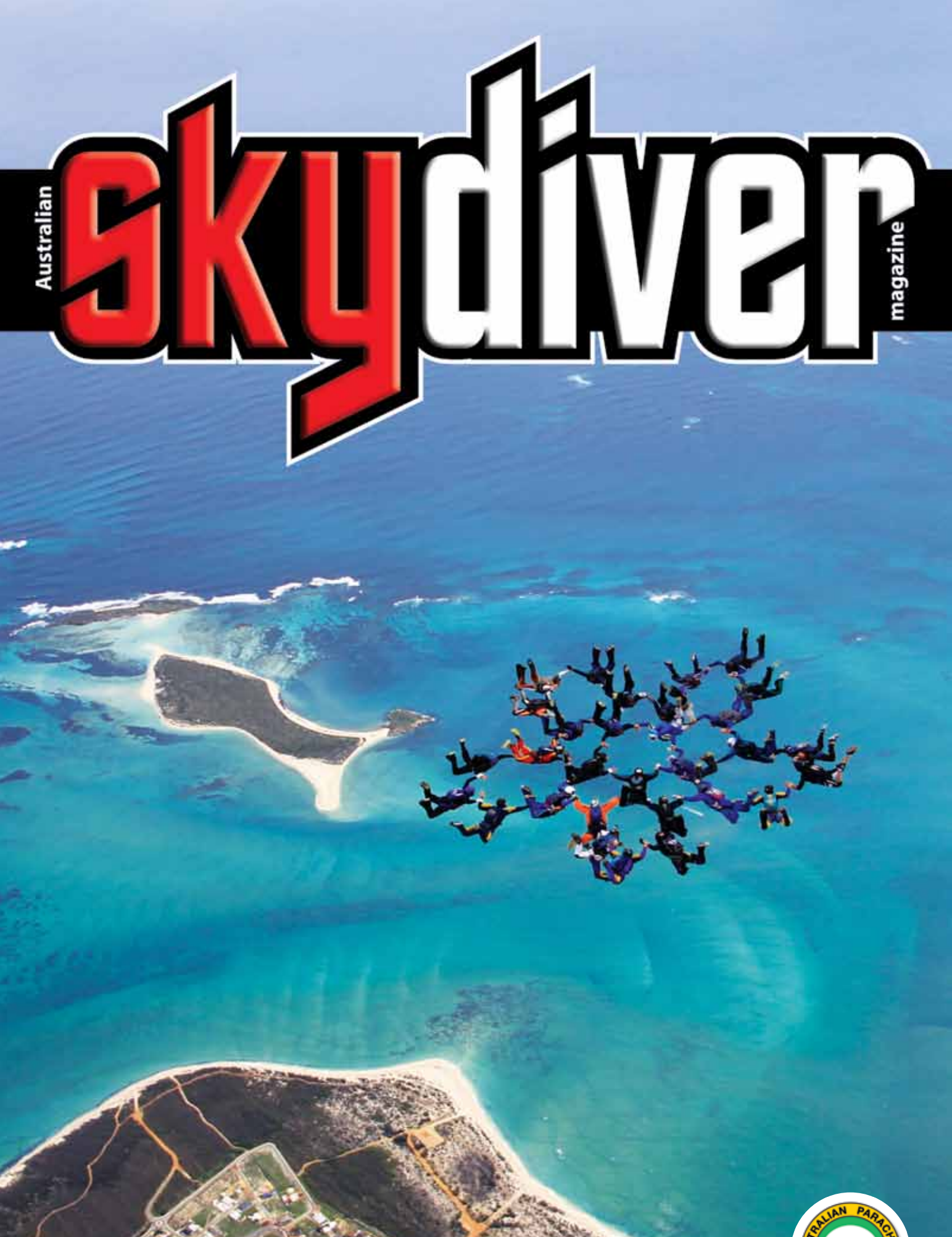


Australian

# skydiver

magazine



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2014

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION







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FEATURES



EDITORIAL

Most skydivers have a drop zone that they call home, that has a very special place in their heart. When we spend time at our drop zones jumping from their planes, packing on their mats and sitting around their campfires we are etching our own history into their core.

I was my daughter's age when Toogoolawah drop zone, my home DZ, was officially opened thirty five years ago. Back then I skipped along holding the hand of the Premier, Sir Joh, oblivious to the grand historic event that was taking place around me. The video reflects the times well with the classic cars, baggiest of jumpsuits, Dad with some hair and roundies being stomped in all day.

A generation later and the drop zone has evolved and grown, and seen many, many things. It has continued to be that uniquely special place for many folk, including some of those aged faces who are still jumping now and for the likes of little Charlee and the other DZ kids running around without a care in the world - the young and the old, all enjoying that special kind of freedom, frivolities and friendships that only a drop zone can give.

There is no place on earth that feels like the DZ or gives such an assortment of opportunities to one and all. I'm blessed to have a Dad who was/is a dreamer and a doer, and with so much passion for the DZ, it's skydivers and our skydiving. He never wanted the 35th Reunion to be about him, but the DZ is nothing without him! I thank him and the universe for giving me the gift of jumping and a home to belong to, the bubble, where skydiving is reality and everyone is welcome.



Susie EDITOR

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FRONT COVER



A 30-way over Jurien Bay during the JBay Boogie, Western Australia

Photographer: Chris Pope

BACK COVER



Wake Swoop at the Funny Farm with Roger Mulckey flying Icarus Petra, Robbie McMillan flying Icarus Leia and Peter "Irish" Sutton wakeboarding.

Photographer: Rob Spedding

WANTED FOR NEXT ISSUES

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

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The 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.

Next Deadlines

Issue 72
Deadline 25th Aug, 2014
Mag Out 29th Sep, 2014

Issue 73
Deadline 5th Nov, 2014
Mag Out 10th Dec, 2014

Issue 74
Deadline 15th Jan, 2015
Mag Out 19th Feb, 2015



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# directors direction

## RESPONSIBILITIES – Just a Reminder

With the release of the new APF Operational Regulations I would like to make you all aware of some of the responsibilities that you have to each other, your Club, Club instructional staff and drop zone owner/operator.

By being a member of the APF it is a condition of membership that you abide by the APF regulations and policies. i.e.

## Obligations of Members – Compliance

APF members are bound by:

- (i) These Operational Regulations and all subsidiary Regulatory Schedules;
  - (ii) The APF Code of Ethics;
  - (iii) Mandatory standards published in service bulletins and rigging advisory circulars, and technical directives; and
  - (iv) All other policies and procedures that may be determined from time to time by the APF.
- (b) Members must ensure their membership and any required ratings or appointments held are valid when participating in parachuting activities.

## Individual Responsibilities

A parachutist must:

- (a) Not contravene any provision of these regulations.
- (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.
- (d) Ensure their equipment complies with Part 7 of these regulations.
- (e) Comply with all pre-jump briefings.
- (f) Be assured of their position in relation to the target prior to exit.
- (g) Report all incidents to the DZSO.

## Incident Reporting

We have a system that requires the reporting of all incidents and accidents under our Deed of Agreement with CASA. Incident reporting must be taken seriously and never treated in a frivolous manner. The incident reports are legal documents and what they contain can have devastating implications should they contain incorrect opinions or stupid comments. If an incident or accident results in a claim against an individual, club or the APF insurer, all related documents can be used in evidence. A flippant comment on the report can have very significant consequences to the defence of all parties.

So, before submitting your incident report, gather and record the facts. Have the DZSO and/or CI review the facts are correct before they write the report. They should have you check the report for accuracy before it is submitted. Do not give copies of reports, witness statements or notes to anybody other than authorised APF representatives. Refer any inquiries to the APF National Office.

An incident should be broadly defined as any unusual occurrence that has or may affect safety. An incident might not result in injury.

For example, the following are considered reportable incidents:

- Breach of Operational Regulations
- Damage to property
- Injury
- Off-drop zone landing by a student
- Tree, power line or water landing
- Malfunction
- Display occurrence
- Reserve activation
- AAD activation

- Aircraft incident - in support of parachuting operations
- An off-drop zone landing, if there is a safety concern
- An incident that might result in media attention

Serious incidents such as:

- A fatality
- A serious injury requiring hospitalisation
- Major equipment failure
- Likely media interest
- Likely legal action
- Likely attention from CASA or other Authority must be reported immediately to the Director Safety and the CEO/ National Office.

The appropriate Incident Report Form (IR1) must be filled in immediately after an incident by the DZSO or CI. These forms must be sent every month to the ASO and Director Safety (care of the APF Office). I would recommend submitting reports by email as soon as possible after the event so that the information doesn't get lost and follow-up questions can be addressed by the Technical Officer or Director Safety.

## Incidents involving injury

These require that more details be gathered on the Supplementary Injury Reporting Form (IR2). This is partly because we are contracted to do this with our insurers, but also because it is good risk management to keep information about such matters as names of witnesses and statements made at the time in case we have to answer to these matters in a litigation court some years later.

Chief Instructors and DZSOs should be encouraged to complete the incident form as fully as is necessary and include all pertinent information asked for on the IR1 and IR2.

## Follow-up

It would be normal practice for a Chief Instructor to investigate each incident as necessary, to help prevent that incident occurring again within their operations. Don't forget to follow-up with the injured party. Showing compassion costs nothing and is important to your jumper's recovery.

The ASO will review and follow-up with the CI any incident with possible serious implications or irregularity. Any incident resulting in serious injury should be automatically reviewed with the Chief Instructor.

Rigging matters should be reported on the 'Equipment Defect Report Form' (available from the APF website) so that appropriate follow-up action can be completed.

The incident reports may be then used for education purposes (after being de-identified) through the various APF publications.

In the interests of constructive education, CI's, ASO's and TD's should keep a record of "ACTION TAKEN TO PREVENT RECURRENCE..."

This may promote a better consideration of the initial causes of many incidents and reduce the instances of dismissing something as just "one of those things".

## Display and restricted drop zone incidents

Note that reports of Display incidents and Tandem incidents at restricted drop zones are required to be reported within 48 hours to enable the APF Office to be able to respond to any media enquiries.

**Gary Myers**  
Director Safety







# A STEP CLOSER TO RECOGNISED CAREERS IN SKYDIVING

Exciting news for APF members! We've moved a step closer to national recognition by government agencies that we offer real careers in skydiving.

The significant milestone was achieved on 23rd June with accreditation by the Australian Skills Quality Authority of the APF's *Certificate III in Skydiving and Parachuting Instruction*. This is an important step that will provide jumpers interested in a career in our sport with the first of three Vocational Education and Training courses.

The course aligns with our Certificate Classes A to D, as foundation core learning, and has three early exit points for Packer B, Target Assistant and Ground Control Assistant. Completion of the fourteen core units and one of the three endorsement electives results in an Instructor D outcome. Recognition for Prior Learning (RPL) for some units will be possible for existing members who already hold APF qualifications.

Completion of the GCA unit is expected to satisfy eligibility requirements for granting of an authorisation to operate an aeronautical radio, issued in accordance with Civil Aviation legislation. CASA requires operators of aeronautical radios to hold a radio operator qualification

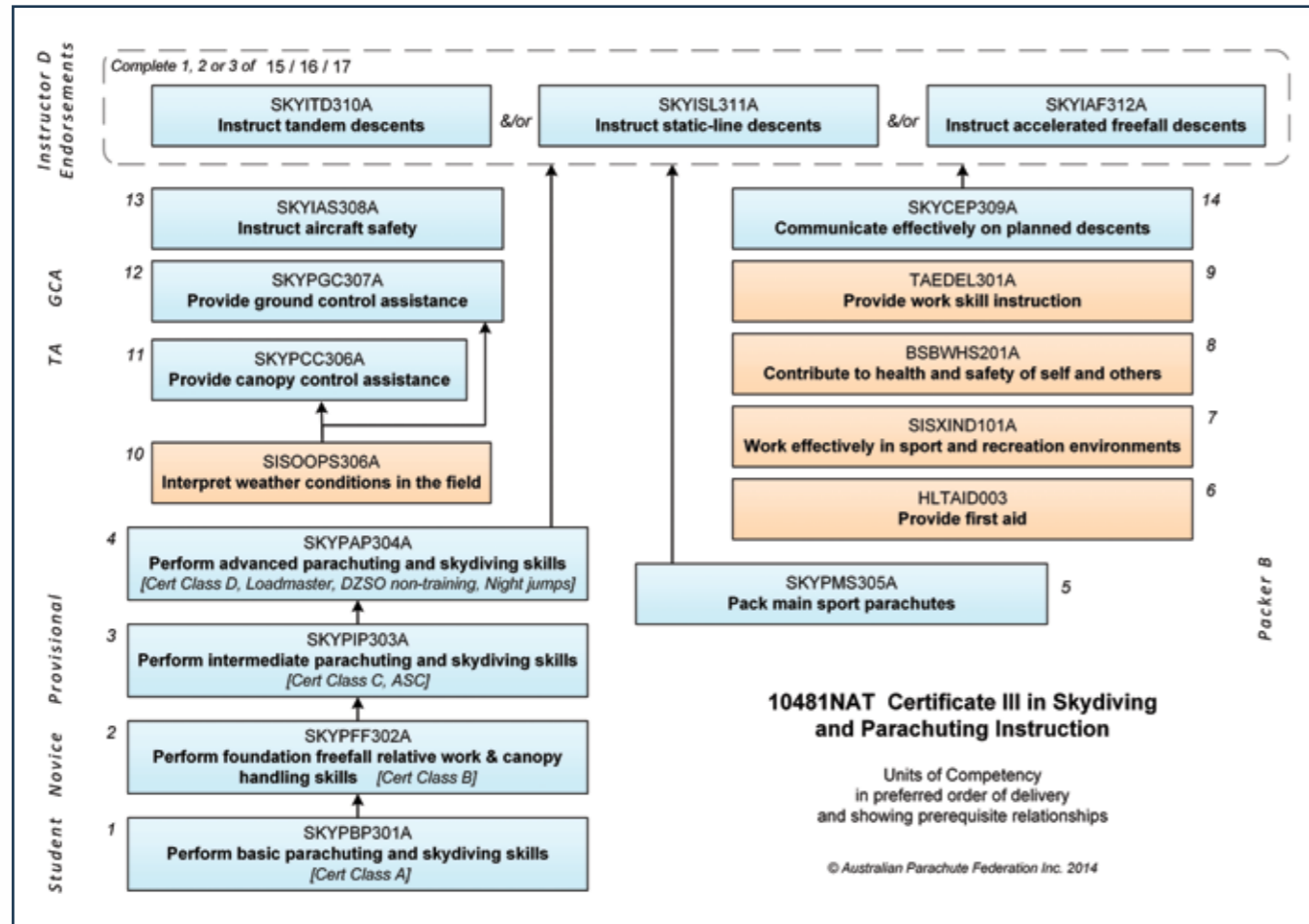
and CASR Part 64, expected to be released in September 2014, provides for RTO delivery and assessment of the required training and competency.

The First Aid unit is another important inclusion that supports having more drop zone staff with this qualification. We need first responders to incidents who are willing and able to offer assistance that can have a significant positive impact on injuries and their after-effects.

Our attention now focuses on stage two of the RTO Development Project: APF application to become a Registered Training Organisation and the development of the resources for course delivery and assessment. Stages three and four involve the drafting of a Cert IV and Diploma to cover IB/DZSO and CI competencies.

For more information, contact the National Office.

**By John Meara**  
Human Resources & Project Coordinator



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# A Day boogie 2014

It really is fabulous to see W.A. Operators coming together to support each other, and we would like to send a huge thank you out to the W.A. Skydiving Academy and Skydive The Beach and Beyond for the use of their Caravans. We also need to thank Robin Morris for his awesome video upload software he developed especially for the Day Tapes, and rescuing us when commercial software for the Day Tapes faltered. Ensuring we had the crankin' sound system and projector going was pretty cool too! Thanks need to go to lots more people, Irish for his hilarious MC antics, Natalie Sumpton and her team in the kitchen, Jurien Bay Footy Club for running the bar, volunteers Stilesy, Bindi and Lauren, the local Shire for free camping, plus the staff who worked, Cheesecakes, Simmonds and Fluffy Laura.

The wind up was celebrated with a dress-up "P" party for Pete's birthday, who promptly went home to bed! Never mind, we partied hard to make sure we didn't miss him too much...

And the best thing about the boogie for me? Not a single scratch (from skydiving) on anyone! No injuries at all. Gotta love a safe boogie!



"Skydive Jurien Bay provided a great Boogie for all levels of experience resulting in a safe fun Boogie for all who participated. Top effort from all the staff."

Glenn Fuller



Wally:  
"Where's Nutsy?!"  
Cap him!"  
(Nutsy with a grip on his leg)





# J Bay Boogie 2014



## The Best Things About the Boogie!

### Some comments from attendees:

**Rob Paley** "Load organisers gave skydivers of various experience levels the opportunity to demonstrate ability and be part of the record attempt, not just credentialed skydivers."

**Peter Irish Sutton** "The MC was the best thing for me... so cute and ripped and dreamy..."

**Sonya Gelman** "The Caravan we filled with a sunset Angle with Longy, Joorj, KJ and Pope that split into two groups in the sky, just in time before dark on the last load of the last day. The sky was completely pink!"

**Jaymz Hardwick** "Zooties!"

**Mia Angus** "I really like how I was there."

**Michael Richardson** "The DJ provided some of the latest and sick beats daily. He also sorted the MC with some training and nutrition tips."

**Kelly Cameron** "That all the Caravan drop zones in W.A. were able to work together and make the Big-way attempts happen and the week/weekend run super efficient."

**Matt Hawgood** "The fact that you can have more than 100 people with very different backgrounds, ages and experience levels, all come together and help one another out. Pretty damn incredible. And nude SAs, that was pretty funny."



# J Bay

Youngest Skydiver

## BRETT LONNON: SKYDIVER

Photos by Chris Pope

The son of Skydive Jurien Bay owners, Pete Lonnon and Christine Sparrow, celebrated this year's J Bay Boogie with a unique family moment, taking their nine-year-old son, Brett, for a tandem jump.

Brett has been around drop zones from five years of age and had been eagerly waiting for the moment when his father would finally share the joy of skydiving with him.

Joining Pete and Brett on the jump was mum Chrissy plus staff and friends, Glen Nuttal, Al Hodge, Debbie Hodge, Peter "Irish" Sutton and Chris Garcia. They built an 8-way Roundie and Brett was able to finally taste skydiving with some of his closest role models and friends.

It was a proud moment for Pete and Chrissy and once back on the ground, Brett was joined by his seven-year-old sister, Bronte, and there were huge smiles all round by everyone at the boogie and on the jump.

Pete reckons, "it was the highlight of my skydiving career" and Brett reckons, "it was epic!"

Brett is the youngest ever person to skydive in Western Australia.

Video of the skydive can be found at <https://vimeo.com/97684220>





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- + 2014 National Skydiving Museum Hall of Fame Inductions
- + Tribute to the US Army Parachute Team
- + 11-12 October



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By Domitille Kiger Aerial photos by Roger Mulckey  
Ground photos by Rob Spedding

This year's Australian adventures has once again been incredible. From flying the brand new **iFly DownUnder Wind Tunnel** in Sydney, to **Farm Light**, the Australian Record in Toogs and finally, **Farm Heavy** – it's been a blast of laughter, love and fantastic flying.



# funny farm

OUTBACK QUEENSLAND AUSTRALIA



# 2014





Let's take a look back. I arrived in Sydney mid-March and had a go at the new Australian crack pipe. Smooth and powerful air, I enjoyed coaching there as much as flying long dynamic lines. The staff had been amazingly helpful and fun to hang out with, and I can't wait to be back to fly with them again.

Shortly after, I set out to Farm Lite. As soon as I arrived, it felt like I had never left. Within five minutes of being there, the magic was already working. Farm Light is designed to meet the younger jumpers needs, allocating more coaches per plane so students can learn in smaller groups and get the best experience as is possible. I worked alongside some of Australia's top Freefly coaches; with Noodle, Macca, Ritchie, Strop, Longy and Joorj (aka Erica Tadokoro, Leigh McCormack, Ritchie Convery?, Strops real name??, Adam Long and Ryan Mair). The Hop 'n' Pop loads were running for those seeking to improve their canopy skills, under the patronage of Robbie McMillan.

It was my first Farm Lite and I was really stoked to be a part of it. In a weird, selfish way, I felt like I was having my Australian family all for myself, feeling totally immersed, and I loved every second of it. After three days of good weather and awesome jumping, the sky turned grey and

the strongest rain in thirteen months fell upon us. This put a definitive and early end to the camp, but kick started a wicked party!

After Farm Lite, I went back to Sydney for some more tunnel, before heading to Toogoolawah for the Australian Record attempts. Originally this event was supposed to take place at Farm, but the unfortunate crash of VH-NMV and another storm forced the organising crew to relocate. Even though Australia didn't walk away with a new official record, they did build a new unofficial largest formation and most importantly, everyone got to train and improve tremendously.

After the record, most of us headed back to Farm, ready to throw down. With no less than eight foreign coaches (Petter Johson, Mike Carpenter, Anna Howerski, Kristian Moxnes, Dereck Cox, Amy Chmelecki, Matt Hill and myself) and an amazing and talented group of about 90 flyers, the jumping turned absolutely epic. From multiple orientation Angle flying, Sequentials, Dynamic flights, to epic swoop pond stunt action, every day tape was blowing our mind.

But FunnyFarm is so much more than just a lot of awesome skydiving. Ever since I first came to outback Queensland

in April 2013 (and facing my constant rumbling about it), people kept asking me, "What is so special about FunnyFarm?" To me the answer is easy: it makes you Happy.

There are many factors that make Farm such a unique event. First off, it's remote, with very minimal phone or internet coverage, and nowhere to go but the manifest/bar, the showers or the campsite. In this day and age this is a specificity that definitely brings people closer. But what really makes Farm so special are the Farmers, and they are such a special group of people, assembled there year after year (and obviously invited based on their awesomeness!) Farm isn't just a temporary drop zone. It is the Mulkey's home and there's no way not to feel the love and care they have for every single person who stepped into their home. In skydiving you often hear people calling their skydiving community a "family", but nowhere on earth did I feel the truth of those words more than at the FunnyFarm. It is hard to describe to an outsider the sense of camaraderie that reigns at Farm — the freedom, the acceptance, the creativity, the intensity of living. But once you've been there you spend all the year yearning for it.







# The Irony By Roger Mulckey

I'm not usually the writing type but I need to say a few things about this year's Farms. Weather plays a big part in both: running a farm and running a boogie on a farm. People may be aware that FunnyFarm 2013 looked as green as I have ever seen it and I wasn't expecting to see it look that way for quite a while again. Having said that, I wasn't really expecting it to look quite as bad as what it was shaping up to look like this year



We pumped water from the lake through 200m of hose over a hill. We then built a drain that runs 1.8kms on a gradual downhill slope to another dam, which was filled. This takes around 70 hours of pumping. Once that is done, all the equipment is moved to this dam (the pump, the suction hose, 200m of delivery hose and the tractor) and is set up again there. From there the water is pumped through 300m of hose over another hill. Again, this takes another 70 hours and goes through another 1.8kms of drains built to deliver the water to the pond. Seven hundred meters of that drain is actually just the council drain beside the main road. This raises a few eyebrows from truckers driving past that see a full drain of water on that particular part of the drive and nothing else for the rest of the state. When it reaches the drop zone, water is pumped 24/7 for about six weeks through sprinklers and an irrigator to make the drop zone look good.

After getting a lot of necessary rain during the weeks before last years event, the Weather Gods forgot to do it again this year. I'd been monitoring the weather closely as I needed to make a decision by a certain date as to what I was going to do to avoid running an event in a drought-ridden dust bowl. I have had to cancel FunnyFarm in the past to avoid this situation but I couldn't bring myself to do it again this year. Instead, in January, I flew home from Germany to irrigate the landing areas in order to ensure that we would at least have somewhere good to touch down. I wasn't sure then if we would have a pond to swoop or not, but I could be reasonably confident that we wouldn't break our legs from getting a foot caught in the cracks in the ground when landing.

This whole process happened three times, so some of the water that was in the pond when Farm Lite started was pumped nearly 10.5kms over six weeks through funny drains. The irony: Farm Lite was washed out on Day 5 with more rain than we've had for the last year put together. Then two more events to get through – the Vertical Record Attempt and then FunnyFarm. At least it will be greener. The cleanup process started. It began to dry out and we had the place looking OK again and ready for another event by the Saturday. Saturday afternoon, however, we had a storm that dumped more rain than the total amount of rain we had had in the thirteen months beforehand, in about 30 minutes, including the rain we had just received to cancel Farm Lite. The backup dams that were totally empty filled from runoff water in less than two hours. The drop zone was soaked.

# funny farm

The problem with irrigating was that we didn't have much water left in the two back-up dams behind the pond due to lack of rain. Temperatures frequently hit 50 degrees during summer too and this tends to evaporate a lot of water. Ten years ago we were in the same situation before a big canopy event and we came up with a way of alleviating this situation: We built a pump which would handle moving quite a bit of water but it would take a lot of time to do it. Therefore the decision to irrigate or wait for rain needs to be made at least two months before the event. We decided to irrigate, and it's quite a process.

We had to move the Big-ways. Thanks to Dave McEvoy and Ramblers Toogoolawah for making this as smooth as possible. We got through FunnyFarm with no rain and no other weather holds and, ironically, it hasn't rained since.



*“ This years Farm provided more coaches per person than any event in the country ever. We had eight international coaches and eight Australian coaches to help with the two events. This averages about one coach to nine people.*

*I have to thank the APF, iFly Downunder, Vector UPT, Icarus NZ, Cookie, Vigil and Downward Trend for the constant support to ensure that the level of coaching stays high. Without them, we wouldn't be able to keep this ratio up. Thanks again. I really appreciate it.” Roger Mulckey*





# GODZILLA



This new release feature film by Warner Brothers and Legendary Pictures has a scene involving H.A.L.O. jumpers.



The studio contacted skydiving-stunt coordinator J.T. Holmes who knew that this important scene would be best filmed by the pros, so he hired the talented freefall Directors of Photography, Craig O'Brien and Norman Kent. The O'Brien and Kent team have a long history of collaborating on Hollywood films. Holmes also hired a team of twelve stunt jumpers to bring the project to life.

Most of the freefall footage was shot at Skydive Perris in California in early May 2013. Additional shots to capture the C-130 exits were done during a one-day shoot in the Inyokern Desert in California, October 2013.



## The GODZILLA H.A.L.O. Stunt Jumpers

LUKE AIKINS, TODD DAVIS, JON DEVORE, TIM DUTTON, ANDY FARRINGTON, TRAVIS FIENHAGE,  
J.T. HOMES (STUNT COORDINATOR), SEAN LEARY, SEAN MACCORMAC,  
JEFF PROVENZANO, SCOTT SMITH AND PETE SWAN.

Link for the Preview: <http://www.normankent.com/filmgallery-clients-featurefilmtrailers/hf76330a#hf76330a>

# WEST COAST SUNDOWNER

YORK, WESTERN AUSTRALIA - NOVEMBER 1<sup>ST</sup> - 9<sup>TH</sup> 2014

BIGGEST SKYDIVING EVENT SEEN ON THE WEST COAST



## COACHES

MATT HILL • DEREK COX • THOMAS HUGHES • PETE ALLUM  
MICHAEL VAUGHAN • KIEREN JAMES • LEIGH MCCORMACK  
ERICA TADOKORO • KATIE HANSEN • + MORE BIG NAMES TBA

## AIRCRAFT

3 X CARAVANS PLUS MORE TBA

## JUMPS

SEQUENTIALS • BIG WAYS • ANGLES • FLOCKING  
DYNAMIC REL • COACHED JUMPS FOR ALL LEVELS

## ENTERTAINMENT

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the Beach  
AND BEYOND

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Proudly supported by the APF and the Western Australian State Parachute Council

VISIT OUR FACEBOOK PAGE FOR THE LATEST INFO [WWW.FACEBOOK.COM/WESTCOASTSUNDOWNER](http://WWW.FACEBOOK.COM/WESTCOASTSUNDOWNER)



# catch the canopy formation buzz



“They beauty of CF – long jumps with a steep learning curve!”

Jule McConnel

Making Aussie and World CF History By Jules McConnel

## The Plan

To build a 50-way Canopy Formation (CF) and make not only a new Australian record, but also the largest CF record by any single country in the World!

## Do you want to be on it?

If you've never done Canopy Formation (or CRW) before it's not too late to start, and possibly be on a record next year. Organisers are currently coordinating lead-up camps in each State from September 2014 until the record attempts planned for October, 2015. For the record to be successful participants will need to attend at least one of these camps.

## What next?

For more information on the record and lead-up camps, join our Facebook page [www.facebook.com/OzCRW](http://www.facebook.com/OzCRW) and follow our event [www.facebook.com/events/520784264693517/](http://www.facebook.com/events/520784264693517/) and email Jules McConnel to get on the list: [juliamcconnel@yahoo.com](mailto:juliamcconnel@yahoo.com). Check out [www.canopyformation.org](http://www.canopyformation.org)

## Got the Gear?

You don't need to own a Canopy Formation canopy to be on the record – there will be gear available for hire during training camps and record attempts. However if you're serious about CF – then invest in a PD Lightning\* and start to play at your drop zone with other CRWdogs – that's what this record is all about – getting more CF happening regularly!

\*Note: We will be using PD Lightnings for the record and lead-up camps at 1.3 Wing Loading.



## Current Australian Record Stats

**Formation:** 36-way diamond

**Where:** Skydive Nagambie

**When:** 2009

**Least jumps\*\*:** 120 (Trent Argus)

**Most jumps:** 12,000+ (Chris Gay)

**Youngest jumper:** 23 (Trent Argus)

**Oldest jumper:** 63 (Pete Barnett)

**Female:** 1 (Jules McConnel)

**Exit height:** 14,000ft

**Break off height:** 4,000ft

**Build time:** 7.5 mins

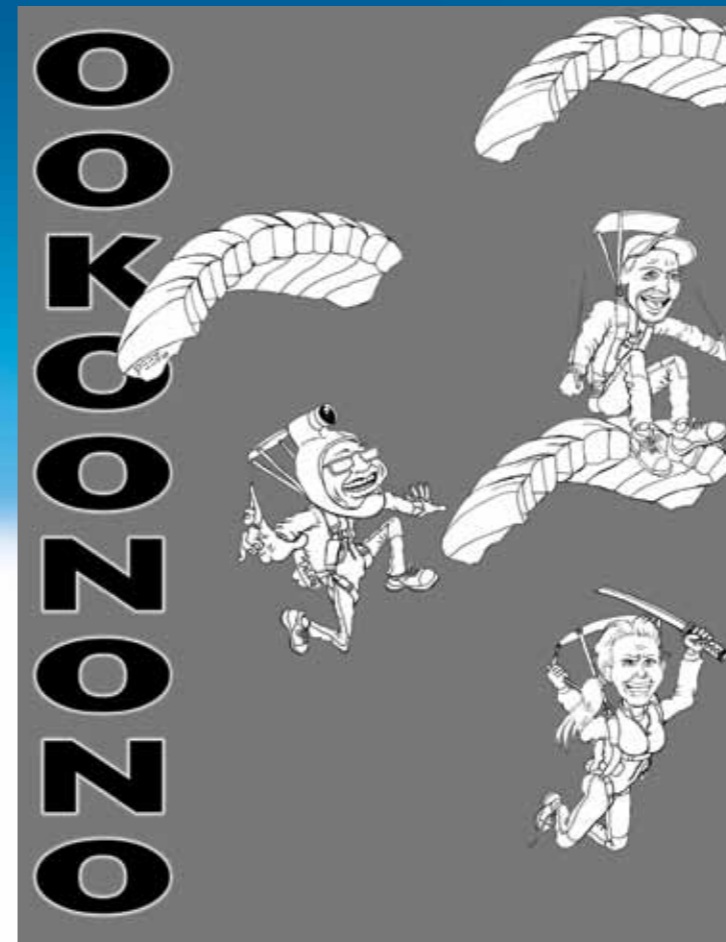
**Formation held for:** 25 seconds

**Wing loading:** 1.3 - 1.375

\*\* Six jumpers had less than 300 jumps.

## From these statistics we can see the following:

- A new record is well overdue!
- Anyone can be on it!
- You're never too young ... Or too old!
- You don't need a lot of jumps to be on a record - just the skill.
- We need more chicks!
- We held it for half a minute so there's plenty of time to go BIGGER!



## CONSIDERATIONS FOR CRW EQUIPMENT

### Rig

- Reserve protector flap to minimise snagging lines
- No RSL attached or SOS
- Extra wide leg straps

### Canopy

- 7-cell CRW specific canopy
- Reinforced nose
- Short lined (Dacron)
- Tail pocket
- Retractable Bridle/Pilot Chute system
- Non-cascaded, marked centre lines and outside

### A-lines

- Easily accessible, self opening soft toggles
- Mesh or spider slider
- Cross connectors connected between front and rear risers only
- Front riser dive grippers

### Clothing - Protection

- Thick socks and gloves
- Cover arms and legs (no suit grippers)
- Fully enclosed shoes that can come off fairly easily
- Protective headgear if worn must allow adequate hearing capability

### Accessories

- Easily accessible hook knife/s on lanyard/s
- Altimeter worn on harness
- Mobile phone





# CRew = Creatively Rad extreme (sky) Wizards

## My First CRew Camp Experience

By Mike Watkins Photos by Richie Dronow, Garnett Znidaric, Michael Vaughan and Jules McConnel

**MOST PEOPLE THINK OF THE IDEA OF GETTING SO CLOSE TO ANOTHER PERSONS PARACHUTE WHERE YOU ARE ACTUALLY HOOKING INTO THEIR LINES AS SCARY AS SHIT AND DOWNRIGHT CRAZY – ANY NORMAL PERSON WOULD AGREE WITH YOU – BUT NORMAL IS BORING.**



For me, when I first saw CRew it was immediately something I knew I wanted to do, yet it was very hard to try to find a way to do that in Australia – the courses just didn't exist. This was until the amazing Jules McConnel down at Skydive Moruya put together a CRew weekend for eight people on the 17-18th May 2014.

The event sold out within two days and there was a waiting list of over ten people wanting to jump on the course if one of the original eight pulled out – testament to the fact that I am not the only crazy one who wants to get involved in this amazing discipline.

So after a late night five-hour drive from Sydney to Moruya on the Friday night, we woke up and had an 8am briefing from Jules on the basics of CRew one-on-one docking.

Within 45 minutes we were up in the air and under our CRew canopies. If you haven't done CRew or BASE before, prepare yourself for that opening – it's pretty gnarly!

I went with Richie first and it was an amazing jump. We worked on Plane and Stack docking without issue – until we tried for our last dock, which nearly ended up in a wrap, and was quite gnarly, Richie being the legend he is got me out of it pretty quickly though.

Then the rest of the CRew Pups (first timers) also had one-on-ones that morning with either Richie or Jules. We ended up doing a few more one-on-ones throughout the day to get our docking techniques and skills tighter.

The day ended with a few beers around the fire as there were numerous (six at last count) firsts that required

celebration with a case, as is custom in our sport.

The second day involved bigger formations, primary 5-way Stacks. The Pups ended up doing two 5-way Stacks, each in the morning. I was fortunate enough to be invited on one with Sandra Northey, Charles Pope, Craig 'Crash' Bennett and the legendary Michael Vaughan who led the jump.

**“ It was one of the most exciting, challenging and scary jumps in my skydiving career to date, the feeling is something I can't describe, you have to do it yourself to understand – much like skydiving itself. ”**

My second 5-way, led by Jules was just as amazing. Toward the end of the day we aimed to put together an 8-way stack. The ride up was awesome. Having two Cessna 182s flying in close formation to height was extremely cool. Being able to wave, make stupid faces and flick the bird to one another in separate planes was unique to say the least!

After we got out, I was fifth into the stack. We had to wait in our holding areas whilst the stack built, which in itself is fun, as it's basically an 8-way flock jump, but once the fourth canopy was docked it was business time. I managed to slide into my slot and dock my canopy relatively quickly which I was both stoked and relieved about. Then Charles docked onto me, followed by Richie and then Crash. Once they were docked our 8-way stack was complete. Again, it was one of the most awesome experiences I have had in the sky to date and I hope to do a lot more of it in the future.

**“ At the end of the camp it became clear to me that CRew is one of the most rewarding and unique disciplines in skydiving due to the combination of teamwork and advanced canopy piloting skills, which is brilliant because it teaches you so much about your canopy and how to communicate with other pilots in close proximity. ”**

All-in-all it was an amazing weekend. Thanks to Poo and the team from Skydive Oz down in Moruya for hosting the event. Thanks to the APF Fiona McEachern Sport Development Fund and NSW Parachute Council for supporting the event. And lastly, a massive thanks to living legends Jules McConnel and Richie Dronow for running the course – their teaching styles were both thorough and fun! A shout out to Michael Vaughan and Craig Bennett for also being on hand for advice and instruction too.

So next time you hear someone say that CRew is the scariest thing they could imagine doing in the sky, encourage them to attend one of Jules courses. I guarantee by the end of the camp they'll have discovered not only a completely new respect for what a skydiving canopy is capable of, but more importantly just how goddamn fun playing with others in the sky under canopy, in close proximity, actually is.

We have the opportunity to go for an Australian CRew record next year. The current record stands at 36; Jules wants to go for 50+ and believes we can do it if we introduce as many new jumpers into the sport over the next year as possible. So, expect to see more CRew weekends popping-up over the coming months and sign yourself up – who knows, you just might find yourself on an Aussie record next year!





**AT SYDNEY AIRPORT ON OUR WAY TO THE NATIONALS, I RECEIVED A MESSAGE ON VIBER FROM CHRIS GAY IN THE U.S.A., "WOULD YOU, VAUGHNIE AND CRASH BE INTERESTED IN A TRIP TO CHINA?" IT'S HANDY HAVING A FRIEND/COACH/WORLD COMPETITOR WHO ORGANISES INTERNATIONAL DISPLAY JUMPS, EVEN BETTER THAT, HE WANTS US TO COME ALONG!**

This is our third trip to China with Chris' company, Canopy Formation Specialists. We joined a smaller team of eleven jumpers and one team manager from USA, Germany and Australia. Unfortunately, Michael couldn't make it as his busy coaching schedule had him booked up. Not so for Crash and I!

In order to get a Visa to travel to China we required an official invitation from the event organisers which we received just in time to send with our passports to the Embassy, be processed and return with a day or two to spare before leaving. Phew!

After fifteen hours flying, we were the first of the team to arrive at Beijing International Airport, around midnight, searching for our Chinese escorts. They too were frantically searching for us, but to no avail. Crash and I being seasoned travelers, booked into a nearby hotel and met back with the rest of the group at the airport the next day - much to the relief of our worried guides who had spent all night thinking they had failed their very first duty for the long week ahead!

A high speed (300kms/hr) train took us from Beijing to Anyang, the Airsports Capital; it says so on all the billboards, so it must be true! We were familiar with the town having jumped into the Airshow in 2012. We became way more familiar with the town this year as we were told we would be landing in the middle of the city (not at the airport like last time) - no problem - it's just a small town of China, population only five million! During the practice jumps, Keith and Steve found out just how tight the city was when they had to land off - opting for the busy road rather than hazardous construction zones.

“Trying to find a couple of white guys with parachutes in a town of five million is actually easier than you'd think! ”



The display performance was something new for us. The group split-up into three pairs of a 4-way Diamond; each pair trailing smoke chains for extra effect. One pair flew a Biplane, another were in a Downplane linked together with a chain of smoke. Crash and I flew a Carousel (chasing each other in a spiral) in the Smoke Wars routine. We were part of a bigger Airshow with hot air balloons, paramotors, the Chinese Accuracy team, Red Bull aerobatics, helicopters and lots more. Once we landed we paraded through the spectators who could also wander through the Expo looking at new model ultralights, drones and all things that can fly.

With only one jump scheduled per day we had plenty of time after packing our rigs in the motel hallway to roam the streets of Anyang, eating food off the street (the scorpions in Beijing being the highlight), buying ridiculously cheap wares that are actually 'Made in China' and catching up with our CRW friends from across the globe.

Another great adventure I get to share being part of awesome team Ookoonono.

“Moral to the story: Train hard with good friends - it'll take you places! ”



### YOU MIGHT BE A CREW DOG IF...

- You don't have matching runners
- The stripes on your runners are line-burns, not logos
- You can log two Hop-n-Pops in one jump
- Your rig has parachute hanging out all over, even when it's closed
- You catch your friend's freebag
- You land with more than one main
- You find nylon all over your face, and it's not your girlfriend's panties
- You take your mobile phone with you on a skydive, and need to use it
- You compare line-burn scars with your friends
- You look down instead of up when someone screams, "incoming!"
- You take more freefall after a cutaway than you do on exit
- You are used to landing with less than two runners
- You've been told by your rigger, "No I will not modify your reserve with red 'A' lines"
- Even when you jump at your home drop zone, your phone is set for 'roam'
- When manifest reminds you the drop zone number as you board
- You've ever dumped, out of habit, two seconds into a FS skydive
- You jump a main that opens twice as fast as your reserve





THE AUSTRALIAN DEFENCE PARACHUTE ASSOCIATION (ADPA) ORGANISED A SKILLS TRAINING WEEKEND FOR EXPERIENCED AND NEWCOMERS TO CRW. THE PURPOSE WAS TWO-FOLD; TO PROVIDE AN OPPORTUNITY FOR PRACTICE AND SKILL DEVELOPMENT FOR TEAMS LOOKING TO COMPLETE IN MILITARY AND OTHER NATIONAL COMPETITIONS LATER IN THE YEAR. ADDITIONALLY, TO PROVIDE NOVICES WITH EXPOSURE TO CRW AND WHET THEIR APPETITE. I WAS DEFINITELY IN THE SECOND CATEGORY!



Participants comprised members of the ADPA CRW A team - Brendan Buell (Buelly), Sarah Budd, Sarah Coleman and Simon Kube, with coaches Andrew (Jack) Daniels and Phil Thamm, and myself as the newbie. With over 4,000 jumps each, spanning military and civilian skydiving, our coaches had a lot of knowledge and skill to share and were very happy to do so.

Many of the jumps comprised the 4-way team practicing their rotations under the watchful eye of coach Phil, and Jack jumping with and introducing me to the art of CRW. There was a little mixing up of this general theme.

Jack, Phil and I formed a 3-way Stack for me to pilot. The last jump of the Saturday I observed from the ground and watched with pride as the team and two coaches formed a beautiful 6-way Stack for Buelly's 200th jump. They formed it quite quickly too and held it for quite some time. On landing they commented that once they formed it, they were each wondering "What do we do now?" And on the Sunday, there were two 3-way groups in the air, but one Sarah, low down, left her group and glided over to ours and made a nice dock on our 2-way Stack at 3,500ft before breaking away at 3,000ft.

Four personal highlights of the day were:

1. Witnessing other jumpers exiting from the plane and watching them plummet earthbound - from outside the plane. These were my first Hop'n'Pops from 14,000ft and being first out of the aircraft several times enabled the opportunity to watch others exit from a totally new perspective, not from inside the plane, but outside under canopy. While quite a safe distance away, they were clearly observable and, in the short time before looking for and finding my canopy buddy, made me realise what freefall looks like from afar.
2. Experiencing 14-15 minute canopy rides and being amazed at how slowly time creeps by compared to freefall. After completing five or six CRW manoeuvres with my coaches, I looked at my alti and saw we were still only at 9,000ft with plenty of time and height to do more.
3. Piloting a 3-way Stack on my 100th jump, which also completed the requirements for my C Licence. Amazing Jack and Phil, thanks again.
4. Observing from the ground a 6-way Stack form, fly and disband, to the awe of all others on the ground at the time.

Lessons from the weekend:

- CRW, like all forms of skydiving, is not as easy as it looks, and overcoming an innate protection mechanism to keep one's canopy as far away from others as possible, takes some effort. I will probably need (and am looking forward to) a few more CRW jumps to realise that CRW is dangerous and safe at the same time. That it is possible and safe to drive your canopy into someone else's backside and for someone else to do the same to you.
- Principles of being predictable, assertive but not aggressive, approaching from above and behind, adopting an appropriate glide slope to dock with your buddy, are completely the same as Flatfly relative work.



• Wear layers of clothes. it's cold at 14,000ft and when floating around those lofty heights for some time, it will chill you. Fortunately we were forewarned and the cold was not an issue. It's much better to be able to take them off when on the ground where it's nice and warm than be freezing cold and wishing you had extra layers on up there.



• Firm openings. These canopies are not the same as normal sport jumping canopies. They have much thicker lines, for both strength and to reduce potential for line burn. They also have a meshslider; shorter, eight foot lines; and a d-bagless stow system so the opening is quite "firm" - something to get used to.



• Do some chin ups and other upper body building exercises in the weeks prior to CRW. Front risers are now my best friend and I think I used them more in this one weekend than all of my previous jumps combined. Sometimes it's necessary to suspend your whole weight pulling down on the front risers. This can be very fatiguing after doing it several times without adequate preparation.

• Wear old shoes and bring a spare pair. Turns out that shoes can take a beating against lines when completing lots of canopy docks. It is not good if you're attached to a favourite pair of expensive sneakers. It is rare, but it sometimes happens that a CRW flyer will lose a shoe in a line wrap. We know it happens because it happened to Sarah, who landed uneventfully sans shoe.

• Remember next jump to not necessary to deploy at 14,000ft!  
Congratulation to Buelly on his 200th jump. Many thanks to AASPA for the rigs, to Buelly for organising the event, and the ADPA for their support. Thanks also to Andrew "Jack" Daniels and Phil Thamm, awesome coaches; Simon, Brendan, Sarah and Sarah, the A-team - good luck in forthcoming competitions; and to Don and Louise Cross, our hosts at Skydive Nagambie for a weekend I will never forget.

## BASIC CRW SAFETY TIPS

- Monitor your heading throughout the skydive to make it back to the drop zone
- Never lose sight of the formation
- Never fly below and/or in front of a formation
- Do not cross the centre line
- Minimum working height is 2,000ft; 3,000ft is recommended for novices
- Communicate when a problem occurs
- In case of a cutaway, follow the equipment and/or person(s) under Reserve
- When landing out, land together near a main road. Check in at manifest on return to the drop zone

### While docking on a formation

Do not dock with sideways momentum relative to the formation

Do not dock too high or too fast

Do not dock on a formation that is oscillating, or that has a collapsed canopy

Do not fly in front of a formation

If the formation is out of sight above you, do not fly in brakes up into the formation

### CRW Emergencies

**Wraps:** A wrap is normally where a canopy is wrapped around the top jumper's body whose canopy is open. The general rule for wraps is that the lower jumper cuts away first. If the top jumper who has the parachute around him cuts away he will go into freefall with the lower jumper's canopy wrapped around him and will worsen the situation. Attempt to clear the wrap if time allows prior to making the decision to cut away.

**Entanglements:** An entanglement usually results from one jumper passing through the lines of another jumper's canopy causing the two parachutes to be entangled. This situation almost always requires both jumpers to cut away. Usually one person will be suspended higher than the other. The general rule for entanglements is the top person goes first. If the lower jumper releases, the lines and risers may recoil upward and wrap the other person.

In a CRW emergency consider the situation as if you automatically cutaway. You may be leaving yourself or someone else in more trouble than what you began with. Communication is the key when in a wrap or entanglement.

### APF CRW Manual

Check out the "Introduction to Canopy Relative Work, CRW Training Manual" available on the APF website for more detailed information



catch the **canopy formation** buzz  
**Goulburn CRW: Team Players**

By Brendan Buell FLGOFF Photos by Phil Thamm and Shane Sparkes

**AS YOU HOBBLE BACK TO YOUR DESK ON A MONDAY MORNING, PASSIVELY CURSING THE ACHES AND PAINS YOU'VE BEEN LEFT WITH FOLLOWING AN INTENSE WEEKEND OF CRW, IT MAY HELP TO MUTTER THESE WORDS – CRW, THE GIFT THAT KEEPS ON GIVING.**

In many ways, CRW is the closest form of parachuting to the traditional model of a “team sport”. First and foremost, there is no such thing as 1-way CRW; you depend on your teammates, every step of the way. Secondly, just like with any good team, communication can be an essential part of Canopy Relative Work.

An interesting thought: CRW is the only discipline where you can be lucky enough to hear verbal cues from your team mates. Whether those cues are laughs, shouts or cries, a unique additional dimension exists; allowing for an even more special team experience. Thirdly, just like many team sports, you will most likely be sore after a big game; and on the odd occasion you may get bumped and you may get bruised.

Back in May, seven members of the Australian Defence Parachuting Association got together at Adrenaline Skydive, Goulburn and played as a team. With a mix of members both experienced and new to CRW, the focus of the weekend was to build the foundational skills required for 4-way Rotations. The training outcomes of the weekend were vast. Stable exits, managing wing loadings, quick formation builds, clean and consistent docking on large formations and flying Stacks through slightly turbulent air were all common training themes.

At the conclusion of the weekend’s jumping, the gains and improvements of all members had proved that Canopy Relative Work really is nature’s own form of wind tunnel training. Approximately eight descents from height can equate to an hour of quality working time. The ability to attempt, fail, re-evaluate and re-attempt a maneuver multiple times in the single jump is possibly the biggest contributor for the rapid acceleration of skills that are possible in CRW in such a short space of time.



A big thanks and well done to Greg Coman, Sarah Coleman, Glenn Hoyes, Sam Mehan, Adrian Allen and Phil Thamm for your efforts and participation. The level of enthusiasm shown by all participants over the entire weekend is exactly the reason why CRW continues to gain momentum as a discipline of popularity both amongst the ADPA and the APF.

The ADPA extends its gratitude to Phil Thamm for once again providing an exceptional level of coaching to all participants, whilst simultaneously capturing some magnificent imagery to show off the great results of the weekend.



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# BIG STEPS BIG SMILES

**skydive rambler**  
★ TOOGOOLAWAH QZ

June 8-14, Toogoolawah

By Allister Ware Photos by Steve Fitchett [www.fitchimages.com](http://www.fitchimages.com)

**The Aussie Big-Ways/P3 Big-Way Skills Camp**



THE **P3 BIG-WAY CAMP** IN TOOGOOLAWAH WAS NO WALK IN THE PARK. OVER THE WEEK WE ALL FACED BATTLES WITH THE WEATHER JUST TO GET OFF THE GROUND, WHILE MANY OF US HAD TO CHALLENGE OURSELVES TO BE BETTER IN THE SKY.

FOR SOME, IT WAS A MENTAL GAME TO BREAK THE BARRIERS AND STOP GOING LOW. A HANDFUL STRUGGLED TO MAKE THE DIRT DIVE/DEBRIEF ON TIME. AND, FOR A 'LUCKY' FEW THERE WERE GREMLINS TO BE DEALT WITH IN THEIR GEAR.

BUT AS THEY SAY, "NOTHING WORTH DOING IS EASY". SO WHY SHOULD THIS CAMP BE ANY EXCEPTION?





Larry Henderson



I arrived at Ramblers not really knowing what to expect but, within two hours of the camp starting, I felt I'd already made a big mistake. For the first formation I'd put myself in a position docking opposite Larry Henderson. I was here to impress one of the world's best known big-way coaches ahead of the Australian record attempt next year. On the first - maybe my worst - jump it would be hard for him to miss me!

Irrational thoughts ran through my head. "What if I f@#\$ up the first jump of the camp?" I wondered. "Can they cut someone on the first day?"

It didn't take long to find that these fears were unfounded. But this was not a place to be resting on laurels. My previous experiences of big ways were star crests, boogies and some zoo loads when the first aim is often just survival and anything beyond that is a bonus. On each of these jumps I'd been comfortable. I knew I could survive and, most of the time, I knew I would dock with ease. But now the expectations were higher.

Rather than being surrounded by B and C licenced jumpers there were members of world record teams, Aussie record holders, national champions and international level competitors. One of the newbie bigway players was Jens Goennermann, an FS guru formerly from Rotor Out. I found my previous big way coaches, like Mark 'Stretch' Szulmayer and Kelly Brennan, were also students again, soaking up Larry's expertise. Stretch was just back from a super-tricky slot on a 100-way jewel in Arizona.

There were also some people with low jump numbers and impressive skill levels. Tom Davies had just over 120 jumps in his log book when

he started the camp. There were others with around 200 or less.

There were more than 60 of us taking part, aged from 25 to 72.

This week was always going to be something different, but before I arrived I didn't really comprehend how different it could be.

To get the ball rolling we started with some 16-ways. These would already be my biggest successful formations, and I wasn't alone in ringing the bell at the bar.

Many of us already knew terms like quadrant, radial and stadium, but they really became common language as warmed up to the P3 way of doing things. We walked out numerous exit frames on the ground to create a clear picture what was expected of us. We had new challenges too, with staggered break-off heights and tracking teams departing together in each wave.

But before we could even get out of the plane we had to get used to a different exit key. It seemed like an overly complicated dance move, left-right-nod, in-out-go!

After showing that we were capable of building 16-ways from a single Caravan, Larry took us to another brand new experience for many, building 16-ways from a two-plane formation. The plan was to have us gain experience in jumping from each aircraft. On the lead plane we could see the key and exit with the base, while the trail plane was a fantastic challenge to be ready with no idea when the other plane would start to empty. We even had experience with the trail planes changing sides, simulating the different approach paths in larger formations, where one side would be harder to see the base.

As we progressed through these training jumps the weather didn't play kindly. If the skies were clear we got wind and turbulence, and if the winds were calm the clouds were our enemy. It was a big ask to find activities on the ground to amuse 60-odd fidgety skydivers. There was a lot of time spent telling fanciful tales as all skydivers do and many a movie was watched. The man behind the Aussie big-way mission, Greg Jack, delivered educational seminars about canopy wraps and two-out scenarios, as well as updates on the planning for the 2015 large formation record attempt. There was also plenty of time for very thorough debriefs. I think, by the end of it all, I knew every movement I'd made on every jump off by heart as I'd seen the jump footage so many times.

We were captivated by Larry's state of wonder and awe at the Australian wildlife that many of us take for granted. We could hardly dirt-dive due to the distractions from local roos, showing off their aggressive stances and launching into boxing matches lasting for hours. Larry also marvelled at the parrots, rosellas, koalas and owls that call Ramblers home.

When you get 60 skydivers together there are bound to be a few entries in the incident book. From my count, we had one-cutaway, one torn canopy and another canopy explosion, which was somehow landed. On top of that, some of us were learning to fly new suits bought for the event and some were flying rel suits for the first time, coming to terms with the power of the booties.







Others had to acquaint themselves with the difficulty of joining the right group and getting on the right plane. Despite best efforts, one player did manage to jump with the wrong 16-way.

There was constant tweaking required to optimise our fall rates. Thankfully, with Larry Henderson and Dave Loncasty setting consistent bases, participants could comfortably speed up with lead or slow down with sleeves, shirts and jumpers.

Flexibility became key as the weather constantly changed. When the clouds came in, we switched to 8-way drill dives which gave a safe opportunity to push the limit of our diving and test our stopping skills. We'd be docking on a fragile formation, with no choice but to really fly our slots. No jump was wasted. Each subsequent formation was designed to be deliberately less solid and more challenging, always pushing for our flying to be taken to the next level.

Thursday started with light cloud cover and the plan was to continue with drill dives again but, after the first load, the clouds cleared. Finally the opportunity to do some 30-ways had arrived. After smashing out a quick re-brief, the two Cessna Caravans were turning as they were meant to. They dropped formation load after formation load until the daylight ran out. In that day we flew hard, learnt lots and, whether or not we made a complete formation, the week had been made worthwhile.

Black Friday fizzled out in a haze of dirt diving jumps that weren't to happen. Saturday was no better.

I came to Ramblers naive about what it would take to perform at the camp, let alone building a 120-way-plus Australian record next year. But I left having learnt a huge amount and broken through many personal barriers.

Now I am chomping at the bit to make sure that I can get to the P3 Australian Record Camp in May next year.

What a wonderful rollercoaster the camp had been and it would not have happened without many amazing contributions. Firstly, we received generous funding from the APF's Fiona McEachern Sport Development Fund. Thank you, APF! We're really fortunate to have the Federation's support for events like this. The South Queensland Council also helped out with funding and iFly Downunder provided tunnel time as raffle prizes.

Then there were wonderful individuals who made it all happen. Tracey Basman did months of organising, juggling the paperwork of registrations, funding applications and last minute cancellations. Larry Henderson was ably backed up by an expert team in Dave Loncasty, Greg Jack, Stretch, Jens, Tracey and Lea Critchley. Our skydives were captured beautifully by the camera jumpers, Ben Nordkamp and Steve Fitchett. The event was made easier by the facilities and help from Dave McEvoy and his team. Al Gray did a great job of communicating our ever-changing needs to the pilots when the weather forced us to suddenly go from formation loads to regular loads and vice-versa, and the pilots tolerated the changes with good spirit. Thanks also to Sydney Skydivers for letting us have your plane for the week!

If you're interested in the Aussie Big-way record attempt next May, check out [aussiebigways.com](http://aussiebigways.com). Send in an expression of interest and start saving your money. You can also have a chat to the bigway mentor from your state.

If this skill camp was any guide, we're in for a very exciting experience in 2015. Big things are certainly happening for Australian Skydiving!



Time to get excited...

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**TAYA WEISS** - USA  
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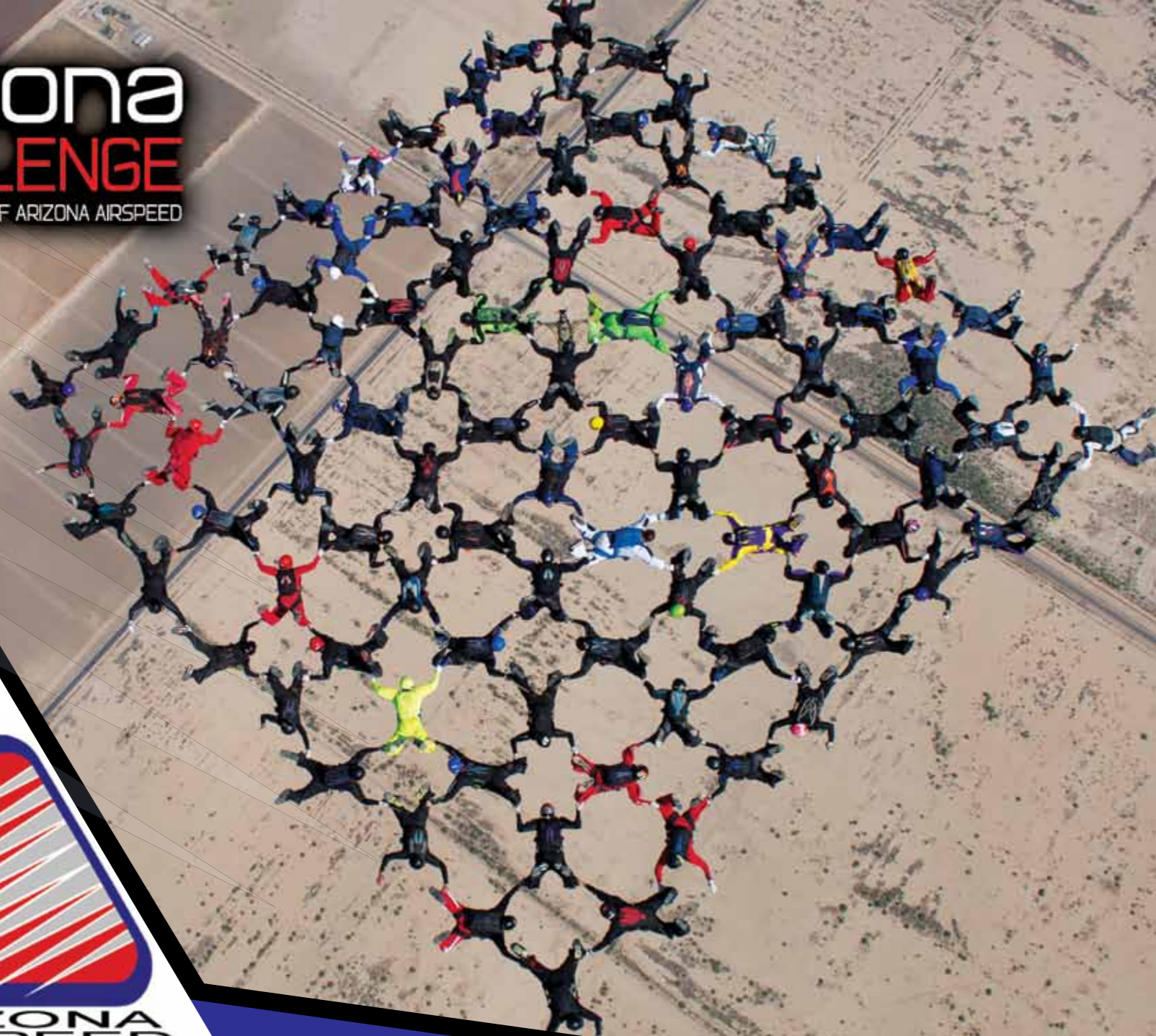
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# Arizona CHALLENGE

20TH ANNIVERSARY OF ARIZONA AIRSPEED



By Dave Loncasty Photo by George Katsoulis

BEING THE 20TH ANNIVERSARY OF ARIZONA AIRSPEED, MOST OF THE FORMER MEMBERS OF AIRSPEED WERE PRESENT. NEEDLESS TO SAY THERE WERE SOME CHALLENGING DIVES PLANNED FOR THE GROUP! THE FIRST TWO DAYS WERE 16-WAYS, THEN ONE DAY OF 40-WAYS AND THEN FOR THE FINALE WE COMPLETED A 100-WAY BIPOLE JEWEL.

The illustrious Bipole Jewel... It is difficult to build because it is built with all Bipoles: half the formation is facing away from the center. So, to keep it flying smooth and fast, a series of docking rules must be adhered to.

Everyone got there OK, but then to wait your turn to dock was the magic. Four attempts on the last day was the plan. The first two attempts were sorting things out. The third video debrief included some awesome advice from the infamous Jack Jeffries and the fourth attempt was a success. Although not part of the organising team, everyone listens to Jack.

Mark "Stretch" Szulmayer was out of the A Plane docked facing out near one of the corners of the diamond. Jonny Mac was last out of Skyvan C with Craig Gerard, docked facing out on another corner. I was docked facing out, from E plane, on another side of the Diamond into the grip of Airspeed member, Niklas Hemlin.

The apprehension and stress was big after seeing your slot assignment, but manageable. After docking on the fourth attempt, you could tell it was complete. In our experience with Big-ways, there is a feeling that is felt by all towards the end of the skydive – it is calm, no

movement and everyone is flying their slot. You can just tell, and the elation is huge and very real. Upon landing, everyone is scanning the group for their reaction to verify if it was really complete, although we know it was!

From all three of us in Australia, we thank Mark Kirby for inviting us to this Arizona Airspeed Challenge historic event. We had so much fun seeing old friends and flying with the great skydivers from all over the world.

## Arizona Airspeed

Arizona Airspeed began in 1994 when Jack Jeffries, Mark Kirby, Kirk Verner, Dan BC and John Lemming (video) joined forces with Skydive Arizona to start a new professional 4-way skydiving team. The team went on to dominate the 4-way event in every National and World skydiving competition for five years in a row, and have since competed in 4-way and 8-way events at almost every World Championships since; many times taking home the gold and awarded the coveted Ottley Sword.

What Airspeed started in 1994 has now become an ever-evolving skydiving project; changing members from year to year but continuing the foundation of training and competing techniques developed by the original team. Airspeed is not only a competition team but it also works hard to share what is learned over thousands of jumps with the rest of the skydiving community.

"We first built this formation back in 1997 at the original Challenge. This year we repeated it as a tribute to Arizona Airspeed's 20 year reunion. Again, I was spoilt with the same slot!" Jonny Mac



Original 100-way Jewel. Photographer Unknown

### Docking Rules

All the usual rules apply, stadium approach, stay on your radial, stop before you dock, keep flying your slot after docked, etc.

Simple rules to build this 100-way bipole without traffic:

1. Stay off the 16-way center until keyed.
2. Allow bipole outfacing slots to dock, stay close to your slot and be ready to dock.
3. Maintain discipline to allow each 4-way bipole to build before next outer bipole formation starts to build.



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# THE WORLDS

## AUSSIES ABROAD... World Champs are upon us again!

By Rob Libeau



33rd FAI World Freefall Style and Accuracy Landing Championships  
7th FAI Junior World Freefall Style and Accuracy Landing Championships  
16th FAI World Canopy Formation Championships

**Nationals, CHECK**

**Team selected, CHECK**

**Team Managers, passports,**

**athletes registered, er... Yeah, CHECK**

### First up

Banja Luka, Bosnia and Herzegovina, 16-23 August

"Ookoonono" is hot from the Aussie Nationals with new records under their belts. Watch these guys go!

"K4" also set a new record at the Aussie Nationals, so let's get behind the CF guys in Banjaluka. Post a message on the APF Facebook page and give the teams a message of support!

Of course, our Classic lads are at it again too! Some old faces, some new faces. Either way... Go Australia!

### Congratulations

**Classic Accuracy:** Graeme Windsor, Don Woodland, Mike Dyer, Fabrizio Giannelli, Dave Boulter

**Canopy Formation:** 2-way Sequential

"Ookoonono": Michael Vaughan, Jules McConnel, Craig Bennett

"Chaps": Richie Dronow, Scott Brown, Lucas Yeo

**Canopy Formation: 4-way Sequential**

"K4": Michael Vaughan, Jules McConnel, Richie Dronow, Scott Brown, Craig Bennett



K4



Ookoonono



Accuracy Team



## Next Stop

Prostejov, Czech Republic, 25-31 August

Flat, Vertical or Free. Whatever your fancy, Prostejov is the place to be and our Aussie team will be front and centre.



## Congratulations

### Formation Skydiving 4-way

“Rotor Out”: Craig Vaughan, Sas Di Sciascio, George Attard, Rob Thompson, Dan Rossi

“Sistamatic”: Tracey Basman, Tanya Kale, Helen Mahoney, Janine Wassens, David Loncasty

### Formation Skydiving 8-way

“Innuendo”: Simone Bambach, Kate Langley, Troy Crotty, Russell Blackman, Gavin Smith, Travis Wood, Riss Anderson, Peter Etherton, Scott Neander

### Freeflying Artistic

“John Rumbo”: Peder Olsen, Ash Saunders, Jarred Harris

“Flow”: Kim Hopwood, Jenny Gordon, Leigh McCormack

### Vertical Formation Skydiving

“The Addicted”: Kim Hopwood, Cath Comyns, Tim Golsby – Smith, Lucas Georgio, Scott Hiscoe

### Freestyle

“Synergy”: Naomi Adam, Joe Stien

## And Finally

CP at Zephyrhills, Florida, U.S.A, 1-7 November

Fast and furious, get behind the Aussie Canopy Pilots. Bring it home lads.

## Congratulations

Andy Woolf, Robbie McMillan, Ben Lewis, Darren Griggs, Mark Edwards, Keven Walters, Tom Gilmartin, Brad Jones



# REPRESENTING AUSTRALIA

By Craig Bennet, APF Director Competition

Who can represent Australia at an International event, and be part of the Australian team? Selections are made from the Australian Nationals immediately prior to the World Meet. All of the information that follows is available in the FAI and APF Sporting codes. Look them up if you want more information.

So who can we send as the Australian team? Automatic selections are usually:

	WORLD CHAMPIONSHIPS	WORLD CUPS
<b>Canopy Piloting</b>	The 8 top placing individuals	The 12 top placing individuals
<b>Formation Skydiving</b>	ONE 4-way team (5 members + video) from the top 2 placed teams	A max of 4 Teams per event (plus video), as announced in Bulletins by organiser
	The top placed Female 4-way team (5 members + video) from the Open event	
	ONE 8-way team (9 members + video) from the top 2 placed teams	
	NOTE: No-one can be in Open AND Female events	NOTE: No-one can be in Open AND Female events
	NOTE: No-one can be in more than 2 events (incl. VFS)	NOTE: No-one can be in more than 2 events (incl. VFS)
<b>Vertical Formation Skydiving</b>	ONE 4-way team (5 members + vid) from the top 2 placed teams	Max of 4 Teams per event (plus video), as announced in Bulletins by organiser
	NOTE: No-one can be in more than 2 events (incl. Formation Skydiving)	NOTE: No-one can be in more than 2 events (incl. Formation Skydiving)
<b>Canopy Formation</b>	TWO 2-way teams (3 members + video) from the top 3 placing teams	Max of 4 Teams per event (plus video), as announced in Bulletins by organiser
	ONE 4-way Sequential team (5 members + video) from the top 2 placing teams	
	ONE 4-way Rotations team (5 members + video) from the top 2 placing teams	
<b>Artistic Events</b>	TWO teams per event (3 members + video) from the top 3 placing teams	As announced in Bulletins by organiser
<b>Speed Skydiving</b>	Up to 6 competitors	Up to 6 competitors
<b>Style and Accuracy</b>	The top 5 placing competitors	The top 5 placing competitors

The composition of a Formation Skydiving, Freestyle or Canopy Formation team may be changed after selection, provided at least 60% of the original team members remain. For teams in Freestyle events, only the Videographer may change.

You can qualify to represent the APF (our NAC) if you are an Australian Citizen, or hold a Residency Visa.

You could also represent Australia if you hold an APF Sporting License, and meet the FAI's definition of a resident, which is the following:

*The residency of a person means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties, or in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.*

If this is you, you should be aware that you can not hold an FAI Sporting License issued by more than one NAC if you want to represent one of these countries.

*A resident of a country who is not a citizen of that country may be issued with a FAI Sporting Licence to represent the NAC of that country in First Category sporting events, subject to the rules regarding changes of representation, which are:*

*A person shall not at the same time hold a Sporting Licence issued by more than one NAC. An individual who under the*

*provisions of 8.1.3.6 elects to transfer from one NAC to another, may be issued a sporting licence by his new NAC only after notification to his former NAC and after withdrawal of any valid sporting licence issued by that former NAC.*

If you hold multiple Citizenships, you can freely select which country you wish to represent, or you can change the country you wish to represent (if you have represented a country other than Australia in the past), subject to the rules below:

*If a person has represented a country in a First Category event, that person must not represent another country in any First Category event during the entire two calendar years (1 January to 31 December) following the calendar year in which the person represented the preceding country.*

What all this means in plain English is that if you represent one country, you cannot represent another country for three years. This can be a big decision, so think carefully about where you are going to live and compete in the future! World class competitors have had to sit out three years of competition in order to compete at another World Meet representing a different country.

If you represent Australia, and want to keep representing us, you will have to continue to hold an APF Sporting License and attend the Australian Nationals immediately preceding the World Meet you want to compete at; and get a result which will secure you a spot on the team!

**SUPPORT OUR TEAM, LEAVE A MESSAGE AT:**

<https://www.facebook.com/pages/Australian-Parachute-Federation/121944967833207>



# JUMP STARTICLE

By Simon Young



## 2:38pm, 12th December 2013, High Rise Window Cleaning (16 Jumps)

The wind catches the water spilling off from the window, pushing it downwards in a mesmerising dance towards the pavement fifteen storeys below. I gaze across the newly cleaned window pane and focus in on the memories my friend, Morgen, is recounting. This guy had revved me up three months prior to doing my first jump. With eighty jumps to his name I wanted all his crazy knowledge I could handle. "Ahhh, so that's how you go forward and back, this way and that." I thought to myself, having never even thought about flying relative to a mate. We froth on about all things skydiving while we swing from side to side on our rope, cleaning a seemingly endless amount of windows. Both planning how we're gonna blow all this hard earned cash. If only I could work out a way to go hard with it, really commit and see where skydiving can take me.

## 11:45am, 14th February 2014, First Day of School (16 Jumps)

I can't believe I'm late on the very first day. Driving out past the endless gums and wrong turns I cheerfully watch the flocks of cockatoos and corellas. It seems like only yesterday I had paid up my big deposit for this Jump Start course through Skydive Nagambie. To call it a spur of the moment decision would be unfair, but it was definitely not one I had to think too much about. Two hundred jumps in three months, earning D Licence, Star Crest, Camera Skills, Packer B and more – what's not to like?! I met Smeds, the Course Director. Shortly after he started his very first briefing we knew that we were in good hands. Brent Woodmansee had also made the trek over from Hobart, though we didn't know each other prior to the course. Previously a gymnastics coach, we knew he'd take to the sky well. Grant Hansen had journeyed all the way from Canada, already bursting at the seams and eager to get up in the sky. The lovable Dan Douglass had also travelled far and wide, across the English Channel and beyond. The goofy, fun-loving nature of the young man from Brighton had him winning friends in moments.

## 12:37pm, 28th February 2014, B-Rel Training (24 Jumps)

Man, I hope I can pass this next B-Rel jump, Ryan makes leg turns sound so easy on the ground but why won't it work? I guess I still can't relax enough to feel what my body is really doing. My first B-Rel felt easy! Lucky I've got the next little while to practice this stuff but geez; I don't think I'll ever be able to fly a slot in a 2-way let alone a Big-way!

## 9:47am, 19th March 2014, Grunter's 100th Jump (72 Jumps)

We had to try something cool for Grunter's 100th jump so our first Big-way was planned. Eight people plus camera. Gonna be crazy out there. Really just hoped we could prove the doubters wrong and boy we showed them. We built a 7-way, holy shit! Shame not everyone got in, but what an awesome way to celebrate our good mate's 100th jump. That seems like so many!

## 1:46pm, 31st March, Canopy Course with Michael Vaughan (93 Jumps)

Never would have thought I'd enjoy the classroom so much, but boy Michael Vaughan shows how awesome all this canopy flying jibber jabber is! It's great to learn how to fly well, no longer is it just a landing tool, it's total freedom. Tomorrow's my 100th jump, the big one. I'm sure Michael will do something amazing with me. Maybe I will buy that rig from Smeds; I'm totally ready to downsize. I can't believe how much we can learn about flying parachutes in a few days! Might even try my first landing using front-risers.

## 11:24am, 12th April, Display Jump Training (124 Jumps)

Feeling the pressure I toss the drifter down towards the ground, holding the dancing pink and white in our gaze. I signal the pilot to keep banking, no point throwing it if I can't keep my eyes on it. Okay we're on jump run now, this is it. "5 right", I shout to the pilot. I have to battle to be heard over the wind howling in the door. A mile short we enter cloud, that's uncool. I know we're slightly offset on

the intended run-in but it should work, if only I could see the ground. As I'm about to tell the pilot to do an orbit I catch a glimpse of the ground below. Point four short, ok let's go. I give the thumbs up and watch everyone leave with picture perfect presentation. Winking at Dan the pilot, I leap, into perfect conditions for a nice accurate landing.

## 10:37am, 24th April, 4-Way Training with Steph Vaughan (160 Jumps)

We've been working solidly on 4-ways for a week now. Lucky for us Don lent us some of his expertise, geez he knows his stuff! That frustrating brain-lock period is behind us. That part of your Flat-flying career where you know what to do but it still isn't clicking. Well we heard a deafening click sound on that last jump with Steph, 16 points from height! Smashing our first blocks (21s). I guess with a bunch of excellent coaching and a heap of creeping we can learn the joy of turning mean points with mates!

## 9:45am, 26th April, Star Crest 10-ways (163 Jumps)

God help us all if I hear the words 'stadium' or 'radial' one more time. We smashed our Star Crest! I was last diver out on two loads, the best slot in the plane! Such a great thing to share, space in the sky with a big load of cool cats. A massive thanks to all who helped participate to make it possible. Can't wait to fly Base for someone else to get theirs one day. Maybe it would be cool to build a proper Big-way sometime in the future, I'm sure we can hold our own now.

## 11:34pm, 30th May, First Wingsuit Jump (235 Jumps)

I'm peaking. How long I have been waiting to have a play in a Wingsuit, and now my time has finally arrived. Jai takes his time, briefing me on what to expect. Hammering home the drills to try and overcome my now instinctive reflexes that just won't work in a Wingsuit. I've already started as the new packer, but the unpacked rigs can wait, this opportunity must be seized with both hands. The whole ride

to height I'm rehearsing what's going to happen. Green flashes on and people start getting airborne. We make our way to the back of the plane and I take up position in the door. Check In, Eyes on the prize, Out, In and we're away. I arch hard before opening my wings as practiced. My mind fights to stay in control, what a different feeling this is. My practice pulls are shocking, where is that damn hacky. I'm barely using my arms so I'm diving faster than I'd like. Another practice pull, only marginally better. This is scary yet insanely cool at the same time. Time to deploy, I close up, throw, then pray. Thankfully I only spun myself 180 when closing. I've got a good canopy, I survived. Not at all displeased with my poor performance. I can't wait to try it again. Knowing I'm no natural is not at all any kind of reason to not try! I rationalise that at least I can get a most improved trophy or something someday. At the very least my Mum will think I'm cool...

As an adult learner, coming from a climbing background I had high expectations of what I would learn on the Jump Start course. Having only had a taste of jumping in the way of completing my AFF, it was a big gamble. I was convinced that working in the skydiving industry would be a fantastic lifestyle choice. With the course now done and everyone having gone their separate ways I couldn't be more content with what the last fifteen weeks has offered. I have a job, can get by living on a drop zone jumping heaps, feel like I can fly my slot solidly and start to give back by helping the new guys. There's a reason why we're bombarded with so many corny, kitsch cliché's about 'living the dream' or 'doing what you love'. It's because that's what we all want. It's possible to do more about it than share a meme on Facebook, so what are we waiting for! Thanks again to all the staff at Skydive Nagambie who have helped us out along the way and made a better way of living possible for us all.





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# safety matters

"So many fatalities and injuries are caused by decisions jumpers make before even getting into the aircraft. Skydiving can be safe AND fun at the same time... Honest." – Bill Booth

The following are taken verbatim from a selection of incidents occurring between March and June 2014, as reported to the APF and are published in the interest of safety education. **Note:** In general, no tandem or student incidents are included.

While every effort is made to ensure accuracy, neither the APF nor ASM make any representations about their accuracy, as information is based on incident reports as received.

**Note:** Any '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.**

### FREEFALL

#### Certificate E, 1,600 jumps. Carving Freefly.

Fourth jump of the day. Jumper had traded canopies earlier in the day, to be using a Velocity 96. He was at the pre-dive briefing with the Load Organiser. 9-way Freefly. The initial part of the dive was an Angle that went into Vertical and then a carve. Jumper was out of slot and went low on a Head-down carving Freefly dive. He went to his back and floated up to the formation, intersecting the carving jumpers and colliding with one. He was then observed to be on his back. He was slumped in his harness and his leg straps fell down to behind his knees and his arms were over the lateral straps on the rig.

The Load Organiser flew to him, tried to help him into his harness, and then deployed his Main canopy for him. After deployment, the canopy turned downwind with brakes stowed. It appeared he was not controlling the canopy. He landed heavily in a ploughed field and skipped across the ground three times before stopping. A fellow jumper, (a paramedic), landed near him and immediately began and continued treatment, with assistance by another medically trained paramedic on site and about 10-15 people from the drop zone, until the ambulance and Care flight arrived.

Sustained a serious spinal fracture at the C6 and C7. His injury has left him paralysed from the nipples down and has been classified a quadriplegic.

Spinal cord was not severed. It is unknown at this stage how much improvement there will be, but as the inflammation goes down and his constant rehabilitation with the physio and occupational therapists continues, combined with his mostly fantastic attitude towards the situation, who knows how far he will come back.

He is wished all the best for his recovery.

The equipment was later inspected by a Rigger. Recommendation for any tall skydiver with a large distance on their rig between the side laterals and the leg articulation point: That either a piece of webbing be fitted between the leg articulation rings or sewn high on the leg straps to prevent slumping and leg strap slippage during Head-up or Sit manoeuvres.

#### Certificate C, 182 jumps (J1), Certificate D, 518 jumps. Angle 7-way RW.

The brief covered who was on their back or belly, the leader, and a dirt dive and breakoff. The exit was normal and the group was in the same airspace. There were no big gaps between the group. J1 was flying on his belly and

'skating'; moving around a fair bit relative to the base. After a turn, J1 collided with J2. J1's head hit J2's upper shoulder. Both jumpers deployed their Main parachutes at the pre-planned opening height and landed uneventfully at the primary landing area. Both Jumpers 1 and 2 were instructed and taken to hospital as a precaution and were given the all clear. Especially J1 as he had obvious bruising to his upper eye. J2 sustained minor bruising on the upper arm.

**Action:** Afterwards all jumpers on the load were debriefed and footage reviewed. Debrief covered the importance of nominating your slot before the jump and staying in your slot during the jump, not having tunnel vision on the leader, instead keeping track of the other people on the jump and scanning the airspace around. If you fall behind the group at any point, think about tracking away and deploying in clean air.

All jumpers on the load and on the ground learned the importance on nominating and flying your slot. Always keeping an eye on your peripherals and not to get tunnel vision on being in the front of the pack. Jumper 1 was instructed to have further one-on-one tuition and only to participate on 3-way Angle jumps for the next few jumps and or until his coach advised.

#### Certificate C, 172 jumps (J1). 7-way RW Angle jump.

Exit from 14,500ft AGL. After an uneventful exit, the group started to take the angle steeper. During this period there was a little separation between the main group and two other participants. As the main group changed direction, one of the separated jumpers made a small directional change and a collision occurred with a 2nd jumper that was not part of the main group. The 2nd jumper hit the 1st jumper in the head with his right thigh causing J1 to lose his GoPro including the mount. This caused J1 to go unstable and tumble for 2,000ft in a back-to-earth position. He returned to a belly-to-earth position and deployed himself at 4,000ft. Both Jumpers 1 and 2 landed on the drop zone uneventfully. Upon returning to the hangar, J1 complained of dizziness and memory loss during the jump. The incident was reported to the DZSO immediately. J1 stopped jumping for the day and rested. He sustained a minor concussion but was back at work not long after.

**Action:** Complete debrief with all persons on jump. More experience with Tracking dives before venturing into Angle dives may help prevent these sort of incidents.

#### Certificate E, 800 jumps. Tracking jump.

Collision in freefall between two jumpers. Blacked out momentarily. Got stable. Deployed at 6,000ft. Landed without incident. **Action:** Debrief of jump to discuss what caused the incident. Jumper missed the turn indication of the flight plan.

"In the past few years, many jumpers have become interested in Angle flying, Dynamic flying and Tracking jumps; known collectively as Horizontal jumps. And why not? For many people, experimenting with angles, speeds and body positions is what flying is all about. But the increase in the discipline's popularity also brings new challenges that require jumpers to pay special attention to its unique characteristics." Sharon Har-nov.



Compiled by:  
**Kim Hardwick**  
APF Technical Officer





Collisions within groups is just one of the areas identified in Bryan Burke's (S & TA at Skydive Arizona) article "The Horizontal Flight Problem", published last year on Dropzone.com.

[http://www.dropzone.com/safety/General\\_Safety/](http://www.dropzone.com/safety/General_Safety/)

See Excerpt below:

#### Collision within Groups

Within groups, Tracking, Wingsuit, and Angle dives are showing a disproportionately high rate of collision injuries. Even the best-planned dives can still involve high closing speeds as the group forms and breaks up. And, as Bill von Novak has pointed out:

On a Tracking dive there is no focal point; no Base you can dock on or, failing that, at least keep in sight for break-off. Everyone tracks in effectively a random direction at the end of the dive and hopes for clear air. In some cases they even barrel roll just to add some more randomness to their directions. To a newbie a Tracking dive sounds lower pressure than a Big-way; you don't have to dock, you just have to go in a similar direction as the leader. This tends to attract lower experienced jumpers, and those jumpers often shed the jumpsuit they are used to for a Freefly suit or no suit at all – resulting in new and hard to predict fall rates/forward speeds.

To that I have to add the potential for huge closing speeds, sometimes due to lack of skill but often due to poor organising. Tracking dives in particular have a history of being 'loose' or 'pick-up' loads. Many times I have seen people organising a Tracking dive by making a general announcement to give a ticket to manifest if you want to come along. There is often very little screening for experience and ability.

Then, it is common to group the more experienced people close to the leader, and that person is often in a Floater position on exit. Anyone who can remember learning to do larger formations knows that novice divers tend to dive too long, even if they have been forewarned about the problem. (If you dive out two or three seconds after the Base, that Base is way ahead of you on the acceleration curve, so they appear to be getting further away – which they are. You dive more aggressively, something you don't have much practice at. Then, when the Base hits terminal velocity, they suddenly rush up at you because you are now going much, much faster than the Base. You then go low, or collide.)

Now add to that the significant horizontal movement, burbles that aren't directly above the lower jumper, multiple vertical levels, and huge blind spots since you are looking ahead, not around. The potential for collisions is incredibly obvious once you think about it, but apparently few people doing Tracking dives are thinking about it.

Plus take a look at the recently published article titled: "Covering all Angles – Safety on Horizontal Skydives" by Sharon Har-Noy. If you are part of this growing community, it contains tips in the following content areas, which are some of the basics you should consider.

- Know Where You Are Going.
- What is the Jump Run (Heading, Position and Intended Path)?
- At What Speed and In What Direction are the Winds Aloft and On the Ground Blowing?
- What are the Other Groups on the Plane Doing, and at What Position and Altitude are they Pulling?
- What Does the Landing Area Look Like? Where are the Best Outs (Alternative Landing Zones)?
- Are There Any Considerations Unique to the Drop Zone?
- Approaching and Flying in a Formation.
- Always Keep the Same Heading (Direction) as the Rest of the Group.
- Falling Behind a Group.
- Falling Below or Floating Above the Leader.
- Crashes and Burbles.
- Breakoff.
- Under Canopy.

The full article can be found in the June issue of USPA Parachutist which is available online at: <http://parachutistonline.com/feature/covering-all-angles>

#### Helmets and AADs

Angle flying is a unique form of skydiving, and a cautious approach to the discipline can help you avoid experiencing a freefall collision. However, any jumper who does collide with the group during an Angle jump is likely to generate a tremendous impact force. In this situation, as in any other form of skydiving, a hard helmet and an automatic activation device serve valuable purposes in different ways: The helmet may protect you from suffering head trauma and unconsciousness, and an AAD may be able to activate the Reserve parachute if the impact is still hard enough to render you unconscious.

Jim Crouch | D-16979  
USPA Director of Safety & Training

#### DEPLOYMENTS/MALFUNCTIONS

**Certificate C, 134 jumps.** Jumper describes incident as: Very hard opening, right brake line caught and started spinning. Tried to cut away, couldn't get cut away handle to come out. Stabilised myself on rear risers. Fought with line and got it free at 900ft. Safe landing. Investigation found nothing wrong with cutaway handle, was able to be easily extracted from Velcro. Suspect the jumper was pulling across chest rather than peeling. Brake fire/lock suggests packing error. Jumper was perhaps tired as it was the fourth jump of the day and didn't pack as diligently as usual. Action: Emergency procedures, and in particular, correct motions revised. Importance of packing diligence discussed as well as evaluating fatigue.

**Certificate E, 781 jumps.** Uneventful Wingsuit freefall. Breakoff at planned altitude (5,000ft AGL). On deployment, couldn't find Hacky handle. Attempted to locate it again, without success. Initiated emergency procedures, with uneventful Reserve opening and landing. Note: difficulty locating Hacky handle attributed to borrowed Wingsuit (with wing grippers) and borrowed rig! Rig had been jumped on several occasions by this individual, without incident. His usual gear is somewhat smaller and subsequent handle is higher on his back. Action: Jumper is required to complete PRP's on next five WS flights (regardless of gear being used, so as to minimise repeat of this type of incident).

#### CANOPY CONTROL/LANDINGS

**Certificate E, 900 jumps.** After completing a 2-way exit, jumper deployed the Velocity 90 Main canopy, open by 3,000ft, upwind. He flew downwind of the pond and then just made it back to the pond. With an extremely poor set

up, a low turn was completed and the Blind Man manoeuvre conducted. Too much reliance on rear risers. Too much focus on the BM manoeuvre. Ignored all the red flags and warning signs. Sustained soft tissue injury and bruising to back.

**Action:** A full debrief of the entire participants of the boogie was performed immediately after the care-flight helicopter departed. Further to this the video of his landing was shown to all participants later that night to discuss the series of approach mistakes, ignorance of the missing warning signs. Though the jumper had performed the BM before on a different canopy, this was his first attempt on the Velocity.

**Certificate C, 185 jumps.** Experienced skydiver on entering landing pattern area did not pay attention to a wind directional change and proceeded to land her canopy downwind in an 8-10kts wind situation. She turned 90 degrees to land before realising her canopy had a lot more speed than usual. As a result she somewhat crash landed, sliding across the ground to which she sustained a bruised ankle. **Action:** A thorough debrief of the canopy component of the skydive was done. Skydiver instructed to nominate next landing so DZSO could watch and to make her pay particular attention to canopy control and landing direction.

**Certificate E, 1,943 jumps.** After a series of aggressive front riser turns, the jumper fixated on a tree on the fence line of the drop zone and flew straight at it, veering slightly prior to impact. Canopy clipped tree and shut down, jumper slid along barbed wire fence. Sustained abrasions and contusions. Jumper referred by DZSO to local medical facility as a precaution, who advised him to cease jumping for the

day. **Action:** CI reviewed jumper's own footage with him. The initial aggressive approach commenced with 26 seconds remaining to touchdown. A total of seven aggressive front riser inputs were made, with the outcome easily correctable until approximately five seconds before impact. It is unclear whether grips were maintained on front risers all the way to impact; they remain visible in his right hand at the three second to impact mark.

Jumper debriefed re: mindset and aggression.

Jumper debriefed re: target fixation.

Jumper given extensive counselling regarding his future in the sport.

#### MISCELLANEOUS

**Certificate E, 1,180 jumps.** A routine gear inspection by the CI discovered the jumper's Mirage G4 rig had the 3-rings misrouted. The soft loop was passing through both the small and middle rings. Rig had undergone a Reserve repack recently, including a spot clean, before returning to the owner two weeks prior to the discovery. **Action:** CI disassembled, called and spoke with the APF Director Rigging for advice then reassembled the rig. Owner did 2-3 further jumps on equipment that day. No apparent damage or wear. Owner had made ~9 jumps before the defect was discovered. CI stressed to all jumpers present to check each other prior to boarding each load. This has been policy at this drop zone for some time but some jumpers seem to pay lip service. Instructors to police this. Packer 'A' who completed previous service was advised.

#### FATAL INCIDENT, 25TH APRIL 2014

##### Background

Making his first jump in 1998, the deceased completed his student training at a non-APF drop zone in November 2012. Freefall Stability was a consistent area requiring consolidation. In the following eleven months he made five skydives at two different (APF) operations, was assessed as holding an APF Certificate 'A' equivalent and completed his conversion training to BOC/TAS deployment systems with his own Sabre2 190 canopy.

Prior to the fatal skydive, and after a five month layoff, he made five skydives over two days at yet another skydiving operation. These were all 2-ways with an instructor, including assessment jumps followed by early B-Rel type stages and consolidation. Log Book comments noted the need to work on body position and arching through deployment.

He was not allowed to use his own equipment for these skydives as the CI determined that due to his currency, experience and weight, it would not be in the interests of his own safety. He was provided student equipment, equivalent to his own Main deployment type, Cutaway/Reserve, system, albeit with larger canopies.

He indicated he would be returning a few days later to continue.

##### The Jump

Two days later, the deceased arrived to jump at yet another APF club. After assessment of his Log Book, discussion about prior history, including long lay-off periods, multiple drop zone and equipment changes, and the most recent jumps over the previous days, the deceased was briefed to make a solo skydive. The brief included the regular drop zone briefing on location, landing areas, obstacles and patterns. He was asked to demonstrate his Emergency Procedures.

**Age:** 44  
**Sex:** Male  
**Time in Sport:** 16 years - Intermittent  
**Total Jumps:** 36  
**APF Certificate:** A  
**Jump Type:** Solo Freefall  
**Weather:** Blue Skies/5kts  
**Aircraft:** PAC 750 XL

He was not allowed to use his own equipment as it was determined to be unsuitable for his size and experience. He was provided student equipment rigged with BOC, DOS and the exact same Main canopy type/size as that used in the preceding days. He wore his own tight fitting RW suit for the first time.

He was to deploy his Main parachute at 5,000ft.

His solo exit from 14,000ft was observed to be uneventful. His freefall was not observed.

An Instructor D on the ground noticed, just before impact, an object hit the ground at high speed, followed by a smaller object. It appeared to be a partially inflated canopy followed by a Reserve freebag. Investigation proved this to be the solo skydiver, with no signs of life.

#### PRELIMINARY EQUIPMENT INSPECTION

No Main canopy deployed – BOC handle still in place. Cutaway handle out-of-pocket, but not fully clear of housings. 3-rings disconnected, risers still in place. Reserve handle still in pocket. AAD activated. Some entanglement of the Reserve parachute lines with the deceased were evident.

Audible Optima settings: 5,000ft, 3,500ft, 2,000ft. Inspection by the manufacturer found the AAD unit to be airworthy on the day of the incident. Data downloaded found no decrease of vertical speed after the activation. His FF speed of 131mph = 192.14ft/sec. 750ft AGL AAD firing @ speed = 3.9 seconds from ground.

#### Final Report

The accident is being fully investigated, including further inspection of all components of the equipment.

**System:** Wings  
**Main Deployment:** BOC  
**Main:** Safire2 229  
**Wing Loading:** 1.1  
**Reserve:** PD 253  
**Wing Loading:** 1  
**AAD:** CYPRES2 Student  
**RSL:** Yes  
**Other Equipment:** Full Face Helmet. RW Jumpsuit (no booties), Audible Alti.



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## Australian Parachute Federation National Symposium Sydney, 2014

*Change, Challenge, Opportunity*



By Rob Libeau, APF National Development Officer Photos by Rob Libeau & Shane Sparkes

### Great presenters, fantastic trade show, brilliant workshops, awesome venue and eager delegates!

One of the big marquee events on the APF calendar was upon us and with registrations strong, expectations were high.

Over 190 delegates turned out as the 2014 Symposium kicked off with a sincere welcome from the Penrith Mayor, Cr. Ross Fowler, who, after a quick flight in the tunnel, became an advocate for our sport, noting that,

our sport is of course "...great for tourism in the region." Obviously a smart politician!

Delegates were then treated to an historic signing of a Memorandum of Understanding between Airservices and the APF. This came about because of a recent meeting between CASA, Airservices and the APF, when, nearly half

of the APF organisations were affected by a recent memo circulated late one Friday afternoon.

Executive General Manager of Air Traffic Control, Mr Greg Hood, had planned to be the representative but was called away to a Senate Estimates Committee. In his place, the Manager of East Coast Services, Mr Greg Atkins, diligently performed the duty required, and as a result, there is an official understanding of parachute operations from Airservices. A good result!

As the Symposium kicked-up a gear, it all rested upon the shoulders of keynote speaker, James La Barrie. This is the first session and James was to present at two more over the coming days. If this first one was a fizzer, the Symposium was dead in the water and the bar would certainly open early...

Sigh of relief, James was a smash!

Day one was off and running...

Julien Peelman led-off with the first mini presentation and all the cool kids were waiting for this canopy engineer's perspective on completing the perfect sloop; Julien provided.

The atmosphere just kept rising, with more guests and great topics. Tom Noonan came to the stage and there it went... up another notch.





We cannot forget the contribution that our Aussie skydivers make as well! Facilitating workshops is a massive task and the volunteers who stepped up did an awesome job.

Also above and beyond, it wasn't just facilitating workshops. APF members have an extraordinary amount of information to offer and Kelly Tudhope was one who led the way with a great presentation on contracts and the legalities that we as members must begin to consider.

Picton Cl, Russell ... Brown, also presented his system for "Real-time drop zone safety systems for better risk management", and this was one presentation that I heard people saying was, "one not to be missed".

The first day just kept delivering. Presenters were ushered to the stage by MC Archie Jamieson and, just as quickly, ushered away by Archie. The schedule was tight and the presenters loved to present!

At one stage, the presentations were half an hour over and it looked like it was going to be a long time before anyone was getting to the bar, but with some great footwork and manoeuvring after lunch, the symposium was back on track.

At the end of Day 1, delegates made their way over to iFly. Nearly 150 delegates visited the tunnel to watch the demonstration of first time flyers, 4-way Flats, 4-way VFS and Neo Freestyle.

The second and third days continued to deliver. International guests and Australian presenters worked harmoniously to produce a great Symposium.

John Le Blanc held the audience and even commanded an extended presentation in another room.

President of the Confederation of Sport, Rob Bradley, presented his findings on "Retaining the membership of women in sport" and followed up with expert comments when NSW State Coach, Kate Noble (nee Rogers), facilitated a workshop on the same subject.

But, as this year was a Symposium and the focus was less on technical and more on development, the presenters were, well, presenting on areas that would support growth and by all reports, the presentations were extremely well received.

Both international presenters and Aussie talent alike were above their game and should be congratulated on an awesome Symposium!



### Thanks To

International speakers: James La Barrie, Tom Noonan, John Le Blanc, Greg Rau, Tom Parker, Chris Talbert, Mark Procos, Julien Peelman and Albert Berchtold.

Aussie speakers: Cr. Ross Fowler, Greg Atkins, Brad Turner, Archie Jamieson, Grahame Hill, Lindy Williams, Kelly Tudhope, Sam McKay, Issy Dore, Mark Gazley, Gary Nemirovsky, Roger Hugelshofer, Russell Brown, Phil Thamm, Ralf Jaeger, Pam Riggs, Neil Fergie, Graeme Windsor, Gary Myers, Rob Libeau, John Kinton, Rob Bradley, Kate Noble (nee Rogers), Richard McCooley, Shane Pieschel, Ben Lewis, Craig Bennett.

### Work Shop Recommendations

The outcomes and points raised in the workshops are only discussion points at this time. Any changes that affect regulations or any official APF documentation, would go before the Technical Committee for expert opinion and then through the NPRM process before any change were effected.

#### Static Line Workshop: Sam McKay

- Stage 8 of S/L training table to be defined by Jumpmaster
- Exit heights to be inserted into training table as per PIM

- Expression of interest from ten organisations to host an international Instructor Assisted Deployment (IAD) Examiner to train APF Assessors and Instructors to implement IAD as an APF student training method

#### Tandem Workshop: Mark Gazley

- Positive response to review Certificate Class (A-F) vs Display rating
- Look at review of requirement for emergency procedures
- 98% agreement to stay with 100 minimum Tandem jumps before allowed to jump with HandCam O.R. 11.2.12(a)(i)

#### B-Rel/RW Workshop: Gary Nemirovsky

- Too early to determine impact of reduction from ten to six stages but generally not considered negative
- Need to continually improve engagement of novices
- Consider how tunnel time fits in

#### Freely Presentation: Issy Dore

- Need to determine requirements to be a FF coach
- More effort, time, funding into coach mentoring/train the trainer programs

#### Wingsuit Workshop: Roger Hugelshofer

- Look at the existing WS First Flight (Crest) jumpers – do they meet the new requirements for WS Crest? If not, should they lose their WS Crest – upgrade through additional training/assessment?
- Improve the levels of WS competition in Australia

#### Packer 'A' Presentation: Phil Thamm

- Make a MARD repack mandatory (eg. Skyhook) (ie. Main Activated Reserve Deployment)
- Have Phil's PowerPoint course outline adopted as a guide to a standardised APF Pack 'A' Course

#### AFF Workshop: John Kinton

- Look at an APF nation-wide system for 'monitoring' transient jumpers – those that move around (including those who are uncurrent or could be unsafe). How to advise the receiving drop zone?
- Opening heights raised in AFF training table. Example: minimum heights Stages 1-6. Flare and wave 4,500ft, pull complete by 4,000ft.

- minimum heights Stages 7-9: Flare and wave 4,000ft, pull complete by 3,500ft.

#### Tandem Harness Destruction Presentation: Joe Chitty on behalf of Glenn Bolton

- Under testing of passenger harnesses (6-8 years old) main lift web failure showed 56-74% strength degradation, ie. 1/2 to 3/4 strength reduction

#### Chief Instructor Forum

- Pre-APF meeting
- Generally all happy with APF
- CI's want more say
- IB's to be Tandem Examiner (Richard McCooley to work with W.A. AIE)
- A CI online forum page to be developed for APF website
- Councils to fund CI's attendance at conference
- With APF attendance
- APF to investigate legal requirements for workers acting as contractors (vs employees)
- Restricted Display requirements to be reviewed
- CI 'instructor lookup' to include medicals for instructors
- Student harness must go with the container for 6-monthly inspection
- Suggestion for a student harness separate 'packing card' or log separate
- Consider washing harnesses regularly – review each at 6-monthly inspections

#### Area Instructor Examiners Forum: Ralf Jaeger

- Loophole in Op Regs (7.6) on Tandem Instructor currency requirements – close by making similar to AFF currency



New Tunnel Junkie: Ray Makin





**Load Organising presentation: Tom Parker (For the absent Pam Riggs due to ill health)**

- Suggestion to develop coaching capability of load organisers i.e. train the trainer
- Consider documenting best-practice (across range of size) Load Organising – see Nagambie ‘Star Crest and Big-ways’ as a starting point for some content

**Retaining women in Sport Workshop: Kate Rogers**

- Eleven suggestions, ideas, recommendations documents
- From Rob Bradley’s presentation, APF to load website with pages on women in sport, eg. Skysisters, etc.

**Judges Group: Lindy Williams**

- Inconsistency in processes across five In-Time scoring systems causing different versions – needs one update protocol to ensure consistency
- An IT specialist be appointed (as a formal position) at our National Championships i.e. equipment set up, testing, etc
- Update Judges Handbook, so remove it from APF website until it can be incorporated into an ‘APF Judge Training Curriculum’
- Re-introduce a ‘Judges Conference’ – for a time/venue that will attract maximum participation

**Key Stats**

Of all the incentives that were applied to this Symposium, 35% of delegates chose the Presenters as the main reason for attending. A further 34% said they came for the workshops and 24% said it was for the tunnel. Only 7% attended because of the rebate.

Other comments made for attending included: Networking, to keep in the loop, learning, S/L resurgence, progressing in the sport, James La Barrie and prizes.

Over 80% of delegates would return to the Penrith venue.

**Feedback: Good, Bad or Ugly**

- “...all good, well set up and run”
- “James La Barrie was awesome...”
- “Needs stricter times for presentations”
- “Long way from the airport”
- “Awards dinner food was great”
- “Awards dinner food was lame”
- “Have the conference on a Monday to Wednesday”
- “Fantastic conference, well done”
- “Include a tunnel scrambles competition next time”

**Winners are Grinners**

International guests Albert Berchtold and John Le Blanc from Performance Designs were a little surprised when their presentation of a PDs Main and Reserve was ambushed!

The numbers were drawn from the barrel and the winner of the PDs Main was first thought to be Kim Hopwood, who, incidentally, accepted said Main with much pleasure.

Then the next number was drawn and the PDs reserve was quickly accepted by Jay Clarke. All looked good on the surface until...

Kim “Scatty” Hopwood came clean. He was not the winner, Scatty was just playing proxy to the real winner, who was, well, pre-disposed at the time.

After trying to explain the comedic genius that Scatty is to Al and John, who thought that their extremely awesome lucky door prize was about to be stolen, Mark Gazley was finally presented the Main canopy from PD. Congratulations Jay and Mark and a big thanks to Performance Designs.

Eventual winner Mark Gazley, with other winner Jay Clarke and Performance Designs’ Al Berchtold and John Le Blanc.

There were many other great prizes thanks to all the sponsors that threw in gear. Special thanks go to:

- United Parachute Technologies
- Sun Path
- Cookie Composites
- CYPRES
- NZ Aerosports
- Australian Skydiver Magazine
- Gath
- Blue Skies Magazine
- Australian Parachute Federation and
- iFly Downunder



Gath gave away three great helmets to winners: Oliver Oldham, Jenny Gordon and John Kinton. Mike Carre was the lucky winner of a Cookie helmet. Two lucky winners are saving dollars next time they get their CYPRES maintenance – Ray Williams and Attila from NZ Aerosports whilst, thanks to NZ Aerosports and the Canopy School, Lloyd Coefield was the winner of a two-day canopy course.

Thanks to ASM, Geoff Gordon will be placing a half page advertisement, for what... well, that’s TBA! And although Penrith management asked us to remove any Blue Skies Magazine from the family venue that is Penrith Leagues Club, we were still able to give away a twelve month subscription to winner Bill Bleazard. Enjoy your nude skydiving pics, Bill.

Thanks to UPT, Ray Makin was overjoyed to hear his winning number drawn as he now owns 50% of a Vector 3. Ray just needs to come up with the other 50% and the container is his! As too does Kelly Brennan that won a 50% discount off rig and options for a Javelin Odyssey, thanks very much to Sun Path.

But, after much pleading from the awards night guests and some attempted bribery, the coveted iFly tunnel time was up for grabs. The first 15 mins, thanks to the APF, was won by Ross Stockings.

The 30 minutes, thanks also to the APF, was won by Shirley Cowcher and the one hour in the tunnel, thanks to iFly, was won by John Williams.

John quickly donated the time back on the condition that it was to be auctioned and the money raised be placed in to the Australian Team Trust.

The auction was fast, furious and with many intoxicated bidders, potentially dangerous. The final bid however, finished at \$1,200. Happy indoor flying to winner Richard Mallet and better luck next time to Issy Dore and Robbie McMillan.

**APF Achievement Awards**

Congratulations to:

- Ray Williams, selected to judge at an FAI First Category Event.
- Craig “Crash” Bennett, selected to judge at an FAI First Category Event.
- SOS Largest Freefall Formation – 17 way: Ian Robertson, John Kinton, Peter Hannaford, Martin Pandelus, Geoff Gordon, Gordon Turner, Les Facer, Mel Ferrier, Roger Clifton, Elvon King, Ross Stockings, Stephen Pandelus, David Betts, Don Biggins, Nigel Brennan, Dave McEvoy, Jonothon Orr.

**Tim Bates Award**

Once again, a worthy, yet humble winner – Greg Jack. Greg was unable to attend the awards dinner but, the crowd applause was verification that Greg was a well-deserved recipient.

Greg is profiled in this ASM.

**APF Service Award**

Recognising outstanding contribution in the service of sport parachuting, this award is not given out lightly.

The recipient for the APF Service Award is Graeme “Dixie” Lee.

Dixie is a Master Instructor and holds endorsements in Tandem, AFF and Static Line. He holds a Rigger rating and is an Instructor Examiner. Dixie did his first jump in the army in 1971.

He has given thirteen continuous years of service to the APF and the WASPC, taking on roles that require a commitment of time often not appreciated by members. Dixie’s contribution is to the sport at large, as well as to the state of W.A. Volunteering as ASO for W.A. and Director Safety for the APF, Dixie has formed the foundation of the current safety culture.

Dixie now finds himself in circles with other winners that include the likes of: Jean Smith, Clive Smith, Al McVinish, Lisa Jonnson, Neil Chenney, Phil Hindley, Richard McCooley and other extraordinary skydivers that have applied outstanding service in judging, competition, council and other various contributions to parachuting.

Big Congratulations to Dixie!





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## THINGS ARE LOOKING UP

### FOR iFLYERS

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FREQUENT iFLYER



#### EVENTS CALENDAR

<http://downunder.iflyworld.com/eventscalendar>

##### Sunday Sessions – every Sunday from 6pm!

Every Sunday come on down to iFLY for a bit of a "sesh" and hang out. A guest coach will be on hand to dispense advice and organise... for FREE. We will also giveaway 1 hour of FREE tunnel time each month. Each week we will dial it up differently to bring the party - whether it's free food, DJ or general craziness.

##### Scrambles

A fun fuelled night for skydivers as FLYERS of all levels are randomly brought together in teams of 4 to compete against each other to find who has what it takes to be the best at 4-way formation flying!!

##### Junior iFLYER Program

iFLY Downunder has launched a Junior iFLYER program every Wednesday and Sunday which offers budding young enthusiasts the

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##### Coach Nights – every Thursday!

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# GREG JACK

## PROFILE

By Kelly Graham

- **Greg Jack AM, Retired Major, Australian Army**
- **Began jumping: Military in 1978, Civilian in 1989**
- **Jump numbers: >11,000 skydives**
- **Major milestones: Getting the Aussie Large Formation Record Event to Perris Valley, California in 2010 and achieving three consecutive Australian records. (105, 109, 112-way.)**
- **Memorable jumps: First successful 100 & 200-way completions, Tethered Bundle jumping**
- **Records: Aussie Big-way Formation Records in 2010, Aussie POP's Record 2012, Aussie Big-way Sequential Record 2012**
- **Qualifications & ratings: Military Ratings equivalent to AFF & Tandem Examiner/Civilian - Instructor B AFF, Tandem & SL**
- **Age: 55**

OVER THE PAST FIVE YEARS, AND CONTINUING THROUGH THIS YEAR, GREG HAS BEEN LEADING AUSSIE SKYDIVERS TO AMAZING NEW RECORDS AND REINVIGORATING THEIR ENTHUSIASM FOR LARGE FORMATION SKYDIVING.

One special Greg Jack moment in 2010 summed him up perfectly.

It was the first day of the Perris Valley Big-way record mission and about a hundred excited Aussies were gathered in the drop zone's Bomb Shelter café. Many of them were strangers to each other. Some had never laid eyes on Greg, yet they'd been swept up in the enthusiasm of his campaign and they'd travelled to the other side of the world in search of a record.

Our chatter echoed through the café while we waited for the official meet and greet. Greg, a tough military man, stepped into the room to speak. The noise stopped and everyone looked expectantly towards him.

Greg seemed taken aback. He was silent. Uncharacteristically lost for words. It seemed to dawn on him that all these people had invested time, money and effort in his dream.

We looked at him, waiting for words of wisdom. He looked at us, overwhelmed.

Then he broke out into a giant grin, punched the air and shouted, "How f\$#@&\*g lucky are we?"

Well, THAT broke the silence! And it became the catch-cry during every happy moment and every success that we achieved in the next two record-breaking weeks.

### Greg's Achievements

Greg Jack did his first jump with the military in 1978 and he joined the civilian skydiving world eleven years later. He has logged more than eleven thousand jumps, earning military and APF instructor qualifications along the way and achieving some remarkable records.

His first successful 100 and 200-way completions ranked among Greg's most memorable jumps, along with some of his adventures with military bundle jumping. (Google the phrase 'tethered bundle jumping' and imagine just how hard it is!)

But none of those skydives came close to the magical memories that he created for himself and a hundred-plus skydivers in 2010.

"My major milestone was getting the Aussie Large Formation event to Perris Valley," said Greg. "We achieved such a fantastic result with three consecutive Australian Records."

June 13th 2010 was certainly an amazing day for Australian skydiving. On the last day of the mission, the team managed a 105-way, then a 109-way and a 112-way in just a few hours.

Two years later, Greg led another Aussie team back to California, adding the POPS 42-way record and the Australian FS Sequential (3-point 54-way) record to the collection.

"When Greg moves forward in skydiving, he likes to bring the whole of Australia with him!" said Tracey Basman, who's been working with Greg to prepare for next year's record attempt.





**“His love for life is contagious and his laughter continues to lift the spirits of those around him.”**



## The Perris Plan

It all started as a personal goal for Greg, when he caught the Big-way bug during a 2008 trip. He wanted to be part of a triple digit jump with his Aussie mates, so he convinced the P3 team (Perris Performance Plus) and drop zone owner to host this Big-way event for Australia.

*“In putting the plan together he was well aware that he would face opposition and that he needed to devise a plan to ensure that jumpers across Australia would have the opportunity to develop their skills,”* said Greg’s friend Shirley Cowcher.

There were strong feelings on drop zones, with many sceptical skydivers digging in their heels against the concept of going to America for an Aussie record.

*“Greg moved forward working tirelessly,”* said Tracey Basman. *“This was despite opposition from those at home telling him there was no way he would rally that many Australians to attend this event in the US.”*

Shirley Cowcher also recalled Greg’s commitment and passion. *“Whilst committed to his work with the Defence Force, Greg enrolled jumpers in the event and garnered support from the APF Board,”* she said. *“He coordinated the event with the P3 organisers and developed his own skills to ensure that he could lead by example.”*

## Australia’s Large Formation Record in 2010

So there we all were in that Perris drop zone café in 2010, ready for the adventure of a lifetime. We’d covered the drop zone in Aussie flags, we’d signed the paperwork and handed over wads of cash.

Over the next two weeks, we learnt world best practice Big-way and Tracking techniques. We invaded the local Sizzler and emptied the ice cream machine in style. We experienced the ultimate lows with weather holds, unsuccessful record attempts and the pain of watching more mates get cut from the team.

Finally, those three magic record jumps were achieved. But we brought home so much more. Greg’s quest had produced fresh interest in Big-way skydiving. Participants had new skills to share with up-and-coming skydivers and, under Greg’s leadership, we found energy for more record attempts in 2012 and 2015.

*“We have definitely put Australia and Aussies on the world Big-way radar,”* he said. *“We have a wonderful name and reputation pretty much worldwide now and this has given Aussie jumpers confidence in their ability, confidence to be able to improve their ability, and to perform at a world class level.”*

## A special skydiver

Before this award, Greg had notched up many impressive achievements. He’d performed well as a competitor, a record-breaking formation skydiver and a highly qualified instructor.

Larry Henderson, one of the world’s best known Big-way coaches, was among those who gave a reference for Greg to receive the Tim Bates Award. Larry has coached thousands of skilled skydivers, but he had special praise for Greg’s ‘journey to Big-way excellence.’

*“I have known Greg for maybe fifteen years and have always found him to be a positive influence in the skydiving community and a fine representative of the APF,”* said Larry.

*“By 2011, Greg had accepted a slot on the Dubai 500-way and was disappointed when the event was cancelled,”* Larry continued. *“Since then Greg has continued on the record circuit, taking part in the World Sequential Series at Eloy, Arizona in December 2013.”*

## A special person

Skydivers were quick to praise Greg’s leadership in the military and his lively sense of fun in getting people involved on drop zones.

*“Greg has been recognised with many distinguished military honours for his sacrifices and dedication to his service in the Australian Defence Force,”* said long-time colleague Shane Pieschel. *“Greg continues his lifetime of dedicated service, by continuing as an Active Reserve Member of the Australian Army.”*

Tracey Basman was impressed by Greg’s big picture skills, but also had the pleasure of him suddenly joining her 8-way team for an event in Arizona. *“A team member fell through at the last minute and, with tunnel time already booked, Greg quickly booked a ticket and flew that tunnel time slot,”* said Tracey. *“Greg then became the team servant for the week whilst we were training with Airspeed.”*

Shirley Cowcher recalled an impromptu quiz-night during a weather hold at a Cessnock Boogie. *“He based all the questions on the Operational Regulations and donated a prize to the novice jumper with the highest score,”* said Shirley.

Greg included every Aussie at Perris in 2012 with an elaborate and very sticky celebration of a P3 coach’s 10,000th jump. Kate Cooper Jensen was decorated with cream pies in thirteen different flavours, Fosters beer and silly string. All of this was delivered with Greg’s entertaining

commentary. And the mess was thoroughly removed with invigorating buckets of iced water. Greg wouldn’t do things by halves!

Greg’s leadership during the 2012 Perris Valley trip was especially poignant because he’d recently lost his partner, Nicole, at that very drop zone. Two years after Nic played a key role in the 2010 record, her Aussie team-mates joined Greg at the drop zone memorial garden for a moving service.

*“While forced to deeply grieve the passing of loved ones, Greg has chosen to continue to move forward with courage and hope,”* said Larry Henderson.

*“His love for life is contagious and his laughter continues to lift the spirits of those around him.”*

## The 2015 record effort

Greg is spearheading another record event series for Aussies in California in 2015. He has already invested far more than his fair share back into the sport, but he remains committed to its growth.

By June this year, Greg had already secured 137 expressions of interest for next May’s 120+ effort. *“The point is ‘going bigger safely,’”* he said.

Greg set up a team of State mentors and a webmaster to include as many Australian skydivers as possible in his next record mission. He has been sending upbeat updates, encouraging participants and helping them with practical tips.

But Greg is under no illusions about the difficulty ahead. *“Records are never easy,”* he said. *“If they were, we would always have one.”*







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### SPECIFICATIONS

**Chambers:** 21  
**Cells:** 7  
**Structure:** Crossbraced  
**Aspect ratio:** 2.65  
**Tip to Center Chord Ratio:** 0.4  
**Wing loading:** Above 2.2  
**Materials:** ZP or Hybrid  
**Lines:** Black HMA 400  
**Features:** No stabilizers, integrated slider stops  
**Deployment System:** Slider, RDS available as option.  
**Openings:** Awesome terminal and sub-terminal  
**Turns:** Responsive to harness, easy on risers  
**Recovery Arc:** Very long  
**Flare:** Ballistic

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### DESIGN

Leia's 21-cell design, ZP fabric and HMA 400 lines are the perfect ingredients for a tough everyday high performance canopy. She's soft where you want her and strong where you need her. With advanced panel shaping and the latest generation platform initiated with Petra, she is the most modern wing you can buy short of a full comp-specific sail fabric parachute. Her high ellipticity, optimized wing tips and signature Powerband nose make for a leading edge that simply slices through air. Made for highly skilled pilots to fly with everyday, she is not a toy - she's a weapon.

≡ 3

### OPTIONS

**Standard ZP:** Because we designed her with the everyday experienced swooper in mind, Leia comes standard in full ZP for ease of use. This configuration has a small pack volume and no special care instructions. We recommend this for non-competitors who simply want the most powerful ZP wing on the market.

**Hybrid Construction:** To cater for swoopers who want to have their everyday canopy and compete her too, we have created a more advanced version of Leia with sail fabric internals. This configuration only slightly adds to the pack volume (about 5-7 sqft) but turbo-charges the wing and gives you an extra burst of speed and power.

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### Tony Uragallo's Favourite:

**Destination:** Lauterbrunnen, Swiss

**Drop Zone:** Netheravon, U.K.

**Food:** Sushi

**Place to Sleep:** With my wife  
(great answer)

**Place to see the sunrise:** Florida

**Place to see the sunset:** Florida



# Tony Uragallo

*A life in flight*

By Heather Swan

*"It was England in the 70s, we jumped in any old rag, but then a mate turned up with a great looking Clawson suit – it was black with rainbows and made from baggy*

*Tony's jumping career began in the Parachute Regiment RHA Reserves. They regularly did drops with the 105mm Pack Howitzer – a serious gun designed to be towed to location by a Land Rover or airdropped by parachute. Laughing at the memory Tony said, "We'd jump in, shoot these things and then Rob from our team would phone back and adjust our aim."*

*"I started sport skydiving in 1970 and I never looked back."*

*I was very lucky with my start. Two of the guys I was in the Reserves with lived close to me in London, we bowled on Friday nights and then we started skydiving together. A fourth chap asked us if we wanted to start a 4-way team. He bought four Stratostar rigs and a van and we started a team. Just before we left for our first training camp in Spain there was a rule change to sequential. We were lucky when we came back and did the Nationals as we were the only ones that had trained the new rules so we won. We stayed together for many years and I kept making suits."*

*Skydiving and Tony Suits have both come a long way since then. Tony moved to the U.S. in 1979 because, "skydiving in the winter was a joke in England. When I finish a prototype I'm bummed if I can't get a 20-minute call on the next load. In England, I'd be waiting for weeks."*

*"I always knew I'd get into wingsuits. I made the body of Patrick de Gayardon's suits and then he would add the wings. That was fun, but then he went and died and that was very sad. Then I did the same thing for Adrian Nicholas – he set a world record in 1999 when he flew for nearly five minutes, covering ten miles. But then he died."*

*I watched Birdman start up and I thought I'd see how popular it would be. Once I started making wingsuits I loved it and I still do."*

*"Sewing a wingsuit that I think will blow all the other suits away is exciting, but then jumping it can be scary. I do at least one prototype a week. I never need an alarm clock to get me to work."*

*Tony Wingsuits currently have nine models catering for beginners through to experts. The suits are dominating all the major competitions worldwide. In 2013 the suits won the WBR in Norway (Jhonathan Florez), the U-turn Race in Norway (Gleb Vorevodin) and the Stechelberg ProBASE (Julian Boule); and in 2012, Tony piloted his Apache to win the WBR. "I was pretty proud of that, most of the other pilots were half my age. I've retired from serious BASE now though, I can't handle the deaths, it's too tough seeing great people do their last jump."*

*"It doesn't mean I'm not still constantly looking for improvement in the suits. I don't know the future but I know Tony suits will keep improving. It occupies my mind most of the time. Relaxing in the evening I get ideas. I remember the*

*good ones and I make patterns the next day. I see a 3D shape and then I make a 1D plastic into that 3D shape. With a wingsuit I imagine carving a clay wing, then I sew the ribs together and inflate it to see if it resembles the clay carving."*

*"I never get tired of seeing people laugh over a suit I just made for them. Winning competitions, constantly innovating, at 60 I'm still hanging with the big dogs." (And clearly it's keeping him young.)*

*Other styles of Tony suit are also evolving. "I still enjoy making the Flat and Freefly suits. I just reworked all the Freefly patterns and today we looked at a new type of gripper foam and new pattern making software."*

*Asked what's next for Tony Uragallo he said, "Next summer I fancy a shop in Wyoming, my wife has a horse there, so I might try that. I want my own runway and light plane. We're going to tour the U.S.A. with the shop and check it out. Life is good and I have no plans for that to change."*

*heavy cotton. We were all amazed. I borrowed my mum's sewing machine to make my own version. When I was done I told myself, never again," Tony said.*

*Nearly 40 years and an untold number of suits of every variety later, all skydivers can be happy Tony Uragallo didn't stick to his resolve.*

*"Nothing worthwhile is every easy. I said, "never again", for the first few suits I made, but when everyone I knew was asking me to make them one, I bought a commercial sewing machine – mum wanted hers back – and I went to work. I loved to listen to the traffic jam reports in London as I sat in my room listening to music and sewing."*

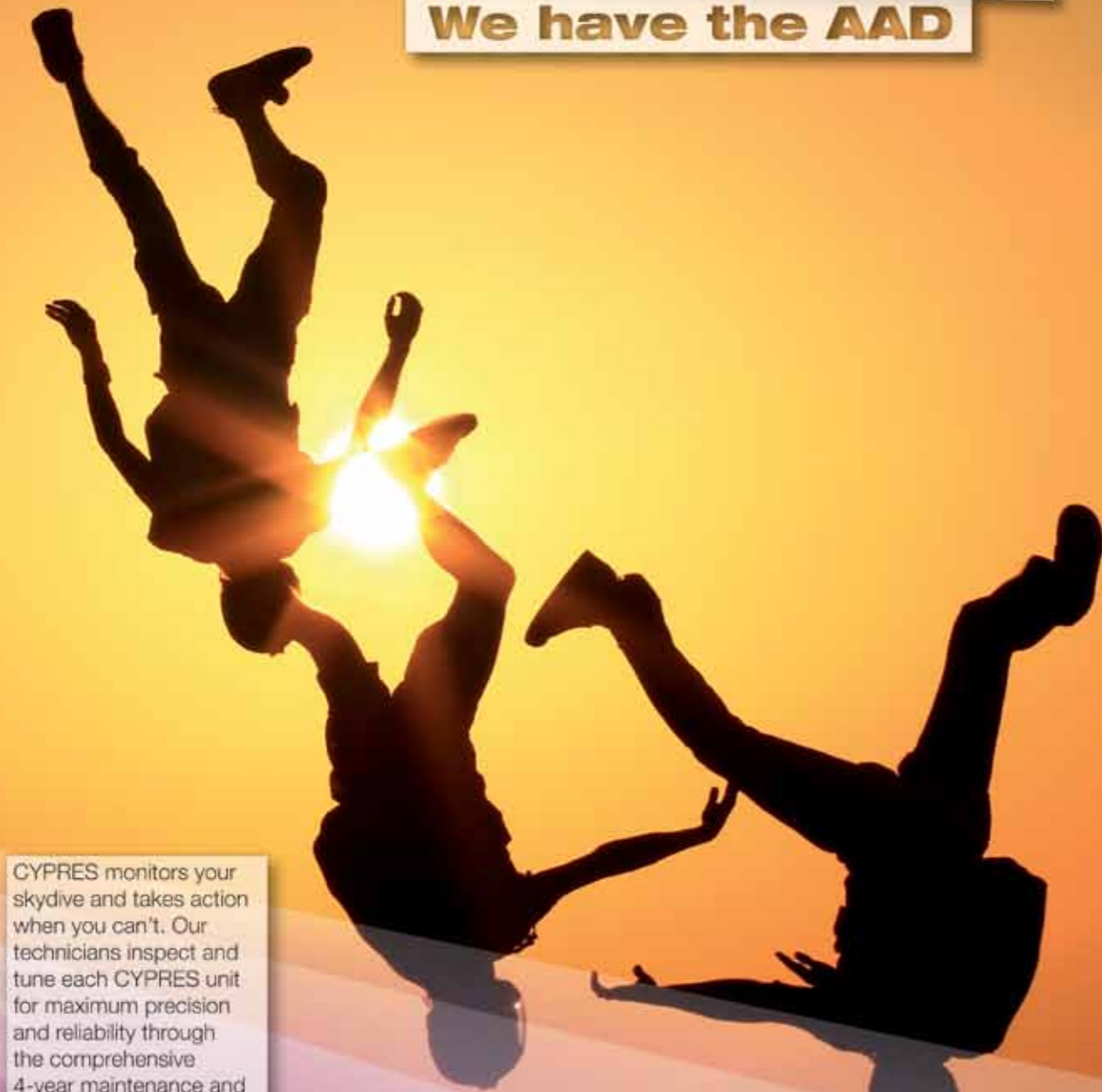




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Photo: Mike McGrath



## SUNSET SILHOUETTE

MYLES TREADWELL FLYING IN AT THE END OF THE SEQ'S CLUB'S WINGS4E1 CAMP.

Photo: Rebecca Henderson



## ENTERPRISING

PHOTOGRAPHER STEPHEN TONSON LIKES "TO DO A BIT OF OUTSIDE, OUTSIDE CAMERA WHEN THE OPPORTUNITY PRESENTS ITSELF", THIS IS "ENTERPRISE" TRAINING AT PICTON.



## RELO4DED

SCOTT CLARK, BEN ALLEN, RICK FRANK AND DREW WHITWORTH OF 4-WAY TEAM, RELO4DED, TRAINING FOR THE LAST TIME OVER THE OLD NAGAMBIE DROP ZONE.

Photo: Paul Easterbrook

# HAPPY SNAPS



## IT'S ALL ON AT THE MOO

By Jules McConnel

Canopy Course, Night Jumps and 80s Birthday Bash all in one June long Weekend at Skydive Oz Surfside, Moruya.

What do Scooby Doo, Rubik's Cube, Tetris and Michael Jackson have in common?

They were all huge in the 80s – but not as huge as the mullets and shoulder pads rockin' the disco floor on Saturday night at the Moo!

Great people + awesome location + skydiving = another cracker weekend at Skydive Oz Surfside.

The weekend started with awesome weather – perfect for Jules' canopy course. One-on-one's got people close and personal under canopy and gave each pilot a better understanding of using their control inputs and the effect of those inputs on their canopy's flight.

Others were paired up to do 'follow the leader' jumps; where the leader flies a path using different control inputs trailing a 50m streamer for the follower to chase and observe the flight path, while working out how to stay close to the end of the streamer. The more aggressive chasers were landing with colourful paper streamers dragging from their own parachutes!

A sunset group Hop'n'Pop from height chasing streamers in carousel formation was a great way to end the day's jumping...

...Break to wardrobe and makeup and out came the costumes for night jumps and 80s disco fever to celebrate Dave's 30th birthday! Classic fluoro jumpsuits, stylish threads and Scooby Doo managed to sneak in a night jump amongst the regular crowd before Toby got the dance floor jivin' (no that's 60s), he got it rockin' with Michael Jackson's 'Thriller', Duran Duran, Blondie, The Angels and more! The mullets were thrashing and winkle pickers groovin' while Raff's Rubik's Cube was the perfect spot to rest your beer – just slightly less wobbly than Pricey's Bar!

Sunday morning was greeted with a smile thanks to Smiley's 'Tight Flight' Coffees. Winds threatened for novice jumpers, but patience paid-off for the die-hard stayers and we jumped to sunset again on Sunday!

Timing of Monday's first load between showers was far from perfect and ended up with canopies strung up around the hangar to dry... But the 'never give up' attitude and determination of driving home with less than soggy gear got one last load in the air for the weekend – Sean ticked off a



4-way B-Rel with Jules, Mikey and Dan, and Taran landed on the drop zone; all with dry gear.

Thanks to all for another great weekend jumping! Thank you to APF Fiona McEachern Sport Development Fund for supporting Jules' canopy course.

If you're interested in any upcoming events happening at Skydive Oz Surfside; whether it's canopy courses, night jumps, flat, freefly, angles, beach jumps – anything! Then if you haven't already, check out our Facebook page [www.facebook.com/skydive.surfside](http://www.facebook.com/skydive.surfside) or website Calendar of Events [www.skydiveoz.com.au/skydiving/sports-skydiving/](http://www.skydiveoz.com.au/skydiving/sports-skydiving/)



## SKYDIVING IS FOR GIRLS

by Matilda Soderberg

I have a healthy fear of other canopies in my airspace.

So, when I got an email from skydive instructor, mentor and Aussie record holder Michael Vaughan saying, "Jules McConnel, international superstar and everyone's hero including mine, will coach a novice Canopy Course at Sydney Skydivers", I was hesitant.

But I have a weakness for catchy sentences and registered anyway.

To be honest, it wasn't all about the sentence, I also thought a female teacher might give me (B Licence; 77 jumps) a different view of canopy flight compared to the 20+ male instructors I have had so far.

On the day of the course, blue skies and nil wind, I expected to see a group of guys again. Imagine my surprise when the girls outnumbered the boys on the course. This was the first time in any skydive situation of mine that this happened and it gave me strength and courage.

And on this day I really needed that.

Jules' coaching was amazing and really got to me.

Even though she said pretty much the same thing other instructors have told me before, this time I got it. There was one little thing she said other instructors haven't said before. When I had trouble to remember all the exercises for one jump (toggle turn, toggle turn with harness input, harness turn with riser input), Jules simply said, "well, do the ones you remember then and forget about the ones you can't remember!" Why didn't I think of that? So, I did the ones I remembered and the other ones on the next jump. How simple! Before I was concentrating so much to remember it all I forgot half and then ended up feeling like I failed. Turns out I just need a little less to think about!

We finished the day of Hop'n'Pops with a "follow the leader" exercise. We paired up from 7,000ft. I jumped out first, opened and was followed by my skydiving friend Dawn Tratt. I dropped a 50m baby-blue streamer (that matched my jump suit) from my chest strap and Dawn touched the end of it!

The happiness I felt when I saw her there, and the fact that it did not freak me out, was an indescribable feeling.

Thank you. Jules Rules!



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CERTIFICATE 'B'

HOLLY BLAKE OLIVER MICHAEL HARVEY NATHAN MITCHELL LEON

CADE

BOYD ALBERTO JAMIE-LEE ANDRE JOSEPH ROHAN MICHAEL TIM CHRIS VANESSA VIRGILIO JOHN BOGUSLAW MICHAEL JACOB LOUIS EELCO DAVID SARAH ANA EDWARD STEVEN SHALEE JAMES TOM DANIEL ARIEL JACK BRYAN DYLAN IVAN KAJA TROY SAM MILOS COURTENAY RICHARD DANIEL LOUIS-PHILIPPE BO COURTNEY PAUL JEROME MATT ALEX KEITH FREDRIK ISAAC BRETT DIEGO LUKE ANDREW JOHN MATT ERIN ISAAC MATILDA RICHARD JOHANN DECLAN SHANNON ROYCE

CERTIFICATE 'C'

STEVEN JAMES HARVEY NATHAN JAKE JOSH ADAM JASON AMBER JOSEPH BRYCE GREG JULIAN CLAYTON TOMAS VANESSA STAMI DANIEL HOLLIE MATT EELCO SHAUN JANA GLENN JOHN MATTHEW PAUL RICHARD KARL MISCHA YLIJUN SHANE BRETT ADAM CHLOE IVAN SKYE MAARJA LIAM TROY SAM NICOLAS LEANNA NICHOLAS EMILY CAITLYN BO JOHN JAMES JOSHUA COURTNEY RYAN PAUL FLOYD DECLAN ANDREW ROB COLIN CHRISTOPHER ADIMAS CHRIST JOHANN BRENT ARNAUD SIMON

CERTIFICATE 'D'

TIMOTHY JAMES

BOWERS

BROWN CAPPONI CARTER CHIEPPE CLARKE CLARKE COOK COTTLE DAVEY DEAR DIAS DA VEIGA DOOLEY DRAZEK HOLLIE ANDREW DURKIN EDWARDS ELS EESSINK GIBBS GILBERTSON ARI GNECH GOMES DE MOURA GOODA GOODROPE GOODWIN GROVES HAMILTON HANSOM HELLER HOCKEY HUGHES JAMES JOSIFOVSKI ZAC KNIGHT KOROSTILEW KRMPOTIC MACLAUGHLIN MALLET MATTHEWS MAZIAD MCCALLUM MCPHEE MESKELL MICHAELLAT MUNTING NEWTON NEWTON NUTIRA O'GRADY OLIVEIRA ROGERS ROSSI RYNBOUT SCOTT SHARPLEY SHEPHERD SODERBERG STEPHENSON WALRAVEN WALS HILL WARD WILSON

ANDERSON

BARKER BENTLEY BICK BLACKBURN BLAIR CALLEY CLARK CLARKE COLE COMAN CRISI CRUTCH DABASINSKAS DEAR DONOVAN DOUGLASS DOYLE DRIVER ESSINK FARBBER FITZPATRICK FULLER GARNETT GIDDINGS GNECH HANSEN HERBER HODALIN HUANG HUTCHISON HYLAND HYNES JAMES JOSIFOVSKI KALMS KARMAS KING KNIGHT KOROSTILEW LAFON LEWIS MACDONALD MATTHISON MATTHEWS MCCALLUM MCKAY MCKEW MCKINDLEY MCKNIEE MCSHANE MESKELL MUELLER REA ROSSI ROWE RUTHENBERG SLADE SOERYADJAYA VASILADIS WALRAVEN WOODMANSEE WREDE YOUNG

NIGHT STAR CREST

DANIELLE JODY STEPHANIE CHRIS

DENNIS

AGNES HARVEY NATHAN JUSTIN DARRIN BRENDAN BRENT CHRIS JEAN HAYLEY DANIEL DANIEL HOLLIE ANDREW DAVID DANIEL SASCHA GARETH ALEXANDER ARI DANIEL JASON THOMAS MATTHEW BRETT SHANE SARAH JACK DEBBIE DALE IAN SHANE ZAC ANTHONY INKA MAXWELL MATTHEW MICHAEL DREW ALEXANDER BO COURTNEY PAUL JEROME MATT ALEX KEITH FREDRIK ISAAC BRETT DIEGO LUKE ANDREW JOHN MATT ERIN ISAAC MATILDA RICHARD JOHANN DECLAN SHANNON ROYCE

CERTIFICATE 'E'

NATHAN TESSA MAHISUAN YANN AMY DEREK CLINTON ALAN CALLAM HOLLIE BIRGIT RYAN LAUREN TOM JOSEPH NINA SHANA HILL TUKES EMMANUEL PETER TIMOTHY NETTY JARROD KEVIN SHANE ANNA JAMES YOYO JULIE MURRAY CHRIS TIMOTHY BRYCE ROBERT DANIEL JESSE MICHAEL RE ROKOV WINSTANLEY

CANOPY CREST

NETTY MANNON-SAVAGE

BARSTAD

BELANGER BENTLEY BICK BOTT BRYANT BUELL CHANDLER COULSON DAJEAN DAW DICKSON DOUGLASS DOYLE GALT GOUGH HAMMOND HAWKE HEMINGWAY HORSBURGH INKI JERVIS KENNEDY KNOCK KOOK MANNING MARSHALL MAXWELL OTTAWAY PALMER PARSONS SALMOND SHAW SUTHERLAND THOMAS THOMAS TIITTO VALENTINE MATTHEW WATKINS DREW WILCZYNSKI WORNER YOUNG

WINGSUIT CREST

DAVID CHRIS JAMES ALAN JOHANNES MARC DAVID ANDREW PAUL ENRIGT FULLER ADAM MICK DALE DANE SIMON JOEL JARROD SAM CLINTON JASON CHRIS ANTHONY ARRON TOEPPER JONNY RICHARD

DISPLAY GENERAL

ANDERSON BENTLEY BRYANT ALEX CLARKE CROSS CURRY DEAR DOUGLASS DOYLE FORSBERG GELMAN GRESSER HANSEN HEFFERNAN HODGE HUSSEINI IWAMOTO KING MCKEON MCKLOUGHNEY MICHALLAT MITCHELL MOXNES OTTAWAY PALMER PATE RICHARDS RICHARDSON RUSSELL WHYTE WILSON WOODMANSEE YOUNG

Time the Bell

Compiled by the APF at ASM deadline time.

JOEL JOSEPH SIMON RICHARD JON DALE SAM BENTLEY BERGIC COLMER CONVERY DE WET JAMISON MILLINGTON COOPER COURTNEY GLENDAY JOANNOU SMITH WALLACE MANOW BACCHUS EYBERS GRAY HEFFERNAN PEDRO SCHEEPENS TAYLOR TELFER WARREN CLEAVE PIKE COLLINS GOSS MCCOOEY COSTA JONES OLSEN SAUNDERS SIRASCH BERTRAM HARDWICK OLSEN PARRANT DADSON SCARLETT DI LORENZO HEFFERNAN PEDRO SCHEEPENS TAYLOR TELFER BACCHUS EYBERS GRAY PEDRO PHILIX SHEPHERD WARREN BARLOW CAMPION JOYCE ROBERTS TRERISE ALLMOND BORGLUND CONZA CRESTANI DEAN ELLIOT FORD FRY GLAETZER GRAY GUTLICH LEGGETT LIVINGSTONE MCCULLOCK NEVIN PITCHFORTH PORTER SHELLCOT SLADE STEEN TONG WELLS

DISPLAY PRO

ANTHONY CRAIG PETER MICHAEL LOUIS POWER PYE ROSS SCHLATTER SLADE SMITH STOW THOMAS VIENS WOODMANSEE YOUNG BENNETT BENNETTS-CASH BRADY BUGEJA DOUGLASS EYBERS GIDDINGS GOWLAND HANSEN HEFFERNAN HEMINGWAY HUANG JACK JACOBSON JEFFREY JOLLEY JULIA MUELLER

PACKER 'A'

KEVIN MATTY SANDY ALEX GAVIN CRAIG

WATKINS DOBSON PECK BREEZE BRICKWELL CALLAGHAN DEADMAN DEBLER DERGACZ COX DADDSON DEADMAN DEMPSEY DOYLE EYBERS FERGUSON FLETCHER FLETCHER KUBE MARSHALL MATTHEWS MILLINGTON PARKER STIOUET TABOR THOMAS VAN HAAREN VIENS

PACKER 'B'

JACK MATT ROELF KIERAN DOAN WALKER JESSE BRENT SIMON

PACKER 'C'

JAKE LOUIS JUSTIN ROB ANDRE GARY SKYE DAVID JESSE

PACKER 'D'

ANDREW

OTTAWAY SCOTT TEN BRINK TOMLINSON VU WARREN WOODMANSEE YOUNG

PACKER 'E'

DAVID CHRIS JAMES ALAN JOHANNES MARC DAVID ANDREW PAUL ENRIGT FULLER ADAM MICK DALE DANE SIMON JOEL JARROD SAM CLINTON JASON CHRIS ANTHONY ARRON TOEPPER JONNY RICHARD

PACKER 'F'

ANDREW

PACKER 'G'

ANDREW

Advertisement for skydive ramblers featuring a large group of skydivers in formation. Text includes 'Got Questions? Get Answers!', '2014 Camps', dates for August and December, and contact information: p: 07 5423 1159 e: skydive@ramblers.com.au w: www.ramblers.com.au. Location: TOOGOOOLAWAH DZ.

Advertisement for TERMINAL SPORTS featuring a skydiver in a blue suit. Text includes 'TERMINAL SPORTS', 'SKYDIVING EQUIPMENT ONLINE', 'Quality products at great low prices.', and '...it's safer than sex'. Website: go to terminalsports.com.au. Includes a Facebook logo.





# az directory

Source: APF Database as at deadline time.

## AIRCRAFT LEGEND

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

## NORTHERN TERRITORY

**DARWIN PARACHUTE CLUB INC. (DARWN)**  
 GPO BOX 3114, DARWIN NT 0801  
 CHIEF INSTRUCTOR: TERRY KING  
 Club Phone: 0412 442 745  
 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 TANDEM (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

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

### FAR NORTH FREEFALL INC (FARNTH)

PO BOX 338, MISSION BEACH QLD 4852  
 Non Training Operation  
 Club Phone: 0428 420 500  
 Email: dawson.tnff@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: managermissionbeach@australianskydive.com  
 Drop Zone Location: EDMONTON CAIRNS  
 Web: www.australianskydive.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.skydiveairliebeach.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@australianskydive.com  
 DROP ZONE LOCATION: 1) EDMONTON, CAIRNS  
 2) TULLY AERODROME  
 Web: www.skydivemissionbeach.com.au  
 Aircraft: Cresco XL750, Cessna Caravan, Cessna 182

### SKYDIVE THE WHITSUNDALES (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@sydneysskydivers.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)

15 ROTHESAY STREET, KENMORE QLD 4069  
 Non Training Operation  
 Club Phone: 0420 303 309  
 Email: gatton.skydivers@gmail.com  
 Drop Zone Location: Toogoolawah

### GREAT SOUTHERN SKYDIVERS INC (GREAT)

PO BOX 928, REDCLIFFE QLD 4020  
 CHIEF INSTRUCTOR: LUKE OLIVER  
 Club Phone: 0429 020 865  
 Email: luke@greatsouthernsskydivers.com.au  
 Web: www.greatsouthernsskydivers.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@goldcoastsskydive.com.au  
 Drop Zone Location: KIRRA BEACH & LEN PEAK OVAL  
 Web: www.goldcoastsskydive.com.au  
 Aircraft: Cessna 182

### QUEENSLAND ADRENALIN SKYDIVERS (ASQ)

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

### RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID McEOY  
 PO BOX 136, TOOGOOOLAWAH QLD 4313  
 Club Phone: 07 5423 1159  
 Email: skydive@ramblers.com.au  
 Drop Zone Location: TOOGOOOLAWAH  
 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@australianskydive.com  
 Drop Zone Location: SUTTONS BEACH - REDCLIFFE  
 Web: www.jumpthebeachbrisbane.com.au  
 Aircraft: Cessna 182 & PA31 Navajo

### 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@australianskydive.com  
 Drop Zone Location: TYAGARAH AIRFIELD  
 Web: www.australianskydive.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.skydivcaboolture.com

Aircraft: Cessna 182, Cessna 206

### SKYDIVE CENTRAL QUEENSLAND (SCQ)

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

### SKYDIVE HERVEY BAY (HERVEY)

PO BOX 5422, TORQUAY QLD 4655  
 CHIEF INSTRUCTOR: PETER AGNEW  
 Club/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, NUNDAH Q 4012  
 Non Training Operation  
 Club Phone: 0416 606 511  
 Email: seqsclub@gmail.com  
 Web: www.seqsclub.com.au

### SUNSHINE COAST SKYDIVERS (SSCSC)

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

### TOOGOOOLAWAH SKYDIVERS CLUB INC. (RASP)

121 KITCHENER ROAD, KEDRON QLD 4031  
 Non Training Operation  
 Club Phone: 0402 722 782  
 Email: secretary@tsqclld.com  
 Drop Zone Location: TOOGOOOLAWAH  
 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.askydiv.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 (GOFAST)

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, ELDERSLIE and WHITTINGHAM 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@australianskydive.com  
 Drop Zone Location: PIONEER DAIRY(near TUGGERAH)  
 AIRFIELD  
 Web: www.australianskydive.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@australianskydive.com  
 Drop Zone Location: COFFS HARBOUR AIRPORT  
 Web: www.australianskydive.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 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: skydivingsw@bigpond.com  
 Drop Zone Location: TAREE AIRPORT  
 Aircraft: Cessna182

### SYDNEY SKYDIVERS (SYD)

PO BOX 226, MILPERRA NSW 2214  
 CHIEF INSTRUCTOR: RUSSELL BROWN  
 Club Phone: 02 9791 9155  
 Drop Zone Phone: 02 4630 9265  
 Email: admin@sydneysskydivers.com.au  
 Drop Zone Location: PICTON, NSW  
 Web: www.sydneysskydivers.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: CAMBEWARRA  
 Web: www.tandemsskydivingcentre.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: aerialskydiving@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: one 08 8520 2660  
 Email: info@adelaidetandemskydiving.com.au  
 Drop Zone Location: LOWER LIGHT  
 Web: www.adelaidetandemskydiving.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, FREWILLE 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@australianskydive.com.au  
 Drop Zone Location: BRIDGEWATER ON LODDON  
 Web: www.australianskydive.com.au  
 Aircraft: Cessna 182, 206 & 208

### AUSTRALIAN SKYDIVE (TORQ)

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

### COMMANDO SKYDIVERS INCORPORATED (CDO)

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

### 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.melbournesskydivecentre.com.au  
 Aircraft: Cessna 182

### RELWORKERS INCORPORATED (WORK)

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

### SKYDIVE NAGAMBIE (CROSS)

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

### SKYDIVE THE BEACH & BEYOND GREAT OCEAN ROAD (GOROAD)



