

Australian

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FRONT COVER



Wingsuiters Dr Glenn Singleman, Heather Swan & Roger Hugelshofer flying over The Gabba, Brisbane, QLD.
Photographer: Paul Tozer

BACK COVER



Johnny Windsock celebrating his 1,000th Jump, surfing the waves of the Langhorne Creek Salt Flats, SA Skydiving.
Photographer: Arvid Selander

[WANTED FOR NEXT ISSUES]

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

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The Editor retains the right to withdraw any advertisement, article, photo or other at her discretion and does not accept liability for delay in publication or for errors, although every care is taken to avoid mistakes.

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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.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, provided the APF does not appear to condone the activity.

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

[Next Deadlines]

Issue 75
Deadline 30th Mar, 2015
Mag Out 4th May, 2015

Issue 76
Deadline 10th June, 2015
Mag Out 10th July, 2015

Issue 77
Deadline 25th Aug, 2015
Mag Out 29th Sept, 2015



directors direction

Director Competitions

The National Championships recently run at Nagambie saw more competitors in some disciplines than we have ever seen before in Australian national competition.

This was, in part, due to a development initiative by the APF, which saw Australian team members splitting from their normal teams and coaching/training newcomers to their disciplines. This may become a regular feature in the World competition "off years", as the initiative was a resounding success according to most of the new participants. Hopefully, it will also create new competitive Australian skydivers to follow in the footsteps of their mentors. Competition is what defines skydiving as a sport; without competition, skydiving would simply be a past-time, hobby, or place of employment.

Our competitors are our "Face to the world" and I thank everyone who took the time and effort to present themselves, and our sport, in a positive fashion to the public through the press. We gained great exposure for

Director Judging

For those who don't know me, I have been a Judge since 1993, the year I had a serious accident that kept me on the ground for nearly two years. My rating was acquired in Formation skydiving, and I have represented Australia sixteen times as an FAI Judge, including being an Event Judge twice and a Chief Judge for a Category One competition. I have also acquired a FAI Artistic Judge rating. I kept jumping until 2000 then sold my rigs – sad moments – as being a founder of the first VIC Relworkers League in 1994, I was busy and satisfied with judging Leagues, Nationals and IPC competitions. I married Keith Francis in 1999, have no kids, have raised seven Guide Dog puppies, and was a financial services executive until I decided I wanted to pursue my eight-year passion for acting. I've finished a Diploma in Drama and many doors are open for me to work on stage, TV, film and Voice, so I quit Westpac Private Bank last October to work in the creative space. Oh, and I live in Melbourne.

My vision for the judging community is to retain and up skill the dedicated team we are already privileged to work with in this country; and add to it some vibrant newbies with a passion for this fulfilling alternative career called judging. Judging is challenging, demanding, skilful, testing and hugely satisfying work. Please watch this column for a workshop coming to your State this year. This is an exciting future for judging.

In the immediate timeframe, we are judging the E-League in Formation skydiving for 4-way and 4-way Inter teams. This event happens in Feb-April. Unlike other competitions, you get to jump the same round as many times as you like until you've got it right, then submit your best effort to Dropbox. This addresses the situation where different aircraft may

Skydiving at the 2015 Nationals, which saw live television crosses, local and national television spots, and plenty of print and web coverage.

We saw plenty of new personal and team best performances, and new records being set across the range of disciplines being contested. With mainly calm weather, no organisational issues, great direction of the Meet, prompt judging and good facilities, every competitors' meeting that I held raised no complaints at all from those people who attended them – I think that may have been a first!

See you at York for the 2015 Canopy Piloting Nationals!

Craig "Crash" Bennett
APF Director Competitions



cause inadvertent funnels. There's still time to register and do your three February jumps and judges around the country are awaiting your efforts. Good luck.

Looking back briefly to the Nationals, which had loads of coverage, it was a great effort by the fabulous judging team of eight, including Jock Moir (CJ Accuracy and Artistic), Faye Cox (EJ - CF), Ray Williams (EJ - Art), Dean Brook-Rerecich (EJ - Accuracy and Head Chef), Sheena Simmonds (EJ - Wingsuiting), Cole Ruthenberg (Tech Assistant Wingsuiting and every other discipline), and visitor David Choi from South Korea. It was my pleasure and honour to be Chief-Chief of this group of willing, hard-working and fun people. We were superbly aided by Calder Chernoff as Technical Support who took care of everything in his capable and unflappable way, running InTime, getting out the results, assisting with draws and teams, and giving the audience something to look at that never faltered, even in the face of power outages. Thanks heaps, Calder!

The Canopy Piloting Nationals takes place in York W.A. over Easter, 1-5 April. We seek to field a team of up to nine judges, some experienced and some new, to share the skills and load. Best of luck to all competitors.

I look forward to meeting competitors in every State and am excited by being the new Director Judging. You have been wonderfully served by Lindy Williams in the past and I hope I can fill those very large shoes. See you soon!

Gail Bradley
APF Director Judging



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AUSTRALIAN SKYDIVING NATIONALS 2015

CANOPY PILOTING

YORK, WESTERN AUSTRALIA



SKYDIVE THE BEACH AND BEYOND YORK 3RD – 5TH APRIL 2015

TRAINING DATES:

21ST - 22ND MARCH - Canopy Course
(For Non-Swoopers)
23RD - 24TH MARCH - Intermediate CP
26TH - 27TH MARCH - Advanced CP
28TH - 29TH MARCH - Intermediate CP
30TH - 31ST MARCH - Intermediate CP

APF SUPPLIED COACH

Ronnie Perry has been secured for pre CP Nats Development Training Camps - a must for interested canopy pilots!

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COMP DATES:

3RD - 5TH APRIL 2015

WEATHER DAY 6TH APRIL 2015

SEE WEBSITE FOR INFORMATION,
PRICING & SCHEDULE OF EVENTS

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Redeveloping the Development Officer



With **Rob Libeau, APF**

Welcome back people - 2015, a new start for many, a continuing saga for others. For me, well - I am still re-developing! (and, I am sure this can be verified by those who knew me in the 90's).

For those who are very new to skydiving, perhaps reading an ASM for the very first time; this column is designated to tell you all you need to know about APF programs, great DZ and member achievements, and all things developing in the Australian sky. This column hopes to not only give you loads of information and reviews from skydiving around Australia and the world; I also hope that, at times, may even entertain you.

However, I think at this point, it is important to take stock and give a big thank you to 2014. You supplied the Australian Skydiving community with Australian and State Records, World Parachuting Championship Gold and Silver medals, fantastic Boogies, a Mondial Nationals and many great achievements by the skydivers of Australia including, participation in successful world records.

From my perspective, 2014 was, in a sense, a trial for bigger things to come. I have learned from our efforts and can now improve on past projects. For example: The B-Rel Training days was a great initiative but, quite simply, there was not enough funding to support the program at every DZ. This meant that only a handful of DZs were involved and essentially, it only benefitted 20 - 30 skydivers.

A new model that will be introduced early in 2015 will see this initiative directly benefit a minimum of 110 B-Rel candidates.

Also in 2014, the APF, along with many members (special thanks to Lisa Perdichizzi and Aggi Gawlik), worked hard to introduce a mentor program for the Women in Adventure Sport (WIAS) initiative. This program now has over 30 mentors supporting female skydivers who are in the early years of their progression. I am sure this initiative will continue to grow and soon provide mentoring for males. Check it out on the APF website!

Another great initiative and though it physically happened in 2015, the Split Team Strategy was born in 2014. This strategy saw our current champions from various teams across many disciplines, divide and produce a number of intermediate teams that, ultimately went on to compete at the 2015 Nationals. This created the ground work for a great Nationals in Canopy Formation, Formation and Vertical Formation Skydiving, with a wealth of teams competing for the hardware!

I truly hope that that experience has inspired people to go on and continue to compete!

Moving ahead, 2015 will continue to grow with momentum from previous years efforts. Programs that are currently running have been reviewed and refreshed and new initiatives are being established.

The development office is focussed on growing our sport from every angle. Last year, we had an emphasis on retention at Certificate A and B levels.

In 2015, this attention will remain but, entry to the sport, opportunities to develop for Certificate C - F, Judges, Coaches, Instructors, elite competition, APF organisations and the whole brand of the APF has a place in the strategic plan!

Covering off on Certificate A and entry in to the sport, programs will include a concentrated effort on Tandems, free

12 months membership for students whilst they obtain their Certificate A and the (currently running) APF Promo encouraging AFF.

For Certificate B, we are continuing to run the B-Rel programs and incentive programs.

At Certificate B - F, the E-League has 16 Intermediate FS teams with every State, the Top End and NZ represented. This project will easily supply us with a model to expand on to other disciplines in the future.

And, all disciplines will have opportunities to strengthen and grow through APF funding of local and international coaches at coaching camps and through volunteer led Fi Funded events.

This year, the APF identified teams and areas that warrant support. We know all teams want and require quality coaches and this new initiative will not only benefit the teams themselves but, also the DZs and many other skydivers across Australia.

The teams within the Australian Team and those who are tipped for the Australian Team (without putting undue pressure on anyone), generally go O/S to be with their coach and because the APF believes in providing a benefit to all Australian skydivers whenever possible, the initiative this year - bring the coach to our shores. Firstly, to dedicate a camp to our team and secondly, a camp for everyone to attend!

The first one being an FS camp with the UK's Steve Hamilton and Australian team Bellatrix.

Initially, Steve will spend the week with Team Bellatrix and then, both Bellatrix and Steve will be available for two days to coach anyone else interested in capitalising on his visit.

Put April 28 - May 1 in your diary for this special extended Bellatrix Training Camp and keep an eye out for the E-News Broadcasts for updates.

For VFS and Freefly, Steph Strange and Jason Russell, along with The Addicted and Team Focus have been earmarked for a camp in September. As with the Bellatrix Camp, Steph and Russell will coach with The Addicted and Focus then, all of them will be available for coaching for those interested.

These are fantastic opportunities for all APF teams and members to utilise great coaches at no expense for bringing them over!

In other areas of the sport, we are looking at running roadshows to develop coaches and future instructors, the same with judges.

Promoting our sport, The Australian Masters Games will put parachuting front and centre of the media circus surrounding such an event. An accuracy competition and displays throughout the games will be certain to place parachuting at the top of the conversation list throughout the Games and will showcase parachuting to a very wide television audience.

These are exciting times and I have only skimmed the top when it comes to the plans of the Federation to support and grow Australian skydiving. So, stay tuned and I urge everyone to check out the APF website and give it a good going over to see what is available and happening in skydiving today!

Hope to see you at York for the CP Nationals and if not - see you at the Conference!



For more info contact:
apf@apf.com.au



TALON FS

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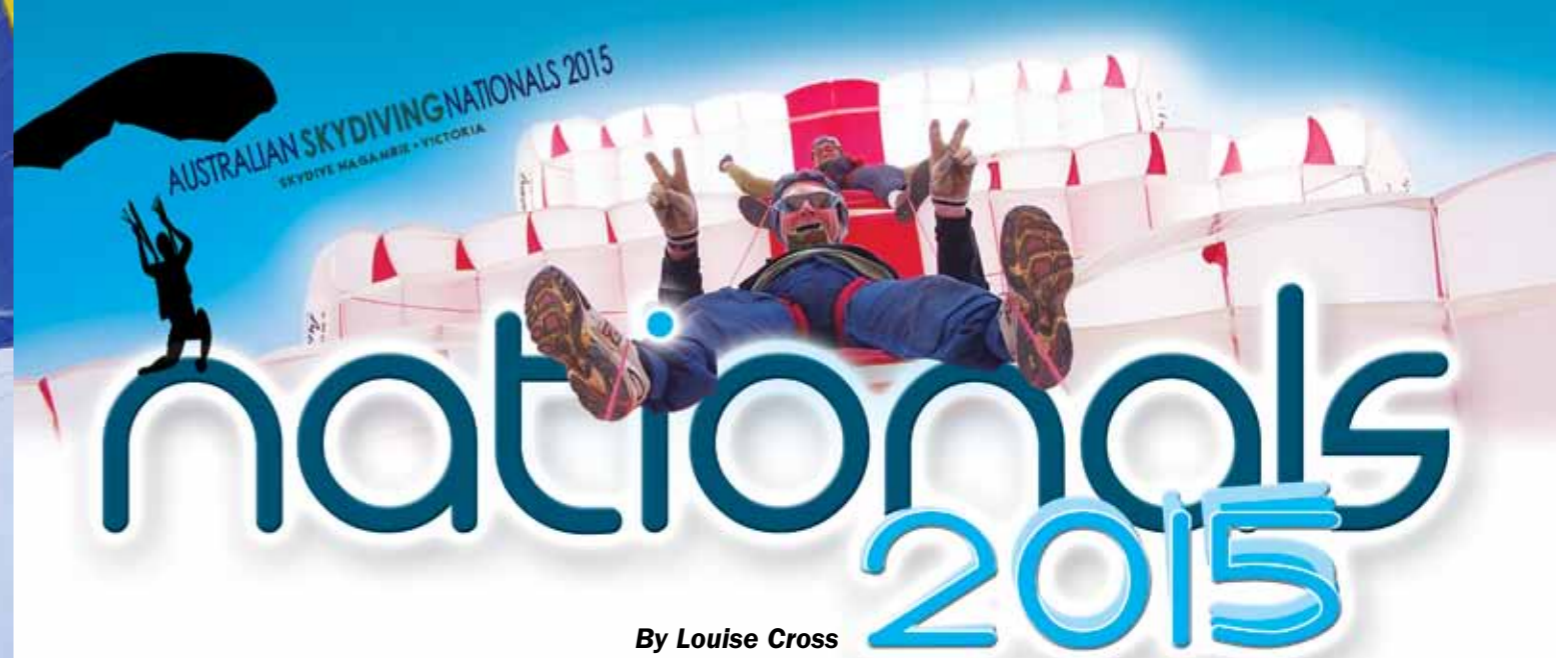
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By Louise Cross

AFTER EIGHT MONTHS OF HARD WORK, THE TIME FOR NATIONALS 2015 HAD ARRIVED. VICTORIA HAD NOT PLAYED HOST TO THE EVENT FOR THE PAST 25 YEARS AND IT WAS TIME FOR IT TO RETURN. WITH THE YEAR-OLD FACILITIES AT "NEWGAMBIE", THE OWNERS AND STAFF WERE KEEN TO SHOWCASE THE VENUE.

It was decided very early in the planning stages by Event Director, Dan Tohill, that competitor comfort was of the highest priority; this was enthusiastically shared by ex-competitors and Directors of Skydive Nagambie, Don and Louise Cross.

Dan Tohill said, "The competitors are the people that take the message from the event. They speak of the facilities, the planes, the people, and the overall vibe. If it is good and everyone is happy, we will see people back here over and over. That is a sign of a successful event."

At the completion of the practice day, the Nationals were officially opened with a ceremony with guest speakers, and demonstration jumps from some of Australia's top competitors - an 8-way Star and a CRW stack. The Australian flag was jumped-in by Accuracy competitor, David Boulter, to the accompaniment of the National Anthem. One of the sponsors of the event, Tahbilk Winery had set up a wine tasting tent for the opening, which was very well received.

Day one of the competition commenced with Accuracy, Canopy Formation, and Formation Skydiving. While VFS teams and fun jumpers made use of the Caravan.

Day two was the same format as day one, with Formation Skydiving and Canopy Formation both completing their competition rounds.

Day three saw the commencement of the Artistic events, VFS, and 8-way FS. These competitions were completed in the one day, as the forecast for the impending bad weather for the weekend had both the organisers and the competitors cranking up the pace.

Accuracy continued on until Friday morning (day four), as the conditions they required are difficult to come by in summer. As they were the last discipline to finish, the last rounds of their event attracted quite a few spectators out to the Tuffet to cheer them on.

A big plus for the competition was the live scoring which was available for public viewing both inside the hanger and outside on the massive 15m2 outdoor LED TV provided by the APF.

Misting fans located around the drop zone provided some relief from the January heat and dust - the only week in the entire month to boast temperatures up around the 40-degree mark.



"Finally after four years in the sport, I attended my first Nationals at Nagambie.

I couldn't imagine a better event to be a part of, than in an all chicks 2-way CRW team with Tracey Sgroi, and coached by all-time legend, Jules McConnel.

We had one training camp together in Moruya two weeks before the event. Jules taught us the technical aspects of 2-way CRW, and we got a bag of tools to use.

I had heaps of fun during the competition, and also became good friends with my fellow competitors/come future CRW playmates. I really look forward to doing more of this awesome sport!"

Sandra Northey, Sic Puppies



nationals 2015



THE COMPETITION

Teams started arriving as early as New Year's Eve for training in preparation for their events, with the majority turning up on the weekend prior to the competition commencing. The APF had provided funding for Craig Vaughan of team Rotor Out to ground coach any teams that required assistance. The other members of Rotor Out, were also on hand to help out in between their team training jumps, providing valuable assistance to many of the junior teams.

Formation skydiving was hotly contested, with an increase in the number of teams for an off year. Seven Open teams, and five Intermediate teams competed in the 4-way event, while two teams contested 8-way.

Nationals' records tumbled in several events, including a blistering, record-breaking performance by Victorian team and National Champions, Rotor Out. Intermediate teams, Impulse and Pullout shared a record of 25 on the same round of their event. The big screen TV provided a great vantage point to witness the tussle between these two teams to see who would become the eventual winner.

4-way Open FS results

1st: Rotor Out: Steph Vaughan, Craig Vaughan, Simon DiSciaccio, Rob Thomson, and Dan Rossi (camera)

2nd: Bellatrix: Kate Vaughan, Riss Anderson, Karen Hardy, Ann-Marie Jarzebowski, and Mark Laing (camera)

3rd: GiddyUp!: Laurence Garceau, Melissa Harvie, Andrew Barker, Steve Smith, and David Bakkers (camera)



Intermediate 4-way FS results

1st: Impulse: Alan Deadman, Asher Jones, Dale Findlay, Grant Christie, and Luke Oliver (camera)

2nd: Pullout: Natisha Dingle, Gary Nemerovsky, Travis Wood, Mariska Folley, and Ben Nordkamp (camera)

3rd: 4Viators: Jan Paul Kobarg, Uli Terheggen, Ryan Jenkin, Simone Bambach, Peter Etherton, and Scott Neander (camera)

Once again, team Innuendo, Simone Bambach, Riss Anderson, Peter Etherton, Russ Blackman, Troy Cotty, Steve Smith, Kate Vaughan, Travis Wood, and Scott Neander (camera), led the way convincingly in 8-way.

Rotor Bits, Craig Vaughan, Simon DiSciaccio, Laurence Garceau, Grant Christie, Anita Perryman, Mick Hardy, Karen Hardy, Helen Mahony, and Dan Rossi (camera), formed at the completion of the 4-way event to give Innuendo a competition. The event was called after five rounds.

Canopy Formation Skydiving – 2-way Sequential

As an off year, team members from National Champion's Ookoonono each mentored and competed in an Intermediate team to assist with the development of this discipline, while some old army mates banded together to make a fourth team.

After the eight rounds were completed, the placings were as follows:

1st: Wingin'it: Duncan McLeod, Michael Collins, and Craig Bennett (camera)

2nd: Wrap City: Stami Donovan, Mike Watkins, and Michael Vaughan (camera)

3rd: Sic Puppies: Sandra Northey, Tracy Sgroi, and Jules McConnell (camera)



Classic Accuracy

Seven competitors fought it out over ten rounds, in some trying conditions, to see who would take out the title of best ground pounder for 2015. Old dog, Graeme Windsor, showed the younger competitors how to do it, taking the title narrowly from Janine Hayes in second place, and Mike Dyer in third. It was great to see a couple of younger competitors taking up this event, with the more seasoned veterans acting as great mentors offering up advice when required.

Vertical Formation Skydiving – 4-way Advanced

This year heralded a great competition for VFS with five teams battling it out to take top position. It was exciting to be able to witness some inspiring performances from the top teams. Results for this competition were as follows:

1st: iFly Downunder: Frazer Smith, Tim Edwards, Kurmet Jaadla, Tim Golsby-Smith, and Mark Gazley (camera)

2nd: Focus: Kieran James, Tina Muddle, Kyle Chick, Nathan Smith, and Dan Smith (camera)

3rd: Activ4te: Steve Williamson, Jono De Wet, Shelly Delaney, Rob Delaney, and Aaron Gray (camera)

2-way VFS

Only one team registered for this event, so unfortunately even though they were judged, they were unable to receive any medals for their efforts, but well done to Fairy Penguin Defence for having a go.

Artistic Freestyle

Once again seasoned Freestyle competitor, Naomi Adams, registered with Mark McColgan to grace our skies with her flowing style, forming the team Still Working On It; while Amandine Genin and Wade Edwards, as team WD40, provided hot competition. The competition was close, with team WD40 coming out the eventual winners. Amandine was seen the next day still wearing her medal! The question is, has she taken it off yet?

Artistic Wingsuit

Two teams registered for this relatively new event: Jet Stream and Stream Jet. This was an exciting discipline to watch, both from the ground and the air. We hope that it continues to grow and gain in popularity for future National competitions.



“A Nationals at Skydive Nagambie? In January?”

That's all I'd heard for months in the lead up to the 2015 Nationals... Lots of moans and groans about how hot it would be at that time of year, 'won't it be unbearable?', blah blah blah.

Well, I can't deny that two days WERE a little bit toasty, but with the infrastructure and facilities that Don and Lou have at the drop zone, and a lake not far away to jump into, it was surprisingly easy to survive the couple of days when it was over 40 degrees. Misting fans around the place and a huge, high-ceilinged hanger with whirly fans in the roof, plus an INDOOR creeper area, all proved to be a big hit with competitors. As was the super-swift judging and the footage and scores relayed to big screens all about the place. All-in-all, it was a fantastic set-up for Nationals and I loved it from start to finish.

It was the first competition for our new team, Bellatrix, made up of myself, Riss Anderson (I just can't seem to shake that girl off?!), Ann-Marie Jarzebowski, Karen Fuller and Mark Laing. It was quite liberating to go to a competition with no expectations and no real idea of how we would go! We were happy with our performance and had a lot of fun, achieving a silver medal in Open 4-way FS. As usual it was both inspiring and humbling to watch footage of fellow competitors in action, and then to stand next to them on the 'podium' with our medals.

The team is now excited about the year ahead that we've planned and look forward to returning to Nagambie in 2016 for the next Nationals!

Kate Vaughan, Bellatrix



“The 2015 Nationals were very good, we would like to thank Skydive Nagambie for their great effort, Newgambie is awesome, can't wait to come back next year.

We had an awesome comp and we are very happy to come back home with the gold medal. The Nationals are always a great week to spend with all the skydivers that dare to give a go at competition; great time, great people, and awesome vibe. Bring on 2016.” **WD40**



“After a CRW weekend at Elderslie in September to gain our CRW Crest, hosted by Jules McConnel and Michael Vaughan, and another organised weekend in Moruya, the newly formed, Sic Puppies, were off to Nagambie to give the guys a run for their money!

After a couple of days training we decided to try landing on the drop zone. (How much do we owe you for petrol, Don?) All of us Pups learned a lot that week and had a great time competing against and supporting each other; and touching HEAPS! CRW is loads of fun and I encourage everyone to give it a go and get amongst it!

Thanks to Ookoonono for organising the CRW camps and taking us Pups under their wings and get to Nationals! Congrats to everyone who competed at this well organised event – especially the new Oz record holders!”

Tracey Sgroi, Sic Puppies

nationals 2015



NOTABLE ACHIEVEMENTS

- 56 slabs put over the bar.
- Mariska Folley, Pullout, 4-way FS, gained an Intermediate 4-way FS record as well as doing her 100th jump during the competition.
- Tim Edwards of winning VFS team, iFly Downunder, had only 100 jumps and kept up with the more experienced flyers.
- An attempt at a 12-way CRW Stack, which resulted in a canopy wrap and two cutaways on the same jump.
- James Boyle's canopy explosion resulting in a cutaway. Just how many jumps can you get out of a Stiletto these days is the question?
- Five Cutaways in one day (day two of the competition) – two CRW, three Sporties.
- Travis Wood's 1,000th jump done on Round one of 8-way.
- Rob Thomson of Rotor Out is the only person to now hold both the 4-way and 8-way (XLR8) Oz records in Formation Skydiving.
- 1,603 jumps, 140 registered competitors, 3 planes, numerous records and 0 injuries.
- Getting the event done in four days due to the forecast for bad weather.

MEDIA COVERAGE

"Overall the accuracy of the Nationals 2015 media coverage was pretty good, and tended to reflect an improving understanding of the competitive side of the sport, as opposed to simply great pictures and Tandem skydives.

Of the fifteen skydivers who very capably provided media interviews, five were women. Jules McConnel and Kate Vaughan did several interviews each, so it's fair to say that the media voices/faces we put out there were 50% female."

Kelly Brennan



"In 2007, Ookoono competed at the Aussie Nationals and had a top score of six. In 2015, Wrap City competed at the Aussie Nationals and top scored with six. Everyone needs to start somewhere." – **Michael Vaughan, Wrap City**



"Michael and I have discussed competing against each other at the Nationals on an off year for some time now and it's finally happened! We were stoked when Crash decided to come play as well! What a great way to boost the competition base of CF with an awesome bunch of CRW Pups and old Dogs (or Moths)! The learning curve was steep amongst all teams and I was super impressed with the progression of the Sic Puppies. Some really nice moves! The camaraderie between all teams was great – we had a plane to ourselves and cheered each other on throughout the competition; while enjoying a relaxing afternoon by the lake after each day of jumping. Thanks to the APF for supporting this initiative, I look forward to the next off year... For now Ookoono's back in action for Chicago 2016!"

Jules McConnell, Sic Puppies

THANK YOU

The event could not have been run without the assistance of many people who worked tirelessly to ensure the success of Nationals 2015.

- Event Director: Dan Tothill
- Meet Director: Gary Myers
- Judging Panel: Gail Bradley, Chief Judge, and her panel of judges
- Sydney Skydivers: Phil Onis for the use of his Caravan
- Pilots: Dan Martin (XL), Don Cross (182) and Chris (Caravan)
- DZSO: Don Cross
- IT Technician: Calder Chernoff
- Media Consultant: Kelly Brennan who did a fantastic job of getting the event National coverage
- APF: Rob Libeau, Brad Turner and the APF office staff for all their assistance prior to the event
- Volunteers: Thumbelina Loz Davids, Kelly Rivas, Jeson Stow, Jason Murtagh, John Kinton, Maddy Cross
- Packers: Cade Bowers, James Callahan and Simon Young
- Rigging: Brett Newman from Downward Trend

These events can also not happen without the generous support of sponsors. This year we were lucky enough to gain major sponsorship from the Victorian Government, the Australian Parachute Federation, the Strathbogie Shire Council, and Tahbilk Winery. Many other sponsors from within the skydiving industry provided prizes to one member from each team. Those sponsors included Downward Trend, LVN, NZ Aerosports, Vector, Cookie, Vertical, Ouragan, Alti 2, and Bev Suits.

Skydive Nagambie would like to thank all the competitors who ventured to Nagambie for the event and hope to see you all back next year for the 2016 Nationals.



"Wrap City was born in Elderslie during a CRW weekend roughly four months ago after Jules asked both Stami Donovan and myself if we would like to compete as a team at Nationals. We were both keen and the team was born. Soon after we learnt that Michael Vaughn would be our coach, which we were both beyond stoked about! Our first event was the N.S.W. State Meet where we had a fun and a close competition with two-three other teams. We learnt a lot about how we flew together and began to pick-up and learn each others flying styles, which made us fly tighter overall, and gaining a Gold medal for our effort. We followed that up with a few training weekends as a team with Michael, which due to weather, focused on theory and video reviews as our primary training in the lead-up to Nationals. After arriving at Nagambie in early January, we started training, doing roughly ten-twelve training jumps in total; learning a lot about the tricks-of-the-trade, and building up our CRW 'toolkit'. This is something that is going to set us up well for the rest of our CRW careers, something we can't thank Michael enough for; you are an awesome coach and we both felt super lucky to have you. At the end of Nationals we were left with a final score of 28, an average of four points per round and second place overall; three points short of Wingin' It who continued to fly like legends, ending with a final score of 31 and a well deserved Gold Medal. The journey from CRW Pup, to competitive CRW Dog has been an amazing one. The amount you learn about canopy flight is unparalleled in the sport. I would urge anyone quietly contemplating CRW to give it a crack. Like CRW canopy openings, you won't forget it anytime soon. To the other CRW teams, Sic Puppies, Bogong Moths, and Wingin' It; you all flew like pros and it was awesome seeing each of you progress as the event went on. Thanks for making the competition as enjoyable as it was and hopefully we can meet again next Nationals. Thanks also to Ms Jules and Crash for your support prior to, during, and after the event. You guys were awesome and it was epic!"

Michael Watkins, Wrap City

nationals 2015



”

“For as long as I can remember, CRW hasn't been a particularly popular discipline within the Australian skydiving scene. After their success at the latest World Meet, and smashing the Australian 2-way sequential record, Ookoonono decided it was time they got more competitors. To help introduce more competitors into the sport, and help prepare for the looming Australian 50-way CF formation record later this year, Ookoonono split-up for this year's Nationals to coach, film and inspire three Intermediate CF teams. Not only being my first CRW competition, but also first Nationals' experience, cartons of beer were definitely enjoyed! I didn't really know what to expect but was impressed with the camaraderie of all jumpers and the smooth organising of events by the Meet Director and Skydive Nagambie Crew!

The exciting news is that most of the teams who have competed this year will be training and ready to compete again next year to take on Ookoonono and The Chaps at the 2016 Nationals in Nagambie. With our levels of improvement, we CRW Pups have already achieved, you guys had better be ready!

Since I did my first CRW jump in 2011, I have been looking forward to focusing on the discipline, but have found it difficult to find others to play with. Thanks to the support of the APF, and the time, effort and skill of Crash, Jules and Michael, the discipline has seen a surge of interest and enthusiasm over the last year. Over nineteen new Lightning canopies have been ordered, and CRW seminars and courses are being organised and run around the country. It feels like really exciting times lay ahead with CRW in Australia. If there was a time when you were considering to give it a go, I would suggest you get on board now! Get out there and learn how fun and exciting CRW is. I doubt you'll be disappointed!

I feel like this initiative has been highly successful and I personally look forward to continuing along this path and representing Australia in CF in the future!”

Duncan “Weasel” McLeod, Wingin' It

”

“After flirting with CRW over the past few years but never fully getting into it, I received an unexpected message from Craig ‘Crash’ Bennett a couple of months prior to the Nationals asking if I wanted to join a scratch CRW team to trial a new Inter CRW competition format. It took me all of five seconds to decide not to miss this great opportunity to compete and receive top level coaching from ‘Ookoonono’.

Unfortunately, due to work commitments and being the end of the year, we could only manage one training weekend, but it was extremely productive going from getting wrapped in the first jump together (thanks Weasel!) to turning five points in time by the end of the weekend.

The competition itself was great fun and I had a ball jumping with the guys along with all the other CRW dogs. We all learnt a huge amount and experienced the excitement of competition (not a first for all of us!). After eight rounds of mostly great jumps (and some not so great) our team, Wingin' It, managed to come home with the gold after a late push from the talented boys from Wrap City.

This experience and Ookoonono's training initiative has made me excited about jumping again and team Wingin' It will be continuing on to hopefully bigger and better things, bring it on!”

Michael Collins, Wingin' It



”

“Four 2-way CF teams at the Nationals! Woohoo!

Wingin' It managed to take out the gold after learning the right (and a couple of the wrong!) ways to make some of the moves required, in a quick couple of weekends training. Sorry for taking your usual place on the podium Michael Vaughan!

Weasel tried to wrap Michael Collins a couple of times; luckily it didn't put them off too much, but seemed to teach Michael how to do it – as he demonstrated on me during the attempted 12-way we tried with all the teams after the competition had finished! Have you had your Reserve repacked yet, Michael?

We all had a blast, the newbies learnt heaps, and we got six new Nationals' competitors up on the podium. Great effort guys and girls, and a huge thanks from all of us goes out to the APF for supporting this development initiative.

Here's hoping Ookoonono and The Chaps have some contenders trying to take them off the podium next year – we had better start training, as I think there will be!

Bring it on!”

Craig “Crash” Bennett, Wingin' It



nationals 2015



BOWIE ADVERT COMING

By Luke Oliver

So... Woefully uncurrent, not-quite-rehabilitated from my Achilles tendon repair, bleeding from my left nostril (long story) and with substantial sand in my private parts, I wound up packing for Team Impulse on the last day of competition at the 2015 Nationals in Nagambie.

It was great! Well, until Round nine, whereupon I treated our captain, coach and outside centre, Grant Christie, to a spinning malfunction.

What happened next was awesome.

By the time Grant made it back to the packing area, the response was in play. I'd located the DZSO; Don had already witnessed it, and the Skydive Nagambie recovery process was already happening. I'd located the Director Rigging and Nationals' Rigger, Brett Newman of Downward Trend. Upstairs in the outstanding facilities, he cleared the decks in glorious anticipation. I'd located a spare rig for Grant to jump (well, I wasn't using it today).

- 1) Grant went to dirt dive for the last round. Business As Usual.
- 2) My darling partner Lea and myself packed the team rigs.
- 3) After inspection, local staffer Simon Young untangled the main.
- 4) Brett repacked the reserve.
- 5) I repacked the main (exactly the same way, in case you're asking; and no, it opened fine.)

By this time, Grant had made the gear up call – but I was able to take a leisurely stroll to the emplaning area and swap his freshly repacked rig for mine. A ninety-minute malfunction turnaround in competition! Round ten proceeded as per usual.

As it turns out, no-one really noticed. Natasha Dingle dealt perfectly with a high-speed malfunction in the same timeframe – nothing to do with me; and my claims of, “cheap packs, 96% opening record” wasn't attracting new business anyway.

There are many parts to a successful skydiving operation, and a successful national event. This was managed perfectly and was a part of the Team Impulse success. Don, Brett, Simon – and every other volunteer and official that represented so well at the Nationals – thank you.



What is XRW?

XRW: HIGH PERFORMANCE WINGSUITS FLYING RELATIVE WITH HIGH PERFORMANCE CANOPIES IS ARGUABLY THE MOST EXCITING DEVELOPMENT IN BOTH THESE SKYDIVING DISCIPLINES. MORE THAN JUST FLYING RELATIVE, XRW INVOLVES MAKING AND HOLDING FORMATIONS AND DOCKS BETWEEN THE WINGSUIT AND CANOPY PILOTS; AND SURFING - THE CANOPY PILOT RIDING ON THE BACK OF THE WINGSUIT PILOT. IF YOU HAVEN'T SEEN THE SPECTACULAR IMAGES AND VIDEO OF XRW JUST GOOGLE 'RAISE THE SKY' XRW DUBAI, YOU WILL BE GLAD YOU DID.

Article and photos by Paul Tozer

AUSSIE

XRW

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JONO DE WET: Australian free fly record holder.

SAM FIRTH: Angles, free fly and experienced Rel Week load organiser. *(He knows what batchy is all about!!)*

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As I approach my twentieth year in skydiving, it still blows me away how far our beautiful sport, and passion, has come. When freefall was just freefall, it lasted 40 to 60 seconds, then you dumped and spent the next several minutes gliding to the ground, hopefully, with a huge smile on your face.

Canopies have gotten smaller and faster and piloting them became a sport in itself. Then came freeflying in its various forms, and then wingsuiting; the discipline that forever changed my life and my view of skydiving.

Back then I had around 4,000 jumps (mostly Rel competition camera) and I was getting a little bored. After years of competition I felt I needed something new within skydiving, I even thought about quitting the sport. Then in 2007 Greg and Elaine Cox talked me into trying a 'Birdman Wingsuit', which resembled an oversized camera suit (and a neon straight jacket). From my first flight, wingsuiting blew my mind. Now I could really fly!

Fast forward eight years and so much has changed. The wingsuits available now are technologically a world-away from what they were, and the performance is beyond what I ever thought possible, even five years ago. There are now a number of excellent manufacturers making suits in the high performance category. I jump the 'Rebel 2' from Tony Suits. Every time I put it on I'm amazed at its size - it resembles a king-size bed sheet, even with my height: 170cm.

In these high performance suits, expert pilots can fly a sustained 30mph vertical decent rate comfortably and achieve four minutes plus freefall time from 14,000ft. Combined with the 200kph average forward speeds and distances exceeding four miles, the term 'freefall' really doesn't apply anymore.

Inevitably it wasn't long before skydivers figured out that as the canopies got smaller and faster, and the wingsuits got bigger and stayed in the air longer, we would be able to fly relative together.

Who's doing it?

XRW began a few years ago in the U.S. and Europe. Pilots here watched in envy as Taya Weiss and her 'Raise the Sky' team did the most amazing docked and undocked formations in America and then Dubai. They achieved beautiful flocks with five or six canopies and wingsuits flying sustained and perfect formations. Multiple docked flights, hand-holds and surfs, even some CRW (while surfing a wingsuit).

Darren Griggs "Griggsy" and Michael Smart "Woody" from Victoria are pioneers of the discipline here. Griggsy, a very accomplished competition canopy pilot, started with a 69ft² borrowed Prototype Icarus canopy called Clara with front riser trim tabs, and Woody flew an 'X-Bird' by Tony Suits. They did more than 100 jumps working on the right aircraft run-in, exit order and timing, along with the optimum loading for the canopy and matching the required vertical lift and forward speed. They did all the hard work when there was little to no information available. The Clara was a prototype that helped form the basis of today's Petra, and Woody's X-Bird had a relatively small wing size compared to the suits available now, yet they pulled it off and succeeded in doing the first 'held' XRW docks and surfs in Australia.

Jai Champion and I joined them early in 2013. We were thrilled to achieve the first 3-way XRW dock and much more cool flying was to follow. My mind was blown, again!

In 2014 we did a training camp in Nagambie. We added expert wingsuit pilot, Roger Hugelshofer, and competition canopy pilot, Niki Jackson, flying the Icarus JVX69 loaded to 3.4. Griggsy was flying a sexy new Petra 67, and we all had bigger wingsuits, so things started to get REALLY interesting!

We did multiple jumps, performing numerous docked and undocked formations and flocks, culminating in some beautiful 5-way flocks at the end. I was privileged to fly camera on a lot of these flights and the visuals were amazing.

Now the boys have better canopies with wing loadings ranging from 3 - 3.4 so we no longer need front riser trim tabs, which went a long way to improving Darren's stress levels and malfunction stats! Roger and I were jumping the 'X3' from Tony Suits (Apache Class), Jai was flying the 'Venom Power' from Phoenix Fly, and Woody the 'Squirrel Aura'. All these suits are equally well suited for the task.

Skydive Nagambie generously hosted us while we did this amazing form of skydiving and more recently we got to play over Bridgewater and beautiful Torquay as guests of Ralph at Skydive Australia. We even had Taya Weiss come and play with us on one. All of these jumps remain some of the best I have ever done!



Why we do it?

The visuals are like nothing I've seen before in Skydiving. XRW breaks all the early laws of skydiving as we knew them. We are flying relative and performing multiple docks and flocking formations while we are technically in 'freefall' with fully open, fully functional parachutes. I'm not sure where we go from here, but we have some big goals, so I know we will have fun working it out.

"I just bought a big Wingsuit, can I do XRW now?"

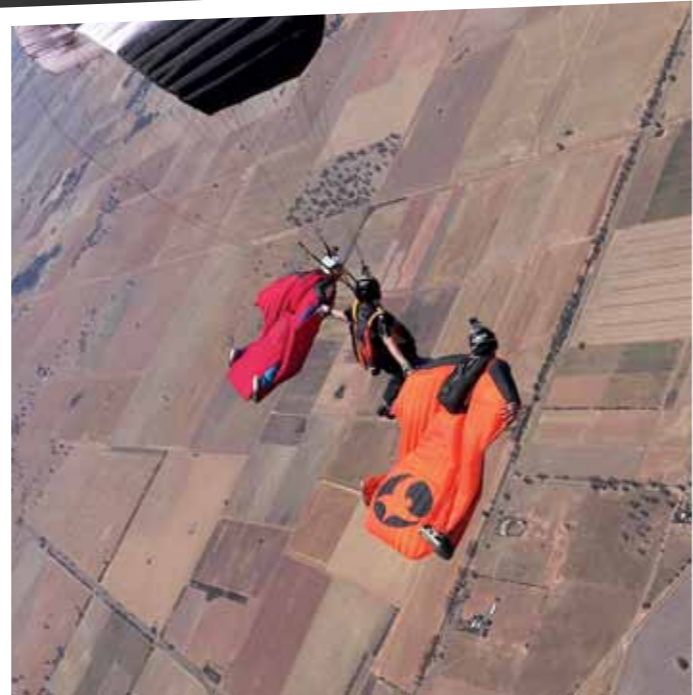
XRW isn't easy and it requires a very high level of wingsuit and canopy piloting skill. Manufacturers rate high performance (large) wingsuits as 'expert only' for a reason – they require a different, and advanced, set of flying skills. Mistakes and unplanned movement in the sky are amplified by the much larger wing area, higher forward speed and lift the suits create. Imagine the difference between flying a Cessna and a commercial jet perhaps? If you skate a bit when flying in formation with your mates on smaller wingsuits, this will be greatly amplified when flying a high performance suit at speeds in excess of 200kph. A high level of concentration, discipline and control is required to fly in close proximity to other high performance suits and the Microlines of high performance canopies at extremely high speed.

To progress properly, and safely, wingsuit pilots must learn the discipline thoroughly in small, then mid-range wingsuits before graduating to expert suits. At least 200 wingsuit jumps in small to intermediate suits is often recommended along with an honest performance evaluation.

Can you exit perfectly stable every time? Are you able to dive the suit in a controlled manner and pull up gradually as required? Are you able to fly your wingsuit in formation with another suit with zero assistance from the other pilot regardless of how fast, slow or flat he or she may be flying? Can you fly close to other pilots, perfectly still only feet away, without any unplanned sideways or vertical movement? And finally, can you fly your wingsuit at very low forward speeds, often slower than your suit may have been designed for – 'dirty flying' as Woody calls it – without stalling, potato chipping or sliding around the sky. Flying with skilled pilots and progressively analysing your flying performance with tools like a 'Fly Sight' is the best way for you to improve.



Players in the photos are:
Darren Griggs, Michael "Woody" Smart,
Jai Champion, Roger Hugelshofer and Paul Tozer





Challenges

Like most skydiving disciplines, XRW is complex. As the discipline evolves it's important to understand the real, versus perceived, challenges.

When we first started it was all about lift. How could we get the canopies to descend faster and the wingsuits to fly 'flatter'? Since the luxury of sub 70 square-foot canopies like the Petra that have a naturally steep vertical dive, along with bigger wingsuits, vertical speed isn't as much of an issue. We aren't even flying our wingsuits at their maximum lift most of the time. Our average vertical decent rate ranges from 38-42mph, which is quite comfortable to maintain in a high performance suit.

Forward speed is the greater challenge. We average around 85-90mph (135-140kph) horizontal speeds on most XRW jumps (not allowing for wind). Flying an Apache, Aura or Venom Power at this slow speed requires a flying skill that we rarely, if ever use. Woody sums it up perfectly, "You will never fly your wingsuit this 'dirty' doing anything else" and he is right. We often have slightly bent and dropped knees to wash off the natural forward speed of the suit whilst also trying to maintain the lift with our upper bodies. These suits will stall if you try to fly them too slowly or wash off your forward speed too quickly on approach. At the very least they might lose lift due to lack of airspeed or even start sliding around or 'potato chipping'. Imagine trying to fly a fighter Jet next to a Cessna 182 perhaps?

Don't get me wrong, this can be done comfortably once you get the hang of it, but most people won't have ever tried to fly their suits this slowly and XRW should not be their first attempt at doing so.

Equipment

Canopies: The best canopies are sub 70ft², (depending on the wing loading). Most of the time the wing loading ranges between 2.9 - 3.5 depending on the type of canopy being used. We have had the most success with the Petra 67 loaded to around 3.0 as it has a steeper dive angle without the need for an overly high wing loading. Comparatively, Niki's Icarus JVX69 needed to be loaded at 3.4 just to stay on level with Darren under his Petra loaded at 2.9. Even then it struggled to descend as fast as the Petra. I know PD and other brands make canopies suitable for XRW, I just don't personally know much about them.

Wingsuits: Large, high performance, expert suits such as the Apache Class (X3 and Rebel) from Tony Suits, the Venom Power from Phoenix Fly, and the Aura from Squirrel. It's worth noting these suits should not be used in conjunction with small, high performance canopies. They also require at least a 10ft bridle to consistently clear the very large burble and a large pilot chute in good conditions.

New wing suits are being released all the time, so talk to a knowledgeable wingsuit dealer about which suit is best for you.

SAFETY

Safety should always be the first priority because as fun as XRW is, the potential for an accident is high. It should not be undertaken by anyone without the necessary skill, experience, equipment and attitude. Ideally, it is best only attempted under the supervision of experienced XRW practitioners, preferably at a dedicated XRW camp.

In summary, this is an incredible skydiving discipline that still gives me goosebumps when I do it. Like all forms of skydiving it needs to be treated with the utmost respect. Do it right, do it well.

I can't wait to see what's next...



A word from the canopy pilot's perspective: Darren Griggs

XRW – damn it is fun! For me, this is the best type of jump. I get to play around with someone in freefall for a couple of minutes and then you can cap it off with a big swoop at the end of your jump. It also helps out when you can't get Hop 'n' Pops as you can have some more playmates! I think I did around five freefall jumps in 2014 (out of about 350). XRW combines the fun of high performance flocking and adds a few new possibilities as well.

Right now we are only scratching the surface of what is possible. While there has been a fair bit of small static style formations/docks we have not really seen much in the way of larger mixed formations (as yet). Over the last year we have focused more on dynamic flying and movement style jumps. This creates some amazing visuals and really pushes what is possible in flight between the canopy pilot and wingsuiter.

Equipment

The biggest change of the last few years has been the creation of some new, incredibly awesome canopies. Getting a Petra has been a godsend for us, as the combination of its flight range and ability to handle heavy loadings has meant that wingsuiters now have a lot of range to play with. It is also such an incredible blast to fly and it swoops like a dream!

In terms of suitability of canopies; I think any of the current new generation canopies (Petra, Leia, Peregrine) would be suitable for XRW if its at an appropriate size and loading (in the 60-75 range).

For most jumps I fly at my competition wingloading of 3.1, with just 6kgs of weight, so I can train at the end of the jump. With the new Petra, we have been able to do this at a wingloading of just 2.8 as opposed to 3.5 with the old wing. While trim tabs can work, I really don't recommend them, as they are much scarier and unreliable than jumping with a lot of lead.



Thanks to NZ Aerosports, Skydive Nagambie and Bridgewater for your support and letting us play.



TAKE THEIR WORD FOR IT



"I feel this canopy is a great step up for Comp Velocity pilots that want the next level high performance wing but don't want or need the sheer mental focus the Peregrine requires."

-Stu Schoenfeld (6,000 total, 4,000 cross braced jumps)



"The Valkyrie is amazing! The openings are great, it flies very well in brakes, and the swoops are much longer than the Velo. It's the perfect canopy!"

-Max Haim (10,000 total, 6,000 cross braced jumps)



OUR BIG-WAY JOURNEY TO THE NEXT AUSSIE RECORD

BIG-WAYS

Compiled by Tracey Basman
Photos by Calder Chernoff & Stephen Tonson

WE ARE ONLY A FEW MONTHS OUT FROM THE **AUSSIE BIG-WAY RECORD** ATTEMPT IN MAY 2015, WHERE WE ARE HOPING TO ACHIEVE A 120-150-WAY AUSTRALIAN RECORD. SKYDIVERS FROM ALL OVER N.S.W. AND BEYOND HAVE BEEN BUSY JUMPING BIG-WAYS AT SYDNEY TO IMPROVE THEIR SKILLS IN PREPARATION FOR THIS EVENT.

Each month we have Big-way camp weekends, with a different Big-way coach each day. To keep our learning consistent, each coach has a good understanding of the Perris Performance Plus methodology (P3) in building Big-way formations. P3 have been highly successful in achieving Big-way records nationally and internationally for some time now, including our latest Australian Record(s) of a 105, 109 and 112-way in 2010. Jumping with a different coach each day at the Big-way camps enables participants some variety in the learning, whilst keeping true to the highly successful P3 methodology.

The vibe within the Big-way community is incredible! So much excitement with everyone on the same page to do their very best at the record event. It has been tremendous team work from so many in our Big-way community; we all have our own unique skills in skydiving and in life that when it all comes together I don't think there is one person that hasn't given some valuable tid-bit to someone on this journey!

Sydney Skydivers have assembled some amazing Big-way talent to assist everyone in this Big-way journey.

The vibe within the Big-way community is incredible! So much excitement with everyone on the same page to do their very best at the record event.



MELISSA HARVIE

Melissa has represented Australia at an International level in both 4-way and 8-way and is a regular participant at the elite Power Play events run by Dan BC which started her on her 'Big-way' journey. Her credentials now include the California State Record (200-way), the Australian Record (112-way) and, most recently, Sector 3 Captain at the very successful Women's World Sequential Event in Perris where two World Records were set.

As captain she assisted in the smooth arrangement of participants in her sector, leading the team to join the Base 30-way and complete the sequential moves. Having worked intimately with top international Big-way coaches, Melissa offers a breadth of expertise as an accomplished in air and tunnel coach to teams and individuals alike, and is a key player in up-skilling jumpers in preparation for our Aussie Record attempt next May 2015.



DAVID LONCASTY

David participated on the 246, 282, 300 and 400-way World Record events. David is a regular international Big-way flyer, participating also in the P3 Spring Fling events, California State Record 200-way, Arizona Challenges including the recent 100-way Diamond formation event, various other P3 events, and the Australian Record 61, 81 and 112-way. David has been a regular Australian Nationals' participant in 4-way and 8-way. His repertoire is huge to say the least! David is on board to up-skill the Aussie jumpers in preparation for the next Aussie-way adventure. David can fly any slot in Big-ways, from Base, Mid to Late Diver. He is famous at our local drop zone for being one of the fastest divers and trackers! His intense and humorous coaching style makes his Big-way days lots of fun.



MARK "STRETCH" SZULMAYER

Stretch started jumping in 1989 and has over 5,500 jumps; and has competed in more than 20 Australian Nationals' events! Stretch has represented Australia in 8-way at the 2004 and 2008 World Championships. Stretch has participated in most Australian Big-way records since he started jumping, including the current 112-way record. More recently Stretch has been involved in major overseas Big-way events including Perris Power Play, Spring Fling and recently the Arizona Challenge, which built a 100-way Jewel. Stretch has been a regular in the coaching of 4-way through to Big-ways for some years. He comes with a wealth of knowledge and has a very straight-up and highly informative manner of imparting his skills and knowledge to others.



MICHAEL VAUGHAN

Michael was a member of the Aussie Record 81-way in Corowa in 1999 and then the World Record 400-way in Thailand 2006. When Michael is available between coaching canopy courses around Australia, he load organises at Boogies, Star Crests and at the current Big-way camps at Sydney Skydivers. Michael has competed in many genres of skydiving, including 4-way and 8-way for some years; having represented Australia in 8-way at the World Championships. Michael says it is incredibly exciting to see so many skydivers developing their skills to help them achieve their goal of being a participant in the next Aussie Record in Perris 2015. With all this preparation, the event is sure to be a huge success!



ANDREW BARKER

Since 1997, Andrew has completed more than 5,500 skydives – mainly as a competitor or coach for 4-way or 8-way teams, or as a participant or load organiser of Big-way jumps. He represented Australia at a World Meet level in 8-way. Andrew loves the occasional weekend as an AFF Instructor also! In 1999 Andrew participated in the Australian 81-way record at Corowa, then in 2010 he was on the Australian 112-way record at Perris, and more recently he's been on a number of P3 events such as the Spring Fling 150-ways and P3 Sequential 200-way events. Andrew is passionate about his coaching in many genres of our sport and we are lucky to have him involved in this Big-way journey.



ADRIAN LLOYD

Adrian has been jumping since 1986 and has over 8,000 jumps. Adrian was a participant on the Australian records, from the first 30-way through to the most recent 112-way record. Adrian is an AFF instructor, Tandem master, Big-way load organiser at various events and boogies around Australia, he Freeflys, jumps Camera, has competed in 4-way, Speed Stars, etc. Adrian has been involved in just about every genre of the sport! Adrian has been jumping with the P3 team since 2007 and is very conversant with their methodology. He thinks highly of it knowing that it works, and is keen to share this knowledge with you.



TRACEY BASMAN

Tracey has been a participant at international Big-way skydiving events since 2007, including many P3 events such as the Spring Fling and the previous World Record sequential attempt. She has competed in many Australian Nationals in 4-way and 8-way teams, recently representing Australia in Women's 4-way at the World Championships. Tracey participated at the Women's World Record Sequential event, where she was a tracking leader and part of the sequential move in the formation. Tracey is realistic in what it takes to build a strong team in any genre of our sport. She is energised to provide this learning platform for everyone to improve their Big-way skills before May.





I HAVE BEEN INSPIRED TO WRITE THIS ARTICLE AFTER MEETING SO MANY PEOPLE WHO WANT TO BE PART OF THE NEXT AUSTRALIAN BIG-WAY RECORD. IT IS INDEED POSSIBLE 'IF YOU WANT IT ENOUGH' BUT YOU MAY NEED TO DEVELOP FLYING SKILLS THAT ARE NEW TO YOU.

BIG-WAY FLYING REQUIREMENTS

It is generally appreciated that Tracking and Diving skills need to be learnt. In addition, your body position and mental approach to 'how' you fly might also need some development.

Many of you will have received the P3 Big-way Manual as part of a Star Crest briefing or 'Big-way' skills event. It is available from your State Representative and it clearly defines the rules of 'Big-way' flying. Specifically in relation to personal body flight, it is a requirement to:

- Stop fully before you dock and pick up a grip
- 'Park' in your slot once you have your grip and be able to fly with the formation
- Maintain your heading, even if someone does bring momentum into the formation.

If you have not had any formal team or any personal flying coaching since your B-Rel's you may never have had to develop the skills that allow you to do these things.

Indications that some development effort is required include:

- Inability to present to the wind on exit and hold your position relative to others
- Reaching for a grip before stopping
- Inability to stop in slot, sit relative to the formation and feel comfortable without taking a grip
- Moving whilst in your slot with your grip, unable to hold a position relative to the formation on your own or when others dock on you

WHERE HAVE WE COME FROM?

In early learning, many of us will have been told to 'relax' and have a 'loose' body position. This is said to prevent students from being too rigid. It can also create a situation where we fly at the mercy of the airflow and any bumps and movement around us.

Many people also feel it is a stigma to wear lead. But, unless we can fly relative to the group with range to fall

faster and slower whilst still in a 'box' position, we are essentially unstable and a liability to the integrity of the formation. Lead is often the only way to help lighter or less flexible people do this.

Big-way, and team, flying requires us to fly with a 'strong' body position. Where we can exit strongly onto the air and fly relative to others, fly 'down the tube' in a straight line, holding our position relative to others and a formation even if they move up, down or sideways, or even if we get bumped into.

Developing such an approach to flying requires both mental and physical training.

HOW TO DEVELOP A STRONG BODY POSITION AND FLYING STYLE

Mentally one needs to decide to be 'strong', to be in control and part of the solution, and switch onto this feeling as you stack up in the door. Being aware of what emotional state works best for you to be mentally strong and connected is important, there are many great articles on 'arousal levels' and performance on the Internet that you can read.

Physically one needs to put effort into creating a flying 'stance' that has power and stability. Everyone needs to learn how to do this; it is a developed skill. Initially it takes significant physical effort to focus on a continuous sense of power and strength, with extra effort to maintain it when you stop and hold your ground 'park' in a slot. Over time it becomes second nature.

Try the exercises below. They are designed to help you connect with your core strength and to feel the continuous effort required to maintain and control a stable platform of air around you that you can fly on with confidence.

1. • Lie on the ground, adopt a neutral body position
 - Whilst maintaining your body position, put your right hand on your head then return to neutral.
 - Analyse what happened to your body position when you did this. Typically one's head and right shoulder dips forward. If this happened in freefall you would



tilt forward in the airflow, move forward, and in bad cases even barrel roll.

- Now try the same exercise again, this time maintaining a square and equal presentation to the imaginary airflow. You may need to arch more, focus on holding your head up and on keeping your right shoulder level with your left.
- Remember never to twist your 'chassis' – the four corners of your shoulders and your hips and to maintain an arch. This is your stable platform from which your 'power' comes from to manage the air around you in your movements and indeed in your stopping and 'parking'.
- From the neutral position now try several scenarios – left hand on head, both hands on head, right and left arms behind your back, and one at a time then together. Reaching back with your right hand to touch your right foot and then with your left hand to your left foot. Reach one hand straight in front of you then try both hands.
- The effort you had to put in to maintain your stability is the effort needed every time you jump, when you exit and as you fly. That effort creates a powerbase from which you can control your movements and maintain your chosen position in the air.
- Now find a friend and try this in the air, if you set up in a 'no contact' side body picture you will quickly see when either of you moves from your position. Pay for an outside video if you really want to learn quickly.

2. • Lie on the ground or stand up adopting a neutral body position.
 - Have a friend lie or stand next to you in a side body position and have them put level pressure on you at various points of your body. Hip and shoulder on the same side at the same time is a good start.
 - If you are easily moved around, focus on your core strength and your arch and put effort into staying in one place. That level of effort to maintain a strong body position is what you need whenever you fly.
 - Try this in the air. You will need to counteract the pressure either with side sliding or turning etc. The focus that you put into doing this and how it feels to be 'switched on' is what you need to connect to at all times.
3. • Lie flat on the ground with your head on the floor then adopt the neutral position and raise your chin. This simple movement can often act as a trigger to empower your core strength and power base.
 - Try it in the air, as you arrive in your slot and stop, raise your chin, feel the increased sensation of 'parking' before you pick up the grip and hold it there until the key is given then repeat with each move.
 - Focusing on your arch is another trigger that might work for you.

Having the ability to fly with power to your body position, being strong and having control of the air makes you a far more valuable Big-way team member. It also reduces the likelihood of being picked on in a P3 debrief.



AUS BIG-WAYS

AN INFORMATIVE EMAIL FROM MELISSA TO HER BIG-WAY GROUP AFTER COACHING THE BIG-WAY CAMP DAY IN OCTOBER 2014:

Hi and thanks to everyone for a great day on Sunday.

I was grateful for the level of commitment and the constructive mindset that you all brought to the plan and the opportunity to perfect our individual and team performance. The results were visible in each jump culminating in our last one; it was smooth, disciplined, quiet and a joy to be part of.

The process that we followed is exactly the process that we will experience in our final camp in Perris. In the first camp there will be the opportunity to try out different slots and learn skills in multiple scenarios. Moving into the second camp, the organising team may start to allocate slots and focus on a particular formation more than once. All the time they are giving us the opportunity to hone our skills with a slot in mind for the Record jumps.

Doing different jumps and slots in our Big-way days gives everyone a chance to try new things but can mean that skills are not always perfected enough to gain confidence and prove ability. I think there is a place for both plans and would really value your feedback. Going forward, in the camps that I run, I can take your feedback into consideration to give you the best possible opportunity to be part of the team in May.

I would also like to propose some actions that we can all buy into to transform us into a team working together to achieve a shared outcome:

- Debriefing: Take personal accountability for doing your own job. If we all did this then I believe team perfection would be the outcome. An example of this behaviour would be in how we each articulate our performance in the debrief. Saying, 'I was not able to manage

myself well in a situation where I felt like I was being lifted from behind. I am going to do some more stability drills in the tunnel before the next camp to improve my ability to really park and be part of the solution' is a far more constructive and positive message than saying 'I was being lifted from behind and it was Bob's fault'. During the course of the debrief, Bob would say 'When I docked I realise that I created lift and made it hard for other people to manage, I am going to work on my approach and really strive to improve my performance, any advice would be welcome'. Any gaps in the discussion can be filled-in by the coach at the end of the debrief. It's a mindset shift. I am proposing that we all make it.

- Sharing: See where people would benefit from something that you have learnt and take a moment to share it with them (in a constructive way of course!), and on the flip side, be open to asking for help or receiving information from others. There are a number of you who have had tunnel coaching recently and now have little secrets in your toolkit that improve your performance. Please share these when you see someone who would benefit or even just talk through your experiences whilst you wait for the next load, something might trigger for someone.

- Skills development: Recognise where you could improve your personal skills and do something about it, in between the Big-way camps. Knowing that people are taking responsibility for their own skills and being the best they can be in the camps inspires team work. It is not a positive experience when someone reveals a learning opportunity in one camp then turns up with the same one at the next camp! Take personal responsibility. As we get closer to our goal, repeated performance weaknesses will result in people being asked to stand down from jumps and/or future events pending their investment in improving the personal skills that they bring to the team. There are plenty of ways to hone your skills; visualisation, tunnel time, in-air exercises with a buddy or on your own, watching video footage of Big-way skydives... talk to your coach or someone skilled whom you respect, and create a plan based on your budget and how you



learn. Specific areas that we can all focus on include: exit stack up, presentation, diving, fall rate management, approaching on level, docking without momentum, flying as part of the solution and not letting any momentum or issues flow through you to the formation, tracking, and canopy control.

The reality of it is that, whilst we are all having fun, we are on a serious mission. Desire and commitment will be visible to coaches and to team participants alike, where this exists (as it did on Sunday for us) it is easy to work together to do great things.



Police Officer Chris came to the rescue with icy cold drinks during a 40+ degree heat day. Thanks Deb!



Doug Forth has been a highly successful and well known International Big-way coach and Load Organiser for many years now. Doug was part of the P3 organising team, who assisted the Aussies to get their current standing national record in 2010 of a 105, 109 and 112way. Doug will be with us again in 2015. He has freely provided this article to the Australians to help us build skill leading up to our record event. Thank you Doug!

INDIVIDUAL TRACKING TECHNIQUE

By Doug Forth

As you know, all drive comes from the legs.

Most people think their legs are fully extended by feeling their hamstring muscles tighten. While it may feel like their legs are fully extended, most often they are not. Most of the time it ends up as an aggressive delta position. The proper muscles to feel are the quads. To practice this on the ground, have them lay face down on the floor, touch their toes to the ground and lock their knees. Trying to pick their knees and thighs up off the ground while keeping the toes on the ground. Don't worry about the upper body right now. You should really feel the front of their legs tighten. Feet should be about 0.25m apart so that space gets filled up by the booties. Too wide and lift is lost. Too narrow, same thing, as well as less lateral stability and directional control.

As they practice this in the air, sweep arms back to about 45 degrees. This will provide more lateral stability. As they get comfortable with the legs, now add cupping the shoulders with the arms wide. Think of squeezing a \$100 bill between your boobs. Arms should be just below the lateral line of your body. A common mistake is having the arms too far below the body. This will bleed off lift and forward speed. As will arms above the body. As directional control is maintained, arms can start to come closer to the body. Arms can bend now slightly to match the curve of the rig. Hands should be palms to the ground with a slight cup and fingers extended. This is a powerful flight surface as well as adding to directional control. There is more strength to push against the air in this position vs. palms up. Getting more advanced... in addition to cupping the shoulders, roll them up to your ears as you cup. Like shrugging. Now lower your head to look back between your feet once you are sure traffic is clear ahead and to the sides. Tighten stomach muscles up into spine. Think of making the line from the helmet to heels a nice smooth arch like the upper surface of a wing.



By Dawn Tratt Photos by Project Voyair & Stephen Tonson

BIG-WAYS HAPPY AS LARRY

BIG-WAY TRAINING CAMPS ARE FOR MAKING MISTAKES AND NEW FRIENDS. DAWN TRATT JOINED 50 JUMPERS AT U.S. COACH LARRY HENDERSON'S BIG-WAY CAMP AT SYDNEY SKYDIVERS IN PREPARATION FOR THE AUSTRALIAN RECORD EVENT IN MAY 2015.

Larry Henderson looks like a cross between The Simpson's Ned Flanders and Canadian astronaut Chris Hadfield. The moustachioed Texan is a Jesus-loving skydiver with the expertise needed to turn inexperienced jumpers into Big-way record setters.

World Meet competitors Tracey Basman, David Loncasty, and last year's Tim Bates Award winner Greg Jack, flew Henderson to Australia for two Big-way camps in Toogoolawah and Picton. The aim was to prepare Australian skydivers for the Big-way event in Perris Valley, California, in May, where we hope to smash the current 112-way Australian record set in 2010.

I will be there! In order to perform at my best and make Australian skydive history, I took part in the Picton camp – Sydney Skydivers being my home drop zone.

The weather was balls the first couple of days with high winds, rain and low cloud. The perfect opportunity for the group of 50 to talk about body position, how to approach the formation and prevent all the gloriously frightening things that can go wrong on formation jumps.

Larry began with a dirt diving session of 16-way jumps followed by a Q'n'A.

With just under 6,000 jumps, and having taken part in the 400-way World Record in Udon, Thailand (2006), Larry had much to say. Horror stories of people taking their oxygen tubes out too soon and passing out in freefall gave me the heebiejeebies. The intricacy of feeding the oxygen tube into your helmet and how some jumpers thread it through their jumpsuit sleeve was all-new to me.

I really liked the 63 year old's breakdown of what you might think is blindingly obvious but often forgotten when taking part in formation loads. Like making sure you are on the right plane; ensuring you are confident about the exit order; who sits in front of you; who you dock on; who is in the base. The basics of stacking up in the plane – back straight and not hesitating at the door on exit.

On my first jump of the camp one person's rig snagged at the top of the Caravan door. People pushing from behind meant he was wedged and unable to move for a few valuable seconds, resulting in late divers being far too far

away to make it to the formation. Better visualisation, more stack up practice, and the guy who got himself stuck being more body aware could have easily prevented that.

During the weather holds, Scottish supernova Melissa Harvie was the go-to-girl for talks and impromptu workshops.

Having made Australia proud competing in the Women's Record for a largest Sequential (two point 117-way) in California last year, she was brimming with knowledge to impart. Fast and slow fall, the concept of flying with power through your centre point, and being able to park such that arms can extend and flex to pick up grips without bringing momentum into the formation were all addressed.

I particularly enjoyed Harvie's visualisation session. A concept of having a 'shopping list' of triggers as a guide in the execution of your job in a formation. Harvie had all of us lie on the floor in the packing room – story-time style – as she read a detailed visualisation of what she felt and saw on the Women's Record.

One bloke started snoring during the exercise. I should have poked him or something, but I didn't have a stick. Despite Sleepy's rumblings, Harvie's passion was palpable, and her cheeks pink after the descriptive retelling. "Funny to feel quite so positive about a situation of only 10 jumps", says Harvie about the Picton camp. "It just never felt as if there was a boring moment."

Our very own Australian version of Rambo, Greg Jack, was another experienced jumper whose contribution was invaluable. His presentation on 'two-out' and canopy collisions ignited a sick fear response in me. No one likes watching skydive fatality videos or thinking about the risks of something happening under canopy. But it's so very important, no matter how uncomfortable it makes you feel, to have a plan of action should you have a canopy collision. It could save your life.

Throughout the four-day camp, Greg Jack had energy to burn as he marched about all muscle and machismo high-fiving mates, meticulously watching the weather, and briefing his 'Beaver Fever' team for the 25-way formation loads.

I was one of the lucky ones who got to jump from the Beaver trail plane with him. Before each jump, Greg would get our group together in a circle and on the count of three we'd shout 'BEAVER FEVER!' He boosted moral through humour and his unwavering love of the sport.

On my first formation load, as I climbed from the Beaver watching Larry Henderson's count from the Caravan in the distance, I felt an enormous sense of wellbeing. There is no better feeling than the exit, and the added spectacle of diving toward a flower-shape of falling bodies is breathtaking.

With about 350 jumps and over 20 hours of tunnel time – mostly 4-way belly – my personal flying skills are pretty damn awesome. I have no issue being last diver and create no momentum or tension on the grip when docking. But I still managed to make mistakes that would likely have gotten me kicked-off the Big-way Record in May, had I made them then.

On one jump I couldn't work out where I was supposed to be during freefall, and couldn't find the person I was meant to dock on. Eventually I worked out where my radial was but cut someone off behind me, and executed a last minute side-slide into my slot when I finally clicked where to go. Mistakes I was glad to make and correct in Picton.

It was on the final day of the camp that I experienced my first successfully completed formation load. I actually felt like crying with joy when I landed, but didn't because I'm hard like that.

The funny thing is I was close to letting go of the grip and tracking from the formation a split second before the formation was complete.

My Dytter went off and I turned my head to the 4-way line I was docked on, and saw they were all looking intently at Larry Henderson's legs (in the Base). Only a few hours before, Henderson had talked about what you do if your Dytter goes off and your team leader doesn't kick to signal break-off. Turns out Henderson purposefully delayed the kick because he could see the formation was a second away from completion. The discipline it took for all 25 of us on that load, not to just autopilot track from the group was the secret to our success.

I am very grateful for all the knowledge I gained from the Picton camp, and the added bonus was making new friends, like Carlos David Gomez Hernan. The Nagambie jumper heading to Perris for the Record event; attended both Larry Henderson camps in Toogoolawah and Picton. "I enjoyed the one in Picton more because I knew how the camp works," says Carlos. "I could see improvement in my Big-way skills as well. And the better you perform in the group, the more you enjoy yourself."

**LARRY'S FINAL MESSAGE TO US ALL AT THE PICTON BIG WAY CAMP:
"KEEP JUMPING!!!! CURRENCY BUILDS CONFIDENCE!"**





Western Australian jumper Jo Rummy Clarke was one of my tracking buddies on a number of jumps. He was won-over by Jens Goennemann's presentation on his skydive journey. Jens is a German Big-way Record (213-way) flyer and founding member of Australian 4-way team, Rotor Out.

Rummy says what hit home most for him was Jens' point about the personal responsibility we all have *in making sure we bring our best game to the table.* "It is up to us as individuals to make sure when the time comes to perform that we have given ourselves every opportunity to succeed," he says. "That means, going to the Big-way camps and spending time in the tunnel honing specific skills and drawing on the knowledge of all the experienced people around us."

But of all the people who gave talks and mentored us throughout the camp, it was Larry Henderson who stole the show. Never losing his cool, remembering every jumper by name, and always taking the time to talk to anyone who asked. "In an attempt to imitate Jesus, I try to act humbly and treat people with respect," says Larry. "Our sport sees more than its share of pride and arrogance. There is a place for compassion in our sport and I try to reflect that quality."

Indeedilly-doodilly, you do that very well, Larry Henderson.

This event is proudly sponsored by the Australian Parachute Federation, the N.S.W. Parachute Council, Cookie Composites, iFLY Downunder and Sydney Skydivers.





PARTICIPANT FEEDBACK AND SUCCESSES ON THEIR PERSONAL BIG-WAY JOURNEY

“It all started with wanting to do my Star Crest. Everyone was so helpful; we talked about stadiums, radials, flying your slot and many other things like canopy, wind, etc. There was so much to learn, my appreciation for Big-ways was much greater after this. So I asked Tracey to put me down for all the Big-way events, didn't matter if I had to work or had other plans now that Big-way was the plan. I'm looking forward to going to Perris with over a hundred other Aussies. I know we can make this happen!”

Ozan Seckiner

“I can say it's been a truly amazing journey so far. Thanks largely to huge support, experienced skydivers being incredibly generous with their time and coaching/mentoring me.

I have learnt so much. Still so much to learn. People have been very kind, and patient etc.”

Janelle Hinze

“The Big-way camps have been fantastic. Increasingly they've become more focused and challenging each month. It's obvious each coach is building on the experience and ideas realised in earlier camps. Quite rightly, the expectation of our performance as individuals and as a team has also grown significantly. This has been very stimulating for me personally; both in terms of demonstrating the individual flying skills required and 'connecting' with the other participants and coaches. From a personality perspective, I'm not someone who's a natural team-player in an athletic context. My background as an individual ultra-endurance athlete has helped in providing the mental and philosophical foundation. But Big-way skydiving requires really mature team skills – and that's been a very different experience. I'm starting to relish what's happening in the camps. People are coming together with focus, discipline and commitment to the journey. There's mutual respect and humility when mistakes occur. And there's also a growing respect and understanding of what's required to get this record. It's palpable and tangible – and I get goose-bumps just thinking about Perris next May”

Richard Mallet

“I guess my Big-way journey really began in 2002 when I was a Late Diver on the then Australian POPS FS 32-way Record. Then in 2006, I was involved in organising and participating in the largest Australian POPS FS jump, a 47-way. Unfortunately, it was not a record due to one incorrect grip. But it looked good and held for eleven seconds!

Following trips to Perris in 2011 and 2012, I made sure I attended Picton's regular Star Crest and Big-way camp weekends, particularly since 2013. I have also had some IFLY Downunder tunnel time and I have had the privilege of being coached by and/or jumped with all of Picton drop zone's Big-way and FS jumpers over the years.

The Aussie Record at Perris in May 2015 is the incentive to get coached and get current at Picton, and I am more determined than I have ever been to continue to develop and improve on my skills, as well as physical and mental fitness, so that I am a solid and reliable part of the Aussie Team at Perris in May 2015. Bring it on!”

Ian “Robbo” Robertson

“I heard about Aussie Big-ways 2015 when I visited Picton for a fun jump on 29 September 2013. (Thanks to Phil Onis and Jon McWilliam who allowed me to jump at Sydney Skydivers and endorsed my military experience). Cindi introduced me to Tracey for more information. In order for me to get involved with this big family, I have to get my Australian Star Crest to prove that I can fly in a formation with more than eight people. I registered to join the first Star Crest event coached by Kate Vaughan, and from there I learned a lot. A very informative brief on every jump filled with skills, and it opened my perception to the new world of skydiving for me. Since I'm a military paratrooper, there is not much I can't do with a huge canopy, weapons and a 70lbs backpack.

Day by day, I followed all events organised by Sydney Skydivers; from a Freefly course (coached by Brian MF Dune) to a Canopy course (coached by Michael Vaughan) to name a few. I logged my jumps with constructive feedback, new knowledge, new skills and I can proudly say that, each jump I will get at least one new experience. I have to do all these things to make sure I fit with the others during the Big-ways camp.

This event will be my benchmark for the skydiving community in Malaysia in conjunction with my project, A Revolutionary of Parachuting in Malaysia. I got full support from my President of Malaysian Sport of Aviation Federation (MSAF), Tengku Abdillah Hasan.

My journey has just started towards becoming a good skydiver in the greatest team in the world, the Aussie Big-way Team.”

Amar Aziz



“NO SHIT, HERE I AM!”

“As I sit back in the office and think about my four-day camp with Larry “the drought breaker” Henderson as a coach, doing 25-way formation loads, I find myself asking “how the hell did I get here?” This is my second camp using the P3 method with Larry's sage guidance and it is only about twelve months ago I thought I could not possibly have achieved what I have. Don't get me wrong, I am not a great skydiver. Compared to some of the people that are helping me to look adequate I am on the back half of the bell curve but I am still way better than a year ago. Then it hits me – I am not so much thinking about my journey but how great it feels to be included in our journey to the next record attempt.

So how did it happen? In short because of amazing help and support from so many awesome people. I responded to an email about Star Crest weekends. Being ‘built for Base’ I figured how much trouble could I cause as a target? Up until then I had seen the indefatigable Tracey but did not know her – I am so glad I was included. At some point the ever-positive Greg Jack asked if I wanted to register interest in the record attempt. “No way mate – not good enough...”. Greg, fortunately, can be persuasive – “There's time”, he said. “I'll think about it...”

I am not sure how I decided to try to up-skill to see what was possible. I started being a regular on the Star Crest weekends. Such an amazing opportunity for development; so many great coaches offering their time: Melissa, AB, Adrian Lloyd, Dave Loncasty, Stretch and Michael Vaughan. Great video, debriefs, tips of all sorts. Not just how to fly but how to behave in debriefs, what is expected in camps, how to manage optimal arousal, so many other things...

At some point Melissa told me about the tunnel being nearly ready and suggested it would help. It is a great learning tool and with amazing and generous coaching from Melissa, LG (and others) I have learned some new skills – importantly learning I don't have to be completely at the mercy of being a fat bastard. The tunnel shows all blemishes – which is good for learning but can be a bit disheartening until you get used to it. (Yep, I know, harden up princess.) I certainly recommend it as a way to learn faster.

By the time the Big-way weekends started happening I was addicted and signed up for all of them – except that wedding anniversary weekend. That would have been a bad call. By this stage I started to understand just how much effort goes into all this organisation and planning. Did I mention Tracey's tireless efforts?

When the Camp at Ramblers was announced I knew I wanted to try to be involved. Yes, I cheated. I sent the email early and timed the replication to send exactly at 5:00pm when the applications opened! I really wanted to see what

could happen. I was delighted to be accepted. The event exceeded my expectations (even with the rain). At the end I had to ask Larry the blunt question about the record attempt in 2015. “Do I have any chance?” It would not be fair to my family to spend the time and money on a trip to the U.S. if I had no chance. Larry was realistic but very encouraging. Yes, more work to do but if I do the work and keep jumping it could happen. That was far more than I had hoped.

More tunnel... More Big-way weekends... My family sick of hearing about it – but still supportive...

In what seems like a blink of an eye, twelve months have passed and I have been doing that second camp with Larry, the amazing coaches and camera, awesome support from Sydney Skydivers, great people to jump with and learn from. Did I mention the incredible, tireless Tracey? My tickets are booked for May. The reservations are confirmed for the Red Lion, my application is pending and my fingers are crossed.

I may still get to the U.S. and get knee capped for the record event. At this point I will be happy enough to be part of the contingent and just be there. The most important thing I have learned in the last twelve months is that I had no chance at all without the support from so many people who took the time to support me – so it is more about being included in the team than my personal journey. So thank you to all. I would encourage anyone to take the opportunities from these coaches and events. I would have crawled on my belly over broken glass to get these sorts of opportunities when I was looking to build my skills in my early days.

Peter McKenzie





WE HAVE MORE BIG-WAY CAMPS SCHEDULED LEADING UP TO MAY 2015. IF YOU WOULD LIKE A SLOT ON ANY OF THESE DAYS, SEND AN EMAIL TO TRACEY BASMAN · BIGWAYS@MTBSOLUTIONS.COM.AU.

DATES	COACH	DROP ZONE
February 28th – Saturday	Melissa Harvie	Picton Drop Zone
March 1st – Sunday	Mark “Stretch” Szulmayer	Picton Drop Zone
March 13th – Friday	David Loncasty / Mark (Stretch) Szulmayer / Tracey Basman	Goulburn Drop Zone
Mar 14th Saturday	David Loncasty / Mark (Stretch) Szulmayer / Tracey Basman	Goulburn Drop Zone
Mar 15th Sunday	David Loncasty / Mark (Stretch) Szulmayer / Tracey Basman	Goulburn Drop Zone
March 28th – Saturday	Melissa Harvie	Picton Drop Zone
March 29th – Sunday	Andrew Barker	Picton Drop Zone
Apr 11th Saturday	TBC	Elderslie Drop Zone
Apr 12th Sunday	TBC	Elderslie Drop Zone
April 25th – Saturday	Melissa Harvie	Picton Drop Zone
April 26th – Sunday	Tracey Basman	Picton Drop Zone

FOR MORE INFORMATION ABOUT OUR AUSTRALIAN RECORD ATTEMPT EVENT, VISIT [HTTP://AUSSIEBIGWAYS.COM](http://AUSSIEBIGWAYS.COM)

THE PERRIS VALLEY, CALIFORNIA CAMP AND RECORDS' EVENT DATES IN 2015:

EVENTS	DATES
Camp One	May 20, 21, 22 (Wed - Fri)
Camp Two	May 24, 25, and 26 (Sun - Tues)
Aussie Large Formation Record Event	May 28-31 (Thurs - Sun)

If you would like to be a part of this amazing Aussie opportunity, email your expression of interest to the Event Organiser, Greg Jack: gregorykjack@gmail.com.

A huge THANK YOU to the APF and the N.S.W. Parachute Council for supporting these events; and to Jonny Mac, Kobi and Phil Onis of Sydney Skydivers, who have been very enthusiastic in assisting us through this journey.

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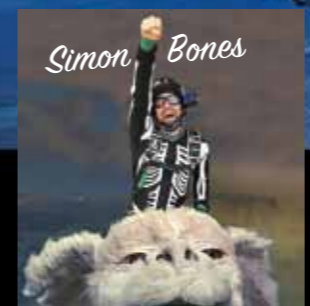
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WORLD RECORD SIT-FLY FORMATION

Road to the Upright 52-way

By Simon Bones, D-28573 Photos by Jason Peters & Greg Gasson www.skydivingstunts.com

During the winter USPA BOD meeting in early 2012, the Board voted to open the Upright formation State and National Record categories at the request of a small group of freeflyers. Within a few months, State Records had been set in Texas, South Carolina and Maine. By August, the first National Upright Record attempts were underway in Crosskeys, NJ. The jumpers at the National Record built a 20-way formation, which, due to a judging criterion that is no longer in use, was ruled invalid for the National Record. So the jumpers completed a 16-way on the last jump of the event and set the first U.S. National Upright formation record. Upright formation records were growing, but no World Record category existed yet. Our U.S. IPC delegates would change that.

In January 2013, at the 64th IPC plenary meeting in Bosnia, the judges' committee voted unanimously for the inclusion of Head Up formation World Records in the sporting code. At Carolinafest 2013, Freefly organisers agreed that plans would begin to host the biggest Sit-fly formation in the world, at Skydive Arizona during Autumn of 2014. This would allow time beforehand to hold camps and tryouts across the country.

After a few camps, tryouts and State Records, the stage was set and an unbelievable 63 talented flyers had registered, including Australian Sean Haysom. Behind closed doors, the organisers began sweating a bit. Sixty-three was a big number for such a new challenge in our sport. There were those who felt achieving a Sit-fly formation of half that size would be a difficult feat. Between conservative and generous estimates, the average feeling among the organisers was that an achievable formation would probably be in the mid-30s. "It's not fair to tell nearly 30 talented flyers who have travelled so far and paid the hefty fee that they won't be slotted," some argued, "it would drain morale throughout the event".

In order to find a balance between keeping talented flyers included and trying to stay realistic with the size of the formation, the organisers slotted a 44-way formation the

night before the big day. Surely, some reasoned, once we began attempting a formation so big, the jumpers would see for themselves that a 44-way was simply too big and not feasible. We'd then all agree to whittle the formation size down to something more manageable.

Thursday morning, November 20th, the event organisers exited the conference room to a crowd of excited freeflyers and begin slotting the 44-way. There was a quiet, ubiquitous, chatter of disbelief, surprise and yet optimism. No one in the freeflying world has ever seen a Sit-fly formation of even half this size. To make matters even stranger, the Discovery Channel seemingly appeared out of nowhere with a camera crew complete with a boom operator swinging a big fuzzy microphone around. They filmed the nervous faces and recorded the instructions being handed out by the organisers.

At 16,500ft the green light turned on, oxygen tubes were tossed to the side and the thumbs-up was sent from one aircraft to the other as skydivers got in position. Within seconds of exit, disaster struck. A 6-way Sit-fly Base launched from the Skyvan and two of freeflying's best moved to break in to form an 8-way Base, but some miscalculation caused the Base to blow up. Nearly forty Sit-flyers were staring at a giant mess for the entirety of the skydive as the Base struggled to rebuild. The Base then met for an emergency meeting after landing.

Luckily the event organisers were able to use their telepathy to channel the leadership of skydiving legend Dan Brodsky-Chenfeld, and soon the spirits began to soar as the influential words that were channelled began to circulate within the synergy. With the magic that had just happened in the dirt dive, the team built 38 out of 44 in the formation. It became instantly clear that 44 was not just a realistic formation size, but it wouldn't even be long before it was completed. Within the next three jumps of the day, the team built 42 out of the 44-way. The morning had started with uncertainty and cautious optimism, but the team ended the day with palpable excitement for the trophy so clearly in sight.

On the second jump of day two, with news of cloudy weather on the way, the green light turned on at 16,500ft again as oxygen tubes were tossed aside and inter-plane ready-gestures were passed. Skydivers exploded from both planes, balancing the adrenaline-fueled race-against-the-clock with the internal monologue of discipline and technique. Amongst the controlled chaos of waves in the formation, struggles with fall rate and the pressure to perform comes the silence.

There is a moment on these formations when everything seems to go quiet, calm and still, where everyone can feel the completion. We flew that 44-person Sit-fly formation for four and a half seconds. It felt like an eternity.

As the judges made their review, freeflyers packed their parachutes with reserved smiles as they looked approvingly at each other. Everybody knew history had just been made. The organisers called the team to the video review, ready to share more news that nobody expected. Cheer! "Of course, we pulled off the record... and now with three airplanes, it's time to shoot for a 53-way!" A 44-way was just too easy for this collection of rock stars. After a struggle with the weather for the rest of the day and only one attempt at the 53-way, the jumpers dispersed, ready for the beautiful Saturday forecast.

After some reshuffling and re-slotting to resolve some minor issues, the team met up Saturday morning to claim what was theirs and 52 sit-flyers took to the sky. As attempt number three was building there came a momentary calm simultaneously with an ejection. Debate filled the packing room as to whether or not it was a complete build. As the organisers submitted the jump to the sceptical judges, the team grabbed their gear and immediately took to the sky again, wasting no time in case the judges ruled no record.

This time it was clear. The team of sit-flyers landed certain that the deafening calm felt in the sky sealed the approval of the 52-way. As the team gathered around the big screen, Judge Tim Wagner announced that not only was the new Head Up World Record certified unanimously amongst the judges, but the team of 52 had done it twice back to back. Not only had the first 52-person Sit-fly formation in the world been built, it had been built twice in a row.



World Record Sit-Fly Formation

ALTHOUGH IT MAY BE ENTIRELY PLAUSIBLE TO ACCREDIT THIS ACHIEVEMENT SOLELY TO THE SKILL OF THESE MASTER-LEVEL SITFLYERS, IT MAY NOT HAVE BEEN POSSIBLE WITHOUT THE INSPIRATIONAL WORDS SPOKEN TO THE TEAM ON THE MORNING THAT THIS HISTORY WAS MADE:

“ I was thinking about you guys last night. What an amazing sport we have. It's fantastic to see how all the disciplines are advancing. The World Record for each discipline is the pinnacle, the example that makes a statement of that advancement. I want to congratulate all of you for setting the record yesterday, it's a fantastic accomplishment and I wish I had been there to see it for myself and cheer you on. So much goes into making a record happen. The training that individuals need to do to get their skills up to the necessary level. The commitment and organisation it takes to put together a group capable of doing the record, to all be in the same place at the same time, at a drop zone with good weather and the equipment necessary is enormous. A lot of people have done a World Record. Very few have done two, at the same event; mostly because few groups have ever had the opportunity to. You have that opportunity, and you owe it to the sport and to yourselves to go for it because you can. Doing one record is cool. Doing two at one event is f**king unbelievable. Skydivers around the world are cheering for you and waiting by their computers to see the record. Go get it! **” Dan Brodsky-Chenfeld**



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Flight Performance



WINGSUIT WORLD FIRST 25TH JANUARY, 2015

Photos by Paul Tozer

World Record setting Wingsuit Pilots, Dr. Glenn Singleman and his wife Heather Swan, together with wingsuit pilot Roger Hugelshofer and wingsuit camera-flyer Paul Tozer, made the first wingsuit crossing of Brisbane city.

The high performance wingsuit team jumped from a Cessna Caravan flown by John McEvoy of Skydive Ramblers just before 6am on the 25th of January, at an altitude of 14,000 feet over Newstead (at co-ordinates Latitude 27°26'30.68"S and Longitude 153°03'0.78"E). They flew in formation across Brisbane to their landing site at Raymond Park (Lat 27°28'50.38"S, Long 153°02'18.48"E).

The flight took approximately six minutes from exit to landing and covered three nautical miles across the Storey Bridge, over the CBD, beside South Bank and the Gabba before opening their canopies over Raymond Park. The flight is a world first.

Dr. Glenn Singleman and Heather Swan previously flew across Sydney Harbour (2011), Mt Connor in the Australian outback (2008) and from Mt Meru in the Indian Himalaya (6,672m) – a world record. In April 2015 again with Paul Tozer, they will attempt to be the first wingsuit pilots to fly across the Grand Canyon in the USA.



Wingsuits are fabric ram air wings that allow skilled skydivers to glide at ratios in excess of 3:1 and speeds over 200km/hr.



AUSTRALIA DAY BOOGIE 2015

& Jed's 21st Birthday Bash!

@ Langhorne Creek

By Katie Fluin and Matt Teags

With the strong theme of Green and Gold and anything Aussie, the S.A. Skydiving Australia Day Boogie kicked-off with Angles, Freefly, Wingsuits, Rel and CRW; and a whole lot of Boogie jumping madness.

Many thanks to Marcus Priem (Freefly), Arvid Selander (Freefly), Jed Smith (Angles), Travis Naughton (Wingsuit), and of course, the one and only Jules McConnel, who shared her CRW expertise with feet firmly grounded with a knee injury. Although Jules' presence was sorely missed in the sky, her expertise was not missed on the ground. When she wasn't falling down stairs, Jules could be seen manically limping around the drop zone giving directions and demonstrations, passing on her knowledge of the skies to fellow CRW dogs by any means possible.

Fifty-two coached loads were successfully completed utilising South Australian aircraft and one sneaky vagabond from Moruya. We also had joyrides in, and fun jumps from, Dave's Ultralight. Many thanks mate for making this happen, awesome fun! Loads were restricted by unfavourable wind conditions across parts of all

four days, however there were the usual shenanigans taking place on the ground. There were zero injuries over the weekend (aside from a few severe hangovers) and one malfunction.

A 50m Slip and Slide was constructed, providing lots of slippery madness for those who

braved the harsh conditions. Poo Smith proved he's still got the edge, only barely nudging out local Swedish young gun Arvid Selander and winning an L&B Optima in the blind packing race. The JJJ Hottest 100 could be heard blasting from the decks of DJ Teags (and thanks Rupert for the extra sound!). Cloe stripped down and painted up, showcasing S.A. Skydiving in a promotional body paint skydive and photo shoot, massive props to Cloe for braving the cool at 12,000ft and being such a general, all-round cool cat. Red Bull dropped in to provide some energetic refreshment and Tara completed her 200th skydive; we believe she may have tried to skip the country as she has not yet paid her carton! That's a double carton penalty!

Erika had the cafe in full swing with Australia Day specials of Kangaroo, Emu and Crocodile! Bria was in fine editing form, putting together five highlight tapes over the weekend. The biggest star of the weekend was the now not-so-young Mr Jed Smith, who celebrated his 21st birthday. Throughout the weekend he was coaching, jumping, Slip and Sliding, ultra lighting, celebrating with a chilled beverage, getting kissed by a large number of people and falling victim to a number of pranks. The party really got going on Sunday night with dinner and drinks at the Wellington Pub before DJ Teags (and DJ Arvid) took care of the after party back at the drop zone.

It was a fantastic weekend with old school crew and young gun jumpers combining to share their experience and skills. The weekend had a great vibe of enthusiasm, fun and laughter, teamed with some fantastic skydives and awesome skills development.

Looking forward to doing it all again with you next year!



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PAUL MURPHY JUMP PIG PROFILE



By Kelly Brennan

Congratulations to Paul Murphy on joining an elite group of Aussie skydivers who've logged ten thousand jumps. The achievement is all the more remarkable because Murf doesn't own his own drop zone or plane, and he's always juggled full-time work around his skydiving roles. Paul was a motorbike-riding mechanic when he rocked up to Pakenham for his first jump in May 1986, just a few weeks after his 21st birthday. There was nothing remarkable about him at all to his instructor, Alan Bennett. "He just sat there shitting himself like all the other first jumpers," he said.

It was two and a half years before AFF training began at Pakenham, so Murf's first jump was by Static Line. His first freefall despatcher was Nigel Brennan, who couldn't recall anything remarkable at all about the young student. However, Dick Ryland remembered telling him off one day, about three quarters of the way through his A licence. "People told me there were two students up there trying to do CRW under their T-10 round chutes," laughed Dick. "I went out, looked up and couldn't believe what I was seeing." Murf must have started behaving better, because Chief Instructor, Colin Holt, eventually took him under his wing and encouraged him to become an Instructor and Tandem Master.



TANDEM MASTER

Paul Murphy has carried some of Australia's most famous people on Tandem skydives, including some personal heroes in motor racing, legend Peter Brock and AFL elder statesman, Ron Barassi.

There were also some lesser known passengers who impressed him and inspired him along the way, especially some of the older ones like an 88 year-old gentleman who kept coming back for more jumps.

In the early nineties, Paul did about 60 Tandems with wheelchair dependant people. Realising that little research had been shared among skydivers, this became the topic for his Instructor A thesis. He sought medical expertise and approached international skydiving

organisations for information to combine with his own experience and research. He produced a document that is still helping Tandem Masters twenty years later as they introduce paraplegics and quadriplegics to skydiving.

He took a teenage Theresa Malin for her first Tandem in 1995 and Tee went on to become a Tandem Master. Murf carried injured former CI and legend of the sixties, Bill Kenny, on his last tandem in 1998.

One Tandem passenger became very important in Paul's life when she went on to become his wife and mother of their two sons. Natalie took a shine to her Tandem Master straight away, but she had to spend a fortune on follow up jumps for herself and her family before getting his attention!

PAUL MURPHY JUMP PIG PROFILE



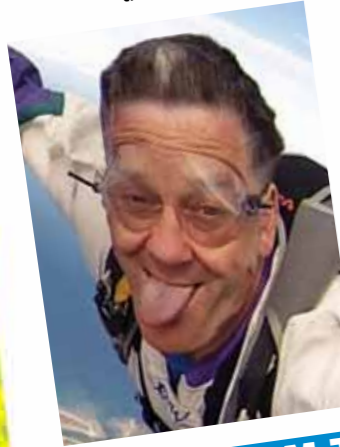
MASTER INSTRUCTOR

Paul Murphy is one of only fourteen Master Instructors in Australia. It's a rating that recognises a Chief Instructor's range of experience as well as their administrative contributions.

Murf has been Chief Instructor for drop zones at Corowa, Lilydale, Coldstream and St Kilda. Nowadays, he's the Chief Instructor at Skydive The Beach and Beyond – Barwon Heads. He really enjoys taking new skydivers for their AFF and B-Rel jumps, and helping them to overcome difficulties with their progress.

An obvious example of Paul's effort – above the call of duty – was in 1993. Murf was one of the instructors as the Footscray Bulldogs footy team did water jumps just off Williamstown with Commando Skydivers. Paul had persuaded the club to allow one more participant in the big day. Naomi Ryan was a young paraplegic woman, who'd done ten Tandem jumps and was keen to leap out on her own. These Static Line water jumps were the opportunity she needed, and Paul put the work

in to make it happen. "It was special to be able to share her excitement and sheer joy at being able to jump by herself," said Paul. "It was also a great sense of achievement."



AWAY FROM THE DZ

Paul has other adrenalin-fuelled passions in his life away from the drop zone, including yacht racing and hitting the Phillip Island track on his motorbike. He's also managed to fit in work, family and building a home extension.

More family patience might be needed, as he pursues new jumping goals ahead. He's preparing for the Aussie Big-way record in California next year. And he's keen to keep fostering safety and development in our sport



FUN AND FIRSTS

During Murf's ten thousand jumps, there have been some amazing laughs, personal highlights and many slabs of beer purchased. There've been some unusual jumps too. At Pakenham in 1994, Paul jumped from a Navajo at 27,400 feet. During his reign as CI at Lilydale, Paul was one of 22 skydivers who leapt from a hot air balloon at the same time to set a new Aussie record.



ASO/CIP

Paul has served Vic-Tas Council for several years in many roles, including the demanding positions of Area Safety Officer and Chair of the Instructor Panel.

As Tandem Examiner, he once had a nasty back injury while on the front of a trainee Tandem Master. "It was an untidy landing that put me out of action for work and skydiving for quite a while," said Paul.

As ASO, he was involved in investigating several fatalities and other serious incidents. Plus there were many perfect jumping days lost to disciplinary issues and drop zone audits. The role is about compliance as well as safety, and some skydivers just don't like that C word.



LICENCED DISPLAY ORGANISER

Paul is familiar with the roar of an MCG crowd, with several jumps into the famous stadium. He's done Display events and travelled to air shows around the country, doing demo jumps with giant flags.

While Paul has notched up an incredible list of Display jumps, there've also been a few that other skydivers wouldn't envy at all. Such as a 1,500ft exit for a Flag jump at the Albert Park F1 Grand Prix. It was supposed to be much higher, but the cloud kept them right down at the minimum exit height for a Display A jumper. With the ground so close, it's only natural for the canopy to snivel as well. Murf's heart rate soared during every agonisingly slow second before the canopy finally opened. Then, as he unfurled the sponsor's giant flag, the wind came up to 20 knots. As it turned out, the crowd wasn't even looking. They were all preoccupied trying to find shelter from the drizzling rain. There was a Stadium jump where banks of pyrotechnics were set up like an obstacle course all over the ground. Somebody wanted the fireworks to start in full darkness for a



better effect. The skydivers were coming in to land when the lights were switched off. There was a Flag jump into the MCG that Murf and Richard McCooney had really looked forward to. "It was the Olympic Ring flag," he said. "But the winds were at 30 to 40 knots and we calculated the spot as six kilometres away before reluctantly pulling the pin."

Then there was the one where Paul's flag malfunctioned in front of the TV cameras on AFL Grand Final day at the MCG. "The paint was still wet when we packed the flag," he explained. As the sticky clump of fabric stubbornly refused to open, Paul decided not to risk the lead weight coming down on the crowd. "I was near the members stand and there were lots of lawyers in there," he said, explaining why he elected to land outside the stadium. He ended up in a very tight patch of ground, right beside all the TV trucks.

Paul's disappointed that others won't get to have the same adventures – or misadventures – at the MCG. The stadium now has wires across the top to deter birds, so it's off limits to jumpers.

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POPS



INTRODUCING AUSTRALIA'S NEW TOP POP: **GARY ZUIDERWYK**

TOP POP AUSTRALIA #4

“ I started skydiving in late 1991 in Wellington, N.S.W., doing Static Line out of a Cessna 172 using a T10. I am sure lots of you would remember these parachutes. One good thing they taught you was how to do a good PLF. Since then I have had the opportunity to partake in some great formations at different drop zones and some Display jumps into some interesting places including some of the gaols in N.S.W. Lucky for me they let me out again.

I have many great times skydiving and have met and made many friends. I have had the opportunity to skydive in several different countries as I have travelled, including attending the last two POPS meets in Holland and Argentina.

Robbo has been working on someone taking over as Top POP for a couple of years now. I was fortunate to be asked, or should I say dumb enough to agree to take over from Robbo. Robbo has fulfilled the role for the last ten years and has moved the Aussie POPS forward. I would like to thank Robbo for the good work he (and Deb) has

undertaken as Aussie Top POP. My aim is to continue to promote the Aussie POPS through an increase in membership and organise some POPS meets to continue the tradition of meeting new people, making new friends and catching up with old ones.

The next World POPS meet is in Eisenach in Germany. This will also be the 50th Anniversary of POPS and no doubt will be a fantastic event. The drop zone has large grassy landing areas and undercover packing areas. Start saving now and I look forward to seeing you there. ”



ALWAYS HAVING THE LAST SAY... FINAL REPORT FROM TOP POP #3: **IAN ROBERTSON**

TOP POP AUSTRALIA 2005-2014
WORLD TOP POP 2006-2008

In handing over to Gary, I would like to thank him for stepping up, and say a few words about POPS Australia. When I became Top POP Australia #3 in 2005, I set out to do a few things:

- Raise the profile of mature age jumping in this country, align it with the mainstream of the sport and be more acceptable and accessible to the wider skydiving community.
- Have events that highlighted the aims of POPS Oz as I saw them i.e. to provide an experience that promoted learning, enhancing skills, competition, records, safety, inclusion and fun.
- Arrange POPS Australia events in as many States as practicable and if not an actual PA event, encourage participation of POPS Australia members at other organised events.
- Work towards conducting a World POPS Meet and Championships in Australia.





I am pleased to say I believe each of these things were to some extent achieved, some examples include:

- The 8th World POPS Meet and Championships in Toogoolawah in 2008.
- The 47-way largest POPS Australia FS at Equinox in 2006.
- The 1st Trans-Tasman Challenge at Mattamatta in New Zealand in 2007.
- The largest ever Aussie contingent to attend a World POPS Meet in Italy in 2010.
- The introduction of coaching, video and judging to APF standards at POPS Australia meets.
- The introduction of more disciplines at POPS Australia events including Wingsuiting, Sport Accuracy and 8-way Speed Stars.
- The biennial trek to Rel Week at Batchelor, N.T. by many POPS Australia members from various parts of Oz, including the setting of a new POPS Australia SOS FS record in 2013.

A new POPS Australia FS record at Perris, California in 2012.

We are not far off issuing POPS Australia Membership # 800, up from #430 in 2005.

I have been fortunate to receive the support and advice of many fellow skydivers. I can't name everyone here however I do need to acknowledge, in particular, Alan White and Nellie Johnston, Al McVinish, Susie and Dave McEvoy and Ramblers drop zone, Neil Fergie, Terry King and the Darwin Parachute Club, Tony Maurer and Coastal Skydivers, Ross Stockings for the use of his farm at Gilgandra for the 2006 event there, the APF and State Councils, Mark "Stretch" Szulmayer, and the late Fiona McEachern who always supported the mature skydivers in our community and me in my endeavours to bring POPS into the mainstream. Of course, I could not have done this without the support and involvement of my wife and partner, Debbie Sommers.

I would have liked to do more however one cannot do everything and, along with my other sporting and cultural interests, I will continue to pursue my Big-way journey, instructing; and helping people in the sport, whatever their age, realise their skydiving dreams.



POPS WORLD MEET ARGENTINA 2014

By Gary Zuiderwyk



San Juan, Argentina, for the World POPS meet for 2014 – what an adventure!

Australia was represented by Elvon King, Dave Betts, John Paul Jones, Mal Ferrier and myself. We were also well supported and cheered on by Dave's wife, Janette.

We learnt very quickly that Argentinians do things in their own time and nothing is rushed. Each day we were provided with ample opportunity to catch up with old friends and acquaintances, and make new ones.

Before the competition started we travelled to the drop zone to check it out and the nice grassy area for landing. We knew the grass had to be around somewhere. We found some beautiful grass for packing, standing around and

sleeping on; however for landing, somewhere out in the middle, there appeared evidence of a small but sparse patch of grass not much bigger than the Accuracy landing pad.

We were provided with a Cessna Caravan and a Military Twin Otter for the meet; with a number of small Cessna's for the Accuracy competitions.

We soon got into the routine of wake up, have breakfast, go to the drop zone and wait, have a couple of jumps, have an afternoon siesta and then jump some more. Then it was time to wash the dust away with a few quiet ones cervezas before heading back to the hotel to clean up and go out for dinner.

Each day the temperature was well over 35 degrees providing for some interesting landings. With the drop zone at around 2,000ft, along with the low-density air, conditions approached the equivalent of landing at an elevation of 5,000ft. Participating in a Vaughany canopy handling course a couple of weeks before we left paid dividends. We all came away unscathed, albeit well dusted from a few stumbles.

Congratulations to Dave Betts who won a gold medal in the 6-way Speed Star and Mal Ferrier who won silver medals in the 4-way Scrambles and 6-way Speed Star.

The next World POPS meet will be in August 2016 in Eisenach, Germany. They assure us there will be plenty of soft grassy landing areas.



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By Aggi Gawlik
Photo by Adam Dyson

THE WIAS PROGRAM IS STILL FRESH IN AUSTRALIA AND SO FAR DOING FANTASTIC! WE HAVE SOME AMAZING WOMEN - MENTORS - ON BOARD WITH US; AND HAVE RECEIVED QUITE A BIT OF INTEREST FROM POTENTIAL AND NEW SKYDIVERS LOOKING FOR THE PERFECT MATCH TO HELP THEM THROUGH THIS INSPIRING AND EXCITING JOURNEY; THE ART OF FLYING.

Our previous article was also published on the "Women's Adventure Magazine" website in the U.S.A. and shared on various Aussie websites, which is a great start.



We are eager and look forward to sharing and expanding our knowledge, craziness and love of skydiving.

The APF is still recruiting mentors and mentees, so if you're interested and want to be part of this terrific experience, join the crew, contact the

National Development Office at development@apf.com.au and for more info visit our website.

The following feedback has been received from Mentor Kelly Brennan and Mentee Sarah Hogan:

"When I first got the Mentor pack, I must confess that I wanted to run. It was dauntingly formal, and the concept of a log book for meetings was a major negative. Plus, what's with the word 'mentee'? It sounds like a lolly. The word wasn't in my concise Macquarie dictionary, so I turned to Professor Google. I now know that 'Mentor' came from ancient Greece and 'mentee'

came out of the late sixties. (It was probably devised by a nerdy public servant in a H.R. department.)

Anyway, I had committed to the program, so I read the material and set aside my scepticism. I thought the guide pack was really useful, especially where it clearly listed the differences between being a mentor, a coach or an instructor. This type of guidance would be really beneficial to many senior people in our sport, who find themselves in positions to help both men and women. It shouldn't just be secret women's business!

The next step was meeting my mentee. I so lucked in with the perfect person for this exercise! Sarah Hogan was a positive little bundle of enthusiasm, ready to embrace everything that jumping offers. She was smart, driven and doing well with her skydiving. Like me, she grimaced at the log book, but we both decided to play the game 'by the rules' and we got cracking with some achievable, realistic goals for that first month. I felt that she was already on track with courses scheduled for many of the things she wanted to address, like better canopy flying and improving some freefall skills. She later said that writing down a 'to do' list helped her define and tick-off other important skill development areas. I didn't tell her what to do, but I knew which way to direct her for things that she was interested in learning.

At our second meeting, we ticked-off the goals and she got a near 100% score for her efforts over the first month! We then set some new, achievable goals for the second month. Some of them were jumping goals and some were 'homework' tasks to fill knowledge gaps. It was lucky for me that this lady loved to learn!

Sarah doesn't really know where she wants to be in three to five years. It will be entirely up to her to decide what she loves most and how she goes about it. I am here to offer options rather than advice. All I have to do is point her to the right

document, the right person or the right course for what she is interested in doing.

My early verdict? Well, if the world is full of go-getters like Sarah, this program will be a hit. But then again, she was always going to do well, with or without me. She has an open mind and a desire to learn, so it was easy enough for me to channel her efforts into solid steps forward. I do think it's worth sticking with the program for a while, to see how it pans out. But my gut feel is that we shouldn't limit it to women. Blokes need a gentle nudge in the right direction too. Mentoring is a pretty special experience. But can we lighten up on the paperwork? "

Kelly Brennan



"I had a great first meeting with my mentor. She was lovely, listened and very helpful. We have already discussed arrangements for our second meeting.

I think the program is great. It gave me the opportunity to talk to a more experienced woman in the industry about my skydiving. It allowed me a solid period of time, without any distractions, to sit and talk about my concerns and ask questions. At the Drop Zone it gets hard to have these discussions as there is a lot occurring, people are jumping out of planes and packing at different times, and there are many people that have different opinions.

It also made me think about things I haven't turned my mind to in much detail:

- Things I think I am good at;
- Things I need to improve on;
- The issues I have;
- The areas of skydiving I would like more knowledge on; and
- My future in the sport.

Since my first meeting, I have already addressed and answered some of the issues and questions I had, as I was clear in what I wanted to know and understand. I spoke with my CI about certain questions regarding landings and participated in a canopy course at my Drop Zone, and I asked a rigger at my Drop Zone about my gear and to show me how to do monthly gear checks (this was also discussed at my canopy course).

I am happy to assist in any way to promote or share my story about this program. I think it is a great program! "

Sarah Hogan



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Sunday Sessions from 6pm – on selected Sundays
Come on down to iFLY for a bit of a "sesh" and hang out. Each session we will dial it up differently to bring the party - whether it's free food, DJ or general craziness.
Scrambles
A fun fuelled night for skydivers as FLYERS of all levels are randomly

brought together in teams of 4 to compete against each other to find who has what it takes to be the best at 4-way formation flying!!
Junior iFLYER Program
iFLY Downunder has launched a Junior iFLYER program every Wednesday and Sunday which offers budding young enthusiasts the opportunity to sign up to a 10 week

term of coaching at only \$90 for 5 minutes.
Coach Nights – every Thursday!
Look out for camps with international coaches throughout the year and our experienced instructor's monthly events.
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NEW TUNNEL FLYER: HOW TO MANAGE YOUR EXPECTATIONS

Jonathan Townsager, IBA Instructor Level 4, Trainer Level 2, APF C Certificate



You pull off the M4 onto Mulgoa. Your heart's beating. You pass the Red Rooster and you know you're almost there, keep going! You are surprised how excited you are. It's like the first time you drove to the droppy. It's better than a first date. What are you so freaked out about? It's just a 16-foot wind tunnel, the largest in the world.

It's your first time to the windy room and your expectations are all over the place. You've heard all sorts of things on the packing mat and seen crazy viral tunnel videos. Some people have said it's amazing and others have said it's a waste of time. You wonder, "Am I going to suck, or be amazing?" You imagine the worst, then you imagine the best and a smile comes to your face. Images of triple backflip twists and double in-face breakers dance before your eyes. Then you imagine the worst again. A mess of flailing arms and legs clouds your vision and the anxiety returns.

Not to worry! There's no need for the crazy ups and downs of your troubled mind! There're other ways to approach the situation, but one thing's for sure, it's important to manage your expectations.

If at all possible, it's best to come in with a blank slate and an open mind. If you can, empty your memory of all the things others have said about it (easier said than done, I know).

Suppose Joe Angle has said to you, "Oh you'll only be able to get A, B and C done in such 'n' such amount of time," or suppose Jon McFreefly coach has said, "How many hours? You'll be teaching ME after that!" Try to un-hear these things! They will probably mislead you. If you walk through the doors of the facility with just a bit of humility and a willingness to listen, you will get more out of the experience than you would otherwise, I promise.

For a first time flyer (an average non-skydiver), the tunnel experience is marketed as a fast paced sport and a thrill seeker's paradise. For the most part, this is true for them. Especially people who have never been skydiving, or, heaven forbid, never stuck their heads out of a moving car on the motorway. However, as a skydiver coming in for the first time, it's important to remember one major difference between skydiving and tunnel flying. Time. Finally, the luxury that the sky does not afford, lies before you in the vertical wind tunnel. It's a common pitfall really, as seen from a tunnel instructor's view. Skydivers, rushing, in a hurry, in their minds. To go where? Who knows. SLOW DOWN. Slow down your thought. You finally have a chance to feel – to not have to worry about deployment altitude and saving your life by landing a parachute. You can freely concentrate on your body. **There's no need to rush. After all, that's what the tunnel is good for. Inhale... exhale.**

This brings me to relaxing. You've probably seen the Shaka before, that thumb and pinky being wiggled annoyingly in your face by a smiling instructor, telling you to relax.

Well, get ready to see it again, but know that this time, you actually can relax and not worry about the ground rush.

Your previous skydiving experience can also affect your first trip to the windy tube. If you've got only a handful of jumps, you may be better off than if you have a couple hundred under your laterals (I said 'may'). Why is this? A combination of bad habits and muscle memory. You may have heard of this phenomenon before. Sometimes, when learning to skydive, some shortcuts are taken to achieve stability in freefall. Again, this is mostly due to the time factor. This means bad habits can be formed and just about cemented into the sense memory of the body. As long as you can deploy a parachute safely from a belly-to-earth orientation, voila, let's move on to the next thing! Unfortunately, some new tunnel flyers learn that they will have to un-learn some bad habits in order to properly learn how to Bodyfly. Again, it isn't everyone, just a fairly common theme. This is why it's most important to try to clear your slate and have heaps of humility.



Let's be clear, I am talking about bodyflight specifically. You may very well be a perfectly safe, and adequately competent skydiver, but the tunnel will teach you specifics about flying your body that skydiving never can. Tunnel flying is not skydiving. No, it is bodyflight, but all the skills you learn in the tunnel can be transferred to the sky and your skydiving status will quickly jump from novice to shredder.

Another common pitfall lies only in your personal mindset.

Comparisons. It's an easy one to fall into, and in some respect, we all do it. If you can be really conscious about it, try not to compare yourself with others. We are all individuals – individuals at different places in our lives – and we all learn at different rates. It's a dangerous notion to set yourself up against someone else; it might lead to extreme disappointment. I won't say always, though. It is possible to have a healthy competition with a friend in the sport. If that's a way for you to stay motivated and you don't go down the spiral, then great! Just stay positive.

Other people aren't the only things we put ourselves up against. We sometimes compare what we want to accomplish with the amount of time we have – or, even worse, with the amount of money we have to spend. Again, these can be healthy options if they positively motivate you. However, I feel it's best to enter the tunnel with an eagerness for learning and a penchant for having a great time. If you can laugh at yourself and have fun, you'll make speedy progress for sure.

For me, at the end, it's about learning. I'm having the most fun in the tunnel when I'm pushing to learn new stuff, not when I'm flying lines I already know how to do. So whether you're a newbie or an experienced skydiver, stay focused on learning and come fly!

tunnel time

LKXA EXTREME BARCELONA INTERNATIONAL ACTION SPORTS CUP

By Anne Maxwell Photos by Vania Da Rui

MASON CORBY AND BROTHERS JOE AND KEITH GREALY TOOK GOLD FOR AUSTRALIA IN THE FIRST DYNAMIC TUNNEL COMPETITION HELD AT WINDOOR IN EMPURIABRAVA, LKXA EXTREME BARCELONA, SPAIN. AS PART OF SOUTHERNFLY BOTTRUP THEY COMPETED WITH AMERICAN TEAMMATE ANTONIO ARIAS, WHO ONLY RECENTLY JOINED THE TEAM, IN 4-WAY DYNAMIC. THE PREVIOUSLY ALL-AUSTRALIAN TEAM HAVE BEEN IMPROVING THEIR PERFORMANCES WITH EVERY COMPETITION. TOGETHER WITH THEIR NEW TEAMMATE, THEIR SPEED ROUNDS WERE FAST, THOUGH THEIR STANDOUT PERFORMANCE WAS THEIR FREE ROUTINE. IT WAS TECHNICALLY DIFFICULT, VERY WELL EXECUTED AND THE HUGE AUDIENCE LOVED IT.

Action Sports Cup

LKXA Extreme Barcelona Action Sports Cup, the Spanish equivalent of the X Games, has the same events participating, including In-line, BMX and many other street-style disciplines. Although not part of the main show in Barcelona, it was an opportunity to showcase the sport to a large extreme sports audience. Dynamic flying is an incredibly beautiful and exciting sport, but technically difficult to translate to spectators. The challenge was to present the information and competition quickly and effectively so the audience could understand and be part of the event whilst it was in full flow. The second challenge was to do that in three languages - Catalan, Spanish and English!

TV and Publicity

The repercussions and feedback from this event could have a profound impact on wind tunnels around the world. The finals were shown live before an audience of 40,000 extreme sports fans inside the Extreme Barcelona Arena. The finals were broadcast live via satellite and picked up a television viewing audience of nearly one million people. Windoor made a 26 minute edit of the event, which included a full explanation of scoring and judging, and was shown on TV3, a Catalan television station. The syndicate rights to this program will now be distributed throughout Europe, Asia and America through EdgeSport and TransWorld Sport, which could take the numbers up to a potential audience of 500 million. Sirius Fly, a 4-way Dynamic team also gained media coverage in their native country, Finland. It is a huge opportunity to bring the sport more commercial appeal, and for current teams to increase their chances of seeking sponsorship from

mainstream companies. Josh D'Annunzio from Paraclete XP told us that, in his opinion, "Dynamic is the portal to get indoor skydiving into the sports world".

2WD - 2-Way Dynamic

The competition was run over two days. The first day each team completed three Speed and one Free round. The final placings determined which teams would meet in the all-Free routine quarter-finals the following day. Reafly Sion finished the day on top of the table, followed closely by Paraclete XP and the local team from Windoor. The quarter-final's Free routines were amazing crowd pleasers and showed the extreme difficulty and beauty of the event. The semi-finals and finals were both Speed rounds. The competition for both semis and finals were incredibly close with positions being determined by .2 of a second. Reafly Sion took the gold just ahead of the incredibly talented duo, Josh D'Annunzio and Zach Mullins from Paraclete XP. Ninie Bouette and Gregor Van Den Eynden from Sonic/Babylon just edged out the Windoor team to finish in 3rd place. The scoring was easy to understand and the audience could clearly see which teams were fastest; the atmosphere was electric. During the rounds Mikey Carpenter and Paloma Granero commented in English and Spanish respectively for the



local crowd and international television. Skydive Mag were onsite to provide regular updates every fifteen minutes and a live feed operating throughout the competition from both the Windoor and Skydive Mag sites. To view visit: www.skydivemag.com/stream/windoor-extreme-barcelona.

4WD - 4-Way Dynamic

There were four teams entered into the 4WD competition, which started the second day of the competition. Each team performed two Speed and one Free routine to determine the finals and runners-up for the live finals. The Aussie team, Southernfly Bottrop, were by far the team with the most training time and their experience was particularly easy to see in their stunning Free routine. Their path to the final was pretty clear-cut. The surprise team of the event was Funfly XP, a scratch team made up of the two Paraclete XP members as well as local flyers David Petracco (Windoor 2WD) and Raph Coudray (VFS Team 4 Speed). Raph and his partner Cathy Bouette, had to withdraw from the 2WD competition only days before the event when Cathy suffered an injury. The two teams performed fast routines, both picking up two busts for a breath-hold finish to the 4WD competition with Southernfly Bottrop ultimate victors by tenths of a second. The talented SiriusFly from Finland (Inka Tiitto, Markku Tolvi, Pekka Lavila and Kimmo Vaahteranoksa) wowed the crowd with a fabulous Free routine and battled neck-and-neck with local team Babylon (Ninie Bouette, Gregor Van Den Eynden, Luis Lopez-Mendez and Aussie David Nimmo), just edging out Babylon for bronze. The audience loved the 4-Way Dynamic event. It was obvious that they had never seen anything like it and they roared their approval as the teams exited the chamber. As in the 2WD, the large timer and clear busts meant that everyone was fully involved as the clock ticked off the seconds and the close competition leant a lot of drama for competitors and spectators alike.



Judging

The technical aspect of the competition, including the creation of new moves, was done by Adam Mattacola. He has a lot of experience as a Dynamic flyer and has been chief judge at the recent 4-way Dynamic competitions in Voss, Prague, Bottrop and Belgium (www.dynamic-flying.com). For the Speed rounds he was assisted by Filip Crnjakovic and Martin Ramseyer from Voss Ventus, winners at Bottrop. Due to the subjectivity involved in judging Free routines, Stephan Fardel from Babylon and Fede Rawa, silver medal winner with Windoor in Prague joined the panel.

Full results, team profiles and links to footage from the competition can be found on the Windoor facebook site: <https://www.facebook.com/windoorreally?fref=ts>.





Safety matters



Compiled by:
Kim Hardwick
APF Technical
Officer

"One of the great attractions of the sport to many of us is that it demands competence and skilful decision making under pressure." – J Scott Hamilton

The following are taken verbatim from a selection of incidents occurring generally from late 2014, as reported to the APF and are published in the interest of safety education. (Note: In general, no Tandem or Student incidents are included.)

While every effort is made to ensure accuracy, neither the APF nor ASM make any representations about their accuracy, as information is based on incident reports as received. Note: Any 'Actions' stated are taken verbatim direct from the Incident Reports as received.

Please use these reports to think about what actions you might take to reduce your chances of having the same type of incident and/or how you might handle a similar situation. Discuss your options with the Chief Instructor/DZSO/qualified personnel at your drop zone.

AIRCRAFT/EXIT

Certificate C, 136 jumps. 2-way Head-up linked exit. About 10ft after exit, a part of the Bridle can be seen on video followed a few seconds later by the closing pin, bag and PC. PC can be seen going around the lines/bag. Main still opens but PC is entangled with it causing a rotating malfunction. EP started at 9,000ft. All normal. Landed on drop zone. **Action:** Equipment was suitable for Freefly. It looks like the Bridle might be snagged during climb-out. Will take more care climbing out in the future.

FREEFALL

Certificate D, 400 jumps. Angle skydive. 4-way FF Jump with outside camera. The group broke a vertical descent into a carve. The carve then moved into an Angle. During the carve the jumper got a large amount of separation from the group. The Angle then became more Vertical. During the Vertical phase of the jump, the jumper attempted to re-enter the group at a very fast closing rate.

She then collided with another jumper - her foot connected with his helmet. Both jumpers then tracked off and deployed their Main parachutes, landing on the drop zone with no further problems. Jumper was attended to quickly as she had obviously hurt her left foot as a result of the collision.

The combination of both a vertical and movement dive was beyond the level of experience for this jumper. The others on the dive were extremely experienced freeflyers.

Jumper 2 (Certificate E, ~2,000 jumps) sustained a headache. He refused medical treatment at the drop zone but went to an ER and was cleared of any injuries.

Action: CI comment. This is a new dynamic and dangerous new discipline with little checks in place to ensure jumpers safe progression towards the high-speed environment of Angle descents. This particular incident could have easily resulted in a double fatality. After reviewing the footage of the impact I am thankful that both jumpers are still alive. This is not an isolated incident nationally and I feel that further education is required to minimise the risk of these types of collisions occurring.

Furthermore, from conversation with other highly experienced Freefly/Angle tutors who expressed their deep concern for this type of incident, called for the adoption of a Tracking policy to be implemented in order for the jumpers to gain experience in high speed movement prior to attempting Angle dives. Freefly Tutors, Freefly jumpers and Load Organisers need to be more aware of their own and other

people's abilities and both should not be afraid to say they are not capable if a planned jump is beyond their capabilities.

Additionally it was felt that a "movement" component could be added to the Head-up and Head-down components of the Freefly Crest. With the Crest being a prerequisite to becoming a FF tutor this would raise the awareness and progression required before allowing jumpers to move onto "moving" dives.

DEPLOYMENTS/MALFUNCTIONS

Certificate D, 240 jumps. Exit was a 2-way Sit Train. During exit one of the jumper's feet ripped out a Cutaway Handle but none of the jumpers realised this. Normal break-off altitude and deployed Main at 3,500ft. Risers released and RSL deployed Reserve. Good landing on drop zone. **Action:** Take more care on exit. Don't lock jumper's leg under arms in a Head-up jump.

Certificate C, 268 jumps. After track-off from an uneventful 16-way RW jump, jumper reached for hacky but grabbed his excess leg strap that had come free of the pouch. Jumper stated he was too worried about losing height so he made a decision to go straight to his Reserve instead of wasting time on another attempt. **Action:** Discussed importance of gear checks and thorough gear-up procedure to avoid the situation in future.

Certificate E, 808 jumps. Normal freefall, on deployment, threw pilot chute at 4,000ft, no canopy inflation, checked over right shoulder and could see pilot chute bridle at full stretch and could see closing pin. Jumper carried out emergency procedures. Reserve ride uneventful, landed safely on the drop zone, gear was recovered with no damage to property or person.

On examination of the recovered equipment it was discovered that the Main parachute remained in the bag with one rubber band stowed, pilot chute bridle had half hitched around the mesh of the bottom of the pilot chute, which resulted in insufficient drag to deploy the Main parachute.

UNDER CANOPY/LANDING

Certificate B, 54 jumps. Canopy – Sabre 190. Jumper's friends were making Tandem jumps onto beach location. Jumper not qualified for beach drop zone so made a solo jump into student drop zone. Nothing significant until landing. As she commenced her flare, the wind dropped, the canopy surged forward, but she did not completely finish her flare. She hit shins, then onto stomach. Sustained two cracked vertebrae. Released from hospital the next day. **Action:** Stress the importance of finishing flare and parachute landing roll.

Certificate D, 420 jumps. Canopy – Safire 129. Jumper's approach to landing was consistent with the landing direction pattern set in the Western landing area for the day. Turn onto final as evident from another skydiver's camera shows turn to be low and close to trees, pool and hanger. Her parachute clipped one of the trees, which partially collapsed her parachute sending her off course landing heavily on a rocky embankment next to pool shed. Sustained fractured left patella. Skinned right knee. Sprained right ankle. CI later discussed with Jumper six days after incident. It was confirmed a harness



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turn was used to turn onto finals, a technique she had used 100 times before. Video shows turn to be a slow right turn from about 100 feet, northern side of landing area with very little room for outs. **Action:** Drop zone brief clearly asked participants to land well clear of hanger/pool. Before next load additional witches hats were added to landing area marking out required separation from hazard.

J1 - Certificate B, 143 jumps and J2 - Certificate D (unknown jump number). Incident occurred on the last jump of the day and was a Hop 'n' Pop. There were four participants in the jump. Incident was observed by an IB (writer of this report). Incident involved two canopies coming into close proximity at approx. 100 feet from the target. J1 was eighteen year-old male, endeavouring to improve accuracy and land precisely on designated target. J2 was a 53 year-old male endeavouring to do routine landing near target.

Three participants including the writer engaged in the normal approach to target, approaching and turning to the right.

J1 approached the target turning from the left bringing both canopies into close proximity.

J2, a more experienced jumper took evasive action to avoid canopy collision and both participants landed safely. Writer's observation was that the J1 was target fixated, determined to reach the target, and lost sight of other jumpers in his vicinity. Both jumpers landed without incident, collision avoided, no injury.

Action: J1 was counselled in relation to the dangers of target fixation. Further counselled in relation to how dangerous the situation was and how close canopies came to collision. He was also questioned and counselled in relation to what action to take in the event of a collision. Most importantly, was also counselled in relation to the necessity for maintaining consistent flight path and approach with all other jumpers in accordance with what is the standard approach pattern for this drop zone.

The writer's view was that the incident was due to target fixation and J1 was sufficiently frightened by the episode to prevent reoccurrence and learnt from the experience. As the incident was serious, action has been taken to suspend all jumping activities for two weeks.



Stuck Slider

Reprinted from Parachutist Jan 2015
Photo by David Gerstein

After Main canopy deployment, this jumper found her slider stuck approximately halfway down her suspension lines. As she pumped the brakes of her canopy to work the slider down the lines, she passed her decision altitude for a cutaway and had no option other than to land the canopy. For landing, she pulled down the opposite toggle to keep the wing level. The landing was rough, but she was uninjured.

A tension knot likely caused the stuck slider and distorted canopy shape. However, it was difficult for the jumper to see the distortion since the slider blocked the view. When a canopy inflates unusually, the jumper should look carefully to assess the situation while still high enough to take action and initiate emergency procedures.

From Across the Ditch

Posted on www.dropzone.com

Twelve Skydivers and Pilot Survive Plane Crash

A group of Tandem skydivers, as well as a pilot managed to come out alive after a near disaster over Lake Taupo in

New Zealand early in January. Media sources reported that a group of six Tandem instructors along with six clients were looking to perform jumps at Skydive Taupo, when the aircraft that they were traveling in began to experience problems, forcing them to evacuate. All thirteen individuals, who included the pilot, had to leave the aircraft mid-flight while the recognisably pink PAC750 aircraft crashed into Lake Taupo.

The plane was reportedly flying at just over 4,000ft at the time of the incident, which is said to have been engine troubles. While 4,000ft is well below the general altitude for a Tandem skydive, it was enough altitude to ensure that all the passengers, including the pilot landed safely and that everyone escaped serious injury. A loud noise was heard coming from the engine just seconds after it was evacuated by the pilot, the plane then crashed in the lake below – managing to miss boats and individuals swimming in the lake.

Skydive Taupo is a Tandem focused drop zone which opened in 2003 and offers customer's Tandem jumps at 12,000ft or 15,000ft. The pilot who ordered the evacuation of the plane prior to the incident had only recently started working with the company, but is an experienced pilot.



The NZ Transport Accident Investigation Commission (TAIC) is conducting investigations.

What will you do in an Aircraft Emergency?

Not every plane ride makes it to full altitude. What will you do if the engine quits at 4,000ft, 1,000ft? How about 500ft? Establishing a game plan now with your pilot and fellow jumpers may determine the outcome of an airplane emergency.

The planning you do for an aircraft emergency might mean the difference between coming through it unscathed and being seriously injured or killed. With no plan, you also risk making the situation worse for the pilot and other jumpers by reacting inappropriately. Just as with skydiving emergencies, there are many different scenarios when it comes to aircraft emergencies, and each requires everyone involved to act correctly.

In an emergency, each jumper needs to sit still, be quiet and take direction from the pilot. If the airplane is at minimum air speed and someone unexpectedly moves toward the rear of the plane and throws open the door, the additional drag caused by the open door combined with the weight shifting toward the tail could cause the plane to stall. Operating any airplane, no matter what the model, within its correct weight-and-balance limits is a critical component of safety, especially if the airplane loses an engine. You can help the airplane remain within its centre of gravity (balance) by remaining in place during an emergency. In the case of larger jump planes, if enough jumpers move toward the door at the same time and shift too much weight toward the rear, the pilot may not be able to maintain control. A single file exit will have the least effect on the centre of gravity of the aircraft. So it is important that each jumper remain calm and exit one at a time in an orderly fashion.

Once the pilot does give the OK to exit during an emergency, your altitude above the ground will dictate whether you use your Main or Reserve parachute. You should already know what that altitude will be, and stick with that plan. A good way to keep these altitudes fresh is to think of them on every plane ride. Ask yourself what you would do if the engine quit as you pass through 1,000ft, 2,000ft, etc.

Each drop zone establishes exit altitude guidelines for emergencies, so check with your CI or DZSO if you are not clear on the specific procedures at your drop zone.

Standing in the door of a crippled aircraft is no time to start pondering what-if scenarios. If you are an instructor, you need to consider your student — his experience level and whether he's a Tandem or AFF student — and have a plan of action ready. Or if you live in a hilly area and are exiting over terrain that's higher than your drop zone, you may not have the altitude your altimeter says you do. Take a quick peek before you exit; if the plane is over rough and tree-covered terrain, you may want to wait a little bit (if circumstances permit) until you're over a safer area.

Aircraft emergencies can be scary experiences. But preparing for them will help you react quickly and correctly. Make sure you review your aircraft emergency procedures frequently so when the time comes, you'll be ready.

Aircraft emergency procedures should be reviewed and each jumper should know the proper action for each aircraft emergency scenario.

- This will help avoid confusion during an actual aircraft emergency.
- Skydivers should be aware of their altitude during every plane ride to height, and keep in mind what they would do in the event of an emergency situation at any given moment.

Aircraft Emergencies

- Don't panic
- Follow the pilot's instructions
- Don headgear
- Don't move around unless pilot instructs you to do so
- If landing, ensure restraints are securely fastened
- Assume crash position
- Once landed, move away from aircraft if able

Jump Pilots – are you wearing an emergency parachute and do you know how to use it?

“IT'S A FUGAZI” – A warning from Alti-2

The following message from Alti-2's General Manager John Hawkes was posted on their Facebook page on the 27th January, plus provided to all Alti-2 dealers.

If you have seen “Donnie Brasco,” you know what I mean. For those of you unfamiliar with the term, “fugazi” it is slang for “fake.”

The backstory:

We recently received an MA2-30 through the RMA process for repair. Upon examination, we determined that the device is NOT a real Alti-2 MA2-30 altimeter. It is a non-functional “dummy” made by another manufacturer with no connection to Alti-2.

Just the facts:

This “dummy” MA2-30 is manufactured by Element Service Company in Hong Kong as an accessory for Airsoft game play. They manufacture numerous other “dummy” devices as well. This item is NOT an Alti-2 product, contains no approved Alti-2 components, nor does it contain a pressure sensing mechanism. This facsimile unit will not sense barometric pressure.

Device description: (see pictures below)

• Front:

- Facsimile dial face (12,000ft (black or white), and metric (white). Font is different than the real Alti-2 device. Dial face is marked with a facsimile logo that reads “Alti-2 Altimeters MA2-30.” Real Alti-2 device reads “Alti-2 Incorporated MA2-30.”

- Case is secured with allen screws. Real Alti-2 device is secured with phillips head screws.
- Light ring and lens are one piece and clear. Real Alti-2 device uses two separate components and the light ring is red.

• Back:

- Case is embossed with “Element - Enjoy the Game” at the top.
- Bottom is embossed with “AL IIMASTER II.” Real Alti-2 device is only marked “Altimaster II” at the bottom.

• Battery box:

- Marked with a silver “Property of” sticker with the number 00137. Real Alti-2 device has the Alti-2 product label with serial number, part number, and NSN.



This notice serves to broadcast warning information to all Alti-2 dealers and customers, hopefully preventing any jumper from actually using this non-functional “dummy” on a live parachute jump.

Stored Rig

Reprinted from Parachutist Dec 2014
Photos by Simon Palacio

After four years of storage in a climate-controlled environment, this parachute system needed some maintenance before it was airworthy. The brass grommets on the main deployment bag reacted with the stow bands and broke down the rubber, making it hard and brittle. The stow bands broke apart and some of them adhered to the grommets, as pictured. Manufacturers now make most, if not all, Main deployment bags with nickel or stainless-steel grommets to prevent this type of interaction with rubber stow bands.



Additionally, the zero-porosity coating used on the parachute nylon caused the canopy cells to stick together tightly even after the canopy was removed from the



deployment bag. The cells had to be pulled apart from each other and the canopy repacked. If you plan to jump a parachute system that has been in storage for any extended period of time, a thorough inspection and repack of both the Main and Reserve parachute systems, as well as inspection of the Harness and Container system, will help to make sure everything is airworthy and ready to jump. Jumpers who plan to store their gear for three months or more should remove all stow

bands, unpack the parachutes and keep the gear away from sunlight in a climate-controlled environment.

By Richard McCooley, APF Safety & Training Manager Photo by Wade Edwards & Craig Trimble

With the popularity of AFF and Tandem many jumpers think Static-Line training is old hat. Well even Static-Line is advancing...

Canada and some other countries have replaced Static-Line student despatching with Instructor Assisted Deployment (IAD). This is where an instructor holds the student's pilot chute as the student exits, which then deploys the main parachute. This eliminates any chance of a static-line hook up, gives a very positive opening and allows the same equipment to be used for both first jump and more advanced students.

During the last APF Technical Conference, it was suggested the APF consider trialling this IAD method. During November 2014, the APF funded Aidan Walters to travel from Calgary, Canada and run a three-day course at Ramblers Drop Zone, Toogoolawah. Aidan has 20,000 logged jumps and has trained 7,000 IAD students. Seven APF Static-Line instructors participated in the course on the basis that they will be involved in the trial in Australia:

- Dave McEvoy, Chief Instructor, Ramblers, Sth QLD
- Steve Geens "Belgy", Chief Instructor, Skydive Ramblers Rainbow Beach
- Wade Edwards, Ramblers, Sth QLD
- Peter Knights, Chief Instructor, Commando Skydivers, VIC
- Craig Trimble, Commandos, VIC
- Ralph Hamilton-Presgrave, Chief Instructor Australian Skydive, VIC
- Paul Turner, AIE SQPC & Chief Instructor Brisbane Beach Skydiving Sth QLD.

All participants started by asking how hard can this be? After the first day of theory and a practice despatch each, they found the technique, particularly from a front door (182) aircraft, requires considerable technique and skill.

Ramblers and Commando's are now trialling IAD under a special supplement added to their Training Operations Manual (TOM) until the 2015 Technical Conference. At the conference the two organisations will present the statistics and results from the trial so a decision can be made on IAD being approved for use Australia-wide.

It is interesting to note, that within eighteen months of the approval of IAD in Canada, virtually all operators decided to change to IAD.

Later consideration will be given to whether a new IAD instructor endorsement will be required to differentiate IAD from traditional static-line endorsed instructors. The only remaining hurdle to overcome may be debating who will be given IAD endorsement #1?



Back row: Paul Turner, Wade Edwards, Steve "Belgy" Geens, Ralph Hamilton-Presgrave, Craig Trimble
Front row: Dave McEvoy, Aidan Walters (CSPA), Peter Knights



From left to right: Aidan Walters (CSPA), Craig Trimble, Richard McCooley

Got Questions? Get Answers!

Learning Curve Camps

2015 Learning Curve Camps

Camp 1:	26/01 - 30/01	Australia Day
Camp 2:	30/03 - 03/04	Easter
Camp 3:	01/06 - 05/06	Queens Birthday
Camp 4:	10/08 - 14/08	Ekka
Camp 5:	05/10 - 09/10	Labour Day
Camp 6:	07/12 - 11/12	TSC

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By Erica Tadokoro

IF YOU'VE EVER BEEN TO VOSS YOU WOULD KNOW IT IS A PLACE OF PRISTINE BEAUTY AND NATURAL WONDER. NOT NECESSARILY A PLACE YOU WOULD EXPECT TO MEET YOUR MAKER.

You would also know that Voss is renowned as the adventure capital of Norway, which is why I found myself sitting on a plane ready to take part in Voss' infamous secret location, Innhops.

We had a look at a rough sketch showing the valley that was our landing area, surrounded on three sides by 3,000ft mountains... Oh, and by the way, watch out for that river running through it. They also told us that the landing area was 750ft higher than the drop zone we were leaving from; so naturally we all had to adjust our AADs. I wasn't sure how to change my Vigil,

so a friend changed it for me. I saw the display show 750, so all was good... Or, so I thought. It was all good until I was coming out of my 270-degree turn at about 100ft and my Vigil fired. That's when it all turned pear shaped.

No shit, there I was,

four seconds before impact with two canopies out. It all happened so fast, I didn't even realise I had two out. All I knew was that my canopy wasn't performing like it normally does and then I was on the ground wondering what the hell had happened.

I still didn't know until I got home to Oz and gave my rig to Brett at Downward Trend to have a look at. He figured out that my Vigil was set on Student mode instead of Pro mode, which had caused it to fire at 45mph instead of 79mph.

The speed of my 270-degree turn had caused my Vigil to send my Reserve out behind my Main. Thankfully it didn't fire earlier and leave me with the possibility of a down-plane.

I came out of my encounter physically unscathed, but mentally... Well, let's just say I'm now an expert in altering the settings in my Vigil! And the moral of this story is... Know your gear!



NON STOP THERE I WAS

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HARNESSES HANG SYNDROME

By Nigel Ackroyd
Vascular Surgeon and APF Member

A SUBJECT HANGING IMMOBILE, VERTICALLY IN A HARNESS WILL BECOME UNCONSCIOUS AND SUBSEQUENTLY DIE.

This may seem an alarming statement so if you aren't convinced read the following quoted directly from the Journal of Emergency Medical Services (JEMS).

“Research on suspension trauma was triggered by several events in which a number of survivors later died of suspension trauma syndrome. In the early 1970s, researchers investigated the deaths of eight climbers who had not been seriously injured in a fall but were suspended for hours. Eight of ten climbers had managed to survive hanging free, some for half an hour and others up to eight hours. They were rescued alive and survived for as short as 30 minutes and up to eleven days later; however all eight eventually died as a result of having been suspended.”
(www.jems.com)

Fortunately the time scale of the average skydive is short enough for this not to be a common occurrence however, in view of the potential seriousness of the problem it is reasonable to be aware of it in skydiving and in other gravity sports such as climbing and caving. Likewise hang-ups on buildings and trees are not unknown in BASE jumping. Also those who have had a rapid spinning malfunction under canopy will know the sort of G-forces generated. Hard openings also have a tendency to daze the skydiver and one such local case was recently reported which resulted in unconsciousness.

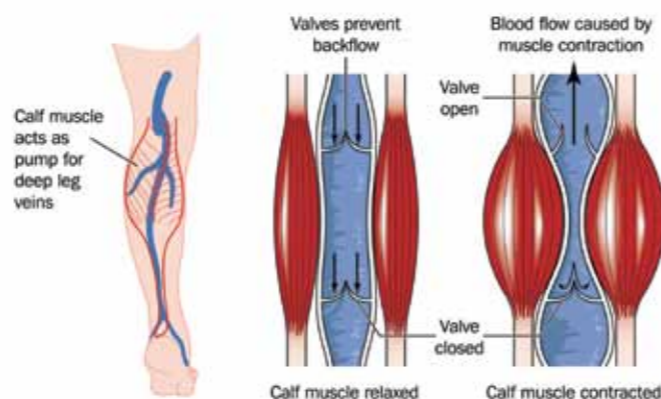
In 1978, Maurice Amphoux showed in four subjects that hanging motionless in a harness would lead to unconsciousness. Loss of consciousness may come on after only a few minutes but virtually all subjects will be unconscious by 30 minutes. Many similar experiments have been repeated and all with the same results. Note that we are talking about being *immobile* in a hanging harness. Why then is this the case? Let's have a look at some normal physiology to answer this question.

When we walk, the blood that circulates into the legs by the arteries is returned to the heart via the leg veins. These

veins have one way valves within them which direct blood into the deep veins of the calf. Here the muscular action of walking squeezes the deep veins and moves the blood back to the heart. This is the physiological principle known as the Calf Muscle Pump. Indeed this pump is so efficient if one measures the foot venous pressure during walking it can fall to zero.

When standing still or hanging motionless in a harness this calf muscle pump does not work and there is a net pooling of blood in the calves. Leg veins are capable of a several fold increase in their diameter and may contain a large percentage of the circulating blood volume. This reduces the amount of blood returning to the heart and thus reduces the cardiac output. Ultimately this results in an under perfusion of the brain with loss of consciousness. Collapse to the horizontal position follows with subsequent recovery after a minute or so. A person hanging unconscious in a harness however cannot fall to the horizontal so the under perfusion of the brain persists as does the low blood pressure and eventually the perfusion of the heart is also effected resulting in cardiac arrest. Clearly then an unconscious person hanging in a harness is an EMERGENCY.

The most common scenario in our sport of parachuting is in Tandem skydives where the client is hanging essentially motionless beneath the instructor after the canopy is deployed. It must be said however that according to the APF figures since 1994 of over 1.5 million Tandems – only 29 clients have been noted to lose consciousness and



apparently only nineteen of these could have been ascribed to Harness Hang Syndrome (HHS). Anecdotally however I'm sure no one would pretend that the actual figure is not substantially higher.

For a typical Tandem client the jump is one of terror and exhilaration in equal measure. We know that fainting can occur from stimuli such as fear or noxious smells, or even the stress of ones own wedding! This is the vasovagal syncope where there is dilatation of the blood vessels in the periphery and subsequent fall in blood pressure. The warning symptoms of fainting are a feeling of light-headedness, sweating and nausea or maybe the client will just go quiet. These are also the precursor symptoms of HHS. This is not a coincidence as the mechanisms are the same in that there is vasodilatation of the blood vessels in the periphery with the subsequent drop in venous return and a drop in cardiac output leading to a drop in blood pressure. So the anxiety that the client will often feel will predispose them somewhat to a HHS.

If the client is told to move their legs at the advent of these symptoms then the light-headedness and fainting may be reversed. The leg movements should consist of forceful ankle flexion and extension together with flexion and extension of the hips and knees. This is the so called pedaling an imaginary bicycle manoeuvre. If the client is unconscious the salient manoeuvre is to get the person horizontal as quickly as possible and in a Tandem skydive this simply means landing and allowing the client to lie horizontal on the ground. One would expect complete recovery in under a minute.

A little too much is made of the possibility that leg straps may compress the femoral vein or artery. I have not come across any evidence that this is the case. It is noteworthy that HHS can occur in the absence of a harness. In one study, about 50 percent of Subjects placed on a tilt table and sitting on a bicycle seat experienced HHS after 30 minutes. Other harnesses such as climbing and chest harnesses can also be associated with HHS. This has led to the modern trend to call it Suspension Trauma as it is vertical immobility that is the necessary condition causing loss of consciousness.

Suspended in a harness, leg straps are often uncomfortable and this is particularly so if the back of the strap is compressing a (sciatic) nerve which can lead to numbness. In the conscious person this results in fidgeting to get comfortable and in some way offsets the onset of HHS.

Most Tandem jumpers are young and fit and unlikely to be adversely affected by a short period of hanging unconsciousness. However those with pre-existing heart disease may give pause for thought although there is no experimental data to support this.

The corollary is that, thankfully, children seem immune to HHS; possibly due to relatively shorter legs and therefore a lower hydrostatic pressure, and also a more responsive cardiovascular system.

In the situation of a hang-up in a tree or such like, the ability to get the person horizontal will of course depend

on the circumstances. If however it is possible to move the person to the horizontal prior to the arrival of facilities to lower off, then this would be very helpful and may even allow the return of consciousness and subsequent ability to cooperate in their own rescue. If the subject is still conscious then get them to elevate or move their legs if possible.

In the situation of *prolonged* HHS, lactic acid and anaerobic toxins build up in the legs during suspension trauma; but in the context of a Tandem skydive it can essentially be ignored – the longer the suspension however, the larger the toxin load. Major acid/base derangements take place and eventually myoglobin from damaged or dead muscle is released which is very toxic to the kidneys in particular. A prolonged HHS therefore has some similarities to the Crush Syndrome where muscles and tissues are directly injured by trauma. The whole question of death after release from prolonged suspension and the Reperfusion Syndrome has been looked at in detail – everything from potassium levels to fluid shifts and acid base balance, and no consistent feature has been established. The subject should be got down and horizontal as quickly as possible. The old practice of gradual return to the horizontal is not appropriate today. While the HHS we would see in our sport is only of short duration, it is advisable to get the person horizontal and allow the cardiac output to be restored by the return of trapped blood from the lower limbs.

So while HHS is not common in skydiving it is not unknown and as many of us are of an adventurous bent and indulge in other activities such as canyoning, caving and climbing, a familiarity with this condition may one day be useful. It is also an explanation in physiological terms for those clients who have vomiting, nausea, sweating attacks and other unpleasant symptoms, which are all a *forme fruste* of HHS. I hope the above also provides some remedies, which may go some way to reversing these disagreeable symptoms and allow clients to better enjoy what should be a great experience.

I am grateful to Kim Hardwick and Dr Glenn Singleman for their help in preparing this article.

Suggested further reading:

Dangerous Suspension: Understanding suspension syndrome & prehospital treatment for those at risk. Journal of Emergency Medical Services. William Raynovich.

Source URL: <http://www.jems.com/article/patient-care/dangerous-suspension-understan>

Risks and Management of Prolonged Suspension in an Alpine Harness. Roger B Mortimer. Wilderness & Environmental Medicine Vol 22 Issue 1 p77-86 March 2011.

Source URL: <http://dx.doi.org/10.1016/j.wem.2010.10.008>

Harness Hang Syndrome: Fact or Fiction. Joe Ivy.

Source URL: <http://www.adventure.org.au/content/harness-hang-syndrome-fact-or-fiction>

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STATE CHAMPIONSHIPS

2014 COMBINED QUEENSLAND STATE CHAMPIONSHIP

TOOGOOLAWAH, 21-23 NOVEMBER

By Leanne Critchley Photos by Ben Nordkamp, Joel Carpenter, Justin Frame, Michael Vaughan, Paul Tozer, Shane Pieschel, Luke Oliver, Bec Henderson & Leanne Critchley

Q: *The 3rd Combined Queensland Skydiving Championships in a nutshell?*

A: *NQPC and SQPC, hot weather, great competition and lots of fun.*

Competition has been in a state of change in Australia recently: new rules, new dive pools, emerging disciplines, new training techniques, some science to competition development and a wind tunnel. Aspects of all of these elements were an obvious thread through the 2014 Queensland State Champs.

Planning began much earlier in the year. 4W4E1, 4-way skills camps and iFly tunnel camps organised by Alan Deadman for SEQS Club lay the groundwork. These events unearthed some raw talent and assisted the development of teams, heralding a renewed interest in Formation Skydiving in Queensland. Exciting times. Two great new Inter teams: "Impulse" and "Pullout" ran their inaugural competitions with some astonishing results. Both went on to the Nationals with more than a little friendly rivalry. The scratch Inter team added value: "Five Guys" brought together Georgio from North Queensland, Stu from Byron Bay and a couple of locals lads, Adrian and Alex. A good looking team and highly respectable scores.

The weather was hot and stormy, but the atmosphere was not. Good humour, co-operation, hard work and teamwork made this the feel-good champs. With Michael Vaughan's valuable assistance as FS and Sport Accuracy Coach it was both a great comp and a productive time as everyone had the opportunity to increase their skills in both disciplines.

Special mention to the Hervey Bay team "Angry Wasps." We loved their humour and commitment and want to see more of their multi disciplinary competition team in the future.

An interstate contingent of Wingsuiters added a new dimension as we watched this exciting new competition discipline come to life. Five teams demonstrated a range

of competition skills. It was wonderful to see them working with the judges as we all explored the way forward in the development of this new aspect of Wingsuit flying.

Two 4-way VFS teams, "Kinetic" and "Eight Feet Tall" meant a real VFS competition! It was a chance to practice and

prepare for the nationals and to expose the rest of us to some amazing skydiving.

Toogoolwah's Freestyle darlings WD40 made the most of the opportunity for some Nationals' preparation. And our only team from North Queensland "Northern Ayr Stars" took out the Open category with style and made the most of the great party that night! Thank you Jack Elford, your timing was awesome and your presence will be missed.

Sport Accuracy is a no brainer when the weather is good

and Michael Vaughan is debriefing the jumps. Eighteen entries from Toogoolawah, Byron Bay, Ripcord, Hervey Bay and Caloundra confirmed the popularity of this event. Congratulations to the medalists, Steve, Issac and Shane; and special mention to Jim McRae for his 0.00 and Shane Hutchison for his 0.20! Also to Greg White and Ben Fuller for their own personal sub-competition and bet, bad luck Greg!

Thank you to Ramblers, Dave McEvoy, Jenny and the manifest staff, and DZSO Belgy. You kept us safe and comfortable at this fabulous facility, making competition easy. Also our eternal thanks to the State Championship's Organising Team and volunteers who worked so hard to produce a great championship.

See you in North Queensland for 2015!

Lea Critchley, Meet Director



2014 COMBINED QUEENSLAND STATE CHAMPIONSHIP



CHIEF JUDGE REPORT

- The judging team comprised:
- Chief Judge: Sheena Simmonds
 - Event Judge Wingsuiting: Lindy Williams
 - Event Judge FS & VFS: Faye Cox
 - Event Judge AE: Cole Ruthenberg
 - Event Judge Sport Accuracy: Sheena Simmonds

All jumps were timely judged. There were no protests from the competitors. I thank the judging team for their commitment and support.

The judges are extremely grateful to SQPC for providing the IT expertise of Marc Dergacz. There were no judging delays due to technical glitches. Thanks to Bec Henderson for enduring the heat in the dubbing room to provide video to the "In Time" system.

The exciting new Wingsuiting discipline provided a challenge that the judging team met initially with trepidation and then with enthusiasm. The Event Judge generated scoring and collation forms that simplified the task. She is to be congratulated for her creativity. These forms have been added to a file on the APF "In Time" computer for future use.

It was noted that a VFS Advanced draw generated by "In Time" will include some Open formations. The competition draw was generated manually within the system.

Alan Deadman, Meet Organiser, and Lea Critchley, Meet Director, did a sterling job. They are to be congratulated for their dedication and hard work. The competition ran smoothly with only a threatened thunderstorm shortening the Wingsuiting competition and causing the Sport Accuracy to be completed on the weather day.

Despite the intense heat, a happy and relaxed atmosphere prevailed throughout the competition. All medals were presented on the days the event was completed.

Thanks also to Maureen and her canteen crew for keeping us fed and watered.

Sheena Simmonds, Chief Judge



WINGSUIT REPORT

I was very privileged to be asked to film some of the Artistic Wingsuit competition at the recent QLD state Championships, and what an amazing competition it was!

WS Artistic is new in our country but making leaps and bounds and I hope to see more and more teams involved in future events.

The learning curve from only a year ago has been steep and just watching what most of the competitors had learned in such a short time made me proud and excited to see what is coming next.

Having filmed 4-way and 8-way for years now, I can tell you that Wingsuit Acro can be just as precise, fast, demanding and exciting to watch and film as any Flat-flying competition out there. As the cameraman, I can honestly say that it had been years since I found myself actually puffing after deployment yet smiling from ear to ear!

I saw some super slick moves, some pretty spectacular funnels, some fairly inexperienced Wingsuit flyers pull off moves they never thought they could, and most importantly, I saw massive smiles and hi-5's on landing from every Wingsuit pilot who competed. Wingsuit Artistic is here to stay and I see this competition seriously growing legs in Australia.

So if you want to give it a shot, talk to the guys you know who already do it, ask advice and check out the basic dive pool. Find a friend and do some jumps together and you'll love how much fun this is, and the amount you laugh while you're learning. This is Rel with Wingsuits! It's fast, fun, looks really cool after a bit of practice, and best of all, you can't cheat by practicing in a Wind Tunnel!

I encourage any Wingsuiter out there with around 50 WS jumps to get involved. Thanks for having me along guys, I had an absolute blast!

Paul Tozer



By Cullen Habel Aerial photos: Gary Scheepens, Mitchell Biggs, Cullen Habel Ground Photos: Phil Bickle, Cullen Habel

While there's plenty of talent in the State of South Australia it can sometimes be tricky to get us all together for the sport of skydiving. But we couldn't let 2014 come and go without putting on Rel suits and turning some points. Well done to our State coach Travis Naughton.

2014 has been busy for S.A. in sport skydiving, and there have been a few competitions. The APF, S.A. Parachute Council, and the S.A. Sport Parachute Club generously supported our winter 2-ways Web Competition, followed up by a quick Scrambles competition at the end of August.

In late November we assembled some teams at historic Lower Light for a hit out. A total of seven teams got a taste for competition and kept the dream alive.

Many thanks to the APF, S.A. Sport Parachute Club and S.A. Parachute Council for their support. It was great to have Craig Vaughan as visiting coach, and thanks to Adelaide Tandem Skydiving and Allan Gray for going hard at it, getting a great show together.

4-WAY INTER

A combination of experience and new faces supported our 4-way competition.

Three old Farts plus One

Skydive love match Gary Scheepens and Skye Taylor teamed up with the prodigal Italian Tommaso Liccioli and long-term campaigner Paul Newbery.



Vee Go Now

Inspired by Vlasto Zamecnik's pre-exit words, Master Instructor Allan Gray worked it with the enthusiastic Martin Letch and delightful Angelique Rootman.



Good ol' Boys

Supporting their home State with a heap of experience were Flatfly veterans Michael Strickland and Pete Anderson, with serial larrikin Steve Boekel, and the ever reliable Matt Palmer.



Team					R1	R2	R3	Total
Good ol' Boys	Matt Palmer	Steve Boekel	Pete Anderson	Michael Strickland	10	10	11	31
Vee Go Now	Allan Gray	Vlasto Zamecnik	Martin Letch	Angelique Rootman	5	3	5	13
Three old Farts plus One	Gary Scheepens	Tommaso Liccioli	Skye Taylor	Paul Newbery	1	0	1	2

2-WAY

It's a great feeling to put a score on the board and four teams did themselves proud.

Damaged Goods

In a reprise of his team name from the S.A. Web Competition, founding member Martin Letch teamed up with 2-way powerhouse Angelique to take gold.



Hoovering around

Adam Pemble went from Big-ways to 2-ways with the energetic Skye Kalms to turn a few points.



Two Shakes

Dale (Shakey) Garner and Pete Miell managed to show that us that older dudes can still get a score.



Half Current

With a fresh attitude and heaps of energy, novice pair Matthew Muth and Caleb Lunt kept getting up on the board.



Team			R1	R2	R3	Total
Damaged Goods	Angelique Rootman	Martin Letch	11	17	16	44
Hoovering Around	Adam Pemble	Skye Kalms	3	12	10	25
Two Shakes	Dale Garner	Peter Miell	7	9	7	23
Half Current	Caleb Lunt	Matthew Muth	7	8	5	20

ON THE GROUND



"Good Ol' Boys" getting it together (Peter Anderson, Michael Strickland, Craig Vaughan (visiting coach) Matt Palmer, Steve Boekel)



Allan Gray can pack a parachute!



Ready for a load! Tommaso Liccioli and "Two Shakes" "Hoovering Around" and Mitchell Biggs.



Sky Kalms and Angelique Rootman



Caleb Lunt, Matthew Muth and Mitchell Biggs

CERTIFICATE 'A'

MARINE ASHLEIGH NIGEL ALEXSANDR BEN PHILIP JACOB MARTIN JOSE DINO CHRIS JORDAN PETER GABRIELE MATTHEW JAY WADE CLINTON CHRISTOPH BEN JAMIE BEN-JAMES SAKARIAS THILO DANE RUPERT LUKE LAURA MICHAEL JAY BENJAMIN JASON YONG JODIE DANIEL TRISTAN PHILIP ALEXANDER BRANDON SEAN SCOTT ADAM MATTHEW DANIEL NATHAN JOHN ATHENA BRAD TARA TONY NIAM SACHPREET JARRAD BRENDON GARY PHILIP JOSEPH BENJAMIN ASHLEIGH RICHARD JONNO MARK DIAN KARL VAIBHAV TOBY JUSTIN ANGLUS MICHAEL RYAN JOEL ANTONIO GREG JOSHUA YUVAL GREG MICHAEL EVAN THADDEUS BRETT YONG XI MITCH PETER MELANIE JIM JOSE JACK LENNON SULA ISAAC BRIDGETTE BRETT

CERTIFICATE 'B'

MILAD WHITNEY GEORGE JACK INGE ANDREW TYSON WILLIAM DAVID JAMES TIMOTHY DAVID NICHOLAS ROB LUKE BRANDAN LAURA BEN-JAMES ANNA BRETT DARYL KEITH CHAD ALEX JULIAN MARK GAETAN DANIEL ANTHONY RICHARD RUDY JACOBUS TOIVO JAN-PAUL KAUSHIK JAKE TAI STEPHEN GUILHERME SEAN MATTHEW DANIEL JAMES

ANDRE BALAT BARKER BARRY BENNETT BEVERLEY ADAM TINA BRENNAN SHANE MATTHEW CHUNG CLARKE KYLE MATT NICHOLAS SAM PETRUS ALEX BRODIE TROY LAURA ADAM MICHAEL CAM ERICA

CERTIFICATE 'C'

NIGEL TREVOR LUCAS MITCHELL SAMANTHA SIMON THOMAS LUKE ALBERTO WILEY PHILIP JAMIE ROB LAURA ANGELO LUKE TIM MARISKA ROBERT AARON DALLON JANELLE ADAM MACLAIN MEGAN NICOLE CAMERON TOM HADRIEN TAI STEPHEN MICHAEL ERIN ALEX BEN GEORGE CAMERON PATRICK NATHAN LOUIS LUKE CHRISTIE GARETH JACOB KURT NICHOLAS SCOTT WILLY JAMES BRODIE ANDREW CAM MIKE ERICA

CERTIFICATE 'D'

JONATHAN RORY BLAKE STEPHEN WARREN PHIL ALICE ADAM JOSEPH WILEY CHRIS REMY CHRIS ROB MICHAEL LOUIS NAVEI PETER THOMAS DANIEL BILLY STEFAN BRYAN SAM MONIQUE SAMMY ALEX COURTENAY SHITAL DAVID JOHN COURTNEY ENA ADAM MATTHEW ISAAC MICHAEL BRETT ELODIE LUKE TIAN CHRISTOPHER IGOR MICHAEL ERIK GARY DANIEL NATHAN STEFANIE STEVE

CERTIFICATE 'E'

JAMES ROBERT CHRIS LARRY

MONGAN DANIEL MIKESH BENJAMIN BRENTON ADAM SHANE MATTHEW NICHOLAS KYLE MATT NICHOLAS SAM PETRUS ALEX BRODIE TROY LAURA ADAM MICHAEL CAM ERICA

STAR CREST

NIGEL ALLEN RUSSEL DAVID IAN LUKE ROBIN BENJAMINM LUKE BOGUSLAW JAY DALLAS MITCHELL PETER ALEX ROBERT DAVID CHANSOO LEO SIMON MATTHEW KARL JOSEPH BRYAN LUIS BRETT JARROD JASON DANIEL SAM

CANOPY CREST

DANIEL SAM

FREELY CREST

NATHAN TESSA BRUNO DANIEL LUIS JASON ELLIOT CHARLY TRAVIS

WINGSUIT CREST

MATT JAMES YJUN ALYSHA ROD ISAAC JAN JACK ALEX

PACKER 'B'

LUKE DANE SEAN TOM MITCHELL JOSH JOSEPH STEFAN NATHAN NINA RAUNO TAI BRETT LUIS RAYMOND JORDAN PAUL BRETT MICHAEL MARIU CHRIS SUSAN STEFANIE

PACKER 'A'

PHILIP JAMES LUKE TIAN CHRISTOPHER IGOR MICHAEL ERIK GARY DANIEL NATHAN STEFANIE STEVE

DISPLAY GENERAL

KONSTANTINOS MIA ELIAS ERIC MARK JAMES WAYNE JAMIE ANDREW CHRIS LAURA ROBERT KELLY SHENNY

JOSEPH MITCH MARC JAN PEARL NILS MAX SAM TARAN LUIS BRENT JUSTINE FLOYD SHERMAN STEPHENS TAYLOR TEAGER TEATHER THOMSON VAN TONDER VON MOGER WALTON WILLIAMS WILLIAMS WILMOWSKI ZANEI

CERTIFICATE 'F'

LEIGH

ACKROYD ALLEN RORY LUCAS BIGGS BLACK BRAYBROOK BREFFIT BUIN CAISH-SADLEK CAPRONI COCHRANE COMYN COOPER CUSACK DELINDI DOHERTY EDWARDS FOLLEY HARPER HAY HINZE HOFFMAN HUNTER JACKSON JANELLE ADAM MACLAIN MEGAN NICOLE CAMERON TOM HADRIEN TAI STEPHEN MICHAEL ERIN ALEX BEN GEORGE CAMERON PATRICK NATHAN LOUIS LUKE CHRISTIE GARETH JACOB KURT NICHOLAS SCOTT WILLY JAMES BRODIE ANDREW CAM MIKE ERICA

CANOPY CREST

DANIEL SAM

FREELY CREST

NATHAN TESSA BRUNO DANIEL LUIS JASON ELLIOT CHARLY TRAVIS

WINGSUIT CREST

MATT JAMES YJUN ALYSHA ROD ISAAC JAN JACK ALEX

PACKER 'B'

LUKE DANE SEAN TOM MITCHELL JOSH JOSEPH STEFAN NATHAN NINA RAUNO TAI BRETT LUIS RAYMOND JORDAN PAUL BRETT MICHAEL MARIU CHRIS SUSAN STEFANIE

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DISPLAY GENERAL

KONSTANTINOS MIA ELIAS ERIC MARK JAMES WAYNE JAMIE ANDREW CHRIS LAURA ROBERT KELLY SHENNY

HUANG HUNTER INARE JOS KOLLOFF PEDOTTI PRIESTLEY PULLEN QIAN REEDY REID SCOTT SHERMAN STEPHENS TAYLOR TEAGER TEATHER THOMSON VAN TONDER VON MOGER WALTON WILLIAMS WILLIAMS WILMOWSKI ZANEI

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DISPLAY GENERAL

KONSTANTINOS MIA ELIAS ERIC MARK JAMES WAYNE JAMIE ANDREW CHRIS LAURA ROBERT KELLY SHENNY

Compiled by the APF at ASM deadline time.

Time The Bell



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

Art design Willy Boeykens

