

Australian

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FEATURES



EDITORIAL

I'm not the most talented skydiver, there's no natural ability in this body, but it sure is hard to do it all wrong on purpose! Playing "student" for upcoming AFF Instructors had me wanting to throw all those crazy student moves on them, you know the ones 'that you couldn't do if you tried'. There's a lot to be said for primacy in learning, it's hard to change 20 year old skydiving habits. I found myself dirt diving a lot, and intently, getting into the nitty-gritty of exactly how to perfect that 'track' so steep that it goes back underneath itself, those awkward sideways 'backloops' that seem to gain momentum and of course those uncontrollable turns that are somehow in the opposite direction to what you are trying to do.

It was hard to de-arch out the door and hold a bad body position without correcting it naturally, it's difficult to misroute the chest strap a different way each jump, it went against the grain to put a helmet on backwards and goggles on upside down, and playing a role with a straight face isn't as easy as it looks, particularly while being debriefed to 'redo that jump' and not smiling (or laughing) in freefall.

I wasn't being mean when I forgot the exit count, or when my slow fall was much better than theirs, or when I admitted to my instructor that I was really scared and I didn't think I could jump, though I am sure at the time they thought differently. So it was a pleasure to observe one of those newly rated instructors take up his first live student, I was so proud! Even better was the description of how his student actually executed a fast, steep delta not dislike my own. I think he realised I wasn't so nasty after all!

Welcome to the world of AFF, one of the most rewarding and challenging avenues of this sport! Thanks to Numpty, Joe, Ben and Clay for some of the most fun jumps I've had in ages.

Susie EDITOR

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FRONT COVER



Goran Turk back flying his beloved "Veronic" (his Phoenix Fly Venom suit) over Bridgewater DZ, Victoria
Photographer: Doan Vu

BACK COVER



Old Boys doing Old Tricks, reunion over Moruya.
Photo: Shane Sparkes

I WANTED FOR NEXT ISSUES I

- 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]

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AUSTRALIAN SKYDIVING NATIONALS 2015
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for up to date event
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Redeveloping the Development Officer



With **Rob Libeau, APF**

A lot has happened in the last eighteen months at the APF and in Australian skydiving, and there have been many great leaps forward with programs and sport development. The Nationals come to mind! We saw the competition held in WA for the first time in over 30 years. Not to mention: All the disciplines in one place. It was inspirational to see all the disciplines competing at the one venue with athletes and teams getting to see areas of our great sport that they would normally miss out on.

For the second year in a row, the APF was able to provide a Legends Camp prior to, and during, the competition where, Gary Nemirovsky and Ronnie Perry were available to offer coaching to Intermediate teams and CP entrants. We also had an Accuracy camp leading up to the Nationals in a bid to create awareness of the discipline. The camp in Maitland was coached by Mark Edwards and saw twelve jumpers keen to learn the skills. I hope that this will lead to a renewed interest in the discipline!

In 2015, we will see the Nationals move to the New Year period. This has been a deliberate move, after consultation with competitors, so that teams (and the APF) will have maximum time to prepare for world events. We should see the announcement of the 2016 Nationals in November; this announcement and, thanks to the State Coaches, we should soon see a two-year calendar of events on the APF website.

Knowing when and where the world competitions are plus, knowing at least the dates of National/State Championships and Boogies that are coming up, will help Australian skydivers plan schedules in advance. So, if you are planning to put together a team or, begin training in Accuracy or Freestyle, now is the time to assess your goals!

In May, we had a three-day Symposium at the Penrith Leagues club. Over 200 delegates attended the technical conference and gained fantastic insights from local and international guests who spoke about the development and growth of skydiving in Australia.

Other programs launched were the B-Rel and Star

Crest programs that have taken off in leaps and bounds with numbers up in both areas. We have also seen a reinvigorated Register of Coaches. This register has been used for locals who are looking for a coach or a B-Rel Buddy, and has even been used by international drop zones to source our coaches for overseas Boogies!

Our National team also benefited from the Performance Based Funding with more than a \$130,000 put towards our teams and athletes. Chicago 2016 is looking even better!

Coming up in late 2014 and early 2015, APF members can expect to see more development programs launched. These will include a national promotion campaign aimed at creating awareness for AFF, the Women in Adventure Sport (WIAS) initiative, more B-Rel camps, an international E-League, more discipline specific training camps and much, much more!

The APF development goals aim to tackle retention, provide clear pathways for novices, increase Nationals participation and source a sponsor for our National team.

It is also worth mentioning that the Fi Fund Sport Development Fund has been increased to \$75,000. There are more events and the standards of these camps and events are continuing to raise the bar. There is a lot going on and this has been the tip of the iceberg!

10-way Speed Star Correction

The results posted in a previous ASM article were incorrect! The 10-way Speed Star event held at the 2014 Australian Parachuting Nationals actual placings were:

First place: Lota (Gary Nemirovsky, Craig Vaughan, Sas Di Sciascio, Rob Thompson, Dan Rossi, Janine Hayes, Mike Dyer, Andy Pike, Shane Pieschele, Mark Edwards)

Second place: Ben Ten (Ben Nordkamp, Sarah Maxwell, David Loncasty, Dawn Tratt, Kobi Bokay, Michael Vaughan, Justin Frame, Karl Eitrich, Riss Anderson, Matt Holmes, Kate Langley)

Third Place: Skyrockets (Ryan Ferguson, Kelly Cameron, Stephanie Dunkel, Angelica De Vries, Glenn Farrell, Jenette Savave, Graham Cook, Craig Cook, Helen Mahoney, Emily Woodland, Pete Lonin, Clint Dadson.)



Director Judging

Training and recruitment is integral in maintaining a workable pool of judges and over the past eighteen months the Judges Expert Group have channelled their focus in this area. As a result of their effort we are proud to announce the qualification of five new judges, and a total of 25 new judges endorsements shared between our new judges and our experienced judges. We congratulate and welcome the following new National APF judges:

- Loretta Thompson NQPC
- Martin Kirkby ADF
- Colin Ruthenberg SQPC
- Kelly Seal WAPC
- Kirsten McWatters SAPC

The names and rating details of all our judges can be found on the APF website under "Judging Info".

2014 is World Championship year, and we congratulate the following FAI judges from Australia who have been selected to the respective judging panels at each competition:

- Peta Holmes: Formation Skydiving WPC, Prostějov, Czech Republic
- Dean Brook-Rerecich: Accuracy WPC, Banja Luka, Bosnia
- Craig Bennett: Canopy Piloting WPC, Zephyrhills, U.S.A.
- Lindy Williams: Canopy Formation WPC, Banja Luka, Bosnia.

To achieve an international FAI Judge Rating and be eligible to be nominated for the selection process to judge at a World Championships, a candidate must first have a national APF Judge Rating. This is important to ensure that they enter the international judge training course with experience in judging the respective discipline, and a good knowledge of the sporting code general section and competition rules. Good preparation before the course puts the candidate in a better position for success.

The candidate must first nominate for a position on the international judge training course through the APF Director Judges. At the completion of the course, candidates undertake an examination, which is in two parts: practical and written. Only after they are successful in attaining an FAI Judges Rating can they be nominated via the APF Director Judges for selection to join the judging panel at a World Championships.

To finish I would like to introduce the APF Judges Expert Group which comprises the current Chair of Judging in each State plus a member of the ADF.

- Peta Holmes WA
- Erika Wiesznieski SA
- Jenni Plumridge VIC
- Dean Brook-Rerecich NSW
- Lindy Williams Sth QLD
- Faye Cox Nth QLD
- Martin Kirkby ADF

The Judges Expert Group, chaired by the Director of Judges, manage and co-ordinate judging jointly on a national scale, and individually within their respective regions.

Any queries regarding judging in general and judging events can be directed to myself, Director Judges, or the Chair of Judging in your respective State. Queries specific to State Records and State Championships should involve your State's Chair of Judging.

Lindy Williams
Director Judging



Director Safety

In the last ASM I discussed responsibilities. This time around I would like to have you all appreciate what it means to be a volunteer with the APF. So many times I hear members speaking of the APF as if it was some sort of enemy. Groan, I hear you say "another APF W@#&\$R justifying his existence". Bear with me and please read on, you may learn something.

I'm not one to live in the past but I must give you some history. When I did my first jump at Wilton Parachute Centre (now Picton) in 1970 it was one of the first true purpose built DZs in the country. The majority of clubs used hire aircraft with no door despite the weather. Often jumping into paddocks some distance from the DZ, you learned to pack on any flat surface hopefully in the shade of a tree if there were any nearby. We wore huge mains and reserves mounted on our bellies, mostly ex World War II surplus. Altimeters were ex aircraft ones mounted on the reserve, usually with a stop watch. It was not uncommon for jumpers to receive serve facial injuries from poorly mounted instruments or hard openings.

It was not compulsory to be a member of the APF. Most regular jumpers were competitors or wanted to be. Building a successful 4-way was the pinnacle of RW success. I could go on and bore you to tears reminiscing about the first 8, 10, 16 & 22-ways but you can read about that when the book is published.

Needless to say we learned by doing and experimenting, and most jumpers could do everything. Our National Team was only style and accuracy but they would return from world meets and share knowledge about new RW techniques equipment etc. Most experienced jumpers back in those days would be lucky to do four to six jumps each weekend. Nearly all experienced jumpers were instructors as you could become an instructor with 50 jumps under the DCA (CASA) Regulations and get free jumps if you dispatched students.

The membership wanted more organisation, better instructor's qualifications, better communications, more safety and a strong Federation. State Council meetings were well attended and people had a say about what was going on. Our board representatives were elected to represent their members and were expected to give a proper report to the members after each board meeting. The APF has come a long way, we own our own building, we have insurance for you and your equipment and instructor training that improves by the year. Commercial operators have the security to invest in infrastructure thanks to the work and vision of past and present APF Boards, State Councils and Technical Directors (all volunteers) you now have full time skydiving operations and a vibrant growing industry, jobs throughout the country and awesome aircraft, a National office with 11 fulltime staff, a strongly funded competitor base representing Australia at world championships and world class judges.

The thing that concerns me these days is lack of participation by the members at large. Don't whinge about the APF because you are the APF. To make a difference you must take an interest and stay informed. The volunteers at both Council and National level are doing their best to keep you jumping. If you don't like the job they do ask for an explanation. We are answerable to CASA and operate under a Deed of Agreement to manage skydiving. All that can end if we fail to honour our commitment to CASA. Do yourselves a favour, read the information that is sent to you, get to know your board representative and local volunteers, attend the council meeting. Help your local volunteers or at least occasionally thank them for doing the hard work to keep you doing what you love. Most of all accept responsibility for what you do and stay alive.

Gary Myers
APF Director Safety



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WORLD PARACHUTING CHAMPIONSHIPS

Banja Luka, Bosnia and Herzegovina

Article & Photos by Rob Libeau Ground photos by Rob Libeau and Brad Turner

AMONGST THE 30 PLUS NATIONS AND 300 PLUS ATHLETE'S, THE AUSTRALIAN DELEGATION ARRIVED AT THE BANJA LUKA DROP ZONE AND I HAVE TO SAY, WE'RE HOPING FOR SOME PRIME REAL ESTATE FOR OUR DIGS FOR THE NEXT WEEK; CONSIDERING THE IPC PRESIDENT IS AUSTRALIAN AND PART OF THE ACCURACY TEAM!

Unfortunately, it isn't always "who you know". Our home – back row, five tents from the far end. Lucky Australians are quiet achievers!

Day one of the competition started with 4-way sequential and K4 were first to blow away the competition nerves. The Accuracy lads had to wait until late on day two before given their opportunity to shine.

But first, strangely at the end of day one (but I am told not uncommon), we had to have the Opening Ceremony and, of course, the boxing Kangaroo had to have a presence! Although this time, it was Matilda's brother, Wazza.

Unfortunately, Wazza came to an early and untimely end as he took on Serbia in a friendly boxing match – Wazza obviously never watches the Olympics. Serbia was very apologetic and suggested that Wazza wasn't really Australian and was perhaps from Taiwan.

Anyway, back to the bus crash... Oh yeah, I forgot to mention the bus crash! The competition was halted at 16:00 hrs on day one so that teams could return to their hotels to freshen up for the ceremony. On the way back, our bus decided to mix it with the fast and furious; the fast and the furious coming off second best of course. No one was hurt and the car was clearly in the wrong.

Everyone sat and waited patiently for the drivers to exchange details; Twenty minutes later, everyone decided to not sit and wait patiently for the drivers to exchange details. The drivers were deep in discussion as to who was in the wrong. I reiterate, the car was wrong – my first clue, the car was half in his lane and half in our lane!

Enough of this, it was time to get out and walk. Only thing though, did anyone know where we were and how far away we were? Nope! But as all good Australians would do, back yourself and just walk in the general direction... She'll be right mate! We did manage to find the hotel and I estimate about two to three kilometers and twenty plus minutes without a beer!

Back at the drop zone: Speeches, dignitaries, Graeme Windsor in a suit and tie, national colours everywhere, and flags of all nations. One country after another, we were introduced to the cheers of the large local crowd and excitement that is a World Parachuting Championships!

The local kids sought autographs and photos, and at that point, I am sure everyone was a very proud Aussie!

Day two and the organisers had to bring the rounds on a little quicker so, an alternate drop zone was determined for CF; this seemed to do the trick. The competition moved quicker and "Ookoonono" stepped up and broke their own Australian record of 29 by scoring a great 31 points in time. The Accuracy guys were consistent with Fabrizio Gianelli, scoring Australia's first zero of the competition.



SKYDIVE BANJALUKA



Day three we were moving along nicely. "Chaps" (Australia 2), were successful with their argument to turn a judge's decision of zero, due to a technical issue, into a nine in time with a bust! The "Chaps" continued to produce great jumps after that.

The day ended quite strangely. The planes were down, CF was released and Accuracy was on hold. We all thought weather was the reason. Little did we know, weather was the reason, but, it isn't what you would think.

Apparently, the Bosnian weather bureau determined that there was hail in the clouds and they grounded all aircraft so that the military could send rockets into the clouds and explode them, hence, smashing the hail into mere rain and creating showers that wouldn't destroy crops!

I think it worked as far as no hail was concerned, but the rain followed and it was bleak for the remaining days of the competition. Fortunately, all the Australian teams and competitors were at least at a "callable competition".

Day four: nothing happening here! A long day of holds and drifter loads! Oh, and another bus crash; same bus, same driver. This time a cyclist came off second best.

Day five and we weren't expecting too much to happen. More drifter loads and the occasional Accuracy jump, but the competition was all but over.

What a week! The people of Banja Luka were extremely friendly, the Australians were on top of their game, two Aussie CF records broken, drop zone food was terrible, and "Ookoonono" brought home a silver medal



Banja Luka: Where the 'Bloody' Hell are you?

By Smiley Yeo

Super pumped and very excited I was off to chase "The Chaps" to the 16th FAI World Championships in Banja Luka, Bosnia and Herzegovina.

My mission started well; the two business lounges in which I spent copious hours to get me to the worlds were just lovely. But, the real journey begins here:

Arriving in Sarajevo, trains weren't running due to floods, so I needed to make a quick decision. I decided against boarding a plane that was leaving in 25 mins to Zagreb, after which I could get a transfer from the hotel, all for \$294 Euro. Instead I decided to use the local WiFi and try to work out where I needed to go.



Internet at the drop zone where the World Championships were was hit and miss, and plenty of emails later, I found out that I had missed the bus from town to Banja Luka! I did manage to contact the "Chaps", and get the address for the hotel where the Aussies were staying.

My next option was... a Taxi! The lovely lady at Information gee-ed one up for me and I was off. The first five taxis I tried to hire were \$204 Euro... Mmm, that plane sounded so much better by this point! With no choice, I was into a cab and on my way.

Driving along with a man who speaks no English was tough for me. If you know me, you know I love a good chin wag and we were in for a decent drive! Unfortunately, all I managed to get out of the driver for conversation was: "Huff" and "Mmm"

As we drove past a few signs with names of places that had big red crosses through them (at least six them), my taxi driver pulls over onto some gravel - I'm thinking to stretch his legs or to tend to something. How wrong was I?!

What follows was really the beginning... He went to the boot of the car and proceeded to grab my rig bag out... AND THROW IT OUT ON THE GROUND! I jumped out and asked, "What are you doing? You can't do that; you are taking me to Banja Luka. I have payed lots of money for this trip!"

"Ncd nja;hioqur qrohfa ahioe ndspa fao afaow", is what I heard, or that's what it sounded like anyway. What I did understand though, was when he put out his thumb suggesting I hitchhike.

Then he was off... like a rally driver in the dust, and I was left with no idea about where I was or in which direction I needed to travel. So, I just pushed forward!

Approximately 10-15km on foot, carrying both my rig bags and a large backpack, I was picked up by two lovely cars. I ended up at a restaurant, heavily dehydrated. I lugged my stuff up the stairs and into the boy's room. I needed to find some answers. No luck, no English again!

Luckily, they understood my body language and me frantically pointing at the tap... "Water Please!" Five glasses later, and feeling a bit better, I walked through to the fuel section. "Please fella's, do you speak English?"

"Pretty bloody well", said the bloke behind the counter. "Hell Yeah", a bloody Aussie! I'm so happy at this point, and I start explaining my drama. After a few laughs, he organises another taxi to take me to my hotel. Happy endings here, right? BUT NO... it continues...

Down a beaten track and \$65 more Euro, I end up at a massive church. Now, I am not religious, so this was an interesting stop; I was reaching the end of my tether. I ask, "What's going on?"

"Memento, memento", the driver says.

"What the?" I had to wait for a nice lady to finish blessing herself; took about 10 minutes. "Do I pay for her as well?"

"Ha nyry, Ha nyry", (on the way, on the way) says Mr Taxi man. I said, "No its not!", but I'm so knackered, I've stopped caring. Once more we are off. I was then told, "No more stops to Banja Luka."

Yes, finally! So I have a little nanny nap. After I wake, we are still cruising along so, back to a nap. He thanks me and we are off again. Thirty minutes later, with a quick double-check from a local lad, I'm at my hotel.

Recognised by my Australian shirt, the gentleman pulls out a folder and, Yes, my name is there. A happy camper, at last. Mission completed! By the time I had finished a cold shower, my teammates were strolling in; pretty happy after a tour of the local bars, Now "The Chaps" are together and the World Championship mission begins!



“ He went to the boot of the car and proceeded to grab my rig bag out... AND THROW IT OUT ON THE GROUND! I jumped out and asked, “What are you doing? You can't do that; you are taking me to Banja Luka” ”

Mens Classic Accuracy

With an uncountable amount of World Meets under their belt, the Classic guys were keen and fresh. Another World Meet, another shot at glory!

Newcomer to Australia, Fabrizio Giannelli, soon shone as Australia's best hope and it wasn't long before he showed his prowess as a serious contender. Fabrizio started with a zero, followed by a one and then a four; finishing strongly with a zero and another zero. The four costing him dearly!

Fabrizio said, "I really just want to do well for Australia, I really love it here"

Veterans, Graeme Windsor, Mike Dyer, Don Woodland and Dave Boulter helped Fabrizio along the way, teaching him many Australian colloquialisms to see that Fabrizio could speak the speak and be "Fair Dinkum" about it mate!

Australia finished twentieth overall with Fabrizio sixteenth (individual), of a total 124 competitors.



Fabrizio Giannelli

Individual scores:

- **Fabrizio Giannelli:** 0 – 1 – 4 – 0 – 0
- **Don Woodland:** 3 – 2 – 6 – 2 – 8
- **Graeme Windsor:** 4 – 3 – 4 – 3 – 8
- **Mike Dyer:** 7 – 5 – 8 – 0 – 13
- **Dave Boulter:** 2 – 3 – 10 – 10 – 11



Graeme Windsor



Mike Dyer



Don Woodland



Judges - Dean Brooke-Rerecich & Lindy Williams



Mike, Graeme & Don



Men in Tights - Aussie Accuracy Fashion



Dave, Graeme, Don & Fabrizio



Dave Boulter

Funny Quotes

Canadian Team member one: "That was really good, if next time we could do what the judges ask, it will be even better."

Team member two (shaking his head): "I'm just going to sell carpet on the side of the road."

Don Woodland wearing the Aussie lycra Accuracy suit: "Does this make my bum look big?"

Dave Boulter disturbed at the name "Stompers": "This is one of the classics; we are not Romper Stompers."

Dave followed up with: "We are gazelles of the sky." Thanks Dave, you certainly are a bird of some kind... a grey and pink one comes to mind!

Judging is an Honour!

"Judging at a World Championships is not a given. Behind the scenes our FAI judges work and train to stay at the standard described in the FAI sporting code. After qualifying for nomination, judges wait anxiously to hear if they have been chosen to join the judging panel."

Being selected to judge at a World Championships is an honour and having judges selected consistently to World Championships is an indication of the talent we have in Australia. When judges are selected for overseas duty, they have a great opportunity to network and gain valuable knowledge, which is then brought home for the benefit of our own competitions.

This year, we are proud that four Australian judges have been selected for the judging panel at the World Championships. Peta Holmes for Formation Skydiving in Prostejov. In Banja Luka we have Dean Brooke-Rerecich for Accuracy, and myself for Canopy Formation. Later this year in Zephyrhills we have Craig Bennett selected for Canopy Piloting.

I have been an FAI judge for 24 years after successfully completing my first FAI Judge Training Course at the World Parachuting Championships of Canopy Formation in Thailand in 1990. Since then I have added three more international endorsements. Judging has afforded me many great memories, friendships and opportunities, and I would encourage anyone with a passion for the sport to get involved in judging so that they too can be part of a great institution."

By Lindy Rochow-Williams, APF Director Judges and IPC Chair of the Canopy Formation Committee

"My interest in judging started in 2006 when the team I was to compete with in our State Meet combusted the week before competition. Whilst at the drop zone during the competition with no team to jump with, I start to hang out with the judges. I discovered a different side to our amazing sport and from that point on I was hooked.

I gained my judges rating in 2007 and FAI FS rating in 2010. Since then, every competition I've been invited to judge at has been an amazing journey full of honour, excitement and friendships.

Judging is tiring, full of long days and challenging decisions. Yet it's extremely rewarding with many accomplishments and achievements. The journey never ends!"

Peta Holmes, FAI FS Judge

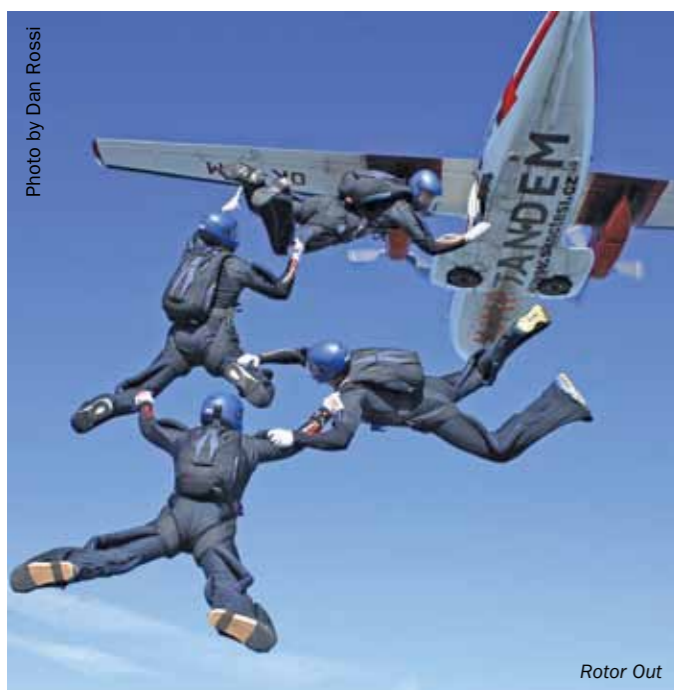


WORLD PARACHUTING CHAMPIONSHIPS

Prostejov: Rain, muddy runways and beer with zero alcohol content!

By Rob Libeau Ground photos by Rob Libeau and Brad Turner

BANJA LUKA TO PROSTEJOV IS ROUGHLY 700 KMS; THROW IN A COUPLE OF BORDER CROSSINGS, ROAD WORKS AND A COP THAT FINED US FOR HAVING A DIRTY NUMBER PLATE AND WELL, FOURTEEN HOURS LATER... PROSTEJOV, HERE WE ARE!



Rotor Out



John Rumbo



Joe, Itimar & Daria Stein

The first day started at 5.30pm with 4-way FS Open and 4-way FS Female. They didn't complete the Round but, at least we were off and running! Rotor Out and SistaMatic were the first Aussies to feel the cold, grey skies of Prostejov!

Nevertheless, it was a strong start with Rotor Out achieving 17 points in their first dig and SistaMatic, a sound start with 11 points.

There was more rain overnight and even though the temperatures were good and the skies were blue, the runway was unusable. Another late start! FS was released after three Rounds, which meant that the Artistic Events and VFS could start. Two days in and everyone was sure that the competition might not finish.

But, at last! Day three saw beautiful blue skies and the planes started to pump! The scores were coming in and there was excitement in the air. Twenty-five countries and over 400 competitors were at last getting their knees in the breeze!

Manifest was rockin' and the teams were pumped! From here on in, we rarely saw more than one of three planes on the ground at any one time.

Team Synergy: Naomi Adam and Joe Stien, had Aussie and local support, with Naomi being from the area, and on top of that, acting as team translator. Could have come in handy if Rumbo had to endure another lay day! Synergy finished ninth in the world!

Speaking of John Rumbo; their world domination was beginning to show as we started to see more and more people (Czech locals, Prostejov staff and random women from around town), wearing their trademark t-shirts. Their white jumpsuits and hot pink canopies lit up the sky as did their jumps! Rumbo missed the cut by mere points to rack up a shot at Top Eight. Finishing tenth in the world at their first time out was awesome!

The action continued! Innuendo posted a new personal best by smashing their previous PB of 16 points, increasing it to 18. But, with Peter Etherton (Ebony), pulling up injured, Craig Vaughan (hasn't done 8-way for over four years), stepped in for Round seven. Ebony was back on deck for Round eight.

The Addicted improved on their own previous



Photo by Jarred Harris

John Rumbo

Australian record of 11 points, increasing it to 13 in Round three. Team Flow (Jenny Gordon, Kim Hopwood and Leigh McCormack [v]), were flying the Aussie flag and were happy with each skydive; getting better each time.

But, as the competition wound down, attentions started to focus on the Fun Flag. From country to country, from Judges to Germany; the Fun Flag was as mysterious as much as it was hard to locate! Finally, atop the clubhouse roof, the flag appeared and the Australian re-con machine went into over drive. After a quick reconnaissance around the perimeter, the Aussies went into action! Yes, we bought a beer and discussed how we could get the flag with as minimal activity as possible!

After a short chase and race against the Poms, the Fun Flag, after many World Meet tours, had to be retired due to damage, but at least it didn't end up with the Poms!

As for my experience at these WPCs, I can honestly say, that being part of the Australian delegation was a privilege and working with the teams was a pleasure that I hope to be a part of again! Thanks teams, team managers: Kyle Binning, Stewart Kemp and Jock Moir, and especially thanks to the APF staff left back in Brisbane that picked up my slack while I was off in Europe!



The Aussie Team



John Rumbo

Photo by Jarred Harris



Flow

Photos by Leigh McCormack



Rotor Out



The Addicted



Synergy



Flow



Innuendo



DRAW:
 FS 4-way Open+Female
 FS 8-way

Rd 1. E-3-C-5
 2. F-6-D-21
 3. 19-H-2
 4. M-4-1
 5. 0-14-A-P
 6. 8-J-16
 7. 7-11-12
 8. 22-20-15
 9. 17-G-18
 10. 13-B-9
 Jump off Q-10-N-L
 Prodejour, 25.08.14



Helen Mahoney, Brad Turner & Naomi Adam donning local hats



Sistamatic



Flow

Photos by Leigh McCormack





RAISING A SKYDIVER

By Jennifer Morton
 Photos by Jennifer Morton,
 Paul Morton and Rhys Kempen

He was amping to be in the air while still in the womb.

Maybe he knew that a premature entry into the world would get him a ride on the New Zealand Life Flight plane. Then after a week in the neonatal ward, a flight back home too. The flights didn't stop there. At three months old he took a return flight (with me) within New Zealand for a holiday. Then at four months, his first international flight to relocate to Australia.

Now eight years old, Tai has been on countless airplanes. But it's not just about flying. He doesn't want to be a pilot. He wants to be a skydiver like his dad, Paul.

From the time he was eighteen months old, Tai regularly watched his father land parachutes. He would run across the sand and pounce on the deflated canopy while Dad daisy chained the lines. As well as witnessing landings, he also watched skydiving and BASE-jumping videos. The seed was planted, inadvertently.

He started jumping off furniture at two. By four, he turned a homemade felt monkey into a rig and strapped it to his back. 'So it begins', I thought.

His budding passion was supported with scenic flights in drop planes and commercial helicopters. In 2010, he travelled to Kuala Lumpur with me to watch Paul participate at the KL Tower BASE Jump event.

When Tai was five, we temporarily moved back to New Zealand. It was here where Tai celebrated his sixth birthday with a Tandem skydive. Although I too am a licensed skydiver, I had not jumped since falling pregnant with him, so I was a bit nervous about my baby plummeting through the air at 200km/h, even if he was with his father. But all's well that ends well; afterwards it was a regular birthday party with cake, balloons and presents. He wants to do it all over again for his ninth birthday in January.

It was after his tandem that his "jumping" accelerated. Paul gave him an old pilot chute and he promptly attached it to a backpack. He would jump handheld, off fences and brick walls. He even squeezed his clunky kid-proof digital camera into a handcam glove. Now he owns a second-hand GoPro that attaches to his bike helmet.

When we moved closer to the Skydive Jurien Bay headquarters last year, his jumping escalated even more. He loves hanging out at the office, in the packing areas, and mostly, at the Jump Shack – the official skydiver accommodation. All the jumpers know Tai. Even the SJB website makes reference to him on Paul's profile saying, "You might see his son around the drop zone too, we call him 'Mini me'." Tai is just like his dad, blond dreadlocks and all.

Tai has logged over 200 "jumps", including a couple night jumps.

His rig now consists of many recognisable items: pilot chute, multi-colour canopy (a mini ram air kite), manufacturer logo and even a closing pin. He packs after every jump and enjoys it, unlike some skydivers I know.

The rig still needs work but as far as he's concerned it's just fine. But, he has already asked for a real setup for his 16th birthday when he plans to do his AFF. I'm happy we have over seven years to save up!

For now, Tai will soak up the culture by reading the ASM, studying APF manuals and following jumpers and staff around the drop zone. He often tags along to the student landing paddock, which has gained him the title of Gate Manager. I've told him this is an entry-level position into the skydiving community. He already wants to learn how to pack real parachutes too. Right now, he's like a sponge – keen to absorb as much knowledge and experience as possible.

He will get at least one more tandem and hundreds more fence jumps over the next seven and a half years. I just hope he doesn't get too high on his horse. He already thinks he has more experience than me because he has 225 jumps opposed to my 51 solo descents. He was a premature baby and he's turning into a premature adult, but he's having a ball along the way!



Mock rig



Pool jump



Reading ASM



Handicam base



Dad's office

Packing with Dad

Exit tips

Family flight



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A Tribute to SHAUN OTTO

By Phil Onis

Shaun started his drop zone life as a kid at Picton, watching and learning about jumping. Too young to learn, he bashed around the paddocks on his motorbike.

As soon as he was old enough he gained his Packer rating and worked on the packing mat.

Keen to get into skydiving, Milly, his mum, asked me to teach him to jump.

The plan was to head to the Batchelor Boogie and do all his jumps there in one week.

I grabbed a beer, sat Shaun down and told him what to do.

Milly said, "... you can't teach my son to skydive over a beer!"

"Why not", I said, "He is all over it!"

An hour later he was doing the exam.

We flew to Batchelor in the Skyvan and started Shaun's jumps.

Day 1 and 2 he finished his AFF jumps.

Day 3 and 4 he completed his B-Rel's and some solo jumps.

He had his A licence, and by the end of the week Shaun had his Star Crest and was on a three point 16-way.

Oh, by the way, Shaun did every pack job himself too.

Shaun, though shy, had immense talent as a skydiver.

Outside jumping he went on to learn to fly and took on a career as an aircraft engineer.

Shaun also became involved in BASE jumping.

Sadly, at the age of 33, Shaun was killed on a Wingsuit BASE jump that went wrong in France.

Shaun will be missed by family and friends.



By Aggi Gawlik, APF

*When we skydive, we live in the moment and nothing else matters.
We live in the sunshine and drink the wild air!*

Flying is one of the most peaceful, amazing and exciting hobbies ever and an incredible feeling that once you've experienced it, it becomes an addiction and not surprisingly; both men and women have what it takes! However, skydiving still remains largely a male sport with a very low percentage of licensed females (13.8% - APF Report as at 15/09/2014).

It is true, many women feel uncomfortable and/or intimidated by participating in an extreme activity and this can be exasperated when the majority of participants are male.

"The WIAS Program aims to provide support and opportunities for women in skydiving and to encourage participation and retention"

WIAS Mission Statement

A major component of the program is to create mentorship relationships that will inspire and motivate female skydivers!

The mentorship aims to provide guidance, advice and feedback for women who are student, novice or experienced skydivers, so that with a magic backpack, confidence and support, they can have the best time of their life! A female mentor can help by confidentially talking through things that are important to you, that guys may not understand. Your mentor will be an objective sounding board and enhance your experience in the sport. Your mentor has a wealth of experience to offer.

To ensure we have enough mentors for our mentees, each mentoring relationship will be set for a period of 12

months. Needless to say, a lot of these relationships will become long lasting friendships.

What's in it for you as a mentee?

- Your mentor can introduce you to skydiving resources and help you plan your goals in the sport
- Offer of moral support, encouragement and help in decision making
- Talk about your fears, worries and any difficulties you may have
- Help you grow in the sport and review your progress

The WIAS program doesn't stop at mentors; there are other areas too! To realise the mission statement, a big part of the WIAS program will involve ambassadors highlighting the adventure and fun that a female skydiver can have. To make this happen, the APF will be asking for every day, but well-known, successful women, to showcase how feasible it is to be involved with skydiving.

In addition, the WIAS program will develop and disseminate relevant educational material regarding "proper behaviour" and expectations around the behaviour of skydivers at drop zones.

Mentors want to share knowledge, share the fun and see women progress in their skydiving career, as well as highlight their achievements in the sport. So, get inspired! Get motivated! Get involved! And Get into skydiving! Spread your wings and you'll know how far you can fly. Let's fly, chase the wind and touch the sky.

The APF is recruiting mentors and mentees. For more information, contact the National Development Office: development@apf.com.au

Role of the Mentee in the APF Mentoring Program

- Take responsibility for your development and be proactive about initiating contact with your mentor
- Use a variety of methods to initiate contact: telephone, e-mail, face-to-face
- Ensure confidentiality is maintained
- Be willing to listen and learn
- Ask for feedback and give feedback when required
- Plan the meeting ahead, create a list of things you would like to discuss that you feel will be relevant to your development
- Be honest and clear with your mentor about what you would like to learn and achieve – ensure you both have an understanding of your goals

Please Note: Be aware that mentors may have many pressures on their time, be understanding and catch up when it is convenient for both of you.

Role of the Mentor in the APF Mentoring Program

- Schedule a meeting at least once a month with your mentee
- Ensure confidentiality is maintained
- Be willing to listen and communicate with your mentee
- Provide guidance to your mentee, offer relevant advice and give feedback when required
- Try and plan the meeting ahead, have some initial questions prepared to ask your mentee or some relevant experiences to share which may help the mentee in situations they might face in skydiving
- Take an interest in your mentee and assist them to achieve the goals they have set for the mentoring program
- Introduce your mentee to the skydiving community lifestyle and explore skill development opportunities
- Know your own boundaries and areas of expertise/knowledge and refer the mentee to others for advice as required.

About the Author

By Adam Murray

You know that saying “quit your job, buy a ticket, get a tan, fall in love, and never return”? Well, that’s exactly what Aggi Gawlik did. Originally from Poland, she grew up in France. Five years ago her life changed when she decided to leave everything she had, live life to the fullest and explore the unknown.

One of her biggest fears is heights but a dream of hers was flying, so she decided to combine both; one of her favourite sayings is “feel the fear and do it anyway”!

Tears of happiness streamed down her face, in her first skydiving experience, her smile during freefall was unexpected, but at the same time irreversible.

Her addiction to skydiving had taken hold; her perspective had changed, the view is much better from up there and she loves the energy and excitement the sport had given her, it was contagious.

She was a novice with a thirst, a thirst for more, more time in the air, but also a thirst for knowledge of the sport. This thirst led her to pursue a position at the APF as an administrative assistant and relocated from Sydney to Brisbane to live the dream. Unfortunately, an injury has put her on hiatus from her favourite sport and hasn’t been able to jump since.

She is really excited about being part of the WIAS and wants to demonstrate to women that with a pinch of courage, a dash of craziness and a shot of passion they can have an incredibly amazing time.

To be able to help women has always been a calling for Aggi, and in a male dominated sport that she has such a passion for, it’s a great place to begin.



“I’ve flown my wingsuit across the most beautiful landscapes imaginable - from my own drop zone in Sydney, to outback Australia, Sydney Harbour and even over the high Himalaya. It’s an incredible pleasure and privilege to fly like a bird, to have the freedom of the sky as our playground, and to be part of the wonderful community that is sport skydiving. But it would never have happened for me if not for the people who supported me in my early jumping career when for me, it was way more stressful than it ever was fun. Women like Wendy Elizabeth Smith who inspired me, Elise Vale who coached and cajoled me through my B-Rels, Marta Empinotti who empowers me still and many others like them who continue to impress and inspire. This is a great program,

because by recognising women are different to men (we have a way more sensitive fear response on average) thus our experience in the sport is different; and so formalising a support network to mentor, instruct, include and inspire can only make us and the sport stronger.”

Heather Swan, BASEClimb



Women In Adventure Sports

“Some of us try hard to not let gender get in the way but let’s face it, girls and boys are different - our bodies, our brains, our approaches to life, even our choice of expletives at the DZ!

I was definitely a little overwhelmed by the male-to-female ratio when I started jumping. All the testosterone and bravado during AFF, B-Rels and early Rel jumps sometimes felt so at odds with my own experience of overcoming fears and learning new skills. One highlight from early days was being told in a group of 6 or so male skydivers standing around, that I wasn’t invited on the jump because my, “Boobs aren’t big enough.” That was from an experienced, male jumper. Way to make a girl feel welcome hey?!

Boobs or no boobs (or man-boobs!), gender shouldn’t stop any of us from achieving what we want to in this, or any other, sport. Thank heavens for a few top chicks (and top blokes) around the place who were fantastic mentors and friends to me.”

Kate Langley, Competitive Skydiver

“What a great initiative! If only an official mentoring program had been available when I was starting out! Sure, everyone at the DZ is naturally friendly and helpful, but to have a mentor that I could report to confidentially and in a structured way may have helped me decide what I wanted to do with my skydiving career and achieve it more efficiently. This offering could make a huge difference to new skydivers and their progression in the skydiving community, and ultimately increase our retention of students and novices in the sport. I encourage anyone who is feeling a little directionless or unsure how to fit in, to partner with an experienced mentor to work together on enhancing the skydiving journey.”

Lisa Perdichizzi, Instructor & Competitor

“Without my mentors I would have dropped out a long time before being a part of the 2009 Women’s World Record 181-way. They were the ones that made me believe I could do it.

In work and personal life we look for mentors who can guide us and introduce us to others. Skydiving is no different. Most of us who have stayed in the sport have had and still have mentors. The only difference with this program is that it has been set up to help you find them!

Jumping with your friends is cool but there is something special when you are in the sky with a whole group of women.”

Shirley Cowcher, Instructor & World Record Skydiver

“So far this year 18% of our students have been girls. This is a big improvement on last year and we’re really going to be pushing it more over the Summer for next AFF season. We have run a “Free B-Rels for Girls” weekend, (where they just paid their slot and we covered coach fees and slots) and have been working hard at encouraging more girls into the sport. At our boogie next year we plan to have 4 of our 10 coaches to be female.”

Christine Sparrow, Owner of Skydive Jurien Bay

“The APF normally averages a 15% retention figure for women in skydiving, but the percentage was doubled in the 112-way record. That’s proof that we enjoy inclusive challenges with our skydiving friends, and we’re good at it too!”

Kelly Brennan, Instructor & Aussie Big Way Record Holder

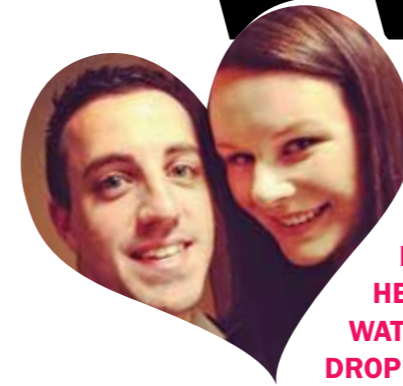
“I am so happy when there is a bunch of really awesome girls getting around the drop zone. I have watched over 21 years in this sport. I have usually been in the minority, but I really feel this is starting to change. At Farm this year there were women everywhere. Not only were they there, they had kick ass skydiving skills as well. Now that makes me smile!!!”

Issy Dore, Tandem Master & Freely Coach

The life of a Skydiving

WAG

WIVES AND GIRLFRIENDS By Ellen Smith



MY NAME IS ELLEN AND I AM A FULLY-FLEDGED SKYDIVING WAG. I AM THE PERMANENT SPECTATOR, THE SILENT CHEER SQUAD OF A DARE DEVIL THAT TAKES TO THE SKIES ON A VERY REGULAR BASIS. HE IS A THRILL SEEKER AND I AM NOT. HE SPENDS HIS SPARE TIME WATCHING VIDEOS ON YOUTUBE OF DEATH DEFYING FEATS FROM EVERY DROP ZONE ACROSS THE WORLD. I SPEND MY SPARE TIME PLANNING MY NEXT SHOPPING ADVENTURE. HE LIVES LIFE ON THE EDGE AND I PLAY IT SAFE. THE LIFE WE LIVE IS VERY INTERESTING AND, FOR ME, IT IS CONSTANTLY ON THE EDGE.

I can remember very clearly the first time I saw a drop zone; Adrian, my other half, took me to Skydive Nagambie, a couple of years ago now. I grew up in Melbourne but frequently went on holiday in Cobram. The road to Cobram went through Nagambie, this being long before the bypass was even thought of, and I would stop in town to go to the bathroom and grab a snack from the Bakery. As a kid I didn't even know Nagambie had a Skydiving centre, let alone a popular one. Adrian had told me about the drop zone but I couldn't imagine where it was in the town, as I never physically passed it on the main highway.

As he described the life of the drop zone and what happened during the average day of jumping, I tried my hardest to picture it all when I had to ask, "what is a drop zone?"

I remember seeing the Skydive Nagambie sign for the first time. It was partially obscured by the over grown shrubs but it clearly marked the way to the dirt road. There were paddocks surrounding the road, with a lone sheep sticking its head out between the fence wiring. As the short dirt road twisted and turned, it disappeared into a makeshift car park between two buildings. One of the buildings, the one to the right, reminded me of the school portables when I was in Primary school. It was then fitting to learn that the building was the classroom; with those going in it being in the Primary school of skydiving, for the most part.



At the Drop Zone

Adrian explained that to the left was the hangar, where we would find manifest. *Manifest*, I thought to myself, *what did he mean by manifest?* Was I supposed to know what this meant? I followed Adrian into the hangar;

we passed through what looked like an open shed that had markings on the floor and instructions on the walls. There was an apparatus hanging from it, which looked like adult sized swings and I became a little nervous by the contraption.

There was one guy sitting on a row of couches, which were against one of the two walls. He was typing on a laptop, with his suit rolled halfway down his body. I quickly learned that this was the skydiving fashion, that and a pair of DC shoes and anything that could be purchased from a surf shop. It was a uniform I would eventually try to emulate.

Adrian didn't seem fazed by the contraption, or anything on the walls, that I was transfixed by. He calmly walked through the shed



Adrian



into another section of the construction. This part was completely different to the first room; the entire floor space was covered in foam mats and it had more contraptions lining the walls, except these had backpacks draping them. They looked like giant blue coat hangers. I quickly learned these backpacks were the rigs belonging to all of the sport jumpers. I became nervous around them;

I didn't want to touch their equipment and break something, something they would need in the sky. I didn't even want to step on the mats, in fear of disturbing their packing routine. I was very cautious.

I followed him to manifest. Manifest turned out to be a desk with one of the most powerful individuals at the drop zone sitting behind it; at Nagambie, this is Louise, and she runs the loads and takes the cash. Adrian introduced me to her and she beamed a smile at me but, just as quickly as the interaction was over, she was back to business. As I watched her for the rest of the day, I didn't envy her job. She was co-ordinating the operation of these daredevils, keeping them in line and ensuring the plane was full on every load. I also met her husband, Don, the owner of Skydive Nagambie. His face wasn't all about business but he never had a moment to stop; everyone had questions for him, about what they could and couldn't do, and he was constantly running around. I found it interesting watching Louise in the room full of mostly men; she held her own and never seemed phased by the testosterone.

Still to this day, I can become overwhelmed by how many men are around and how my girlie nature doesn't quite transcend the ungracious lifestyle.

I sat down on the benches out the front of the hangar; there were a few people scattered across the tables but I plonked myself on the end of a vacant table. Adrian sat with me and he showed me the runway where he was designated to land and pointed out a couple of the instructors. An hour passed and Adrian was yet to jump. He explained that due to the weather conditions, he was grounded as he wasn't qualified enough to jump when the weather was like this. I listened to the people around me speak.



Wishing Adrian good luck

They may as well have been speaking German as I listened to them speak of Sit flying, cutaways and other technical jargon that I didn't know of. I felt like I was sitting on the edge of a bubble, looking into a foreign world that I wasn't sure that I belonged in. I hoped that I would eventually begin to understand.

We waited another few hours before the rain started to pour. The day never got any better and, on my first visit to the drop zone, I did not see him jump.

I can't tell you how many times I have sat on the tables at Skydive Nagambie; I am convinced that my bum imprint is on one of the chairs. After my second visit, when Adrian actually got to jump, I quickly discovered that it can be quite boring being a Skydiving WAG. This always sounds strange to those who have never been to a drop zone but once you have seen one or two people landing, it all starts to look the same. I have learned, through watching videos, that the really cool stuff is in the air, where I can't see it. Each time we planned to go to Nagambie, I would save up all of my writing and article prep for when I was at the drop zone and sit with my laptop and type. I would get a lot of work done and was still able to see every jump of Adrian's. If I didn't have that, or a good book to read, I may have gone stir crazy.

When Skydive Nagambie moved sites earlier this year, there was an amazing opportunity for a couple of extra people to claim a spot in the caravan park. Adrian had to convince me; I saw the drop zone when it was nearly finished in December last year and I could appreciate how amazing the new facilities were going to be.

However, for me, the outdoors and I are not exactly best friends and the roughing it sort of style that a caravan life presents did not appeal to me in the slightest.

Up until this point, we had been staying in the motel in town. I was comfortable, with a private shower and heating/cooling when I needed it. There had to be a compromise; Adrian starting to show me vans that were long, spacious and had all the amenities that I would enjoy whilst he was jumping. This included space for a TV and a little kitchen so I could make hot food on the cold days. We investigated a couple of vans but settled on one that needed a little renovation. After spending our Christmas and New Year's break fixing up the van, and giving it the infamous paint job, we were ready to move into the drop zone. I have never looked back; I am currently writing this article sitting in the van having just watched Adrian land. It is perfect for this WAG.

Being a WAG isn't all roses. It has taken close to two years for me to truly feel comfortable at the drop zone; I don't feel scared around the rigs anymore, I walk on the mats when people are packing and I hang out in my track pants and no make-up.

There are so many faces that I have met, and some still I haven't, but I am always the name that people forget first. I have been introduced to some people multiple times and every time they say, 'It's nice to meet you.' I try not to take

it personally but, after a while, it does hurt. I often feel as if people don't understand why I am there and, even if they don't think it, they certainly look at me like that.

Most of the time, I am the only WAG kicking around, that I know of.

I find it interesting to watch when people bring their girlfriends for the first time; it is as if their man has painted them a picture of what is going to happen during an average day of jumping and it never meets up with what actually happens.

The usual routine is always the same: the couple arrives together and the girl goes with her skydiving boyfriend to put his gear away. She then takes a seat on any available seating, preferably one with a view of the sky for some entertainment, and waits. She waits the whole day; she waits for him to jump, she waits for him to land, she waits for him to talk to her and introduce her to people. She is a spectator, at best, and though the day flies by for the skydiver, excuse the pun, it drags on for her.

I have always had my commitment to my man question, but not in the negative way you would assume. People think I am over committed to my relationship because I hang out with Adrian at the drop zone every time he goes; they think we are inseparable or something like that. The truth is: I get it. I have met a couple of WAGs, even male WAGs, who don't quite understand what their other half loves about Skydiving and that's why they don't join them at the drop zone. I think the more Adrian has encouraged me to be there, the easier it was to move in there, and the more I have got to know people.

It doesn't feel so alien, as it once did, and sometimes I forget that I don't skydive.

At the end of the day, I cannot stop him from doing what he loves, and I would never try to because it makes him happy. I was realistic, when we first started dating, that if I didn't learn to love the skydiving life then I wouldn't get to see him most weekends. That thought I couldn't bear.

I know being a committed Skydiving WAG isn't for everyone.

However, my philosophy is that if you can't beat them, join them; at some stage, when I have the disposable income to spend, I will do my AAF course and become a sport jumper. For now, I am happy being an active spectator, who takes photos and lives the thrill from the ground.

I would love to meet and spend time with the skydiving WAGs. I know one or two by name and it is refreshing to know people who share the same ups and downs as I do. Not only being a spectator, or how to endure the long weekends spent away from home, but also being a concerned love one who always wants their other half to land safely each and every time. You guys keep us WAGs on our toes but that's why we love you.



Our van at Nagambie

For a WAG to survive life on the Drop Zone

Here are my expert tips to help any WAG enjoy a day when their other half is skydiving.

- **Always have your reading material and/or laptop packed!** There is a lot of down time in which your other half will be jumping, packing or organising the next jump.
- **Talk to everyone and anyone, especially about skydiving!** Joining in the conversations with jumpers and spectators will help you fit in. By making a concerted effort to understand skydiving and showing a true interest in the sport will make it easy to talk to people, and ultimately more enjoyable for you.
- **Don't be a stranger, visit often!** Coming to watch skydiving once a year will make it harder for you to return; you won't recognise anyone you saw last time and everything will seem strange again. If you make your visits a regular trip, the drop zone won't feel so alien and you will make friends quickly and easily.
- **Walk around and get to know the place!** Don't be afraid to be where all the action is. Most WAGs tend to stick to the outside benches or couches at the drop zone. You are allowed to be where all the action is and make yourself feel like home.
- **Share the love!** I have had the biggest success with fitting in at the drop zone because I share pictures on Facebook, Instagram and Twitter; tagging the location and showing my support for the community.

top tips



Adrian McRae

Adrian McRae is on his 111th jump, having spent time jumping at Nagambie and testing his skills at iFly Sydney and Singapore. Adrian describes himself as a thrill seeker; having sold his motorbike to fund his skydiving hobby, he will give anything adrenalin fuelled a try. As a Stock Broker, he appears to be an unlikely person to be a skydiver; spending each workday in a suit and buried in numbers. However, each day he plans when his next jump will be.

Adrian and I have been together two years and we live together in Melbourne.

profile

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- 30 years in the sport
- 4,000 jumps
- 50th birthday

It was 1973 and I was eight years old.

Watching my favourite children's television show, Blue Peter, one of the presenters, John Noakes, was asked by the RAF Falcons' Parachute Display Team if he would like to make a five-mile freefall jump. This would be a new civilian altitude record for parachuting. I was fascinated by this and watched for the next few weeks as John was trained by the RAF Falcons.

On 15 May 1973 John made the jump and achieved three firsts, not sure if he bought beer or not!

He became the first civilian in Britain to make a five-mile high freefall; the first outsider to join the RAF Falcons; and the first television presenter in Britain to talk to a camera while falling through space. Needless to say, the jump got John into the Guinness Book of Records.

So the seed was sown.

For the next few weeks I dreamed of ways I could make a parachute jump. It turned out it was with an old blanket, some string, and a launch off the coal bunker at a mate's house. This would be my first attempt. Not all that successful but no broken bones so it was not a disaster. After this episode it was back to using my action man doll as my outlet for skydiving. He actually had his own rig, a lovely round orange canopy with no vents or mods. It was not a very stable ride but he didn't seem to mind. I would fold the chute up and hold it against his back before throwing him up as high as I could into the air where it deployed and brought him swinging back to earth. Like with most things at that age, I gradually moved on to other interests but always had the thought of parachuting in the back of my mind. I would imagine myself jumping and landing on the school playing field, gathering up my chute and walking into class with my mates.



The **FIRST** JUMPER

Adam Pembala
Celebrating & Reminiscing

The FIRST JUMP

Toogs Big Way Camp



A brief history:

- First jump Dunkeswell, UK 1984
- Emigrated to Australia in 1990 with 121 jumps
- First Jump in Australia at Lower Light 1991
- Instructor D & Tandem Rating 2007
- 1,000th jump 2007 at Lower Light
- AFF Rating 2007
- Instructor B Rating 2010
- Instructor A rating 2012

As I got older I resigned myself to the fact that parachuting was something they just did in the Army and that people like me would never get the chance to try it.

In 1984 I was twenty and had just completed my apprenticeship as a fabricator/welder at a local shipyard in Poole, southern England. Our company shut down for two weeks every year; the last week of July and the first week of August. These just happen to be the two most expensive weeks to go just about anywhere, but what the hell, I was young and didn't have a care in the world. Two of

I eagerly wrote down the phone number and raced home to call it. I called the number and spoke to the instructor who was running the course, Mac McLaughlin, and that was it, I was booked in.

The following Tuesday after work, I went to the sports centre for my first night of training. Mac was there along with his assistant, Ross White, neither of whom looked like Parachutists to me. I'm not sure what I expected them to look like. Mac explained that we would be doing a Static Line jump from 2,000ft, out of a Cessna 206 at Dunkeswell in Devon.

There were about twenty of us on the course, all in a fairly small room with chairs set out, each with some strange looking things on them. These turned out to be our training aids, which consisted of a crude harness and a dummy chest mounted Reserve container. We were to become very familiar with these items over the next two evenings, along with shouting out, "1,000, 2,000, 3,000, 4,000, check canopy", and doing as many PLFs in as many different directions as was humanly possible. We were endlessly drilled in the Emergency Reserve Deployment Drill, which involved putting the left hand over the Reserve container before pulling the red handle with the right hand. Once open, we had to slide the right hand down inside behind the canopy. Then grasping the front with the left hand, we were instructed to throw the parachute away from our bodies to deploy it.

Mac said there was no better deployment system than a cool head and a well-trained pair of hands.

I took his word for it!

After two nights of being put through our paces we were all ready, or so we were told, to make our first jump on Friday evening at Dunkeswell, weather permitting of course.

It was 25 August 1984 and I finished work that Friday at 3.45pm as usual. I raced home to change and then hopped on my motorbike for the two-hour ride to Devon. I arrived at Dunkeswell airfield and followed the instructions we had been given to find the skydiving club. I followed the perimeter, or Perry track around the outside of the airfield, past the old control tower and there was the sign. Welcome to DISC, "Dunkeswell International Skydiving Centre". It all sounded very glamorous, so I followed in the direction the sign was pointing to a hangar at the end of a short track. Not all that glamorous as it turned out, but nevertheless I was finally here. Inside there were long tables with parachutes stretched out along them and people were packing them. I found Mac and some of the others from my course; all of us looking a little nervous no doubt. Mac ran us through a few drills, including how we would exit from a sitting position on the edge of the door. We did this on a wooden mock-up of the aircraft door; sitting on the edge with our legs dangling outside. All a bit scary and now looking more likely to be a reality.

Mac put us into groups of four for each Lift, I was on the last Lift so I watched as the others geared up and boarded the mini bus for the trip around to the other side of the airfield where they would be boarding the plane. As the evening went on I was thinking that it would be dark before it came around to my turn. But, optimistically, it seemed, we were geared up in overalls, given helmets, goggles, and put on the large, heavy back pack which contained the C9LL Main parachute. The I24, hand-deployed Reserve, was hooked on to the front of us and secured at the sides tightly. One arm instinctively went over the red handle of the Reserve to protect it; as we had been trained. As we walked to the bus it was beginning to sink in that this was it, I was actually about to go and jump out of an airplane.

We drove around the Perry track to the other side of the airfield, hands covering our Reserve handle all the way. We exited the bus and walked to the emplaning area. It was after 9pm and almost dark, or so it seemed, but Mac assured us we had time to make the jump. The 206, G-DISC, came down the runway towards us, turned and stopped in front of us. With the engine still running we were told to move towards the plane and one by one we were hooked up to the strong point, which we checked with two sharp tugs, then boarded the aircraft. I was second in so would be first out on the second pass. We knelt up facing the rear of the aircraft, hands still protecting the Reserve handle. There was no door, just a small piece of plastic at the front to deflect the wind. Slowly we circled the airfield climbing to our exit height. As we came around onto jump run for the first time Mac gave corrections via the buttons near the door, and vocal commands, "five left, five right." Then with a big shout, "POWER OFF, IN THE DOOR, GO!" The first of my Lift disappeared out the door, then the second. Mac pulled the Static Line bags back into the plane and the wings tipped to the left as we turned to go around for the second pass. It felt like I was being pushed through the floor of the 206 as it banked hard.

We straightened up and Mac began again with "five left, five right." Then came the "POWER OFF." It was my turn to go. "IN THE DOOR," I moved to the door, slid my legs outside. With my left hand on the floor, right hand on the rear of the door frame and my head back looking at Mac. "GO!"

With one word from Mac I released from the door of the aircraft, my mind went completely blank and the next thing I remember I was looking up and seeing the white, orange and green parachute above me.

I remember saying out loud "f**king hell I just jumped out of a plane!"

Then looking back up at the parachute above my head, I found the steering lines and looked down to see where I was. There was the airfield behind me, so it was back to the training to assess drift and decide whether to turn, run, hold or crab. I don't remember much about the parachute ride but I do remember getting ready for the landing. Feet and knees together, knees slightly bent, elbows in, chin on chest and get ready to hit, roll and run. I hit all right, not sure about the roll, but I was up on my feet running around the parachute to collapse it. I slowly walked towards the now deflated canopy, lying in front of me, wrapping it over my arms, windmill style as we had been shown, until I had the apex in my hand. Then it was a bit of a walk back to the hangar to drop off the gear; but it didn't matter how far it was, I had done what

*I had been dreaming of doing since 1973!
I'd jumped from an airplane and I felt ecstatic!*

I dropped my gear on the floor with the others and got out of my overalls. Mac arrived back, took us aside for the debrief and wrote our critiques in our jump log. Mine read, "Good arch and position but lost it feeling the opening."

It didn't really matter what it said I was just happy to have done it. So it was off to the pub for mandatory beer. We piled into cars and drove off to the village and the Royal Oak pub. I don't remember much about what happened in the pub that night but I'm sure we all drank our share of beers to celebrate our achievement.

I spent the weekend at DISC, camped in my tent on the grass outside the aero club, but the weather was not kind so there were no more jumps for me that weekend. Other, more experienced people were jumping, but they were using the square chutes and could jump in higher winds.

I think I had made up my mind long before the first jump that this was the sport for me, but I was the only one from my course of twenty who continued on. I came back the following weekend and completed another three jumps. My next aim was to get to the next stage of my training, which was the dummy pull. This is basically just a Static Line jump with a handle held in some elastic on your harness, which you had to pull on the 3,000 count. If you could do three good ones in a row then you could make your first freefall jump – a three second delay. This was my ultimate goal, to be a real skydiver and not just a parachutist.

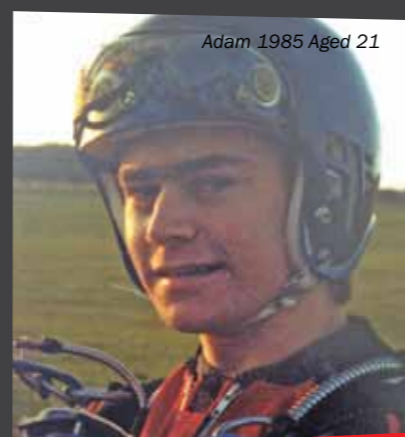
It is now 2014, and 24 August marks the 30th anniversary of my first jump. By this time I will be close to my 4,000th jump. July 4th this year also saw me turn fifty. So you could say that's the 3, 4, 5.

The story and dream continues.

Geeking Camera



Toogs Big Way Camp



Adam 1985 Aged 21

WA WINGSUIT RECORD

1. Scott Paterson, WASA
 2. Graham Cook, Kambalda
 3. Leigh (Mavs) Aldred, WASA
 4. Clint Dadson (Daddo), WASA
 5. Stephen Arkwright, WASA
 6. Jacob Muscat, York
 7. Paul Gresser, WASA
 8. Craig Romero, WASA
 9. Alex Ross, York
 10. Adam Fiannaca, WASA
 11. Ben Dummet, WASA
 12. Craig 'Crumb' Cook, Hillman Farm
 13. Luke Wickliffe, York
 14. Seb Balfyn, WASA
 15. Shaun Mac, York
 16. Jenette Bee Savage, WASA
- Reserves: Murray Phillip, Jurien bay & Alex Mazza, WASA
Camera: Paul Morton, Jurien Bay

16-WAY

DIAMOND SHAPE

BELLY TO EARTH

EXCEPT THE LEADER

WHO WILL BE

BACK TO EARTH

By Scott Paterson

Photos by Paul Morton

Skydive the Beach and Beyond, York held and supported the first ever West Australian Wingsuit Record weekend, 22-24 August 2014. Sixteen of the best in the West rocked up and gave it large in the skies, filling Caravans and setting records.

Our first attempt on the Saturday looked pretty promising, then we read the rules for the Wingsuit record to be official and figured a second jump was needed. After submitting the image to the judges, the emails were checked every twenty seconds to see if it was going to be accepted. Being trained masters of suspense, they strategically didn't get back to us until the end of the day with the thumbs up. Needless to say everyone was pretty stoked.

Considering a year ago it would have been a struggle to fill a Caravan with strictly WA Wingsuiters, the record is a testament to how hard everyone from the West Coast Wingsuit Mafia has been getting after it and having a go. Good doogs, actually the gooddest of doogs!





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YOGA in the SKY

By Jackie Trevor & Paul "Bear" Ockenden
Photos by Bear

Why not?! Seemed like a fabulous idea over a glass of wine after a particularly fun weekend of jumping out of airplanes! We had been skydiving for a couple of years and had been learning Freestyle; something I described as a mixture between ballet and acrobatics in the sky.

We were both practicing Bikram yoga at the time and thought it would be fun to incorporate the two together. Bikram yoga is a fixed set of 26 poses repeated twice in a stinking, (literally!), hot room and is NOT for the faint hearted. We love jumping together, and Bear flies camera, so it seemed a no brainer – let's do it. The intention was always just for fun with an end result of presenting our pictures to the yoga studio. We did not think this had been attempted before so the very next weekend, the journey began.

Some Bikram yoga poses on the mat are ridiculously hard! Inexperience, gravity and Freely speeds throw a unique set of complications into the mix!

Flying, (and filming!), on the belly or the back was pretty easy. Head-up or Head-down was a few notches up in difficulty. Curved and generally bendy shapes were a nightmare, Jackie spinning in the air and almost always backsliding at tracking speed, (We were last out!).

For those that have tried this sort of yoga, you will understand that awkward pose is awkward on the mat, launching out of tiny plane and trying to get the shot 14,000ft up is very awkward!

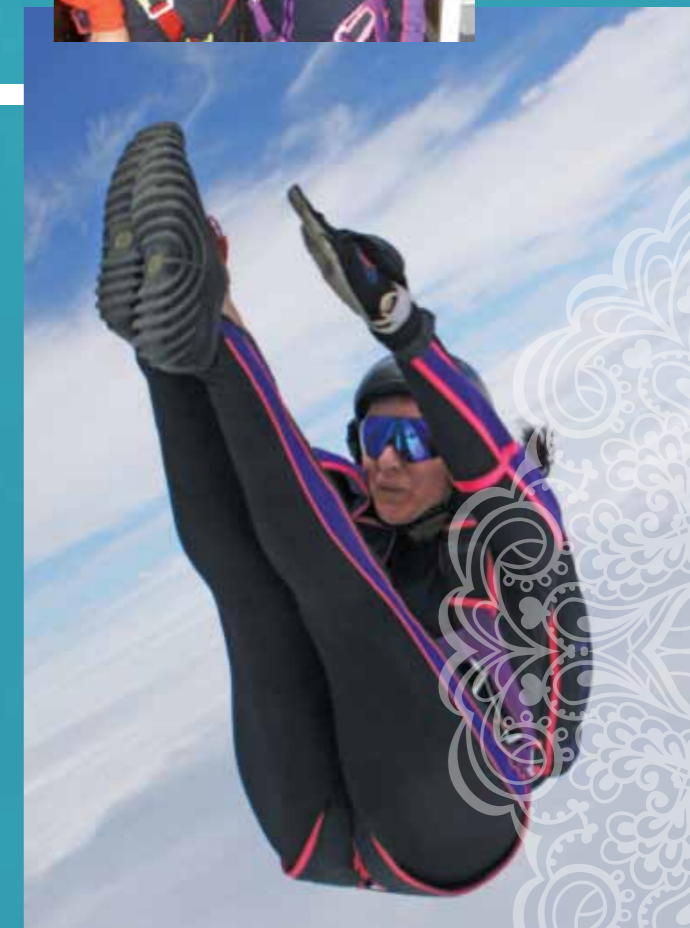
So. Twenty-six poses and 26 skydives? No chance! Probably 200 jumps and 5,000 photos later we put together the collage. Some poses are less than perfect; some photos are also distant.

Please enjoy, we certainly did. :)



“ WE HAD BEEN SKYDIVING FOR A COUPLE OF YEARS AND HAD BEEN LEARNING FREESTYLE; SOMETHING I DESCRIBED AS A MIXTURE BETWEEN BALLET AND ACROBATICS IN THE SKY.

WE WERE BOTH PRACTICING BIKRAM YOGA AT THE TIME AND THOUGHT IT WOULD BE FUN TO INCORPORATE THE TWO TOGETHER. ”



YOGA in the SKY





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Interested in a career in skydiving?

By John Meara, APF, HR & Project Coordinator Photos supplied by Cookie Composites, Airtec GmbH, NZ Aerosports, Downward Trend Rigging, Rob Libeau, Funny Farm Boogie, Nagambie DZ, Skydive the Beach & Beyond and Bubba Phillips

LAST ISSUE, I TOUCHED ON HOW THE APF'S NEW CERTIFICATE III COURSE SUPPORTS A VOCATION IN SKYDIVING; BUT THERE IS A BIGGER PICTURE THAN SIMPLE QUALIFICATIONS WHEN IT COMES TO CAREERS IN THE SPORT AND RECREATION SECTOR AND ALSO ADVENTURE TOURISM. THERE ARE MULTIPLE OPPORTUNITIES TO WORK AND ADD VALUE IN OUR CHOSEN PASTIME. IN THIS THREE-PART ARTICLE I WILL ATTEMPT TO PAINT A PART OF THAT BIGGER PICTURE AND ENCOURAGE MEMBERS TO CONSIDER THE POSSIBILITIES.

PART 1: WHERE DO I START?

Are you passionate about skydiving and the people in the sport? There are positions available that require filling with appropriately qualified and motivated people. Are you one? If not, but you'd like to be, how do you get there? What groundwork do you need to do? There are plenty of questions to ask yourself: Do you want to be in the air or on the ground? Deal with the public or parachutes? Fix things or fly? Teach or learn? Push pens or mowers? Attend safety meetings or Board meetings?

Prepare to achieve your objective

The positions all relate to jumping and are mostly in the Federation's organisational structure and/or that of local drop zone operations – something for everyone; a real diversity of opportunities, from office and administrative jobs to the many more hands-on outdoors and aerial roles. Most positions involve relationships that require communication skills – have you got what it takes?

Paid work can be full-time, part-time, casual, fixed-term or permanent. It may also be possible to work for yourself as an independent contractor. Volunteering is unpaid but helps gain new skills and experience for employment and some costs may be reimbursed.

Your starting point for pursuing a career in skydiving is the same as for investigating entry into any profession: Do your homework on what and where the opportunities are and their potential for satisfying your needs – financial rewards and non-financial needs, such as security, social and self-esteem. If you proceed, you must determine the requirements of the targeted role, assess your skills gap against those requirements, then work to build your capability and experience to fill that gap. Your objective is to make yourself an attractive, visible candidate

for opportunities as they arise, or to create your own opportunities. These can be job vacancies or business propositions.

Relationships and culture

You also need to be able to develop relationships and networks, especially because all successful business or employment relationships (like with any partner) are based on trust and mutual respect. You need to market your capability and grow your network. There's the old saying, "It's not what you know, but who you know" – apparently up to 80% of today's jobs are landed through networking. Simply hearing about opportunities through your skydiving network, before vacancies are advertised, can provide a strong advantage.

Your investigations into suitable work and relationships also need to consider the culture of the organisation. Does it uphold workplace and safety standards that you live by? Will you learn a lot with them? Can you fit in? What are the "unwritten rules" on that drop zone, in that team? Another relevant old saying is, "People don't leave an organisation; they leave their supervisor." Can you work with that operator, in that team? Your skill set is not enough – this is about aligned values, priorities and beliefs. For example, ex-military personnel may hold excellent organisational skills and qualifications, but they are probably used to working in a highly structured bureaucracy. They should look carefully at the way operations are conducted on the drop zone with the vacancy.

80% of today's jobs are landed through networking.

Interested in a career in skydiving?

PART 2: WHERE ARE THE OPPORTUNITIES?

The following eight headings cover the various structural levels and types of roles in our industry. The APF will be updating existing position descriptions and developing new ones and role statements to cover many of the positions mentioned below, and as these become available they'll be posted on the website.

1. Training operations

Skydiving in Australia is growing. The APF and drop zone operators need more instructors and staff. There are currently 59 training organisations and each engages staff in training, flying, administration, ground crew and maintenance. The work can be in manifest, payroll, food services (cafe), general grounds maintenance, cleaning, refuelling, video dubbing and preparing DVDs, as bus drivers, packers, camera operators, Ground Control Assistants, Target Assistants and pilots.

Instructing and coaching positions are core work and considered by many to be central to career progression in the skydiving industry. At the time of writing, the number of current APF instructor rating holders were as follows: 251 IDs, 39 ICs, 155 IBs, 82 IAs and 15 Master Instructors. The actual number of active instructional positions currently held in Australia is not known; suffice to say it is less than these 542 and we need more. This raises an interesting point: We do not know how many people in Australia are employed in the industry. We do know we need more, due to turnover and growth. In addition to jumpmasters and first jump instructors delivering training, there are always vacancies for Tandem Instructors and demand for Chief Instructors.

The drop zone level is the most obvious starting point for developing skills, qualifications and experience for a career in skydiving, and gaining instructional capabilities is one key foundation. Some centres even offer fast-track programs that take first-jumpers through to Certificate Class D and give them valuable employability skills along

the way. Experience is critical, as is attitude; however not everyone is suited to instructional work. Talk to your Chief Instructor about the possibilities and what might be suitable for you. Our industry Vocational Education and Training courses will also be important. Industry vacancies are posted on the APF website if the APF is notified. With your local experience and APF ratings, you can also look overseas – see the world and jump!

2. Regional positions

Councils have a purpose consistent with the purposes of the APF but operate for the Federation in their State or area to administer funding, local competitions, and instructional matters for the Clubs in that area. Once a year, every area Council elects a Chairperson, Secretary and Treasurer and at least the following appointed positions: Area Safety Officer and a deputy, Area Instructor Examiner, State Coach, Display Rating Examiner, Media Liaison Officer and Chair of the Board of Review. That's at least 70 positions per annum around the country up for election!

Various costs incurred in undertaking some of these roles are reimbursed, and a couple of Councils employ paid Administrators. Clearly, important prerequisite capabilities for these area appointments must be gained on the drop zone, whereas the roles of Chairperson, Secretary and Treasurer include more generic skills often developed outside skydiving. In addition to making a valuable contribution back into the sport, these roles can act as stepping-stones in your career.

3. Technical Directors

The APF has six national officers who are volunteer technical experts in their field – the Directors of Safety, Instructors, Aircraft Operations, Riggers, Competitions, and Judging. Together they make up the Technical Committee (previously known as the Management Committee). Success in these positions will normally be based on previous experience in the associated fields.

Test Jumper



Rigger



Instructor



Ground Control Officer

4. APF National Office

The APF currently employs eleven fulltime staff in the National Office: the CEO, six managers/technical professionals and four administrative roles. Their focus is managing the Federations' business to achieve its strategic objectives, including the provision of member services. Vacancies are advertised on the APF website and through Broadcast. Opportunities for volunteer contributions also arise from time to time.

5. The Board of Directors

Currently there are twelve unpaid Directors on the APF Board, each standing for election annually in the respective eight Council areas. It has been proposed to reduce the number of these "Council Nominated Directors" to one per area. The new draft APF Constitution proposes up to two additional "Appointed Directors" (who may not be skydivers) to bring specific skills to the Board. Board members are currently reimbursed the costs of travel and expenses incurred in undertaking their role.

Any member can stand for Council election to the Board. The role of any Board centres on governance and strategic direction, and so differs from the role of management. Experience in corporate roles can bring high-level transferrable skills to the boardroom, such as strategy, analysis, planning, risk, managing constant change, interdepartmental cooperation, knowledge of finance, and the levers to drive performance. Skills attached to technical roles outside skydiving can also be very useful, such as business manager, lawyer, accountant, marketer or consultant.

6. Delegate appointments and international committees

The APF Board appoints delegates to a number of internal standing committees and to external organisations. Our representatives at overseas events, competitions and meetings get to travel the world. See the APF website for a list of delegates.

Note: Anyone seeking representative positions on a Board or as delegates need to be able to make a real transition from the corporate or small business role they may have held. These roles require a shift in mind-set, from individual authority to targeted influencing, and from management control to balanced oversight.



Volunteer at DZ



Parachute Factory



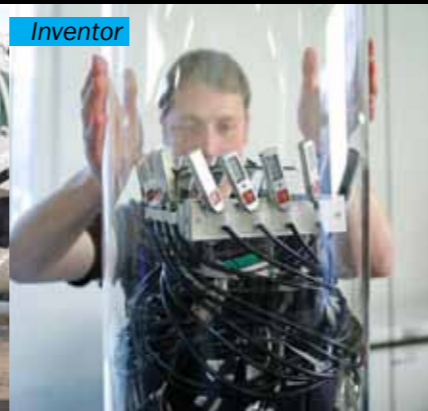
Packer



Photographer



Pilot



Inventor

Interested in a career in skydiving?

7. Other support / small business

We need support services such as specialist coaches, Riggers, Packer A's and other agents for our gear and accessories. There are people in our sport designing and manufacturing jumpsuits, helmets and canopies. Some are sponsored to jump at a competitive level and others are employed as test pilots! Volunteers are also required to sit on Instructor assessment panels and Boards of Review, and to judge our competitions. Some of these activities mandate jump experience and instructional expertise, whereas other support roles do not require the incumbents to be active jumpers; in fact, there is no requirement for Packers, Riggers and Judges to have ever been jumpers (but they must be APF members). People are now making careers engaged fulltime in social media, in promotion and blogging, travelling the world with a tablet and smart phone; or they are on a packing mat listening to music all day while getting fit and not having to wear a uniform; the list goes on.

The small business path may mean long hours but it can be extremely rewarding. All drop zone operators run a business (some small, a couple larger). Whilst small business includes Independent Contracting, it is generally considered as much more than simply acquiring an ABN and offering individual instructional or coaching services. A presentation at the APF Symposium this year raised questions about the legalities of using contractors versus employing staff, resulting in a workshop action that the APF investigate the topic and provide feedback to the membership. In Australia, generally small businesses have a high failure rate (~40%), however in our industry, success rates appear much higher. Proper due diligence supports success.

Starting down the small business path requires homework, analysis, risk assessment, planning and external advice from others in the game, government agencies, consultants, lawyers, accountants, financiers, etc. All business management requires balanced attention across a number of areas: Systems and processes, satisfying customer needs, financial management, risk management, staffing – think juggling, keeping many balls in the air, and persistence! There are a lot of resources on the Web, but start with searching your State Government's online services.

8. Sideways, then up

Working or volunteering in our industry can create opportunities to side step into related fields, or to another career. Gaining experience and qualifications, networking, and having transferable skills are all important so that when opportunities arise you can grab them. The possibilities are many, e.g. transferring training and assessment capability into another field, or accessing other sport aviation or recreational possibilities. The recreation sector is expanding rapidly.



Sales & Promotions



Coach



Volunteer on the DZ

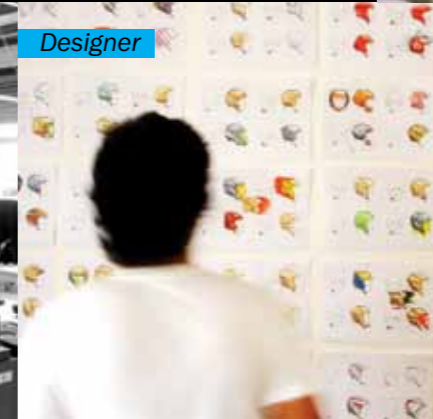
If you're passionate and have decided you want to make a difference: Consider what you might want to do, what you are good at, and explore the possibilities.



Role in the APF



Helmet Factory



Designer



Scientist



Packer A

PART 3: BEFORE YOU CONTINUE

If you are considering a career in skydiving, also consider these questions:

- Are you a "fit and proper person"? This is a regulatory prerequisite for most of our ratings. A separate test applies to the CEO and some senior positions in various corporate circumstances.
- Do you have adequate foundation core skills in English communication, including reading, writing and numeracy? This is another regulatory prerequisite. The majority of positions require strong communication skills, especially the more senior roles, which involve a significant level of literacy in reading comprehension, documentation and report writing.
- Are you really familiar with the principles of customer service? Can you act professionally and with integrity, meet minimum standards, satisfy the needs of students, and achieve results for your employer?
- Are you prepared to put in the time and effort to build your knowledge, qualifications and capability, and to establish your credentials in the industry? Think investment and commitment! Are you attending the APF National Conferences? Are you undertaking external training or studies for your professional development and to support access to future opportunities?

If you're passionate and have decided you want to make a difference: Consider what you might want to do, what you are good at, and explore the possibilities. Research answers to the questions posed here; ask successful people outside the sport and those already in the industry; try to get a diversity of views. Tackling a career path or simply a job opportunity requires commitment to building your capability to meet role requirements, marketing yourself, and ongoing professional development. It's about priorities, your contribution and rewards. Good luck!

ABOUT THE AUTHOR: JOHN MEARA



John did his first jump in 1980, his Packer A and Instructor D Static Line in 1984 and in 1985 his Instructor B, delivering First Jump Courses at Manton (Townsville), Weipa and Tully, and in 1992 his F Licence. John revalidated his IB in 2013 and AFF endorsement in February 2014. John has competed in local, state and national championships in Precision Accuracy, 4-way and 8-way RW, and 10-way Speed Stars. He is a motorcycling and road safety enthusiast, holds a Bachelor of Business (Human Resource Management) and is a Certified Professional Member of the Australian Human Resources Institute. John's long career has included cartography, cane inspecting, civil construction and as a generalist Human Resources practitioner, manager and consultant, and is currently employed by the APF on projects, developing accredited training and APF registration as an RTO.



safety matters



- 20 years lifetime expectancy
- No scheduled maintenance
- Rigger friendly
- Waterproof
- Multimode

Vigil 2+

Tandem

Student

Pro

Art design Willy Boeykens

CHAIN OF EVENTS

It's been well proven that all accidents are due to a chain of events. Skydiving accidents are no different; if you're aware of the chain of events and how important it is for an accident to occur, then it's easy to remove just one of the links in the chain to prevent an accident before it has a chance to take place.

Human nature, peer pressure, new challenges and lack of knowledge play a big part in every incident and the chain of events is without doubt, the solution to reduce skydiving incidents. The procedures in place are already well tested and do reduce the amount of accidents. It's important that every accident gets investigated with the frame of mind, "how can we prevent this from happening again".

The biggest issue is educating all skydivers of all experiences and qualifications to share the load. This can only work if all skydivers learn about previous accidents, how they happened and what can be done to make sure they don't make the same mistakes. The more links we can put in place to prevent accidents the better. But this only works if the systems are well known and skydivers believe in them and follow them. We need to continue to educate each other by discussing what's happened and how we, as individuals, can help to stop it happening again. If everyone takes a small role then the load is shared and well known problems will be recognised and incidents will not happen.

Stay alert, ask questions, and don't be afraid to say you don't know or you're not sure about something. Don't rush into anything, learn one skill at a time and follow your instincts. Almost every skydiving accident has happened before to many people and those people learnt from that incident and never made the same mistake. So why can't we learn from the mistakes that others make.

Above all, try not to judge them. Instead try and work out what can be done that could have prevented their accident. Judging people and blaming them for their own stupidity puts you in a greater risk bracket because you will believe that it wouldn't have happened to you; until something similar does.

For an excellent example of a specific incident where, if only one of the nine links of the chain had been removed, the accident could have been prevented, read the detailed report at: <http://www.skydive-safety.com/Confidential-Reports-Chain-Of-Events.htm>

The following are taken verbatim from a selection of incidents occurring from June to August 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 DZ.



Compiled by:
Kim Hardwick
APF Technical Officer

FREEFALL

Certificate D, 270 jumps. Jumper making a solo skydive – trying Head Down position. Travelled back down jump run and over the top of the 4-way group that had exited ten seconds previously. Opened in middle of the group. **Action:** Counselling on issues with trying Head Down Freely without proper coaching. Will get coaching in future. No further action required.

DEPLOYMENTS / MALFUNCTIONS

Certificate D, 341 jumps. Uneventful 5-way Wingsuit formation. 5,000ft break-off – hard pull on pilot chute. Three attempts then went to E.P. Reserve open at 2,500ft AGL. Uneventful Reserve deployment and flight to land off drop zone – good landing. **Action:** Change pilot chute pud style handle to Wingsuit suitable pilot chute handle. No further action required for jumper.

Certificate E, 6,500 jumps. After chasing a Tandem, jumper tracked off at 5,000ft, pitching p/c at 3,500ft. Canopy opened with line twists and spirals. After unsuccessfully clearing, EPs were executed. No RSL fitted, so jumper pulled the cutaway, got stable on belly then pulled Reserve handle two seconds later. After four seconds, no Reserve activation was felt. Jumper looked and observed part of Reserve p/c on shoulder. Grabbed it with his right hand and threw it into clean air. Reserve opened normally and jumper was swinging under it by 1,500ft. **Action:** As free bag was sixteen years old, could have been the reason pilot chute hesitated, new free bag was bought. And more care in Main canopy packing.

Certificate D, 410 jumps. Vector 3 Micron Container, Crossfire 129 canopy. Uneventful freefall. Pitched at 3,500ft. On opening canopy started spinning to the right. The right riser cover hadn't released. Spun up into line twists and started diving at ground. Pulled the cut away and the right riser didn't release because of the riser cover locked out. Pulled Reserve and the right riser released as the Reserve came out. Reserve opened into line twists. Got out of them quickly and checked height (1,200ft) and landed safely in a nearby paddock. **Action:** Ensure container is closed in accordance with manufacture specifications. In this case the risers need to sit over the top of lower flap.

Certificate D, 940 jumps. Javelin Container, Sabre 170 canopy. Normal Wingsuit jump until deployment. Experienced what appeared to be a Pilot Chute in tow and was unable to clear. Initiated EP's (Cutaway & Reserve Handles pulled in correct sequence). However, Jumper then experienced a Pilot Chute in tow on his Reserve canopy (DZSO can confirm that the white of the pilot chute was visible on his back!). Reserve Pilot Chute cleared at approx. 1,000ft. Landed safely and all equipment recovered and inspected.

Action: Item #1: Main PC deployment; all wingsuiters employ a longer than normal bridle (10ft), which can be difficult to stow if rushed. A review of several of the Jumper's deployments (via a Rear facing camera) showed the following:

(a) He had developed a habit over past 20 jumps, of simply pulling the PC out of the BOC, pulling it out slightly and then dropping it. This causes the PC to drop straight back into the burble and then become ensnared with the bridle. One instance clearly showed the bridle wrapping around the Hacky Handle on the PC, however a normal deployment ensued. We have reworked his technique of folding, stowage and deployment and all is back on track again!

(b) The Reserve PC in tow/hesitation was a more complex issue to investigate. Communicated with three of the World's best wingsuiters for their thoughts/comments.

The best scenario we could jointly envisage is when the jumper cutaway and deployed his Reserve, he kept his arm wings extended and inflated, thereby increasing the burble area by some 200% (when compared to a normal skydivers). To prevent a similar incident from happening again, the following was suggested and agreed by all who I contacted.

Upon realising that the wingsuiter must initiate their EP's, they must follow the following sequence of actions:

1. Look, locate and grasp both handles
2. Collapse Leg Wing and push knee's back behind body
3. As handles are pulled, the individual's arms must be brought back into the chest, thereby closing off the main wings
4. A RSL or a Skyhook (MARD) should be considered as 'Highly Recommended' for all Wingsuit jumps

It should also be noted, that the Jumper has just ordered a new rig, which has a MARD (Skyhook).

Certificate D, 336 jumps. Talon container, Safire 169 canopy. Uneventful flight from 14,000ft. Commenced deployment at 3,500ft. Rough opening and canopy opened into line twists immediately, continuing to wind up. Was quickly on back and unable to kick out of twists. Spinning was continuing to worsen and getting into high G loading. Located handle and cut away. Was expecting Reserve canopy to deploy via RSL, but it didn't. As the Dytter was in alarm mode, pulled Reserve handle without getting stable. Reserve deployed and commenced twisting, straightened risers and commenced kicking out of twist, which stopped canopy winding up. Kicked out of line twists and landed in paddock to east of the drop zone. All equipment was recovered.

On inspection of equipment there was no faults found. After questioning the jumper, during the load prior the RSL was adjusted and it is suspected the shackle was not closed fully, resulting in the RSL not activating the Reserve.

Jumper cut away about 2,500ft and was under Reserve just below 2,000ft. **Action:** Jumper was counselled as to the importance of conducting his emergency procedures correctly (i.e. taking hold of both handles before cutting away and not relying on the RSL.

Certificate C, 118 jumps. Javelin Student Odyssey container, Sabre 190 canopy. Uneventful 3-way RW jump from 14,000ft, out of the Cessna 182. Commenced deployment at 3,000ft. Canopy opened fine and was flying normally with brakes set. Collapsed Slider, turned to face the drop zone and went to release brakes. Left released normally. Right brake was observed to release at the top keeper, but snagged at the bottom. On closer video review it showed the excess brake line looping around the bottom of the brake toggle and snagging. At least five attempts were made to free the toggle, but to no avail. Canopy was in constant right hand turn. Elected to perform Emergency Procedures. Process initiated by 1,300ft. Reserve flight uneventful. Landed on drop zone, along with all equipment. **Action:** Briefed by DZSO. Discussed hard deck – making a decision with more altitude on your side, packing possibilities, possibility of holding canopy level with left toggle whilst trying to release right, so as to prevent loss of altitude during turns. DZSO to brief jumper on sequences to be followed post deployment. Especially when the brakes are released.

Certificate D, 498 jumps. Jumper completed another hop and pop jump during the day without incident. She had been regularly jumping at this drop zone and is current. Had first malfunction six months previously; was due to misrouted bridle and was counselled over packing method.

This incident occurred on the last load of the day at approximately 15:30 hrs. A Hop 'n' Pop jump was planned. Exit altitude for this jump was approx. 4,500 AGL. Jumper had completed a number of these jumps recently without incident. Jumper has exited the aircraft and commenced deployment at approx. 3,500ft AGL. Main canopy has opened and the right hand toggle became un-stowed causing a left hand spin. It is highly possible that line twists occurred at this time. Jumper states that she was unable to rectify the spin, which felt as though it was accelerating, so decided to cutaway.

Cutaway handle was located and when pulled, the jumper's hand along with cutaway handle became lodged in a pocket on the front of her hoodie type clothing. THIS PREVENTED HER FROM COMPLETING CUTAWAY. Due to this and losing altitude under a spinning Main, she activated Reserve canopy which opened correctly. A Down Plane configuration of the Main and Reserve followed. Jumper continued to lose altitude at a fast rate in this configuration but managed to eventually complete the cutaway. The Main canopy released from the harness and separated from the jumper at ~1,000ft, who then flew the Reserve back to the drop Zone, completing a good landing. Main canopy and Freebag were located and returned to the drop zone.

Equipment was inspected and whilst toggle stows were found to be effective and in good repair, the toggle ends were loose fitting. Jumper stated that she had previously had the right hand toggle prematurely release causing a spin but this was rectified without incident on that occasion. The hoodie she was wearing during today's incident was inspected and it became apparent that the front pocket was extensively ripped along the stitching which is the only way that the cutaway was able to be completed.

Action: Jumper was de-briefed after incident and aside from being visibly shaken, un-harmed. She is purchasing new risers and toggles prior to using this equipment again. Re-training in completing cutaway procedure, in sequence, was carried out ensuring that locating cutaway and Reserve handles correctly is done and not rushed.

Jumpers that elect not to wear a jumpsuit at this drop zone will be required to wear clothing suitable for skydiving i.e. no front pockets as per O.R. 7.2 and this is to be enforced at this drop zone.

UNDER CANOPY / LANDING

Certificate E, 667 jumps. Canopy – Crossfire 129. Three previous videoed/debriefed swoops on the day, under instruction. Swooping the pond, downwind 10kts. Coming off a 110 degree turn on front risers, still in a slight curve, about 2ft too low, dragging both foot and knee in the water, clipped the lip of the pond with right knee and flipped over the ground, rolling onto left shoulder and knee. Came to a stop approx. five meters from edge of pond. Immediately rose to knees but realised shoulder was not right. Sustained a shoulder dislocation. **Action:** Should have moved to toggles earlier, instead of remaining on risers. Two X CP Coaches have both agreed to debrief things that could have been done differently in order to prevent this happening.

Certificate E, 620 jumps. Canopy - Katana 107. Angle jump, free fall and opening uneventful. The group opened up on wind line but deeper than expected. Under canopy the jumper appeared to be in the lower part of the group. Half the load made it back to the landing area and the other half elected to land in the paddocks before the landing area. The jumper thought she could make it back to the main landing area and elected not to land in clear paddocks short or to the north of the primary landing area. When the jumper realised she was not going to make it back she was low with minimal options. The jumper appeared to make a low left had adjustment into wind however it was too low and hit the ground quite hard

on her left side. Sustained a cracked rib, cuts to head and bruising. **Action:** The jumper is yet to be fully debriefed as she is recovering in hospital. She remembers everything but the impact. She is an experienced and current jumper and has been jumping the type and size canopy for quite some time however this particular canopy was a new second canopy and she had only a small number of jumps on it. Possible complacency and simple human error in her judgement of distance to the landing area are key contributors to the incident. The jumper knew the area well but appeared to get caught out close to the ground and with minimal alternate options.

Footage from the injured jumper's camera shows many alternate landing areas had she made the decision to land off drop zone earlier. The injured jumper will also be reminded that landing downwind is always an option 3.

Certificate C, 148 jumps. Canopy – Sabre 135. Last jump of the day. Nil wind conditions. Skydiver set up for normal landing although not back far enough considering nil wind conditions. Leveled out nicely but didn't stop in time to miss small trees (15 feet) at end of landing area. Leg hit bottom of tree and broke leg. Base leg was not long enough before final turn to land therefore creating an in the corner situation. Many options available if correct pattern had been followed.

Action: Clear discussion of incident that occurred. Senior instructors of the drop zone talked everyone through each part of the landing. Explained all of the outs and different options that could have been taken. Clear safety talk about how different parts of a day/jump start to pile up on each other, possibly causing an incident (roulette theory). Not necessarily the case here, however, spoken of for teaching purposes.

Certificate C, 167 jumps. Canopy – Spectra 150. Jumper making video jump for a Tandem. Opened in a good spot and was back at the drop zone with plenty of height for set up. Low turn then lifted legs. No flare input then impacted on buttocks left side very hard and flipped onto face/belly. Was conscious the whole time. Was kept still. Ambulance arrived and was taken to hospital. Sustained Broken L1 and bruised buttocks.

Certificate D, 300 jumps. Canopy – Sabre 150. Nil of note during freefall. Chased tandem as per plan. Deployed Main canopy without incident. Was observed to make a low 180° front riser turn on landing approach and impacted very hard with nil attempt to flare observed. Impacted ground very hard on left side of legs. Sustained Fractured (#) L femur; # R tibia and fibula; multiple R foot and ankle #s; unconfirmed internal injuries; head injuries. **Action:** CI Note: The drop zone has had great success in promulgating canopy handling behaviour, encouraging jumpers to attend Canopy Courses and re-enforcing responsible canopy handling and landings. ** At this stage still determining if Jumper had attended a canopy course.

The drop zone has a strict policy on 90° turns in the landing pattern. In light of this accident the next drop zone sports jumper newsletter currently in draft will include reminders and education on under canopy behaviour.

Jumper was on a load with a friend doing a Tandem, it is not known if this may have contributed to any under canopy behaviour out of character for this jumper.

PATTERN SAFETY

Re-posted with permission from USPA's Parachutist August 2014 <http://parachutistonline.com/>.

Two jumpers narrowly missed colliding at approximately 150ft after the jumper flying the brightly coloured canopy made a last-second 180-degree turn at about 250ft during his final approach to avoid overshooting the landing area. Fortunately,

the other jumper saw the impending collision and steered away slightly to avoid the other canopy. Both jumpers landed uneventfully otherwise.



Photo by Laszlo Andacs

Jumpers need to learn to fly standard landing patterns that allow for predictable downwind, base and final-approach legs with no S-turns on final approach. In this case, the jumper (who had only 32 jumps) was headed toward trees, but he could have landed in a clear area with less than a 180-degree turn, which — though not optimal — would have been a safer response. Jumpers need to learn to adjust their base legs to help shorten or lengthen their final approach legs rather than resorting to drastic manoeuvres or S-turns to land in the desired spot.

All jumpers must scan their airspace for canopy traffic and remain especially aware of nearby canopies. A jumper prevented this collision — and the resulting injuries or fatalities — because she was aware of the situation and reacted calmly, steering just enough to avoid the collision and still land with a level wing in a controlled manner.

GROMMET DAMAGE

Re-posted with permission from USPA's Parachutist July 2014 <http://parachutistonline.com/>.

While performing a routine canopy inspection at a local rigging loft, a Rigger found damage to the slider's brass grommets that friction from the Technora lines of the canopy had caused. Although stainless steel grommets can show similar wear, grommets made of brass, such as this one, are softer and likely to wear more quickly. Metal rapide connector links, which connect risers to canopy lines, can also cause grommet damage when the slider comes down over the links on opening. Rigs that use this type of connection method should have bumpers installed over the links to prevent damage.



Damaged slider grommets can in turn damage the canopy lines, which may lead to premature breakage. Jumpers should be proactive and periodically check the insides of their slider grommets by running their fingers along the inside perimeters to feel for depressions or rough edges. If a jumper finds a suspect spot, he should contact a Rigger or the gear manufacturer to discuss solutions, which range from polishing the grommets to replacing the slider.

Author: Rory Corrigan | D-28873 and FAA Master Rigger. Real Rigging Services, Skydive Spaceland in Rosharon, Texas.



TALON FS

for all forms of flight

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



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



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



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



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



FI FUND

The seven year itch...

By Kelly Brennan, Chair of APF Funding Committee



SEVEN YEARS AFTER THE APF'S 'FI FUND' BEGAN, WE'VE DECIDED TO HAVE A GOOD CLOSE LOOK AT THE DEAL AND FIND WAYS TO MAKE EVERYONE HAPPIER.

JUST LIKE A MARRIAGE THAT'S BUBBLED ALONG AND BEEN TAKEN FOR GRANTED, THE FIONA MCEACHERN SPORT DEVELOPMENT FUND WAS, FOR THE MOST PART, DOING FINE. THROUGH SICKNESS AND HEALTH, RICHER AND POORER, THE APF HAS BEEN HANDING OUT TENS OF THOUSANDS OF DOLLARS ANNUALLY. MEMBERS HAVE BEEN GIVEN USEFUL GRANTS TO HAVE AND TO HOLD GRASS ROOTS EVENTS.

SO WHY SPEAK UP NOW INSTEAD OF FOREVER HOLDING THE PEACE?

WELL, WE FIGURED WE'D BETTER TAKE THIS ARRANGEMENT, FOR BETTER OR FOR WORSE, AND MAKE SURE IT CAN LAST THE DISTANCE FROM THIS DAY FORWARD!

ONCE UPON A TIME

APF members in search of a good time could always run events at their drop zones and call in coaches to help them learn new skills. Sometimes they could get some cash from their area Council to help out. But, as a general rule, it would be user pays for the participants.

At some stage, perhaps around the change of millennium, the APF had a Discipline Development Fund. There was \$10,000 a year available for members. The problem was that nobody knew about the fund's existence, let alone how to actually apply for the money.

As a board member, I pitched a proposal for a new fund in 2007. It would be used for a broader range of development events - not just competition disciplines - and members would be constantly reminded of its existence.

One of the first to support the fund was Fiona McEachern, who was Director of Competitions. Another was board member Shirley Cowcher who'd just completed a review of the APF's performance funding arrangements for our top-level competitors. Both women supported the need for an extra fund, and they agreed that, for members, it must be a transparent and inclusive arrangement. We formed a funding committee, joined by the Chair of the Board, Jack Cross and helmet-making guru Jason Cooke. Cookie came up with the fund's catch phrase, "The APF wants you to be the best you can!"

THE HONEYMOON PHASE

It was a fabulous feeling handing over cash to awesome, energetic skydivers who were getting things happening around the drop zones.

From the start, we easily allocated all the money we'd been granted by the board, so we kept going back for more each year to fund more events. Thus, the \$30,000 funding pool that we began with for Level 1 and Level 2 in 2007 has now grown to \$70,000 for 2015.

Naturally, we also had to ensure there were checks and balances to keep the Board happy and make sure that APF generosity was not being abused.

We made sure that applicants went to their area councils first. This served two purposes. Firstly, it reminded members that they actually had state councils and some of those councils had quite significant funds in their bank accounts. Secondly, by getting councils involved we were able to encourage them to spend their money on worthy events instead of stockpiling it for a rainy day.

SETTING UP HOUSE

It was an enjoyable experience to be building something good for the APF membership, and the committee members were serious about making it a user-friendly process.



FI FUND

The seven year itch...

We didn't mind the long volunteer hours working through applications because we knew that, if we did it fairly and got it right, then each subsequent application would become easier.

Unfortunately, practicalities inevitably took over. Skydivers would fib a bit in their applications, or they'd grab the cash and run without so much as a 'thank you' during their successful, profit-making event.

We needed to refine the paperwork more and more so people couldn't abuse the good will. This meant more questions, more paperwork, a more rigorous assessment process and more conditions attached to funding.

At the same time as the fund was growing, the APF management was transforming as well. The office moved from Canberra to Brisbane, Brad Turner settled in as CEO and a 'Development' role was created in the office. The APF was getting serious about targeting future growth, while working hand in hand with our fund to support grass roots activities.

RAISING THE KIDS

Some skydivers quickly caught on as to how to use the Sport Development Fund. They'd plan ahead, get in early, apply on the right form, give us the information we asked for and receive their cash.

Others left it until the last moment when the budget was exhausted, but held their hands out anyway and sulked if they didn't get what they wanted.

Somewhere in between, there would be terrific people who just found it all a bit overwhelming and didn't take advantage of the fund. They wanted to skydive, not fill out paperwork. The effort was just too much.

The paperwork became more daunting as well-meaning office staff built in extra layers of protection for the APF, without the funding committee's involvement. The online system was supposed to make things easier for everyone, but it became more time consuming with every check box that was added and every extra file that had to be scanned and attached.

The post-event phase was getting particularly bogged down. After the exhaustion of running an event, the funding recipient would be asked to fill out more paperwork and compile more files. There were even obligatory surveys for participants in their events. This might have been well and good for a large amount of money, but we felt it was a bit too much work for a few hundred bucks.

CONVERSATION TIME

Slowly but surely, most of the grass roots applications would come in from the same patient and persistent people who'd learnt how to use the system. Or there would be boogie applications from drop zone owners and employees who had a significant financial incentive to offset their expenses. They would stand to profit from a boogie event, but, in effect, they were persuading the APF to underwrite many of the basic elements. On top of that, we would provide these drop zones with five times more funding than their next sponsor, and we'd barely rate a cursory 'thanks' for the help.

We didn't want the paper trail to work against our original aims. We didn't want members to avoid coming to us for smaller events if they felt it was 'all too hard'. We didn't want too much of the money going to bigger events unless the organisers could produce tangible returns for the APF. And we wanted fair acknowledgment from the events that we were helping out.

It was time to start a conversation and make some changes.

NEEDS AND WANTS

The committee went out and asked many funding recipients about the strengths and weaknesses of the funding scheme.

We also went through every page and every question of the online process, asking whether some steps were absolutely necessary. For example, does a \$300 level one application really need a three-page budget spreadsheet? Does the APF really need event organisers to type out every participant's name, APF number and other details before making the final payment? We thought not.

In some cases, where the payouts were high, we obviously needed to insist on a much higher level of accountability. When a single event was awarded more than \$15k in funding, for example, we wouldn't apologise for insisting on several conditions.

On the other hand, if the event was at the opposite end of the scale, we could reduce the burden on applicants. There were many smaller events that received less than \$1k in funding and had terrific success.

RENEWING THE VOWS

The Sport Development Fund was formed to help members who do their bit to improve our sport. It was later renamed as the Fiona McEachern Sport Development Fund in honour of a skydiver who always brought out the best in others.

We still stand by those aims.

With enthusiastic support from APF Development Officer, Rob Libeau, we're making a few changes to bring us back on track.

The application and acquittal process has been simplified for the smaller applications and tailored more appropriately for larger grants. We've written-up some clear guidelines to explain the decision-making from the committee and the APF office.

If you've properly budgeted and planned your grass roots event, then your Level 1 application process should not

take you any longer than 20 minutes. Rob Libeau handles these without committee input. He doesn't want long essays; just brief key points and credible expectations for your event.

During your event, you must keep reasonable financial records and acknowledge the APF's support. If you do that, then your acquittal process should be straightforward too.

The Funding Committee looks at all Level 2 and Level 3 applications. We'll back off a bit for lower amounts in Level Two, but we'll get a lot more demanding if the amounts exceed \$2,500. If you want big dollars for a major event, then expect plenty of questions and conditions.

If you want to take it up to the highest level, a Level 3 application, then it goes to the APF Board for final decision-making. The Funding committee will check it out first and examine the budget figures provided. We'll compare it to other allocations and assess the importance of the event. If we think something doesn't smell right, we'll say so. Board members demand due diligence and we're obliged to do the right thing by them.

When it's all said and done, we really do cherish this fund. So far, I estimate that the fund has spent around \$300,000* on worthwhile events; and we want it around for generations to come. Everybody who's been part of the committee, part of the board, or part of the office process, wants to see it shine on in Fiona's name long after we've stepped away.

Your part in its success is vital too. We'd much rather have you out there at the drop zone inspiring skydivers than slogging away at a computer.

We need your enthusiasm and commitment. We want more of your energy channelled towards more great development activities. Your events are building everybody's skills and really developing our sport.

Thank you!

**Estimate based on annual budget allocation.*

APF Office was unable to provide exact figures in requested time frame.

QUOTES FROM THOSE INVOLVED IN THE PROCESS



"It's amazing how many skydivers are working for their friends by applying for, running and wearing the stress of an event. Whether it will be successful or not, these people are driving the safety of the sport across all disciplines. We need to support these people and the events they run."

Rob Libeau
APF Development Officer



"As a competitor, judge and technical director, I get to see this sport from many different angles. It really is a pleasure to help with funding for many grass roots events. I look forward to seeing many participants in these events taking the winners' podium for Australia!"

Craig 'Crash' Bennett
Funding Committee Member, APF Director
Competitions and Development



"I enjoy being part of the process that allocates money to help develop skydiving all across the country. It's great to be involved in the APF's support of these events."

Mark 'Stretch' Szulmayer
Funding Committee Member



"This fund has been a very special part of my skydiving career. It has

brought me in touch with many dedicated volunteers, enthusiastic committee members, helpful APF staff and supportive board members. Most importantly, I've been uplifted by the countless energetic members who've invested time, money and effort in running fantastic events."

Kelly Brennan
Funding Committee Chair



"Aussie skydivers are very fortunate to have a strong, thriving Parachuting

Federation. Built off the back of passionate volunteers and astute skydiving operations, our small committee has the ability to allocate APF Fi funding to members who contribute to improving themselves and others. For me, this means our sport will continue to grow and our members' abilities will strengthen."

Jason Cooke
Funding Committee Member



"As a skydiver, I love being part of a committee that helps fund events

that my mates and I can attend to gain new skills and enjoy different challenges than what might otherwise be available to us. As a Judge, it's fantastic to watch participants at events increase their skills and teach others so that they too have a chance to represent our country, and our sport, at an international level."

Peta Holmes
Funding Committee Member

SKYART

what's your style?

SkyArt competition winner 'In Her Dreams' by Romain Cusset



Photo courtesy of Steve Fitchett www.fitchett.com

THE BASICS OF SPOTTING IS SOMETHING WE ARE TAUGHT PRIOR TO OUR 'A' LICENCE, AND IT IS SOMETHING THAT THE AVERAGE JUMPER DOESN'T GET MUCH OPPORTUNITY TO PRACTICE. BEFORE THE GPS, AND AT A TRADITIONAL CESSNA 182 DROP ZONE, SPOTTING PLAYED A LARGE PART IN OUR SKYDIVING. THESE DAYS, AT A BUSY TURBINE DROP ZONE, WE TAKE ADVANCES IN TECHNOLOGY (AND INDEED THE DZSO) THAT PLAY A LARGE PART IN WORKING THESE DETAILS OUT FOR US, FOR GRANTED. ADDITIONALLY, THE USE OF SQUARE STEERABLE PARACHUTES GIVES US A LOT OF LATITUDE ON THE SPOT ITSELF.

SPOTTING COURSE

SKYDIVE THE BEACH & BEYOND YORK

By Nigel Gaylard

At York, we ran a trial event dedicated to teaching both the theory and practice of spotting, assisted with funds from the APF through the Fiona McEachern Development Fund. A 182 and pilot were made available for the event and we started the day with a classroom session by Don Woodland. To help everyone gauge the accuracy of their spotting, we then made and threw wind drift indicators.

For the in-air practice, the person by the door threw a wind drift indicator at 2,000ft. We then climbed to 4,000ft, and with one person per jump run, each person spotted their own exit. After each load we debriefed with everyone involved. This included input on how accurate we were from Ricky the pilot. We then rotated the exit order, giving each person a chance to throw a wind drift indicator.

As a testament to his spotting skills, but perhaps not his packing abilities, Paul Gnech had a chop on one of the loads and his cutaway handle and freebag landed on the runway. On the last load of the event Robert Butina and Louis Els had a bit of fun doing downwind jump runs to test their abilities even further.

Overall it was a very successful day and we all learnt from it. I would like to say thank you to the APF for the funding and to Skydive the Beach and Beyond for helping us run the event. As part of the preparation for this event I prepared a basic lesson plan and presentation, some of which is featured on the next pages. I am happy to provide copies to anyone who may be interested.



Icarus
★ SKY-ART ★

Daedalus
PROJECT

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MARKS THE SPOT

By Nigel Gaylard (Based on the USPA SIM)

What is Spotting Essentials

- Determining the best opening point.
- Having a pre-flight briefing with the pilot to discuss the correct jump run.
- Guiding the pilot on jump run.
- Verifying that the area below is clear of clouds and other aircraft.
- During jump run, observe spotting procedures and remember the technique for looking straight down from the aircraft.
- You must get your head completely outside the aircraft to effectively look below for other aircraft and clouds.

Why spotting is important?

- Choosing the correct exit helps fulfill each skydiver's responsibility to land in an appropriate clear area.
- Jumpers must demonstrate basic spotting abilities prior to obtaining their APF 'D' Licence.
- Spotting requires continued practice.
- Consider the correct exit points for everyone on the same pass.

Priorities

- Be familiar with the drop zone and surrounding area.
- Look out of the aircraft
 - for traffic below
 - for clouds
 - to spot
- Identify the drop zone, the climb-out point and the exit point.

Effect of Winds

- Jumpers first get thrown forward on exit (approximately 0.2 miles).
- The winds aloft will cause freefalling jumpers to drift according to the wind's strength and direction.
- Winds generally diminish at lower altitudes.
- Average the speed and the direction of the winds from exit altitude to 3,000ft AGL to estimate freefall drift.

Freefall and Canopy Drift

Knots	Nautical Miles per Minute	Drift from 3,000ft
60	1	3 Nautical Miles (5.6km)
30	1/2	1.5 Nautical Miles (2.8km)
20	1/3	1 Nautical Mile (1.9km)
15	1/4	3/4 Nautical Mile (1.4km)
10	1/6	1/2 Nautical Mile (0.9km)
5	1/12	1/4 Nautical Mile (0.5km)

Group Separation

- Slower falling jumpers and groups are blown farther downwind than faster falling jumpers and groups.
 - Flying jump run across the upper winds (crosswind) helps achieve separation between groups.
 - Each pass should allow enough time for jumpers on a previous pass to descend to a safe altitude.
 - On days with strong upper headwinds, allow more time between groups on the same pass to get sufficient horizontal separation over the ground.
- (1) Provide at least 1,000 feet of ground separation between individuals jumping solo.
 - (2) Provide at least 1,500 feet of ground separation between small groups, adding more as the size of the groups increases.

Knots (Ground Speed)	Feet Per Second	Exit Timing (secs) 1000ft	Exit Timing (secs) 1500ft
80	135	7	11
85	143	7	10
90	152	7	10
95	160	6	9
100	169	6	9
105	177	6	8
110	186	5	8

- Consider total distance travelled with lots of small groups exiting.
- Remember people tend to count fast on jump run.

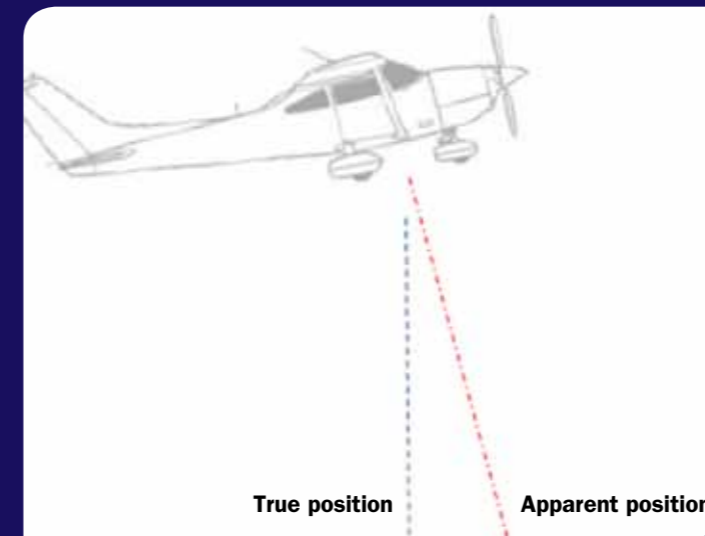
Winds Aloft Reports

- Get the Aviation Wind Forecasts from: <http://www.bom.gov.au/aviation/forecasts/arfor/>
- Tutorial on the Area Forecasts available from: <http://www.bom.gov.au/aviation/data/education/arfor.pdf>

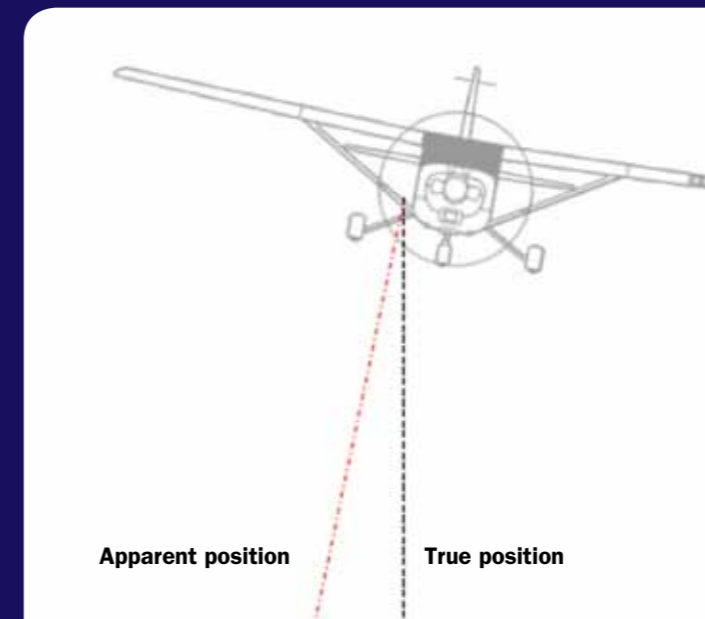
Spotting and Aircraft

- Spotting:
 - How to read winds – aloft report
 - Jump-run procedures
 - Spotting corrections
 - Manual (hand signals, shoulder taps)
 - Electronic (spotting buttons and lights)
 - Verbal
 - Freefall drift
 - The effect of winds during canopy descent

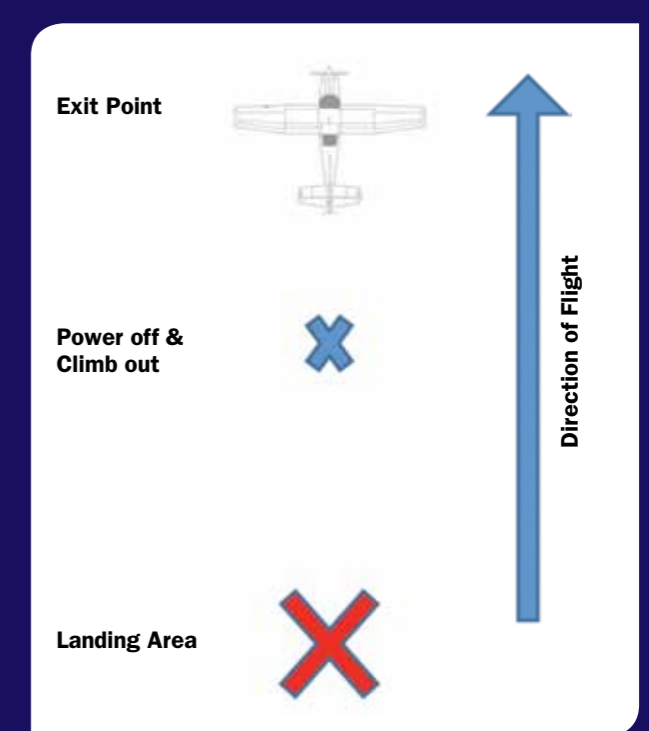
Why we look/use the horizon



- The altitude of the aircraft affects our perceived position on the ground



Key Points



Guiding the aircraft

- Heading corrections are normally given in degrees.
- Common corrections are in multiples of five degrees.
- Allow time between the cut and exit.
- Hand signals
 - Thumb to the left – turn left
 - Thumb to the right – turn right
- Slit throat gesture – cut the engine
- Verbal commands must be clear and concise.
- Allow time for the course correction.

HOW TO MAKE A WIND DRIFT INDICATOR

Materials:

25cm x 6m crepe paper roll
(bright colour, yellow is good)

Paper straw filled with sand, or two strips of plasticine, or 8 pages of rolled newspaper

Masking tape

Rubber band

Tape the weighted straw or newspaper to the crepe paper, roll it up and secure with the rubber band.



Friday 13th Full Moon Night Jump

By Mark Gardoz

BLACK FRIDAY 13TH ON FULL MOON NIGHT, NO BETTER WAY TO ENJOY A WINTER'S NIGHT-TIME SKYDIVE WITH MATES AS THE MOON ROSE BEHIND PATCHY CLOUDS. THE NIGHT FELT MAGICAL, MYSTICAL AND EMBRACING, A NIGHT YOU WOULD AKIN TO HALLOWEEN.

I had been skydiving a few years now and, in previous months, had successfully completed the pre-requisite solo night skydives. Now I was ready and keen to try a night Rel jump. After doing a Hop 'n' Pop in the late afternoon's fading light, I landed well, packed my chute, listened to the briefing, then stepped outside to hide in the dark to adjust my eyes. The first load went up with some first-time night jumpers; all landing well and with their adrenaline pumping.

Load 2 was organised, I geared up with a torch, glow sticks and determination. My dirt dive was a linked 3-way from height and to hold it together until break-off. My load walked to the plane, boarded and took off. After a few passes at different heights, the time had come. My two comrades climbed out, I grabbed their chest straps and away we went. It was surreal, magical, time stood momentarily still with the city lights in the background. It was a clean exit held together, we then split to an open line and tracked towards the drop zone before break-off and deployment.

The spot was a little deep and I realised I was losing height fast. Beep, beep, beep went my 1,200ft canopy alarm warning me to get into a landing pattern. I flew over the farmer's house. Beep, beep, beep went my 500ft canopy alarm. "Shit," I'm thinking - drop zone 200m one way, farmer's large clear front yard below. Decision time. I grab my rear risers and start a flat turn guesstimating the front yard when all of a sudden, bang, smack down! I tumbled twenty odd metres along the ground to a halt. Breathing hurts, eyes open, toes wiggling, hands wiggling. I'm alive.

The rest of the night was a blur as fellow jumpers came to my aid following a fumbling phone call I managed to make to my CI. I had experienced the classic cliché low-turn scenario. I wasn't experienced enough to rectify the series of unfortunate events. It was my 298th skydive. After a green stick induced ambulance ride to the Alfred Hospital, I later learned of my injuries in the early hours of Saturday morning: fractured lower back and pelvis, internal bleeding in my abdomen, lacerated ribs, bruising and a busted skydiving dream.



Night Jump Awareness

The APF Operational Regulations state, in order to participate in night jumps, you must meet the following criteria: You must hold a 'C' Licence or above (or 'B' Licence with CI approval), have an illuminated altimeter and audible altimeter, clear goggles/visor and torch. A recommendation to carry a whistle and phone may also be imposed for further safety precautions (mobile phone helped saved my life).

Winds must be below twelve knots and there mustn't be any cloud, or at least only above exit height. Cameras may or may not be allowed; being night time you don't see much anyway and it simply adds yet another level of risk. The drop zone and/or CI may insist that you've jumped at the drop zone prior and be familiar with the landing area, and/or have jumped during the day prior to night jumps commencing.

Initially, the rules and regulations seem sufficient. Some drop zones and/or CI's will organise night jumps in a different manner, depending on the landing area, plane, and number of participants. Typically, a single and/or delayed jump run passes may occur. Landing areas are typically lit up in the direction of landing, in accordance to wind direction, so jumpers are not flying blindly into light.

Plane exists may be poised, on-heading or anything goes, all based on the drop zones and CI's discretion. The type of night jump performed may not have been practised prior at night. Would a predominantly Freely jumper be considered safe to jump with on a Flat jump at night? Opening heights may or may not be regulated but typically, the higher the opening the more time to get your night vision adjusted to the dark and lack of depth perception.

The list could go on hence, the awareness of night time jumping seems to become more and more misunderstood and/or actioned differently depending on the drop zone and/or CI. This is all for a solo night descents. Now introduce Rel work at night and the whole game changes once again; where glow sticks seem to be the extra regulation. Once having completed the pre-requisite solo night jumps, typically for night Rel, keeping it simple would seem the logical next step. Doing a 2-way, then a 3-way, and so forth. That is until there are enough jumpers available to attempt a night time Star Crest with eight participants. Imagine everyone's track and opening sequence; eight canopies flying around at night as opposed to one. It can be stressful enough during the day.

Every skydiver should consider having adequate cover to insure and protect them regardless if it's for a day time or night time decent, and it should be made a high priority. Minimal cover such as health insurance, ambulance cover and a Will seem like good safety nets for 'just in-case'. Each skydiver has the potential to turn fatal, regardless of how well it's planned and dirt dived.

The regulations seem too confusing and often change depending on which drop zone or CI you speak to. There's no clear-cut picture of how or when they should be conducted. Speak to any skydiver, the difference of perspective seems to vary and always becomes an interesting talking point. How often are such topics discussed when the wheels are down or the weather is foul?

For one would love to see more clear and concise regulations for night time descents and night time Relative work. If there are stricter regulations for Wingsuiting and Display jumping, surely it's time to take a look at night time jumping to be better prepared, informed and aware of the greater risks and dangers.

Some would say jumping from a perfectly good airplane during the day is crazy enough. Most would say jumping out of a plane at night time is just outright stupid. Think wisely before any skydive, experienced or not, blue skies or not. Be safe and don't stuff up.

CHRIS DITTMER



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ARIZONA AYRCHIX

B-Rel and 4-way Scrambles Weekend

By Anita Perryman Photos courtesy of our camera pool peeps, Wade Atkinson, Paul Beahan and Darren Doyle

SIX MONTHS ON FROM THE AUSTRALIAN NATIONALS HELD IN YORK, PERTH – AYRCHIX HOSTED A LONG WEEKEND OF B-REL JUMPS AND 4-WAY FORMATION SKILLS. THIS CULMINATED IN A FRIENDLY 4-WAY SCRAMBLES COMPETITION HELD IN AYR, NORTH QUEENSLAND (SYNONYMOUSLY WHERE WE FORMED OUR TEAM; DRUNK AROUND THE FAMOUS FIRE).

What a weekend! To optimise it, half the team travelled up late Thursday with the intention of an early kick-off on Friday. After some successful advertising of the event – through social media and emailing drop zones from Mackay up to Innisfail – we recruited some keen interest and enough ‘eager beavers’ to see a steady fourteen loads on the Friday, with lots of B-Rels ploughing through their tables. By all accounts this included a leisurely start with wheels-off around 10am.

Between briefs, debriefs, registration and all the other organisation required to turn this weekend into a successful event, the day (although hectic) ran smoothly with super women, Vale and Karen at the helm. They were also assisted greatly by support from Club regulars, partners and just all-round super-enthusiastic people, there to help along the already building excitement.

Winding down from the first day's events, everyone gathered in the clubhouse that evening for a seminar; kindly conducted by Animal on packing and gear

maintenance. Dinner followed, feeding growling bellies with a good ole Aussie Barbecue; and there was loads of eager banter going on. By this time Sonja and I had arrived and, as even more people spilled in over the course of the night, it was difficult to not get caught up in all the keen interest surrounding the weekend.

Mostly all business (to the toll of the bell for the day's achievements), dive pools for the coming days were put together and teams were formed and named. Mild bacchanalia and new collaborations were building blocks that were definitely strengthening the morale of this weekend. The general consensus, however, was the famous fire... just because! Most disappeared early-ish for what was shaping up to be an eventful day ahead; with the first load planned for 7am.

Refreshed and raring to go, the morning's low lying fog had us playing the waiting game for a couple of hours before burning off. The time was used for some dirt diving, exits, and a focus on specific jobs within each slot.



REL WEEK 2015 5TH - 12TH SEPTEMBER



WWW.SKYDIVETERRITORY.COM.AU

ARIZONA AYRCHIX

Five teams were formed and rounds included a practice round before three for competition. With the winds expected to pick up late Saturday/early Sunday we made an executive decision to start the competition early to optimise the skills we envisaged passing on over the course of the weekend. This proved to be one of those perfect hindsight decisions.

Still with time to burn, the smoker was sparked up. The scent of hickory chips lingered through the clubhouse and a big lump of beef, followed by a couple of chickens, were placed in the smoker to happily cook away for the night's feast.

By approximately 10am the conditions were ideal for us to kick-off; and with the assistance of Mel on manifest to help organise us, we were up, up and away. The day ran effortlessly and we succeeded in getting nineteen loads up in the sky; seeing all teams getting through one practice and two competition rounds. The clubhouse buzz was an indication of the fun and enjoyment this weekend was providing, not to forget the individual goals that were being kicked. The obvious enthusiasm of the B-Rel-ers; hungry for knowledge and feedback about their progress was infectious. It was very rewarding to be a part of that learning curve!

Wind down of this evening included a seminar held by Doyley on canopy piloting, wing loading and downsizing; with personal limitations and safety highlighted. The AyrChix took the opportunity between the seminar and dinner to celebrate the achievements over the weekend, the support received through the APF and NQPC to make this event a possibility, the people in front and behind the scenes that helped make the running of the weekend a seamless event. We also touched on some of our own competition/team highlights, and encouraged participants of this weekend to consider the possibility of their own teams and competition at upcoming events.

After a scrumptious dinner, there was much excitement about the judging of the day's competition, which provided entertainment (thanks Holly for the newly introduced V slot exit), accomplishments and the progression that most took away from the day. At the end of judging the leading team was only three points ahead, and we all know that one round can be a deal breaker, which created a lot of excitement about the final day.

The bell continued to ring as achievements were acknowledged through cartons; then the fire called, again. Of course, some antics ensued... what happens around the fire, stays around the fire.

Sunday morning was proving to be the nemesis of the weekend with only two of the teams getting through their third round due to the wind conditions becoming less friendly for both students and experienced jumpers. By the fourth load it was evident that we were going to have to call the weekend – and these conditions aside – what a success it was.

The results at the end of Round 2 were as follows: Fabreeze Bros – 9 points, Charlie the Unicorn – 6 points, Splendour in the Ass (ahem!) – 4 points, Bad Eye – 3 points, and Manaja Twa plus One – 2 points.

SOME MENTIONABLE ACHIEVEMENTS:

Andrew Mackenzie: B-Rel Stage 7 completed.

Sabine Larsen: Solo landings, first time on her feet! B-Rel Stage 7 completed.

Felicity Williams: AFF Stage 6 completed.

B-Rel table finished PLUS 'B' Licence application on the way: Kurt Steinscherer, Nathan Potter, Phil Comyn.

B-Rel table finished: Dean Shipp (in 25 jumps!), and Ben Cuttler.

'A' Licence: Ben Ballantine

Nick James was stoked to turn points, it was an awesome way to get his numbers up! He had finished his B-Rels just before the weekend commenced.

Dean Redfern finished his AFF and landed off on his Hop 'n' Pop!

Charlie the Unicorn Exit



THANKS

Funjumpers

Katrina Ladbrook, Terry Jenner, Holly Doyle, Oliver Fong, Larry Gane, Andrew Fabbro, and Holly Godwin for helping out, sharing the love, and being part of a team.

Camera Pool

Wade Atkinson, Paul Beahan, and Darren Doyle

Manifest

Mel Atkinson and Ali Johnson

Pilots

Alan Moss and Luke

Maree and her son, Joseph, for groceries. All the firewood collectors. Aysports, and Animal for his work in the shadows!

This weekend would not have been possible without funding from the APF Sport Development Fund and the North Queensland Parachute Council. This enabled a tutor and camera for each 4-way, which greatly assisted briefing and debriefing, and culminated in some great achievements.

In summing up, I'd personally like to say that to each and every one of you that participated in this weekend, and those that supported it... you are the reason that this weekend worked like a dream. It was an absolute pleasure to be a part of. God our community is bloody awesome!



Fabreeze in the Sky



Bad Eye exit out of plane



Splendour in the Ass Exit



Manaja Twa plus One



THE PROPOSAL

Tommaso
loves
Laura
4
Ever

Since I started skydiving in 2007 I've had some pretty memorable jumps, including a body paint jump at Skysisters with Norman Kent, the SA 10-way CREW record and a double Wingsuit rodeo, but last month a jump took place that topped them all.



I gave him a confused look, and he yelled again: I think he just asked me to marry him! I can't even remember if I had time to react because it was break-off and my Dytter was also yelling at me! So I turned and tracked into clear airspace and deployed: my mind was going a million miles an hour! What just happened? It started to dawn on me and I realised why Tommaso and I were put in the Base. This was a strange feeling, after just being proposed to and then finding yourself all alone in the sky – at least I had a bit of time to think it over!

With my air-tractor (150 Triathlon!) I'm usually the last down from a jump, and by the time I was setting up my landing, Tommaso already had his gear off and a black jacket on. He came running over as I landed, got down on one knee, pulled out the ring and asked the question again, to which I finally replied, YES! People who I had assumed were golfers stopping to watch the commotion turned out to be loads of friends and family who Tommaso had invited along. Tommaso had booked out the clubroom and everyone came along to celebrate with us for the afternoon. We even made it onto the Channel 7 news that week – a bonus: some positive publicity for the sport!

I still can't believe that Tommaso managed to organise skydivers, of all people, to put this together and keep it a secret. We met through skydiving and this was a fantastic way to start the rest of our lives together, doing something we love and sharing it with all our good friends.

Massive thank you to everyone who was involved, including the crew at Adelaide Tandem Skydiving for providing the planes and ground crew, everyone who was on the jump (and Damo who sunk out!), Nicki for providing the excuse for a Demo (even though she felt bad lying to me!), Gary Scheepens and Tim Forbes for some awesome photos, and to Tommaso: thank you for organising this wonderful surprise, for being so amazing and for a lifetime to come of awesome adventures together!
AMO TE!

By Laura Watson Aerial photos by Gary Scheepens and Ground Photos by Tim Forbes

A good friend who is also an Adelaide jumper, Nicki Camac, has been running her own organic care business for a while (www.landoflilly.com.au – check it out!) and has amazing products. I didn't think anything of it when she got in touch and told me she was launching a new skin care product for 'active sports people'. She went on to explain that she had organised a big launch party at the Grange Golf Club, including skydivers jumping in to kick-start the event. Nicki was wondering, since I had been using her products, if I would like to be on the demo. "Sounds great", I said. Everyone loves a demo jump plus I get to support a friend! Nicki also asked if I would ask my partner, Tommaso, if he would like to be on the jump too – of course he was keen! And so the weeks went by and when the day came we headed out to Lower Light where the two planes would be taking off. The weather was bleak... grey skies and rain threatened all morning. The jump was due to take place around 3pm. There was a serious chance the jump would not be happening at all, but the plan was to go ahead as we had crew in Adelaide telling us it was all clear there.

The call went out for the dirt dive. Everyone met on the lawn; there were lots of good friends on the jump too. This was going to be fun! Al Gray put everyone in their slots; for some reason, I was in the Base – with Tommaso. I have to say this did strike me as strange. As a light weight, I'm usually far from the Base! But I wasn't going to question the boss. The plan was a formatted load with some streamers from our feet; a single point skydive to make sure everyone got in and to create a good visual for the people on the ground.

Gear on and streamers in place, we loaded into the planes and flew out to Adelaide. The clouds were thick in places and I was sitting and thinking to myself that we probably would have to cancel the jump. The skygod was smiling on us that day; as we neared the golf club the skies cleared! Over the top, everyone started the climb out and off we went. I was having a great time, enjoying the views and watching my friends making their way into the formation, everything was going smooth until about 6,000ft when I received a violent shaking from Tommaso. I looked at him and he was yelling something at me through his helmet.



Learning Curve Camps

Got Questions? Get Answers!

2014 Camps
8th - 12th December (Club Xmas Party)

skydive ramblers
★ TOOGOOOLAWAH QZ

Photo: Belgium Steve Geens

JESSICA WAS BORN AND DIED AT SYDNEY SKYDIVERS. DESCRIBED BY SKYDIVE STAFF AS "BLOODY BIG", THE 25 YEAR OLD CAMEL TOWERED OVER MOST VISITORS TO THE SKYDIVE CENTRE IN PICTON. SHE LIVED IN THE GRASSY AREA AT THE ENTRANCE TO THE DROP ZONE – STILL CALLED THE 'CAMEL PADDOCK' BY SKYDIVERS. JESSICA WAS MORE THAN A CAMEL; SHE WAS A FRIEND TO JUMPERS AND LOCALS ALIKE.

Known to and fed by Wollondilly Shire residents, her recent absence has raised concerns in the community, prompting calls to the local newspaper regarding her whereabouts.

Jessica lived all her life at the drop zone. Cindi Hemmila is an instructor at Sydney Skydivers, who visited and fed Jessica daily. "Jessica lived with her mother for many years until her mother just died one day," she says. The previous owner of the drop zone owned Jessica, and when Sydney Skydivers' boss Phil Onis took over, he assumed responsibility.

Besides dining on grass in the paddock, Cindi and Phil would give her a bag of carrots every day. "She was a minor celebrity around the area, so lots of people used to pull in and feed her all sorts of fruit and veggies," says Cindi. "Jessica loved people stopping, talking to her and feeding her. But she didn't like to be touched. You could land in the paddock, no problem, she'd often venture to check the jumper out. But try and pat her and she'd bite."

Drop zone regular, Cath Frank, can attest to that. She and her daughter Ruby would often stop to feed Jessica. "We would go to the drop zone once every couple of

weeks," says Cath. "I guess I felt like I was building a relationship with Jessica. As soon as I got out of the car, she would come to the fence, and we'd give her a carrot or a bit of old fruit. One time I asked Ruby to take a photo of her in front of the fence. And she just went and bit me on the shoulder. It didn't draw blood or anything but it did hurt."

Skydiver Terry Wingate remembers Jessica fondly, and recalls a number of camel incidents within the space of one week. "She hated my guts," says Terry. "(After landing in the camel paddock) she came up and had a couple of nibbles of my face and shoulders. Every time she saw me she came for me. There was a bloke who had 23 stitches in his head (after landing next to her). She didn't like him so went and bit him." Days later, Terry says, he and some other skydivers dyed her fur pink with food colouring, and tricked a visiting jumper into thinking she was a carnivore. When the naive jumper reportedly landed in her field, he was so terrified of the "carnivorous camel" that he hastily scaled over the surrounding barbed fence – tearing his jumpsuit and canopy.

Jessica was famous in Picton and her legacy continues. But her story is not all carrots and camel bites. When her mother died, about five years ago, she became very depressed. Cindi says she lay beside her mother's body and bawled. "It was horrible, you could hear her from the emplaning area. For weeks after we tried to coax her over to the fence, but she lay on the ground and wailed so sadly, so depressed."

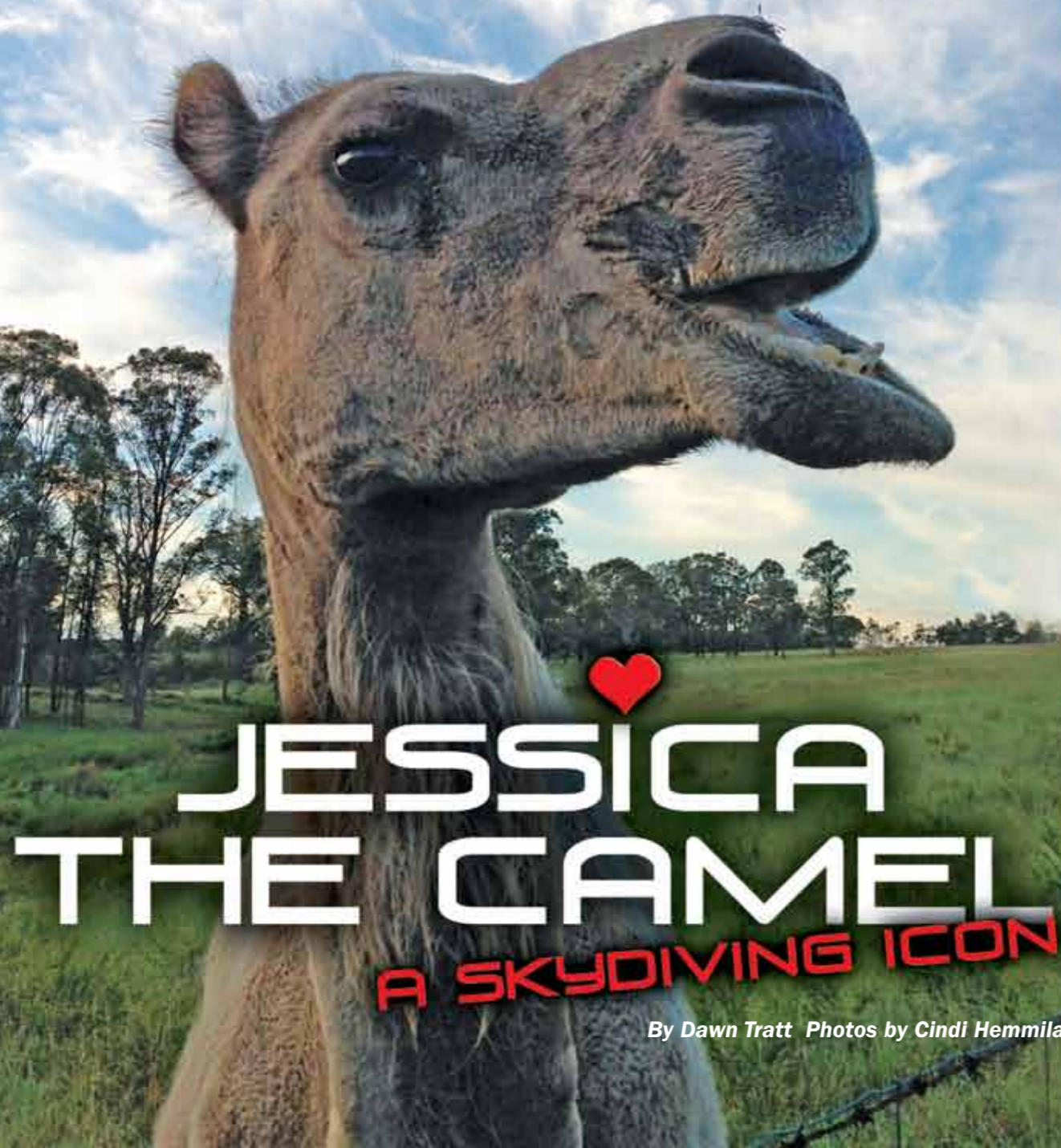
Jessica stopped eating, she developed ulcers on her chest from the wet ground, and a vet was called in. He said she'd die if she didn't eat. When a Sydney man, who cared for camels on his property, heard of Jessica's plight, he offered to move her to his property to socialise with other camels. When he arrived at the drop zone, he brought with him one of his own camels because he thought it would help coax her onto the truck. "Jessica took one look at this new camel and attacked it. The guy said she was too aggressive with his camel to be able to take her," says Cindi

The RSPCA then came out with a tranquilliser gun, with the plan to euthanise her. "Jessica took one look at the gun, got up and bolted. Well, from the next day onwards, Jessica started eating and coming over to the fence. She picked up physically and seemed really happy," says Cindi.

And that is how she continued until she died about a year ago. The photo featured was taken the weekend of her death.

"I think she got some infection," says Cindi. "She was found sitting in shallow water in her paddock, unable to stand. The vet tried to save her but she was too far gone." Phil was there when the vet gave her the injection. "That was a very sad day," says Cindi.

Jessica's legacy will long continue in Picton, and many agree she was considered a skydiving icon. A photo of her is a permanent fixture in the instructor room. "She was a super cool camel!" says Cindi.



♥

JESSICA THE CAMEL

A SKYDIVING ICON

By Dawn Tratt Photos by Cindi Hemmila

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Flight Performance



COURSES

Bend It - Langhorne Creek Style

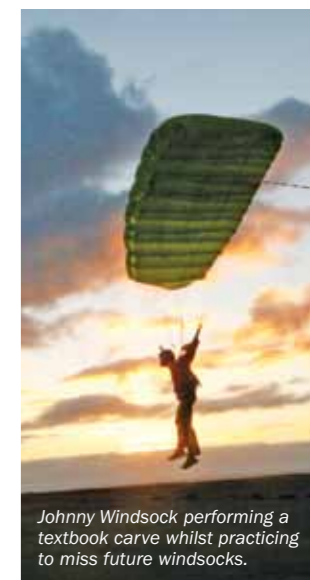
By SA Skydiving Photos by Jana Fitzpatrick, Bryce Sellick, Johnny Windsock and Patrick Nihill

What a weekend! Thanks to some excellent coaching from Michael Vaughan, comfort zones were challenged, new skills developed, and plenty of fun had by all!

The course was attended by just over twenty participants comprising of Students and Instructors alike, each looking to further their skills and learn more about flying the wing above their head. Michael's course focused on drills to practice in the air as well as a frame-by-frame debriefing of everyone's landings. The drills in the air were designed to push people out of their comfort zones and learn more about their canopy. This ranged from front and rear riser turns, intentional toggle offs, hook turn recovery to blind man rear riser stalls! Coming in to land there was a big focus on keeping the wing steady and not making unnecessary inputs, consistent and safe set-ups as well as overall good technique when landing.

Vaughany was a fantastic coach, helping everyone achieve their goals for the weekend and walk away feeling as though they know a bit more about the nylon and strings above their head.

Thanks to Vaughany for making the trek and imparting his invaluable knowledge; and to Greg 'Miff' Smith and Katie Fluin for organising the whole event. Also, thanks to the APF and the SACP who helped sponsor the weekend. Thanks for the good times. See you at the next one!



Vince Jarvis not listening to instructions. Again.



Alex Newton debriefing with Michael Vaughan.



Johnny Windsock learning how to land on his rear.



The Tash about to leave the plane.



Beau Gora demonstrating how not to exit onto the relative wind, and absolutely nailing it.

Tilt It – Darwin Style

By Josh McKindlay Photos by Jules McConnel



I woke up in a panic unsure of my surroundings. Must've been a good night due to the fact I had a pocket-load of casino chips. Not a great start when I had to grab the canopy guru, Jules. After picking up the coach and heading out to Litchfield on the way to Batchie for some R 'n' R (mainly me); we headed to Darwin Parachute Club to talk canopy and sort out the weekend's activities over a few cold ones around the bar.

The course was due to start at 8am sharp but due to our chillaxed culture up in the Top End, the stragglers were still rolling in at 9am. Thanks Bubba and Rodger.

With introductions and goals set out, mouths hung wide, everyone hungry for knowledge, and with eyes glued to Jules' foam parachute thing-a-mobs.

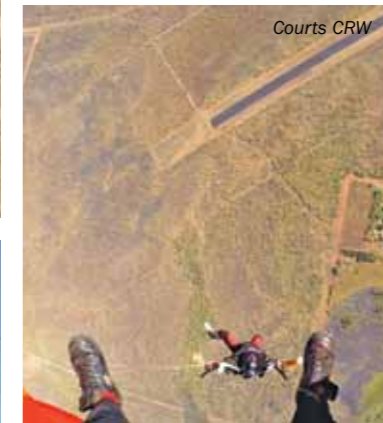
After sucking-in all the goodness from our coach, Jules sussed-out our load order to ensure we achieved maximum jumps. Our time-keeping soon changed however, to allow our one-on-ones with Jules as she wanted us to hit the ground running.

We were finally blessed with constant south-westerlies, giving softer landings and a consistent landing approach. Thankfully, giving Jules the impression that the DPC crew had half an idea. Anyone who has jumped at Batchie knows that the ground is harder than Michael Vaughan's abs; and the winds are as variable as a Sabre 1's openings. Laughs were shared and cartons were dished-out during the landing seminars (no thanks to Alli who was filming but never recording).

Games of Fooze rolled-out late into the night (all girl teams should be banned, there's way too much screaming and the games never seem to end), followed by the slack line (ever seen a drunk man slack line? Well worth your time).

Jules continued sharing her knowledge with a rougher looking group the following morning. Streamer jumps and CRW work was added to the mix of coffee and Panadol. A fantastic weekend was had by all.

A special thanks to everyone involved, Nicole and Ellen for manifesting all weekend, NTPC for funding the course, and a massive thanks to Jules for making us all wiser and safer canopy pilots.



COURSES

CERTIFICATE 'A'

ANGUS
LEON
DASUN
RICKY
BLAKE
BEN
STEPHEN
CHRISTOPHER
DOUGLAS
SACHA
JAPHY
CASEY
TREVOR
WARWICK
ROBIN
JASON
JAMIE
JAKE
MICHAEL
MADY
RICK
BENJAMIN
LAUREN
NATHAN
LUKE
BRANDAN
JAY
ANTON
NICOLE
GRANT
DARYL
ADAM
CARL
RICK
TONY
CHRIS
MATTHEW
TONY
EKREM
LUIS
CHAD
JASON
ALEX
WILL
DUNCAN
ROBERT
SAM
CAMERON
SARAH
TIM
NICHOLAS
SHAREE
ALI
KAI
BENJAMIN
JAMIE
MARK
CRAIG
JAN-PAUL
CAMERON
CAMERON
FREDDY
DARCY
MATTHEW
SAM
RAYMOND
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SHELBY
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JOSH
JENNIFER
JONATHAN
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CHRISTOPHER
LANCE
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JACK
MAX
JO-ANNE
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JOSEPH
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SEBASTIAN
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ADAM
KAROLINA

CERTIFICATE B

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AARON
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ADAMS
AITCHISON
ANDERSON
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BALLANTINE
BARKWAY
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CLOHESSEY
COLLESS
COOPER
CREEVEY
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CULLEN
CUTTNER
DAVIDS
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DELANEY
DONKIN
DRISCOLL
DRONSEIKA
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FORD
FRASER
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GAMBALAT
GARDINER
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HERMANSEN
HOGAN
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JAMES
JENKINS
JOHNSON-PEADY
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KOBARG
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MCCREESH
MCINTYRE
MCLEARY
MCNAMARA
MORRIS
MORTON
MUDALIAR
MURRAY
NEILL
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VAN HAAREN
VON HEMTIG
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MELISSA
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YIJUN
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WADE
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WOODMANSEE

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CRANSTON
ELLIOTT
FULLER
HOOF
HORSBURGH
MACIONRACTAIG
MAGRATH
MATHEY
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ROSSIKHIN
SMITH
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KIERAN
DANIEL
PHILIP
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RYAN
JED
DANIEL
ANDREW
ALDRIDGE
KNOWLES
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POWER
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COLLINS
COOMBS
CROWE
DARBY
DAVIS
DEVONSHIRE
FAUST
FEWSTER
FREEMAN
GODROPE
GORA
GRAHAM

Time to Ring the Bell

Compiled by
the APF at
ASM deadline time.

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DANIEL
FABRIZIO
JOE

CARTER
GIANNELLI
SANZA

INSTRUCTOR D

DYLAN
BRUNO
TOM
SHANA
PETER
ALEXANDER
SAIED
BRANT
KIERAN
DANIEL

ANDERSON
CHAGAS
FLETCHER
HOBBS
HORNBURGH
KHOSHNEVISSAN
MOISEL
TOMLINSON
TOTHILL

INSTRUCTOR C

PHILIP

BLACK

INSTRUCTOR B

CRAIG
RYAN
JED

SANDER
SANDERS
SMITH

INSTRUCTOR A

DANIEL
ANDREW

ALDRIDGE
KNOWLES

MASTER INSTRUCTOR

GLENN
AUSSIE

BOLTON
POWER

FREEFLY COACH

RYAN

FERGUSON

RW COACH

BRUNO
LAUREN
OLIVER
ROD

CHAGAS
FLETCHER
FONG
WHITE

WINGSUIT COACH

FENIX
DOAN

SEARLE
VU

WINGSUIT TUTOR

HUIBERT

PHIELIX

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SARA
JAKE
BRUNO
TOM
SHANA
PETER
ALEXANDER

APALAIS
BACCUS
CHAGAS
FLETCHER
HARRIS
HOBBS
HORNBURGH
KHOSHNEVISSAN

ENDORSEMENT STATIC LINE

RORY
TOM

CUNNINGHAM
FLETCHER

ENDORSEMENT TANDEM

DYLAN
KEVIN
ALEXANDER
CLAIRE
BRANT
RILEY

ANDERSON
COOPER
HORSBURGH
MCGRATH
MOISEL
SELLICK

TANDEM SUB-ENDORSEMENT - VECTOR/ SIGMA

MAX

WILLIAMS

TANDEM SUPERVISOR

DAVID

MCEVOY

DISPLAY GENERAL

ROSS
JOEL
KYLE
WAYNE
LIAM
ADRIAN
TOM
LUCINDA
CHANSO

ABBLITT
BENTLEY
BERTRAM
BLUNDEN
BOOTLAND
BRICKNELL
CAMPBELL
CLARKE
COLLINS
COOMBS
CROWE
DARBY
DAVIS
DEVONSHIRE
FAUST
FEWSTER
FREEMAN
GODROPE
GORA
GRAHAM

JUMP PILOT AUTHORISATION

LEON
CHANTAINE
GARY
AARON
RONEN
DANIEL
KILIAN
DARREN
TIM
BRUCE
TOM
SCOTT
JAKE
ANDREW
DEEPAK
STEPHANIE
JORDAN
JASPER

ARNDT
BARRETT
BURNS
CLARK
ELBAZ
FITZPATRICK
FLEGO
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CHECK YOUR FRIENDS
We have the AAD

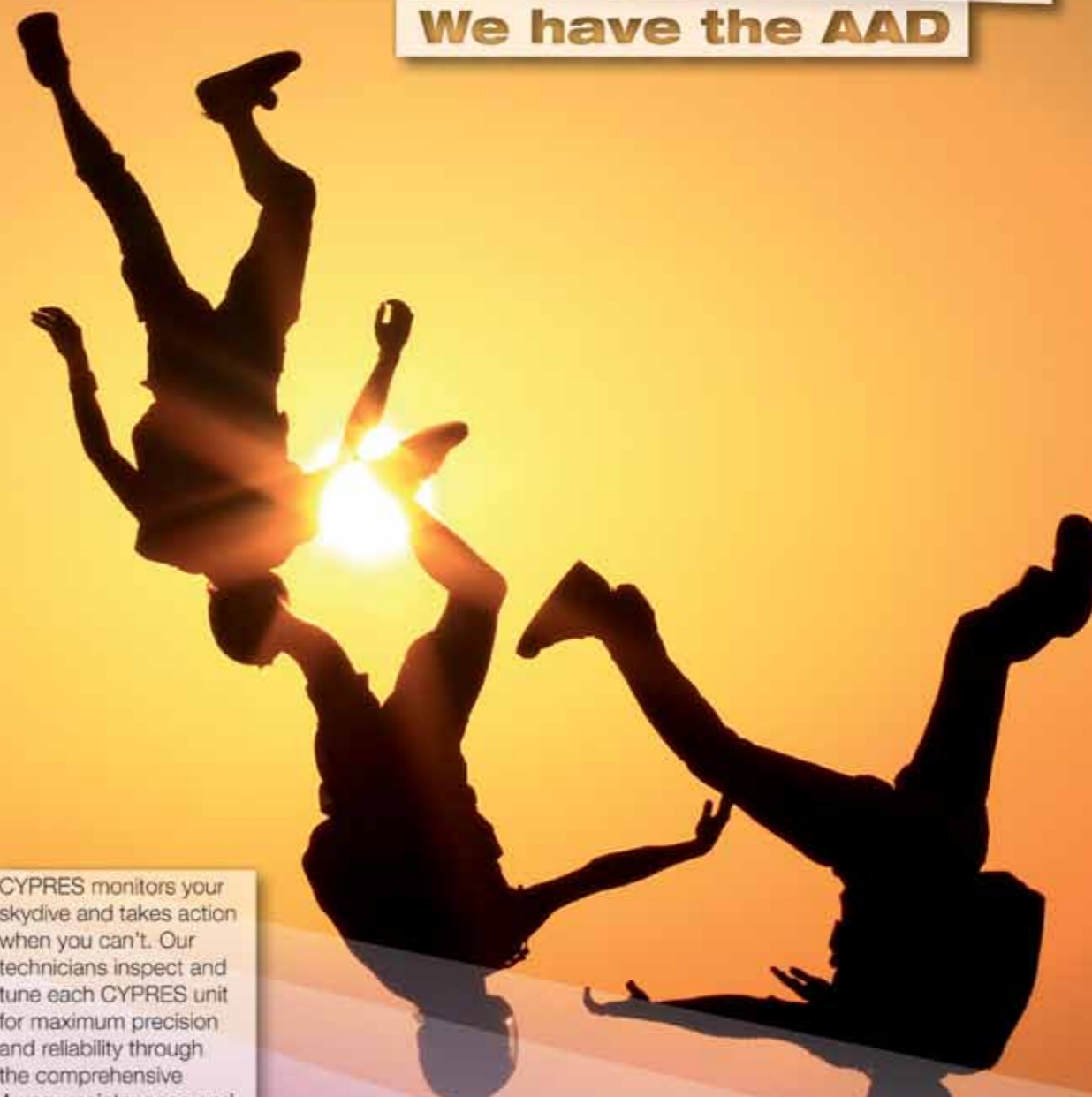


Photo: Frank Tasler

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