all the effort in to making this event happen.



CYPRES for a battery never pay

TRIALS AND TRIBULATIONS OF STARTING A NEW DROP ZONE FROM WOE TO GO

Subheader by Dan Tothill

In the 1989 film titled, "Field of Dreams", while walking through the cornfield, Ray Kinsella hears a voice whispering, "If you build it, they will come". Don and Louise Cross of Skydive Nagambie must have heard a very similar voice during a romantic walk through the wheat (most likely looking for a Freebag) at the old Nagambie site.

Five years in the making and what a weird and wonderful process it was. With a majority of the infrastructure complete at the shiny new drop zone and Phase one nearing a close, the smiles are starting to return after what some may refer to as a challenge to say the least.

With a new site selected twelve kilometres from Nagambie, the purchase of 315 acres of lush green land was made from a supportive landowner and new drop zone neighbour. Things were off and running.

Neighbours were notified of the purchase and intention of the property to be a fully functional Skydiving Operation. Feedback from the locals was great until in stepped one particularly inspired neighbour from the dark depths of the bush. His objections were heard far and wide and he managed to rally ten or so other equally industrious bush dwellers from their slumber. He painted the picture that the Nagambie equivalent of Tullamarine Airport was being built and that the Dreamliner was coming to town. One complaint included the fact that the plane was going to be dumping fuel and they didn't want it landing on their house - clearly not understanding the price of Jet A1 or Avgas.

Another recently had no issue with the plane noise but the fluttering of the parachutes, which they considered to be aurally invasive.

Then the legal issue ensued. After numerous years of courtroom jaunts and visits to VCAT for objections and complaints from the Department of Sustainability and Environment, the DSE, god bless their wonderful work, engaged in a lengthy debate around the location of the facility and its impact on the local flora and fauna.

This required a 90-page document to be produced that outlined, much to Charles Darwin's delight, the demise of the endangered day-dwelling Golden Sun Moth and the Legless Striped Lizard. The cover of night and the use of legs clearly an advantage to the cousins of these two victims of natural selection. At vast expense to the now Cross Cross's, this report advised that indeed there was no risk to these two wonderful and precious gifts of life (not Don and Lou) and that there lay only one more challenge ahead.

Due to the nature (no pun intended) of the sport of Skydiving, hazards for both aircraft and participants alike are most often frowned upon. As a result a few trees needed to be removed from the property and eighteen very common Yellowbox Gums needed to be relocated from their vertical presence to more of a horizontal position. A few modifications were made and complaints were heralded for this also. More "discussions" were had, more monies paid, despite Dons argument that the lives of the seventeen on board the plane might be a consideration. The resolution? Plant 600 very rare and slow growing Buloke trees and this will all be forgotten. Once again job done and time to move on.



In the poignant words of Kermit D. Frog, "It's not easy being Green".

In June 2013 the construction of the runway began. Hundreds of tonnes of machinery scraped, shovelled and smoothed the flat land into a wonderful convex water-repelling beast able to sustain a Hurricane Katrina scale downpour and still be able to host the Ashes without concern. The runway was seeded and the wait begins for the grass to emerge. The hangar was erected without a hitch and the concrete was laid. The infrastructure was coming together with the 24-bed bunkhouse, cafeteria with outdoor dining area, custom built bar with Dons touch on the floor, and Caravan Park all emerging. Don's Man Shed became a particular focus and was one of the first things to be finished. Boys need a place for their toys after all.



We started to have what resembled a drop zone.

Due to the location of the drop zone, the Country Fire Authority wanted their piece of the pie too. After a back and forth of plans and designs for the fire fighting requirements, a dictatorial decision was tabled that a full service facility be available due to the perceived fire risk that the drop zone posed. Hundreds of kilos of brass, hydrants, and a dedicated water pump capable of emptying 320,000 litres of perfect drinking water in less than four hours now make up what can only be described as the new Skydive Nagambie Fire Station.

Another barrier out of the way... Next!

Add to this list: mud, vehicles getting stuck, days of rock collecting, marginal plumbers, the concreters erecting the plane hangar to everyone's amusement, grass growing, grass not growing, hundreds of litres of paint and the poor bugger that had to paint for weeks, shed erection with little building experience but with great results, a stolen trailer, truckloads of unexpected gravel, asking for suggestions, getting said suggestions and regretting it... The list goes on and on.



Just to make it clear, things aren't all as bad as we have painted here. A cynical slant has been taken by the author on this article more to add humour to a challenging process than to whinge about bureaucracy and the trials and tribulations of construction.

It isn't easy building a dedicated skydiving centre as we have done here at Skydive Nagambie but we are very, very pleased with what we have created. It has been a lot of hard work from a lot of people and we would like to thank all of you so very much for your dedication to the cause.

For all of you jumpers out there, we invite you all to come see what we have done. This is a space for you to enjoy this wonderful sport we share and we look forward to sharing it with old friends and new. Don't forget that Don's Suggestion Box is always open for new and wonderful ideas.



"I think that all good, right thinking people in this country are sick and tired of being told that all good, right thinking people in this country are fed up with being told that all good, right thinking people in this country are fed up with being sick and tired. I'm certainly not, and I'm sick and tired of being told that I am." – Monty Python



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BARWON FUN JUMPERS!

By Calum Hunter, Sonya Gelman and Benoit Foulon. Photos by Dave Giuliani, Benoit Foulon and Chris Barnett.

Celebrating the arrival of summer with a bang, Angles of all sizes were the flavour of December, January and February's free load organised weekends. Freely coaches Hass Herbert and Dave Giuliani led Angles over the Barwon Heads Beach all weekend. From beginner groups that were working on body position, head levels and flying faster; to groups that were flying steeper and tighter; everyone jumped hard, had fun and learnt a lot. Leigh McCormack, despite breaking his foot only a few days before, also ran some Angles and Vertical jumps from the XL. For the wingsuiters, Phoenix coach and S-Fly representative Benoit Foulon led flocks of all sizes and experience levels. Cameron McMeeken nailed his Backflying and Maddy Crowley abandoned the freeflyers and took to the sky for the first time in a Birdie-suit. Beniot adds, "With three Wingsuit tutors on site we definitely want to work towards some steep and fast flying – Acrobatic or Flocking – you decide!"

With the arrival of heaps of new work crew ready for a full-time, seven day week summer operation, including XRW star Woody and Spready who are back from their huge overseas trip, the Barwon house was buzzing. Kevin Cooper, lending out his many wetsuits and surfboards has been trying to teach everyone to surf; in-between instructing all of his keen AFF students of course, including Matt Giddings who finished his AFF just in time to put a slab on for Saturday night! Josh, keen to put what he'd learnt on his first tunnel trip into practice, came down all the way from Darwin to escape the wet season up there to jump hard all week from the XL. Heaps of students completed some more B-Rel Stages, making the most of Barwon's free gear hire offer, and Lara Ulasowski did her first coached Sit-fly jump! Well done everyone.

Resident Speedflyers Sandro, Hass, Juan and Asher (creator of www.skiandfly.com) continue to fly their Speed Wings along the coastal sand dunes whenever they can. Everyone else back at the drop zone got the chance to improve their flying skills too when canopy piloting legend Michael Vaughan came down to Barwon Heads for the Australia Day weekend. From accuracy tricks to CRW, all skill levels were catered for in the three-day course.



For the more experienced, Barwon Heads has been hosting all of the Victorian skills and selections camps in preparation for the new Australian Vertical Record. The drop zone has been a buzz of activity as some of Australia's best freeflyers came together to brush up on their skills and get some Big-way experience in preparation for the record attempts. Women's Vertical World Record holder, Erica Tadokoro, came down to organise and coach the skills camp, and Leigh McCormack was in charge of the selection camp. Special mentions go out to all the other Interstaters who made the journey down to Barwon Heads for the camps, great effort guys: Wilfred, J-Rad, Bella, Skyfire, Boagsy, Bec, Poles, Jonesy, Mad Stallz, Jimmy Garnaut and even the travelling Gypsy, Jill Grantham, graced us with her presence, as did Clayton and Linsey Werner all the way from Dubai!

And of course, what good is having a drop zone right on the coast if we're not going to land there? So after a tough weekend of holding hands in freefall, there was one last Speed Star for the weekend. A 10-way Roundy building off of Tandem Pax Tashi, girlfriend of a well manicured beard. Beach landings at sunset, MEGA!

To see the day tapes and photos from any of these weekends, head to "Barwon Fun Jumpers" on Facebook, and keep an eye out for more load organised weekends happening every few weeks.

MICHAEL VAUGHAN @ BARWON HEADS!

By Trent Rigney Photo by Trent Rigney

Well it was another great weekend down at Barwon Heads with a special appearance by Michael Vaughan dropping in to teach a few things to the lucky people quick enough to secure a spot on his canopy course. It was apparent from the start that there was a vast range of experience, ranging from an AFF student on twelve jumps through to experienced pilots flying high performance canopies with thousands of jumps – each wanting to learn and progress to different levels.



The course was split into two parts: landings and flying. Day one was dedicated to landings, which saw Michael set himself on the landing area filming everyone coming in to land for a personalised evaluation session later. Michael didn't stop at just improving everyone's landing, he kept everyone entertained on the way down from their Hop 'n' Pop by setting little tasks under canopy to gain a feel for the limitations of their canopy. These tasks ranged from the basic rear and front riser turns, hook turn recoveries to rear riser stalls to gain a sense of the stall point; just in case landing a canopy on the rear risers is necessary one day.

Day two was dedicated to flying training, which involved in-flight exercises from 8,000ft Hop 'n' Pops. These included, follow the leader exercises by using 50m long paper streamers dropped by a leading canopy. The objective of the second canopy was to follow the first as accurately as they could. These exercises were designed to give a perspective on using the various inputs; from flying on half brakes to front and rear riser turns, and to improve the accuracy skills of the pilot.

For any enthused skydiver out there, whether you are just starting out, interested in canopy formation flying or thinking about downsizing, you would be crazy not to get on one of Michael's training days. He just might have the answers to getting you to the next level of your piloting career.



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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

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

TOP END TANDEMS (TOP)

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

QUEENSLAND - NORTH

AYRSPO RTS 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
Drop Zone Phone: 0408 703 554
Email: ray@skydivemackay.com.au
Drop Zone Location: MARIAN AIRFIELD
Web: www.skydivemackay.com.au
Aircraft: Cessna 182

PAUL'S PARACHUTING (OSBO)
PO BOX 90N, CAIRNS QLD 4870
CHIEF INSTRUCTOR: TODD GERRARD
Club Phone: 07 4031 5499
Email: managemissionbeach@australiaskydiver.com
Drop Zone Location: EDMONTON CAIRNS
Web: www.australiaskydiver.com.au
Aircraft: 2 x Cessna Caravan

SKYDIVE AIRLIE BEACH (AIRLE)
PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: JONNY GOSS
Club Phone: 0418 762 315
Drop Zone Phone: 07 4946 9115
Email: k.oneill@skydive.com.au
Drop Zone Location: WHITSUNDAY AIRPORT, SHUTE HARBOUR
Web: www.skydivairliebeach.com.au
Aircraft: Cessna 182, Cessna 206, Cessna 208, GA8 Airvan, PAC XL & Cresco

SKYDIVE CAIRNS (SDCNS)
PO BOX 105 N, NORTH CAIRNS QLD 4870
CHIEF INSTRUCTOR: STEVE LEWIS
Club Phone: 02 6639 8000
Email: managercairns@australiaskydiver.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
Drop Zone 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@sydneykskydivers.com.au
DROP ZONE LOCATION: MUNDOO AERODROME, INNISFAIR
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 MULCKEY
Club Phone: 0429 630 897
Email: mulckey@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@greatsouthernskydivers.com.au
Web: www.greatsouthernskydivers.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 & Drop Zone Phone: 07 5599 1920
Email: info@goldcoastskydive.com.au
Drop Zone Location: KIRRA BEACH & LEN PEAK OVAL
Web: www.goldcoastskydive.com.au
Aircraft: Cessna 182

QUEENSLAND ADRENALIN SKYDIVERS (ASQ)

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

RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID MCEVOY
PO BOX 136, TOOGLOOLAWAH QLD 4313
Club Phone: 07 5423 1159
Email: skydive@ramblers.com.au
Drop Zone Location: TOOGLOOLAWAH
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: managerbrisbane@australiaskydiver.com
Drop Zone Location: SUTTONS BEACH - REDCLIFFE
Web: www.jumpthebeachbrisisbane.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
Drop Zone Phone: 07 5466 5521
Email: ripcord@ipcord-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 BYRON BAY (BYRON)

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

Web: www.australiaskydiver.com
Aircraft: Cessna Caravan

SKYDIVE CABOOLTURE (CAB)

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

SKYDIVE CENTRAL QUEENSLAND (SCQ)

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

SKYDIVE HERVEY BAY (HERVEY)

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

SKYDIVE RAMBLERS RAINBOW BEACH (RAINBO)

PO BOX 178, MOFFAT BEACH QLD 4551
CHIEF INSTRUCTOR: STEVE GEENS
Club Phone: 0418 218 358
Email: rainbow@skydiveforfun.com.au
Drop Zone Location: RAINBOW BEACH
Web: www.skydiveforfun.com.au
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@skydiveforfun.com.au
Drop Zone Location COOLUM BEACH
Web: www.skydiveforfun.com.au
Aircraft: Cessna Caravan and Cessna 182

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

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

SUNSHINE COAST SKYDIVERS (SSCCS)

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

TOOGLOOLAWAH SKYDIVERS CLUB INC. (RASP)

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

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

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

COASTAL SKYDIVERS (COAST)

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

COFFS CITY SKYDIVERS (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 (GOFASP)

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

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

PO BOX 158 BRANXTON, NSW 2335
CHIEF INSTRUCTOR: MICHAEL MCGRATH
Club Phone: 02 4938 1040
Drop Zone Phone: 0422 870 009
Email: enquiry@skydivenewcastle.com
Drop Zone Location: MOORES LANE, ELDESLIE 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 & Drop Zone Phone: 02 6639 8000
Email: managerbyronbay@australiaskydiver.com
Drop Zone Location: PIONEER DAIRY(near TUGGERAH) AIRFIELD
Web: www.australiaskydiver.com
Aircraft: Piper Navajo, C-207, C-210, HELIO COURIER

SKYDIVE MAITLAND (NSWTS)

PO BOX 202, RUTHERFORD NSW 2320
CHIEF INSTRUCTOR: JASON CLARKE
Club Phone: 0425 200 185
Drop Zone 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

AIRBORNE SUPPORT SERVICES (3RAR)

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

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 COFS HARBOUR (SKYCOF)

PO BOX 1615, BYRON BAY QLD 2481
CHIEF INSTRUCTOR: MARK BRODY
Club Phone: 02 6684 1323
Email: info@australiaskydiver.com
Drop Zone Location: COFFS HARBOUR AIRPORT
Web: www.australiaskydiver.com
Aircraft: Cessna 182

SKYDIVE THE BEACH & BEYOND WOLLONGONG (SBS)

PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: MAX MOTZO
Club & Drop Zone 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 & Drop Zone Phone: 02 6686 2006
Drop Zone Phone: 0402 008 926
Email: j.stein@skydive.com.au
Drop Zone Location: Evans Head
Web: www.skydivethebeachbyronbay.com
Aircraft: Cessna 182 (Super)

SKYDIVE THE BEACH AND BEYOND CENTRAL COAST (SCC)

CHIEF INSTRUCTOR: VACANT
PO BOX 5361, WOLLONGONG NSW 2520
Club & Drop Zone 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 & Drop Zone Phone: 0418 730 741
Email: skydivingsnw@bigpond.com
Drop Zone Location: TAREE AIRPORT
Aircraft: Cessna182

SYDNEY SKYDIVERS (SYD)

PO BOX 226, MILLPERRA NSW 2214
CHIEF INSTRUCTOR: RUSSELL BROWN
Club Phone: 02 9791 9155
Drop Zone Phone: 02 4630 9265
Email: admin@sydneykskydivers.com.au
Drop Zone Location: PICTON, NSW
Web: www.sydneykskydivers.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
Drop Zone Phone: 0418 275 200
Email: rpeters@ozemail.com.au
DROP ZONE LOCATION: CAMBERRA
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
Drop Zone 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
Drop Zone Phone: 0418 487 953
Email: aeriaskydiving@ozemail.com.au
Drop Zone Location: MINT OVAL, DEAKIN, ACT
Web: www.jump-act.com
Aircraft: Cessna 206

SKYDIVE CANBERRA (CAN)

PO BOX 925, MORUYA NSW 2537
CHIEF INSTRUCTOR: CURTIS MORTON
Club Phone: 1300 185 180 (BH)
Drop Zone Phone: 0438 185 180
Email: fun@skydiveoz.com
Web: www.skydiveoz.com.au/
Drop Zone Location: CANBERRA - MINT OVAL, DEAKIN, ACT
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
Drop Zone Phone: 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
Drop Zone Phone: 0418 114 475
Email: greg@saskydiving.com.au
Drop Zone Location: LANGHORNE CREEK AIRFIELD
Web: www.saskydiving.com.au
Aircraft: Cessna 206, Cessna 182

VICTORIA/TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

PO BOX 839, TORQUAY VIC 3228
CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
Club Phone: 1800 557 101
Drop Zone Phone: 0434 174 773
Email: info@australiaskydiver.com.au
Drop Zone Location: BRIDGEWATER ON LODDON
Web: www.australiaskydiver.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@australiaskydiver.com.au
Drop Zone Location: TIGER MOTH WORLD TORQUAY
Web: www.australiaskydiver.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
Drop Zone Phone: 03 5998 3702
Email: jump@commandoskydivers.com.au
Drop Zone Location: 1) TOORADIN AIRFIELD 2) PHILLIP ISLAND AIRPORT
Web: www.commandoskydivers.com.au
Drop Zone Location: 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
Drop Zone Phone: 1300 663 634
Email: kim@skydivethebeach.com
Drop Zone Location: LILYDALE 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/
Aircraft: Cessna 182

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
Drop Zone 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
Drop Zone Phone: 0415 704

