

Australian

skydiver

magazine



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ASM AUSTRALIAN SKYDIVER MAGAZINE
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FEATURES



On the Cover of the ASM

Bust out the bubbly, this 75th issue of ASM marks its 15th year anniversary.

There has been an expectation that Michael Vaughan would grace the cover of this issue, however he would have hated this, meaning that other jumpers and their awesome achievements would miss out. So with that sentiment, how wonderful to celebrate this milestone issue with a couple of little known yet very deserving lads, C.I. Glenn Stutt and Brodie Walton, from a drop zone that has very rarely, if at all, been featured in ASM over the last fifteen years – Southern Skydivers in Busselton of Western Australia. Turns out this photo helped them win Gold in the W.A. Adventure Tourism Awards, and they are now finalists in the prestigious Qantas Australian Tourism Awards. Well done and good luck!

Against Michael's wishes, you'll read his tribute on page 33. A big shout out to Kelly Brennan for penning this difficult article so wonderfully.

Get your mug in the mag!

SEND YOUR STORIES AND PHOTOS IN!

This magazine is about the jumpers, for the jumpers... regardless of the size of your club, your drop zone location or how many jumps you do or don't do. We want to hear about it. Even if you have to send it in yourself.

A message to all the jumpers who wear cameras: **SWITCH FROM VIDEO TO PHOTOS EVERY NOW AND THEN.** Grabs and screenshots off the videos are only just OK when printed small, meaning that they are just too grainy and can never be a cover shot. There are so many fabulous jumps happening, with cameras from every angle. We want to see them.

Susie EDITOR

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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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.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.

CONTENTS

- p>5 Directors Direction
- p>9 2015 National Canopy Piloting Champs
- p>15 CRW Courses
- p>23 40 Years of Hillman Farm Skydiving Club Inc.
- p>29 Freeflying @ Picton
- p>30 Flaj Flaj
- p>33 Tribute to Michael Vaughan
- p>38 Tribute to Alana Clarke
- p>41 Team Impulse - How to Train for Success
- p>45 Team Bellatrix
- p>49 WIAS - Forty Years Ago
- p>50 Safety Matters
- p>54 Redeveloping the Development Officer
- p>57 iFly Downunder - Getting the most from your Tunnel Time
- p>59 iFly Downunder - First Ever Big-Way Tunnel Camp
- p>64 Big-Ways @ Goulburn
- p>68 Queensland Wingsuiters
- p>72 Entering the Blueroom
- p>75 Speed is your Friend
- p>77 Skydive Nagambie - Birthday Bash
- p>80 Ring The Bell
- p>81 Happy Snaps
- p>82 DZ Directory

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FRONT COVER



Aussie flag jump with Glenn Stutt and Brodie Walton over Busselton, Western Australia.

Photographer: Jacob Bacchus

BACK COVER



Frequent Flockers Hayden Galvin, Elodie Pretorius, Ash Darby, Royce Wilson, Scott Paterson, Jacob Bradley over Toogoolawah drop zone, Queensland.

Photographer: Fenix Searle

[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

[Next Deadlines]

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

Issue 77
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Mag Out 29th Sept, 2015

Issue 78
Deadline 5th Nov, 2015
Mag Out 10th Dec, 2015



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APF Moves to Company Structure

At the upcoming Annual General Meeting and Conference, members are being asked to approve a significant change to the APF Constitution. While we currently operate as a not-for-profit association incorporated in the ACT, we are proposing to move to a Company Limited by Guarantee (CLG), which is the governance model preferred by larger National Sporting Organisations and recommended by the Australian Sports Commission.

APF is currently incorporated in the Australian Capital Territory, but has its headquarters in Queensland and operates Australia-wide. The association model is intended for state-based organisations while the APF is a National body and, the CLG model is much more appropriate for our size and the role we perform.

As a CLG, APF would retain its not-for-profit and tax exempt status. For all intents and purposes, there would be no apparent change to how the sport operates or how we conduct business. It would not affect individual members other than to: 1) clarify beyond doubt that only full-term members have voting rights, and 2) the mechanics of how the discipline system operates will be placed into regulations.

Area Councils would have the opportunity to remain as Incorporated Associations, or resolve to become Committees of the APF. Becoming a committee would simplify each council's legal obligations to report to their respective State or Territory Governments. The CLG Constitution allows for each council to remain an association or become a committee, so Area Councils can leave this decision until after the CLG Constitution is put in place and properly bedded down. Those that now or later become a committee will have Terms of Delegation to document the relationship between APF and the Council.

While not actually part of the change to a CLG, there are some changes in the new company rules that may affect clubs and commercial centres. Under these changes the APF alone would decide which organisations may be approved as its members. Area Councils would have a part to play in the assessment process but actual approval would be an APF decision.

There are changes to the rules around governance, which would be those for a company rather than an association. Australian Parachute Federation Incorporated would become APF Limited, but we would continue to refer to ourselves simply as The APF.

The Directors on the CLG Board need to understand that they would become Company Directors and be bound

by Corporation Law, which is very explicit regarding their duties and responsibilities. The APF is now a large organisation with significant assets and a CASA-delegation to administer sport parachuting nationally. The Board needs people with a variety of skills and expertise. The current Board of APF Incorporated would automatically become the Board of APF Limited and no change would be apparent but we will seek to raise the skills and diversity of the Board over time.

As an individual member you have the right to vote for (or against) the move from an association to a company. Although this ASM will probably come out after the NPRM (notice of rule-making) public consultation time has passed, I still recommend you read it so you are fully informed at the time of voting. The Governance Committee will review all your comments and make any changes considered necessary before the AGM in May. As far as possible the draft CLG Constitution endeavours to replicate what was in the association rules with the equivalent requirements for a company, but without changing the intent.

As your President, I have headed the Governance Committee which has taken what our lawyers, Lander & Rogers, drafted and massaged this to what the APF Board and Governance Committee considers is a very workable set of rules. I recommend you vote to adopt the CLG Constitution.

If you are a current full-term member, voting is possible in three ways:

- 1) Attending in person and voting at the meeting.
- 2) If you are unable to attend personally you can give your proxy vote to someone attending as they can carry the proxy vote of up to ten other members.
- 3) You can lodge a postal vote by downloading the postal vote form from the APF Website, which will be available closer to the date.

A change from the current association rules to the new company rule set requires 75% to vote for the motion. As your President I am sponsoring the motion and Board Chair, Grahame Hill, is seconding the motion for and on behalf of the Board.

Dave Smith
APF President





Dear All,

APF has been taking a much more active role in the development of the sport over the past five or six years, with considerable funds and resources being directed into a number of great initiatives. Perhaps one of the most exciting initiatives is securing an official invite for APF to participate in the 15th Australian Masters Games for Classic and Sport Accuracy, to be held in Adelaide in October 2015! Skydiving and the APF have not only been added to the program for the Games for the first time, but we have also been selected as one of the games featured draw-card events, starring in all associated marketing campaigns over the coming months. This has been a huge win for APF, and the sport as a whole, and is expected to bring immense publicity coverage. The event for over 30's is already attracting interest from members keen to participate, and it is hoped this will lead into other similar events such as Pan Pacific and Barrier Reef Masters Games, and World Masters Games.

Skydiving, and extreme sports as a whole, are becoming more and more a mainstream pastime, gaining wider acceptance by the general public and event organisers. As it has grown, the sport and those who participate in it have taken on a new image with skydivers no longer seen as reckless, daredevil risk-takers but rather as extremely skilled, highly trained, professional athletes who love what they do and do it so well! Also part of the APF's development plan is the application for APF to become a Registered Training Organisation (RTO), an initiative which has been under development for some time, and which is expected to bring many benefits. However as we progress this initiative we must also be mindful of not becoming overly bureaucratic and taking all the fun out of the sport!

Over the past eighteen months I have worked closely with APF Lawyers, APF President and the Governance Committee in reviewing our overall corporate structure. APF is a national organisation operating Australia wide, yet is incorporated in Queensland, thereby necessitating this review. At the recommendation of APF lawyers, the Board determined to change from an association to a Company Limited by Guarantee (CLG), with this change to be put to the members for a vote at the 2015 AGM. A rewrite of the APF Constitution to support CLG requirements is now in final draft form.

Furthermore the new CLG Constitution meets all of the requirements to be acknowledged as a not-for-profit entity, with reconfirmation of our tax-exempt status to be sought from ATO as our current tax-ruling is soon to expire. This is simply a formality.

The CLG model has been well discussed with members, including a presentation at the 2014 AGM and distribution of discussion papers to councils, and CEO attendance at Council meetings to provide information and respond to feedback. The model was circulated to members via NPRM, and I would like to thank all those who participated and provided their feedback with all comments being given

full and proper consideration. This is an important move forward for the APF as it provides greater protection for the Federation and the member's interests and I urge all members to vote for APF to become a CLG and the new Constitution.

A recent tragic accident at Tyagarah saw us lose two friends, Alana Clarke, just at the beginning of her skydiving career, and the other Michael Vaughan, a highly experienced Australian Champion who is well known and widely respected around Australia and the world. Whilst any death is one too many, and aside from the great personal tragedy of losing friends, in Michael the APF lost not only a talented competitor but a true ambassador of the sport. Michael could always be relied upon for his contribution no matter what the occasion, and seldom do we see one so committed to sharing knowledge and improving skills; playing his part in shaping this sport into what it is today. A humble, unassuming gentleman who had the ability to make everyone feel like a valued friend, Michael Vaughan's legacy will live on in every person he imparted his knowledge and friendship toward – and that is a lot of people!

On another regrettable note the social media outcry that followed on from this accident must be commented on. Whilst it is understandable that everyone is instantly distressed, particularly those on the scene, but posting details and making presumptions on Facebook about an accident can, and did in this instance, cause great distress to family and friends who had not yet been advised. Whilst obviously well meaning, ill-informed and unsubstantiated broadcasts resulted in 'Chinese whispers' of the worst kind. PLEASE, I urge all members to desist from the practice of posting anything about any accident on any social media forum before it is officially confirmed. This is unacceptable behaviour and members need to have regard for what harm and shock it might cause, especially when it turns out to be incorrect. Wait for the official notification from the only reliable source – the APF National Office, or an appropriate representative.

On a positive note, my recent attendance at the USPA meeting and PIA Symposium offered some interesting insights into how other national parachuting organisations perceive the APF, and how we manage the sport of skydiving in Australia. I am pleased to report that they have a great regard for how we do business and conduct ourselves and they are eager to work with us toward emulating our systems and processes. The bottom line is, and although there is always room for improvement, we are getting it right and we have a sound Federation with which to grow and strengthen into the future.

Regards

Brad Turner
Chief Executive Officer



Working as a volunteer. Do you have what it takes?

Over my 40+ years involved in our sport I have held many positions, most of them as a volunteer apart from four and a half years in the APF National Office as the Manager of Training. Some of the roles were drop zone based, such as load organiser for "B" RW and Star Crest, DZSO and CI. On a State Council level, I have held jobs as various as Council Chair, ASO, AIE, DRE and APF Board Representative. During my time as a Board Representative (about eighteen years), I was fortunate enough to hold volunteer positions as Director Instructors (eight years), Director Safety (three years previously, and more than fourteen months currently), and twice served as the APF representative at the International Safety Symposium, once in Budapest and another in Helsinki.

I decided very early in my skydiving life that if I was going to be involved in the wonderful adventurous world, then I would be the best I could be, and as involved as I could be in all levels of the parachuting community.

Today the world of skydiving has changed due to the commercialisation of our sport. It doesn't take a rocket scientist to work out that 140,000 first jump students per year is putting a liveable wage in many of our member's pockets. Unfortunately, we still have to rely on volunteers to fill the positions that take responsibility for safety and training management, and regional administration. Hopefully this will change in the not too distant future.

Volunteer ASO's and AIE's do get remuneration for some of the work that is done. Nearly all must continue to work either in the industry or have a flexible employer who will allow them the freedom to respond to the needs of the State Council or APF when the need arises.

As we now have a full time Manager of Safety and Training in the APF we, Richard and I, are attempting to identify young members of our sport who want to set their sights on working towards gaining the experience and qualifications that would one day lead them into a paid position within regional safety and training management. The following are some of the qualifications we would like to see held by applicants.

- Certificate IV in Training and Assessment
- Instructor Class A or IB with the previous Certificate.
- Certificate IV in Work Health and Safety
- ASTB Safety Investigators Course, or
- An APF Safety Investigators Course currently under development.

Interested members should contact Richard.McCooey@apf.com.au or Gary.Myors@apf.com.au.

Remember, the APF is actually your organisation, you own it and can influence the outcomes of by being informed and attending your state council meetings. Know the rules; make your decisions based on fact not on over emotive scaremongering by individuals with their own agendas. If you have a question about anything, the APF website has the contact detail for your National Technical Directors and State Council representatives.

Gary Myors
APF Director Safety



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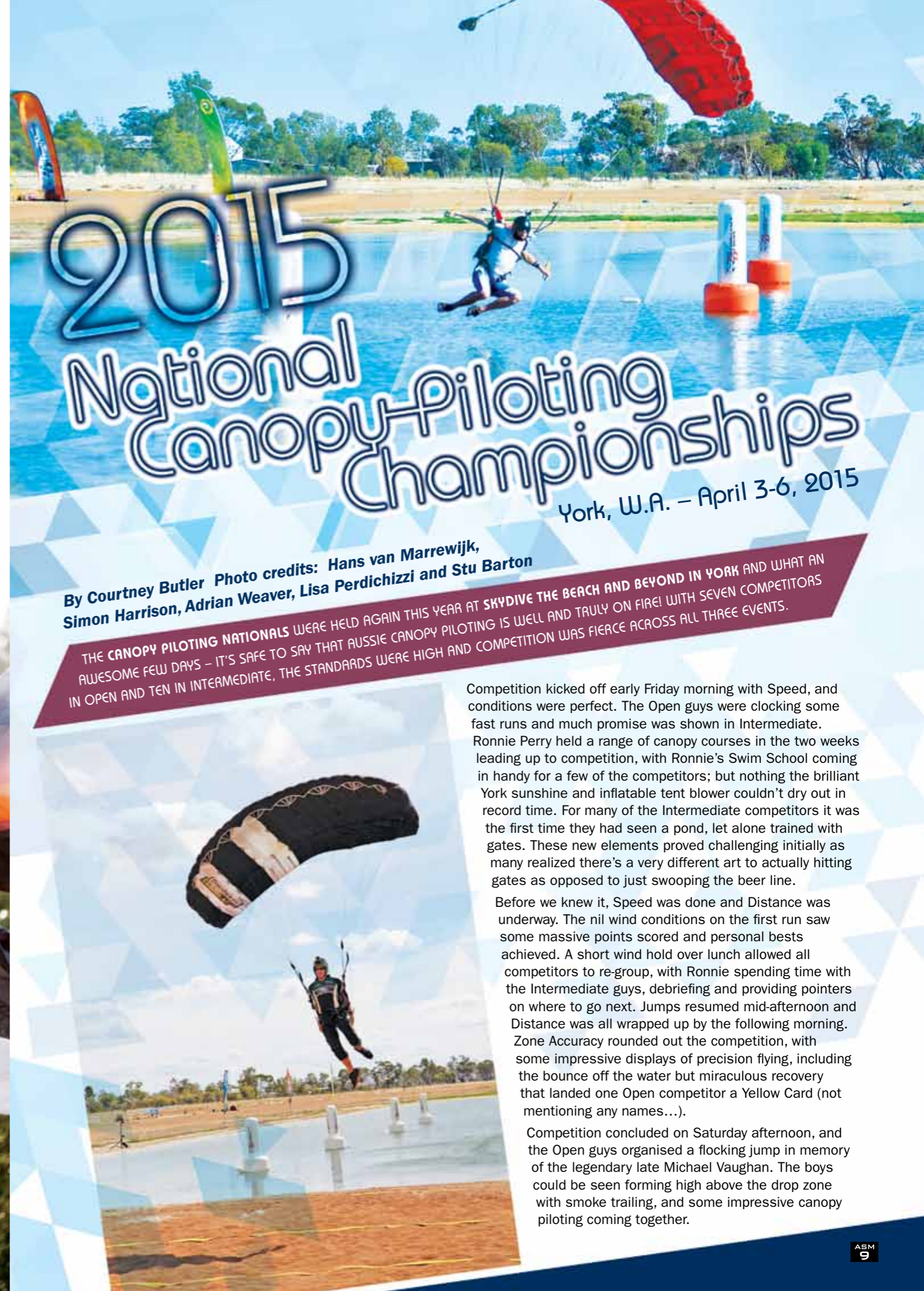
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I love being in nature - and in the sky I am free.
I am in the moment... the real connection to life.

That's my Dream of Flight

-Roberta Mancino



2015 National Canopy Piloting Championships

York, W.A. – April 3-6, 2015

By Courtney Butler Photo credits: Hans van Marrewijk, Simon Harrison, Adrian Weaver, Lisa Perdichizzi and Stu Barton

THE CANOPY PILOTING NATIONALS WERE HELD AGAIN THIS YEAR AT SKYDIVE THE BEACH AND BEYOND IN YORK AND WHAT AN AWESOME FEW DAYS – IT'S SAFE TO SAY THAT AUSSIE CANOPY PILOTING IS WELL AND TRULY ON FIRE! WITH SEVEN COMPETITORS IN OPEN AND TEN IN INTERMEDIATE, THE STANDARDS WERE HIGH AND COMPETITION WAS FIERCE ACROSS ALL THREE EVENTS.

Competition kicked off early Friday morning with Speed, and conditions were perfect. The Open guys were clocking some fast runs and much promise was shown in Intermediate. Ronnie Perry held a range of canopy courses in the two weeks leading up to competition, with Ronnie's Swim School coming in handy for a few of the competitors; but nothing the brilliant York sunshine and inflatable tent blower couldn't dry out in record time. For many of the Intermediate competitors it was the first time they had seen a pond, let alone trained with gates. These new elements proved challenging initially as many realized there's a very different art to actually hitting gates as opposed to just swooping the beer line.

Before we knew it, Speed was done and Distance was underway. The nil wind conditions on the first run saw some massive points scored and personal bests achieved. A short wind hold over lunch allowed all competitors to re-group, with Ronnie spending time with the Intermediate guys, debriefing and providing pointers on where to go next. Jumps resumed mid-afternoon and Distance was all wrapped up by the following morning. Zone Accuracy rounded out the competition, with some impressive displays of precision flying, including the bounce off the water but miraculous recovery that landed one Open competitor a Yellow Card (not mentioning any names...).

Competition concluded on Saturday afternoon, and the Open guys organised a flocking jump in memory of the legendary late Michael Vaughan. The boys could be seen forming high above the drop zone with smoke trailing, and some impressive canopy piloting coming together.

2015 National Canopy-Piloting Championships



With competition done and dusted in record time, the medal ceremony was organised for Saturday night, and everyone filled the hangar to watch the winners take to the podium. Craig "Crash" Bennett took control and delivered a memorable awards ceremony – with much judge/competitor groping; we mean hugs all round.

It wouldn't be an event without a final celebration up at the Dungeon, and that's just what we did. Smoke machines, lasers, some pumping tunes, and celebratory shots got the party started. A big bonfire was made and the standard sacrificial couch was

burned – that's four you owe us now, Ash Rumbo.

Such a successful event was made possible by a range of people: The APF, in particular Rob Libeau, was instrumental in providing support and advice in the lead-up to and during the event. Crash ran a tight and highly professional ship with his band of judges and made the formal part of the competition highly efficient and a dream for organisers. Thank you, Crash. Big congratulations also must go out to the newly inducted judges for gaining their qualifications throughout the competition.

A big thank you to Ronnie Perry for his tireless efforts in the lead-up to and during the event: for coaching and mentoring the competitors, and taking their progression, skills and confidence, well and truly through the roof. We feel extremely lucky to have the likes of Ronnie on hand to nurture and progress Australian Canopy Piloting. There was much buzz and many comments made surrounding the talent coming through the ranks and we feel the coming years will be very exciting indeed.

Thanks to all the competitors for making this the event that it was – couldn't ask for a better vibe: fun, safe, and a real sense of camaraderie and mutual respect amongst the group. A big shout-out to Johnny for coming all the way over from Japan to compete; loved your work and look forward to seeing you back again next year.

Finally, thanks to everyone at the drop zone who were involved in pulling off such a successful event, in particular Tom for bringing everything and everyone together for it to run as smoothly as it did. Special mentions to Tammy in Manifest, Harry in the Kitchen, Jumps In for the grounds keeping, and Sam for making that glorious pond of ours his bitch for the weekend.

Next stop on the Canopy Piloting tour is Canada for the 2015 Canopy Piloting World Cup. Good luck to all of the guys who will be representing!



COACH PERSPECTIVE – RONNIE PERRY

Ten renegade maverick canopy pilots registered for the Intermediate category at the 10th Australian Canopy Piloting Nationals and did themselves proud. All of them performed admirably and enjoyed the benefits of having APF supported coaching throughout the training camp, qualifying and competition.

So much fun hanging out with the Intermediate competitors; good work on their ability to listen, plan and react – mostly – and amazing progression over the training camp. Safe, reliable decision making by everyone and some entertaining de-briefs... ah, Swim School! Their competition was entertaining to watch with everyone supporting each other and showing great pond etiquette and gratitude towards the judges.

The Open category saw seven competitors, the standard was high and competition was tight. Some smooth flying by Kevvy Kapow, especially in ZA, saw him take out the national title. Special mention also to Angry for his sportsmanship award; he is a quintessential example to anyone who considers themselves a fair and honest competitor.

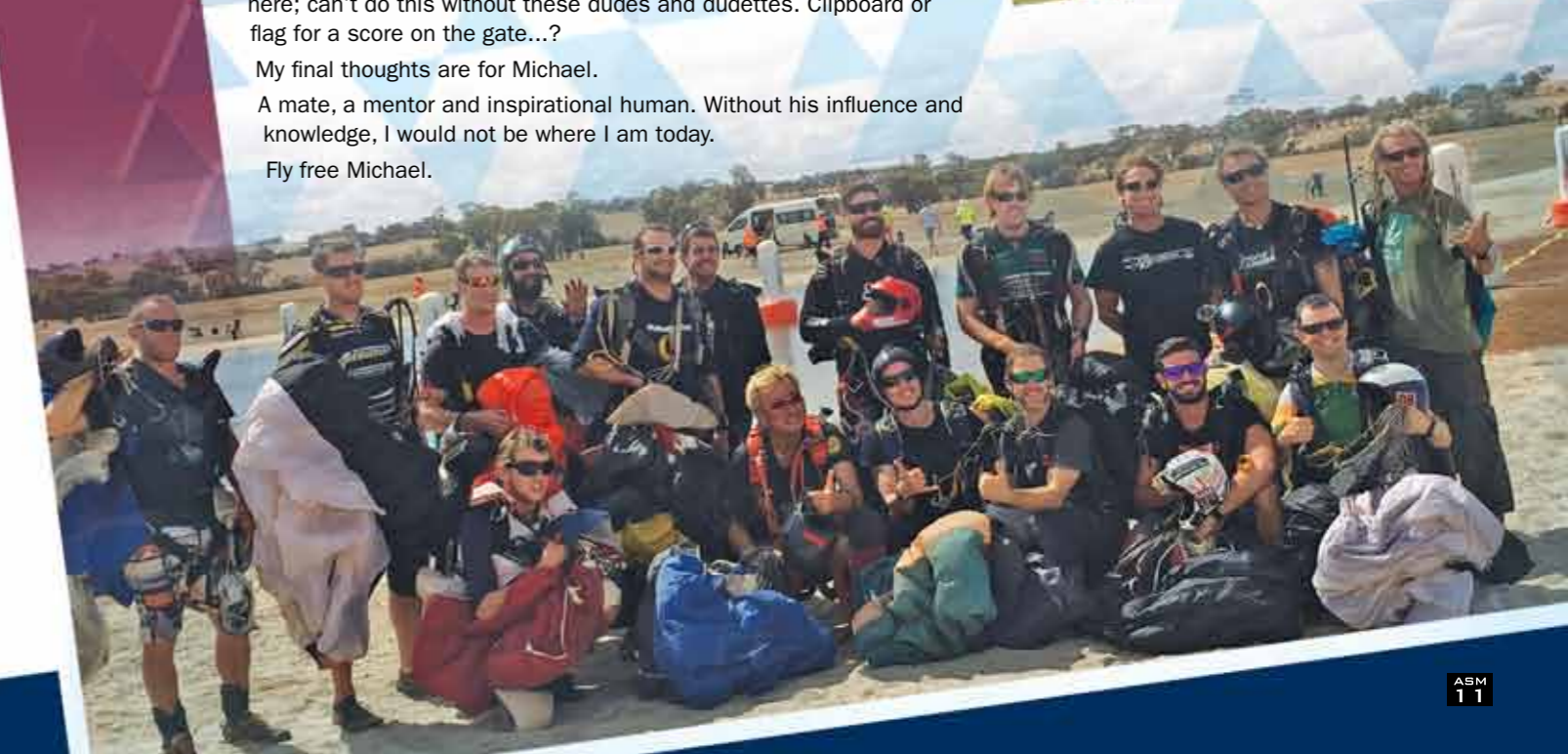
As usual, ALL the crew at York were amazing. Tom for putting the event together, Harry who kept us fed, Riss the Reserve packing machine, and some funny talking bloke called Robbie who made tireless efforts in the face of shitpit adversity to ensure we had somewhere to go once our bodies had finished processing Harry's cooking!

Big cheers to all the Judgy types and all the new judges who qualified here; can't do this without these dudes and dudettes. Clipboard or flag for a score on the gate...?

My final thoughts are for Michael.

A mate, a mentor and inspirational human. Without his influence and knowledge, I would not be where I am today.

Fly free Michael.



2015 National Canopy-Piloting Championships

INTER COMPETITOR PERSPECTIVE – JIMMY MCCARTHY

So, Intermediate swooping – otherwise known as, Can You Teach Me To Swoop. It all started the weekend before competition; with Ronnie Perry running an intermediate dedicated swoop camp working on every aspect of Canopy Piloting. Ronnie filmed and debriefed every jump, giving each jumper a clear instruction on what to do on the next jump to improve. The skill progression from everyone was excellent. On Wednesday, the first day of qualifying, we were winded out giving all the Intermediate swoopers their first competition experience.

Thursday was much calmer and all ten competitors qualified for the first completion. Friday rolled around with some awesome weather and the competition was underway. Speed was first up with some cracking runs and some awesome swimming. After lunch we moved on to Distance. The calibre of jumps from the Intermediates was impressing every one from the judges to Sam the life guard who helped some of the boys pull their wet canopies out of the pond after some not so successful runs; adding to those competition experiences. We rounded the competition out on Saturday morning with Accuracy; with every one making it though the competition unbroken.

The event was a massive success. It would not of been possible without the help of Super Coach Ronnie, the Judges, the Manifest team, and Skydive the Beach and Beyond. Special mention to Rob Libeau and the APF for the funding and support to develop a new generation of canopy pilots.



WINNERS

Overall – Open
 Keven Walters
 Andrew Woolf
 Tom Gilmartin

Speed – Open
 Andrew Woolf
 Tom Gilmartin
 Keven Walters

Distance – Open
 Tom Gilmartin
 Andrew Woolf
 Keven Walters

Accuracy – Inter
 Mark Sillifant
 Tony Kellett
 Josh Costa

Overall – Inter
 Tony Kellett
 Alex Horsburgh
 Jesse Warren

Speed – Inter
 Tony Kellett
 Alex Horsburgh
 Jesse Warren

Distance – Inter
 Alex Horsburgh
 Tony Kellett
 Jesse Warren

Special Awards
Swimming Proficiency: Charley Rusconi
Sportsmanship Award: Andrew Woolf
Most Improved: Jesse Warren



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2015 National Canopy-Piloting Championships



CRW COURSES



With Oookoonono - Jules McConnell, Michael Vaughan and Crash Bennett

After seven years of coaching beginner CRW camps with many very talented participants, and very few taking the next step to Intermediate CRW, Michael and I decided we should start holding some Intermediate CRW camps. And what better way to increase participation than to dangle the carrot of a new Aussie record?

Well it sure has taken off! Twenty new PD Lightnings have been purchased by enthusiastic new pups around the country, and we've been running lots of camps since the new year with amazing progression... And a few stories to tell attempting larger formations!

Unfortunately, Michael won't be with us to see the record through, but that certainly hasn't stopped the momentum, and I know he wouldn't want it any other way!

On Sunday the 29th March, Crash and I cracked on with an eager bunch of CRW pups finishing off an emotional weekend with a nice 6-way Box formation celebrating Brooksie's 200th jump.

A big thank you to the APF, PD, N.S.W., VIC, S.A., S.QLD and W.A. State Parachute Councils, and ADPA for supporting these events in our quest for an Aussie record!

To make this record happen we'll need fit, eager CRW dogs... So keep training pups!

We've got some safety and technical tips on the interwebs to give you a guide. Check out <http://cf50way.canopyformation.org>

Cheers, Jules

GOULBURN



Photo: Suellen Short

CRW COURSES

Chasing Rainbows on the West Side! YORK & JBAY!

By Ashley Davis Photos by Jason "Triple J" Cyran

A big thanks to Jules for organising eighteen new PD Lighting canopies for us Aussies to play with, including my own new rainbow!

Considering the weather was not exactly perfect at both York and Jurien Bay drop zones, I managed to get my first ten CRW jumps in, and felt as though progression was quick thanks to the awesome coaches, Jules and Splitty; and the organisation Jules and the APF have made for radio coms... Yay for saving voice boxes! Couldn't imagine learning without them!

First day I learnt to pack CRW gear, (SHOVE IT IN!) and they had me doing diamond formations and stacks after some one-on-one flying relative work with Jules; learning quickly to get closer to canopies rather than avoiding them, and the realisation that these canopies are designed to crash and bash with thick lines for your feet to catch. I highly advise thick socks and gloves, line burn doesn't tickle!

CRW can be physically challenging! Absolutely bugged after day one (four jumps), holding those bloody front risers and having fun up there for longer periods of time. Note to self, "Do some chin-ups!"

Day two in York, some experienced CRW dogs came out to play, helping our formations get bigger, creating lots of successful 4-way diamonds, then attempting a 9-way diamond (which didn't quite go to plan as the weather rolled in, but we turned it into an 8-stack. It was also cool to pick up some weather skills, paying more attention to winds all the way up to pick "the spot".



Luckily the tequila came out that night as the weather was rubbish the next day, so off to JBay we went to get some more pups in on the action...

Everybody have a go!

Not only do you develop a much better understanding of canopy control, but finish up with more tools in the box, which you may need to use to get yourself out of trouble one day... The Fun Doesn't End When Your Parachute Opens!

Big thank you to Skydive the Beach and Beyond, York, and Skydive Jurien Bay. Also to WAPC for supporting these events in preparation for the Aussie 50-way record later in the year!



ELDERSLIE

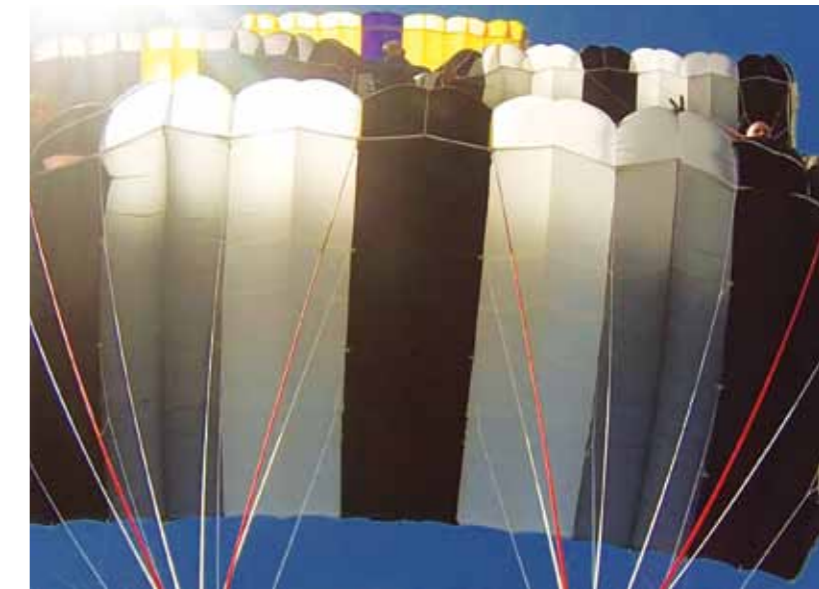
By Stami Donovan Photos by Cameron Ranford

Anyone who has been to a CRW weekend feels the anticipation and some nervousness as to what will unfold. The CRW weekend at Elderslie did not disappoint! With five new Lightings fresh out of the box and ready to fly, we were all up early Saturday and keen to kick a few lines. Thanks Jules and Buelly for organising the new Lightings!

Saturday started with some 3-way Snakes to touch up our approaches, wing docks, and piloting a formation. The day quickly progressed to flying 4-way Diamonds, then onto a 6-way Box with high fives all round after doing 4-points on this jump. Trying to absorb ten minutes worth of skydiving is challenging with an overload of information, and that's just in one jump!

With the weather looking to blow us out on Sunday, an unheard of Elderslie 8am wheels-off was in order. After doing a few smaller formations, a 9-way Diamond with a Stinger was planned. Let's just say the jump didn't go 100% to plan. Hearts were racing when an entanglement and a wrap happened all at once with two cutaways.

I will cherish the 3-way stack Michael Vaughan, Mike Watkins and I had at the end of this jump; being the last time we would fly with the legend. Jules and Michael have been so willing and dedicated to helping upcoming CRW pups. It has been extremely humbling to jump with them and absorb the knowledge that is being offered. I look forward to future camps and the Australian record later this year flying with our fellow crew dogs.



CRW COURSES

BRIDGEWATER

By Duncan "Weasel" McLeod Photos by Yijun Huang and Craig Bennett

Over the last year, Jules has been flat-out in preparation for the impending 50-way CF record scheduled for later this year. She has been running countless seminars across the country, and on 21/22 February, it was time for the folks at Bridgewater, VIC to have a crack.

We had perfect weather for the event (except for the sweltering heat) and so much enthusiasm that the plane was in the air before 7:30am on Sunday morning!

This course saw the creation of even more CRW pups, countless Diamonds, Stacks and a successful 9-point Diamond (with stinger) for the more experienced jumpers. Ralph Hamilton-Presgrave even came out of retirement and took part in some of the larger jumps!

Over the last few months, it has been great to see the high levels of development within the CRW discipline. The future of CRW within Australia is pretty exciting stuff!

A huge thanks go to Jules, Crash, the Victorian Parachute Council, and the Australian Parachute Federation Fi Fund.

Extra thanks goes to Australian Skydive and Louie for the event hosting and organising!



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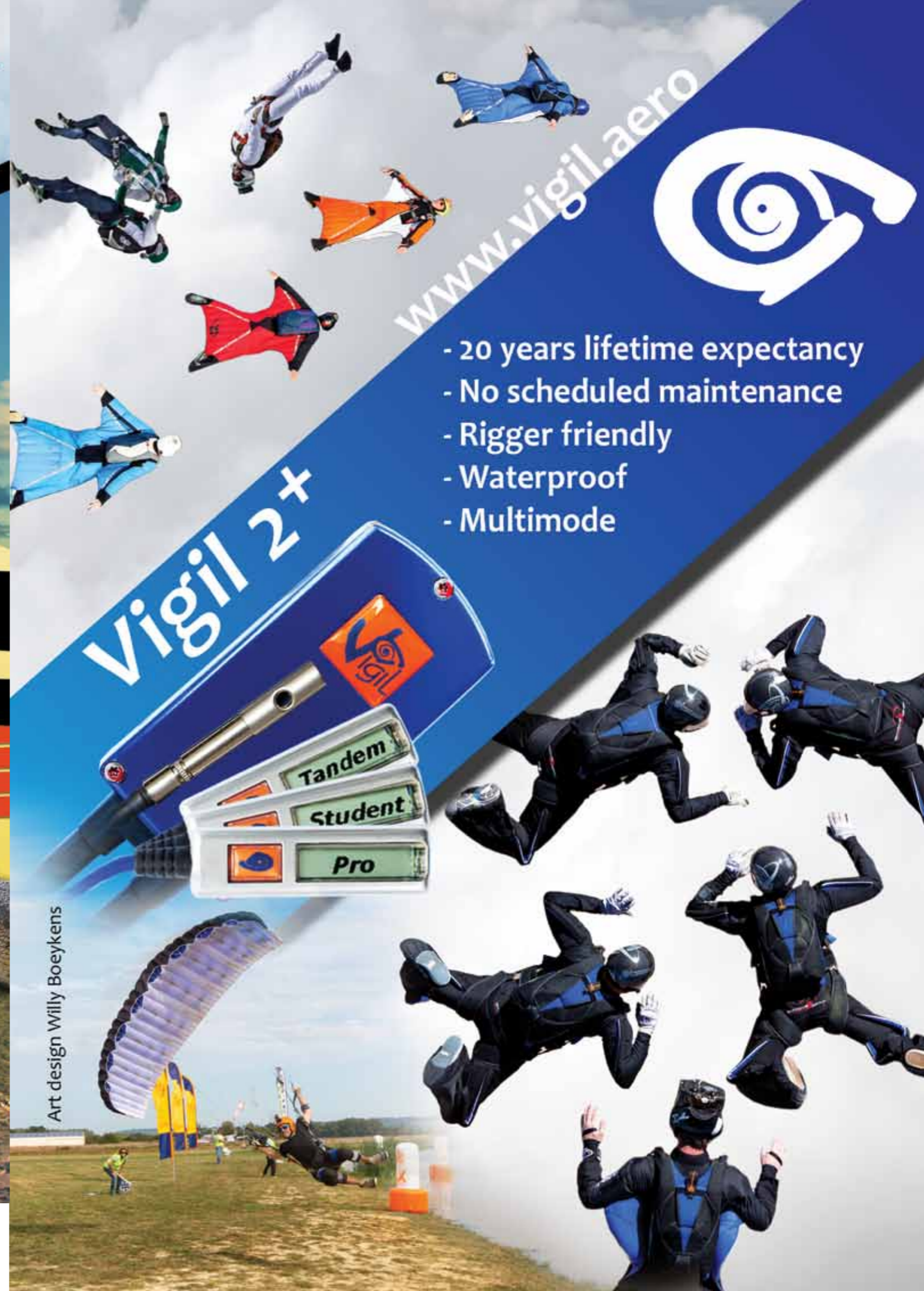
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'SHUT THE GATE' and 'NO DOGS'

40 years of Hillman Farm Skydiving Club Inc.
 By Jo Parkinson Contributors: Stan Morris, Russ Thornton, Lindsey Wiltshire, Clive Meakins, Karl Johansson, Ben Hood, Angela Jung, Cookie

I was born in 1975, six months after the first skydivers jumped into Hillman Farm Skydiving Club (HFS), also known as: 'The Club', 'The Farm' or just plain 'Hillman'. Eighteen years after the club's birth, I drove through the gate for the first time with my best mate, Chantelle, to start our Static Line course. The mid 1990s was a period of raging student operations, huge club membership, fired-up sauna, the Pilatus Porter, safety meetings, gungings, and serious fooze-ball. In the 22 years since that day, like many other Clubbers, I have been coming and going with months or years between visits. Time doesn't matter to this family and everyone is welcomed back with open arms. Well, maybe not the guy who stole from the club in the 90s... but the rest of you. In addition to this being an article about Hillman Farm, this is an open invitation to all Skydivers to visit, and a gold-plated invitation for Hillman family members to come home. Whoever, wherever you are, if The Farm holds a place in your heart or captures your imagination, you belong at the Farm's 40th Birthday 'Mumbles' Meet on Saturday, 4 July, 2015. Bring earplugs if you plan to sleep.

To honour Hillman's 40th, I will try to put some details down. This story has not been fact-checked so I know important names may be forgotten or mixed up, but I'm going to do my best. Over the four decades, most of the presidents, chief instructors, aircraft, boogies, instructors and jumpers have been immortalised. We can't forget though that to keep the club running there have been

hundreds of volunteers for chopping wood, running the kitchen, erecting buildings, fixing pipes, running manifest and attending meetings. Volunteers have been the heart and soul of the club but are harder to come by now as (to quote Stan), "People want to be paid for scrubbing the dunnies these days!" So, forgive me if this article may not know your name, but the spirit of The Farm remembers everyone who passes over the cattle grid and shuts the gate behind them.

In the early 1970s, parachuting in W.A. was mainly focused around straight-laced, ex-military folk jumping Roundies. Rockingham Skydivers didn't suit everyone who was jumping there. There was a lack of facilities, ever-expanding suburbs, and a tragic plane crash that took out the heart of the club in one fell swoop. Some rough young guys with long hair and funky clothing, 'out there' in the way they lived, partied, and jumped, were now pushing boundaries in the sport. They were doing CRW before anyone had thought of it and dreaming of rectangular parachutes. Around 1971, this rag-tag bunch of 15-20, mostly blokes, with partners and a few female jumpers, broke away to search for a drop zone that suited their level and style of skydiving, and way of life.

Bill Chapman was instrumental in scouring maps and documents to find Hillman Farm near Darkan. Bill approached the farmers, the Harrington family, about setting up a Skydiving Club in their paddocks; utilising the old airstrip. There were initially many rules and regulations, including discussions about how many trees could be blown out of the ground (the old argument: salinity versus tree landings).



70s Sky Gods



Creaper Training

40th Birthday Mumbles Meet Saturday 4 July 2015



1980s peeps



The farmer allowed the jumpers access to a large area of land with his most important mandate to protect the stock.

Hence, 'Shut the gate' and 'No dogs' have been the rules for 40 years. Can you imagine rocking up to a stranger's place and asking if you could camp in the backyard with your mates for 40 years? The Hillman Farm community are forever indebted to the three generations of the Harrington family for their generosity, patience, and more recently, a lease!

By all accounts, it was like the Wild West back then and the HFS crew set up the drop zone without permission from the APF. That's just how they rolled back then, and eventually they worked things out with the APF and set Sooty up as President with Bill Chapman as Chief Instructor. Dave Ford drew up the Constitution and had the Club incorporated, showing incredible foresight as most Australian clubs from the 70s have closed or been taken over by commercial skydiving operations. Hillman has existed alongside several commercial operations, somewhat successfully. From time to time the tension built up between the club and the commercial operation, sometimes due to the belief that the Club should remain a Club. Thank the Sky Gods for those who held fast to that old Constitution, as Hillman Farm is still standing as the longest running Skydiving 'Club' in Australia.

Originally, Hillman Farm Skydivers consisted of paddocks (complete with sheep), an airstrip and some trees. The most essential first structure, a bar, was built immediately. Around 1976, Mal Poett and his brother Greg got wind of a 'Nissan Hut' for sale, which was transported to the Farm for \$3,500. In the 1980s, the club got showers and a hangar – cheers Dave Mann! The water the Farm uses is from a rainwater tank, and being environmentally conscious, the showers were originally designed to shower with a friend. The barbeque and flushing toilets were built in the 2000s, (30 years of crossing a paddock, after a few drinks, in the dark, to crap in a long-drop) and somewhere in between, student rooms, manifest, and a bunkhouse were built. Over time, an incredible number of old caravans arrived to make the place look a bit like a gypsy convention – which reminds me of a funny story of a bat flying into Troy's van... However, one of the club's finest features requires no effort. Every year in winter a 300m long Swoop Pond magically appears in perfect position alongside the Nissan Hut.

On 13 July 1975, the first jumps occurred with Static Line student operations beginning more or less straight away. Russ Thornton and Bob Taylor dispatched the students as provisional Static Line instructors under CI, Bill Chapman. On that day, Hillman Farm was born. The first jump was from 7,000ft with two planes, from static lines, in a 6-way formation, and landing round chutes. A Cessna 180 carried

Claude Morris jnr, Bob Taylor, Brian "Sooty" Standing and Stan Morris; and a Cessna 172 had Russell Thornton and John Biles aboard. The Club Members were passionate and dedicated skydivers who partied seriously and were occasionally loose with the rules. I heard an unconfirmed rumour that one of them put his sister out on her first Static Line jump without an instructor rating.

Speaking of women, the Club's first female jumpers were Debbie Elkington and Eleanor Morris. Hillman has a long history of awesome women involved, whether it be primarily in the Club (such as Sheryl Standing and Clair Jensen) or also in the Sport. Some of the female rel-workers, fun jumpers, freeflyers, freestylers and instructors include Jan Taylor, Jenny Kerr, Kim Hardwick, Sue Dracup, Lisa Davies, Jeanette Billinger, Kirsty Baker, Shirley Cowcher, Sheryl Neill, Jo Kennedy, Angela Jung, Vicki Green, Kath Knight, Kath Cummins, Brooke McCallum, Chantelle Gregorini, Sarah Green, Crispy, Livia Dickie and Andy Vukovich. Can you believe the girls named their 90s 4-way team 'The Pink Bits'? (That had to be down to Kath Cummins.)

In the 80s, a group including Jim Knox, Mike Dyer, Youngee, Dave Wilson and a few others started AFF student operations. Hillman was not the first drop zone in Australia to start AFF, but it was in the first two or three. Around 1987, Nick Burns (Burnsie) was the first Accelerated Freefall student in W.A. – and what an awesome club member he became before defecting to N.T. then QLD. (There was the time Burnsie brought an industrial sized 15-litre water bottle to Mumbles and proceeded to mix up 15-litres of Illusion Cocktails; and the time he drove me 200km in his work car, rather fast, before we arrived at our destination and I realised the boot was full of fireworks.) The AFF style changed things in a positive direction for the club and AFF ran alongside Static Line for many years. In the late 1980s, instructors finally began to be paid, thanks to the push from people like Jim Knox, Jeanette Billinger, Dave Wilson and Dave Raeside.

The 1980s were a brilliant time for those around, with Hopey and Clive officially deciding that 'no-one will ever have as much fun as we did then'. Some of the crazy stuff they did I can't even put in a magazine article! I mean, who would gunge their new CI (Dixie)... just for fun? And pretty much everything GT ever did was funny. In the 1980s and early 90s, they would jump into anywhere and everywhere they possibly could – often pubs, with the Darkan Pub, Steves in Nedlands, North Bannister and others in their sights. Then there was that time when Big Mick and Fridge set off a water balloon from an industrial-sized elastic band right into the side of Youngee's head. Some of the regular jumpmasters of the time were Hopey, Devo, Mal Stone, Irish, Rob Street, Big Mick, Youngee and Clive. And when they weren't jumping, if they weren't in a pub, they were at the Hillman River, swimming, jumping off the flying fox and working on their 1980s tans.

Now, in order to have a drop zone, you need at least one aircraft, or it would be B.A.S.E. jumping. Anyway, in addition

to being the club's original secretary, Dave Ford owned the two Cessna used at the Farm in 1975. After about a year, he moved over east with the planes, but not before finding the club's first Cessna 180 'RFN' which they bought for \$9,000 cash. It was a 'tail dragger' that had been used for crop dusting, a bit battered but with a good engine. At some point Cessna DGI was the club aircraft, until it was ground looped (female pilot). The tail half of DGI still sits proudly erect in its final resting place, the roof of the Nissan Hut. There were other planes around all the time, especially for big meets. The Club used to get the odd Islander down, Phil Onis used to bring his Nomad over from Sydney sometimes, but the main aircraft used over the years at Hillman Farm was the Cessna DKR. We've all had some fun times and mile high times in old DKR, which sadly flew by for the last time in July 2014 when she moved to QLD.

Hillman Farm may see DKR as its old lady, but the Pilatus Porter was its mistress. The mid-1990s 'Porter phase' was a magical time. When that beautiful beast flew down in 1993, it was the first turbine plane at a W.A. drop zone and everyone wanted to jump her. She was owned by a contingent of four Hillman Farm Skydivers - Stotts, Kirsty, John Seaman and Hainsey, who also used to fly. While she was at the Farm, student operations were running hot while regulars were doing high altitude jumps at 18,000ft and higher. Mal Stone and Terry King were around and students were filling loads by day and the Nissan Hut by night, buying their obligatory 'carton' after their first jump. The regular jumpers were in heaven. On 26 March 1994, Stan organised, flew camera, and docked onto the State Record Night Star Crest 10-way out of the Porter – with Sarah Green, Rocket Rod, Brendan Bunning, GT, Burnsie, Stotts, Tim Cahill, Krash, Clive and Hainsey. As is the way with mistresses, we all had loads of fun with the girl, but eventually she left. She moved to York when Skydive Express opened in the late 1990s; together with many of her groupies – nobody could blame them.

Maybe it's the isolation of being on an isolated farm, 2.5 hours drive from the most isolated capital city in the world that led to the innovation at Hillman Farm. People from W.A. had to travel to get anywhere, and a lot of skydivers would get inspiration from trips to the U.S. and Europe. In the early 1970s, Bill Chapman designed a 6-cell RAM-air parachute called the 'Comet' – that's right, he invented a parachute – with a slider. The first place in Australia that flew parachutes with sliders was Hillman Farm. Bill just wrote a letter to a guy from the States and asked permission to use his slider design on his prototype. Stan, Russ and Sooty were test-jumping them in 1976, with Russ doing 40 jumps on his. Stan did about four jumps with three malfunctions, and his Comet is now hanging over the Bar at the Club. There was nothing else like it going on in Australia at the time.

Hillman Farm Skydivers started Freeflying in about 1996 when Russ returned from America and had been watching them fly Head-down. Chantelle, John, Leon and Jethro, in particular, got into it really early with Bruce, Troy, Ben and Wilo. Some were very accomplished sit flyers and vertical flyers before they were really doing it in the rest of Australia, and were inventing all the moves. Then the APF said they needed 'tutors requirements' to freefly; when some say that these freeflyers would have flown rings around the tutors. They did Ball jumps and one of the first freefly tube jumps in Australia. Brooke was doing freestyle with Troy flying camera. Random stuff was happening in that era. I recall waking up one morning in the late 90s, going to the Nissan Hut and finding Chantelle and Clive completing a 6-hour project that had started at 1am. They took down every photo, about 500 that were pinned to the inside walls of the Nissan Hut, rearranged them and pinned them back up.



Annette

Freeflying early 2000

Trout (James Hedison) swooping the pond
Swooping the pond





Dan Hammond



Krash 4-way



Mumbles Bonfire



Dan, Benda, Brown, Angela and pilots Jason and Aussie



Troy, Dan, Clive, Wilo, Russ, Sooty, Brown, Benda at the River



DZ Wagon
Touching up



This was also around the time of the UFOs, those cheeky feats of engineering that sent garbage bags into the sky, propelled by firelighters, glowing and blowing in the wind. FYI – garbage bags falling to the earth are not good for sheep. The farmer was NOT HAPPY when he brought back as many of the 69 set off at Hillman's 20th anniversary as he could find. Allegedly, the metro area sightings have been reported in the media as 'real' UFOs; the little buggers have been known to set trees on fire, and once, take out all the power in Balcatta. Another sight to behold in 1999, was Russ jumping the first Birdman Wingsuit in W.A. at Hillman. We had Skysurfer, Amaro Rebello with Marty Fryer flying camera. Such a fun and innovative place, yet, in 2015 they still spot their own jumps.

Putting aside everything else in the Farm's History, the biggest event ever held at Hillman was Jerry Bird and Mike Hurrin coming over from the U.S. to coach W.A. Skydivers in Relative Work. There were 123 registrations, the meet lasted from 21-31 December 1976, and Jerry even backed a winner on the Perth Cup. Let me tell you how it all came about. For three or four years, W.A. skydivers would head east and jump at the Nationals doing up to 10-ways. In 1975 one of the important people said he was sick of W.A. skydivers using the Nationals as a training camp. So Kevin Altham wrote a letter to Jerry Bird (the biggest thing internationally in skydiving) and convinced him to come to W.A. People chipped in, there was fundraising, and they made it happen. This was the first time in Australia that international coaches had come over. On the way across, Jerry stopped in Sydney where he was told there were no skydivers in W.A! The Americans taught those present how to do bigger-ways and on the last day, they got the State Record 16-way. Jumped from 12,500ft, got it at 5,200ft and held it to 3,500ft. Guess what happened next? Old mate from the east complained that it wasn't fair and W.A. shouldn't be able to compete in the Nationals the following year.

There always has been a lot of international travel to and from W.A. In 1989 the whole club (and all the Pinjarra crew) went to Bali before they built the International airport. Lindsey, Devo, Stotts, Irish, Ralph Ford, Kevin Gliddon, Steve Haines, Kirsty, Jack O'Donnell, Crispy, Flange and Jen, Rob Streeter, Andre, and others, all flew over to Indonesia. BJ Worth (sky god) was there along with the Mirror Image team from the U.S., Jerry Bird, and the Golden Knights. The Indonesian airforce put on a boogie and everyone jumped Hercules for ten days. They had three Hercs, CASA 212, Helicopters, and for the last jump of each day, they would set up the exit order according to which pub along the beach you were staying at and out you'd get. Same same, but different.

One story that had me in stitches was from 1997 when the Wadjella (Nyoongar word for Whitefellas) 4-way team went to the States. They were the first team from W.A. to go seriously team training, with coaches, in the U.S.A. Ian Young (Youngie), Clive Meakins (Curly), Nugget and Krash (Blondie) travelled to Eloy in Arizona. While training, they also competed in the old fax league, sending video

back to the judges in W.A. The Wadjellas seemed to always share a load with the World Champion 4-way team, Airspeed Arizona, who one day said, "give your jumpsuits and rigs to us and we'll do one round for you". The team went from an average of 10 points to 39 points in one jump, and unfortunately, on viewing the video, the judge Jean Smith wasn't fooled. Another period in the Club's history in the 2000s was simple, but made good out of a pretty average situation. Dixie and Shirley had moved on and the drop zone had no CI for a while. There were no students, no jumping and no way of paying off the regular bills, let alone the accumulating debt, and it looked like the Club might go down the long-drop. So, Chantelle and John, Wilo, Troy, Russ, Kath, Pete, Ben, Clive, Dick, Bruce, Sooty and some others had a think about their skill-set and got to work getting the Club out of the Red. They went down every weekend, with Johno as barman and DJ, and bought beer, putting all the profit back into the club. With total commitment and dedication, and months of drinking and listening to 'doof doof' music, they finally got the club back into the Black and paid off DKR. So pleased with themselves, they had a 'Back in Black' party, climbed on the plane to take photos and broke the windscreen. Which put the club back in the Red.

I haven't even covered the last 10-15 years of Hillman and the deadline for this story was yesterday. A few years back, we lost one of the Foundation Members, Ian Young (Youngie) to the big C, which was a terrible blow, but the life lessons the situation taught were invaluable. Sheryl and Sooty just moved him into their spare room and cared for him for well over a year. He really gave it to the medical profession and fought not to be a victim. Youngie had the most incredible fiery spirit and I'm not talking about his homemade sambucca, although that will also be missed. From the early 2000s, for around ten years, Swanee was running student operations out of Hillman with Skydive Adventure until 2013. There were slower times and busier times and things got a bit tough with the recent decision to sell DKR. There have been a few people, including Swanee, who worked their butts off to keep the club on its feet. Ben and Angela, Russ, Sooty, Clive, Bruce and Clair, Dan Hammond (The President) and Lindsey Wiltshire are just some. These guys have kept the club chugging along and recently, Jody and Danielle came down to re-start student operations. Inject one excited Croatian into the mix and last weekend there were tandems, helicopter jumps and karaoke. The Farm is full of life again.

Finally, a story about Hillman Farm wouldn't be complete without the story of Mumbles. Mark Kirby (Mumbles) was the only skydiver in the Club's 40-year history to have died at the drop zone and it was a devastating blow to the Hillman Family. Mumbles was an experienced jumper and lovely bloke who died in a tragic accident in July 1983. In 1984 the Club combined the Club's Birthday with a celebration of Mumbles life, and for the past 31 years we have held the annual meet in his honour. It's an incredible weekend and the people in charge of food cater for approximately 50 to 200 people. The Sherman Trophy is awarded for the year's biggest F' Up. (Sherman was a sheep owned by Knox who was renowned for being a f' up of a sheep. Once they'd eaten the sheep, wondering what to do with the horns, they made a trophy!) Clive and Troy are tied at winning it three times – legends. At Mumbles' weekend, there is jumping, an accuracy competition, massive bonfire, fireworks, fire pit and loud music. It's a brilliant weekend and it's highly recommended to bring warm clothes and take Monday off work. It would be amazingly special to have a huge turnout for Hillman's 40th birthday. As an incentive, as of 29 March 2015, the Club finally has gas hot water – thanks Curly – and cheers to all those people who chopped wood for almost 40 years. Hope to see you down the Farm. Blue Skies everyone.

Mumbles 2015

People welcome from Friday night 3 July. Saturday jumping will be a Caravan, a 182, a 206, helicopter, accuracy competition, heaps of fun jumping with a possible Star Crest opportunity. Bonfire, live music, fireworks, fire pit. Look for up-to-date info on Hillman Farm Skydiving Club Inc. Facebook Page.

Hillman Farm Skydivers Foundation Members 1975:

- WT Chapman, R Thornton, C Morris snr, C Morris jnr, S Morris, E Young, I Young, D Elkington, A York, R Taylor, J Watkins, T Stewart, D Morgan, M Ellis-Smith, M Poett, B Standing, J Biles, J Bartlett, G Poett, R Poett, B Cooper, K Altham, J King.

Life Members:

- 1989 David Mann, 1990 David Raeside, 2000 Brian Standing, 2000 Russ Thornton, 2001 Clive Meakins, 2001 Mal Stone, 2005 Richard Stainton, 2009 Pete Gardiner, 2010 Lindsey Wiltshire, 2012 Peter Swann.

Chief Instructors:

- Bill Chapman, Brian Standing, Mike Dyer, Jim Knox, Dave Raeside, David Wilkie, Mal Stone, Ian Young, Terry King, Aussie Powers, Dixie, Peter Swann.



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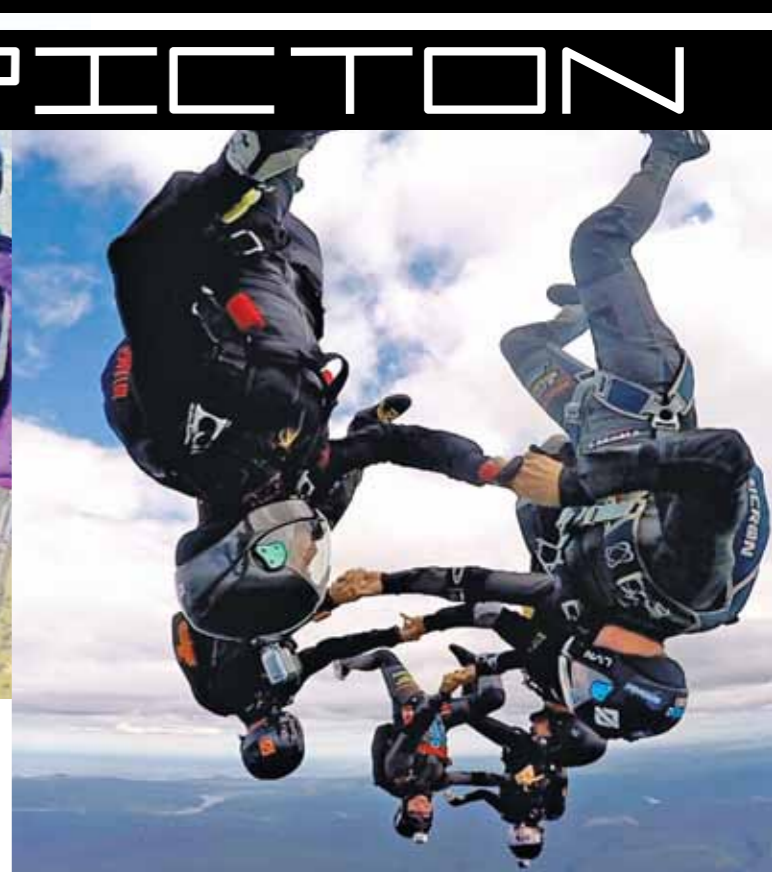


9-WAYS
SONNICA POKROY
CATH COMYNS
JENNY GORDON
KIEREN JAMES
KIM HOPWOOD
DAN SMITH
BRAD POKROY
KYLE CHICK
NATHAN SMITH
TOMMER VEE



FREEFLYING

@ PICTON



6-WAYS

SONNICA POKROY
ERICA TADOKORO
JENNY GORDON

KIM HOPWOOD
LUCAS GEORGIU
BRAD POKROY

PHOTOS BY CATH COMYNS, BRAD POKROY, KYLE CHICK AND SONNICA POKROY



Describe your skydiving heaven...

Does it have large-capacity turbine aircraft? **Check!**

Does it have glorious days of sun-soaked weather? **Check!**

Does it have world-class coaches and organisation? **Check!**

Pray no longer, you are at Flajflaj

2015

By Jason Lane

Flajflaj (pronounced Fly-fly is the premiere Freefly event in the Nordic flight calendar. Held at Skydive Elsinore, California, for two weeks in March, it brings freeflyers of all experience levels in contact with world-class coaches at a high student to coach ratio. Organisers Peter Nilsson and Carolina Mallwitz brought Scandinavia to Southern California for fun times, hot jumps, and easy living with the Lake Elsinore Hotel and Casino providing accommodation nearby. Now in its thirteenth year, it continues to be the camp for skill acquisition, training, and world-ending parties.



Arriving home it all seems a vivid dream. If it weren't for the fact that my body is aching, my gear is dirty, and my wallet is a paper wasteland of credit card receipts, I would think that my imagination had got the better of me. The evidence is at hand though; the hard drive of my computer is jammed up with video of wicked jumps and I have acquired the hard-edged callouses across my palms that only come from hurried packing. The agreed number of coached jumps per day is six, but you can usually find a jump pig at every drop zone, and for two weeks in March, Elsinore is a piggery...

Week one, day one, started at the comfortable hour of nine-thirty. I imagine Scandinavia must be a refined place, where no one is ever forced out of bed by a RA. call, and the days jumping is only examined after three cups of coffee, two pastries and a barrel of pickled herring. Groups were assigned according to their expressed aims for the camp. The standard ratio for the first week was 1:4, increasing in size and complexity in the second week.

Participants range across all experience levels. The previous year, someone turned up with only 23 jumps. On registering, you simply state what aspect you wish to work on for the camp and are assigned a coach and a group. If they don't get what they're after that day, the coaches get their heads together with the organisers and reassign the groups. It's this kind of flexibility, together with an approachable community of organisers, staff and coaches, that make Flajflaj a great place to learn with fantastic people to be around.

If you haven't met a Scandinavian, I should explain the mind-set:

First, find a map. Now find Europe. It's the small blotchy bit attached to the left of Asia. Now go north.

Further north...

When you find the bit that links the Arctic sea-ice to the blotchy bit you're in the right place. Now imagine what type of people live there, sandwiched up between polar bears, the Norwegian Sea and Russia. Racked by winters, divided by mountains, carved by glaciers.

Now imagine what happens when they go someplace sunny.

I spent the first week handing out sunscreen. Coming from a place that doesn't have an ozone layer, and trying to explain the benefits of SPF 30 to a group of people who simply don't need one, led to some misunderstandings. However once I spelt out what "slip, slop, slap" meant, they let me rub anything on their exposed skin without further awkward conversations, or an invitation to stay the night.

To be fair, Southern California is in the grip of a four-year long drought with daily temperatures climbing into the mid-thirties. This caused some concern amongst the Scandinavians with the appearance of "Dust Devils" in the landing area. Us amongst the Aussie camp looked on in bemusement as the loads were held for what we would call "A Little Wind".

The Aussie camp was struggling with the climate; Jay spent a few sleepless nights in Eloy before road tripping to Elsinore. Richard ran into some local talent the first night in L.A. and barely made it out to the drop zone with his blood volume intact. Tracey grappled with jet lag the entire trip, whilst I must've spent too long in the hot tub at the pool party and needed to rehydrate for the following three days. The Scandinavians partied the whole two weeks and were still going well after we left. I imagine at a certain level of blood alcohol in northern climes has the advantage of acting as antifreeze.



The poker tournament is a feature of Flajflaj, and the largest, Skydiver-only poker tournament in the world. The prizes for winner and runner-up were a half-hour of tunnel time at Bottrop, and for the winner a tournament bracelet. When, on registering, I was seated next to Peter Nilsson I knew I was in trouble; Peter had won the previous two bracelets and was clearly out for a third. On the pivotal hand I pushed two pair, Peter had three, and I had the dubious honour of being the first out. However it was the "Lady Viking" Marie Sjödin, who carried the night and spent the rest of the camp being toasted by everyone.

Midway through the camp is a two-day break. Skydive Elsinore is a Tandem hotbed most weekends and the motorsports park next door holds the Lucas Oil Off Road Racing Series over the same two days. Most people decided not to compete with several thousand dusty sports fans and the resultant traffic jams, and instead sampled some of Southern California's other attractions. Rob Guild thankfully didn't take my advice and the Australian Consulate in Mexico City did not have to rescue anyone from Tijuana.

Beginning week two, the groups began to build toward a greater degree of skill. We were able to join a group with Berserk Freefly member Marius Sotberg who had us exiting 4-way linked Head-up/Head-down rounds (with stingers), transitioning to sequential block moves and then Tracing. From there the learning curve passed vertical and we joined Amy Chemeleki for some 6-way sequential skydives alternating with VFS block moves and movement. It was both humbling and daunting to find oneself on the bottom of the totem pole, skills wise, and yet seeing national champions also struggling with the complexity of the dive.

I will never forget our time at Flajflaj; the atmosphere, the people, and the place. The organisers call it "The Flajflaj Family" and I can now see why. For thirteen years, this group has been returning to the same place, at the same time every year, with the simple aim to be better flyers and to pass on the knowledge. We will be returning next year!



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Kane riding Zsolt. Photo by Brody Johnson

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"Live life now because you might not get to live it later!"
MICHAEL VAUGHAN, AUGUST 2012.

11/09/1969 - 28/03/2015

TRIBUTE TO **MV**

Michael Vaughan

By Kelly Brennan Aerial photos by Curtis Morton

We often over-use words like 'legendary' and 'awesome' in this sport. When we're surrounded by inspiring people, stunning achievements and generous mentors, the superlatives easily slip off the tongue.

So it's a challenge to find the right words in a tribute to the best of the best. Michael Vaughan was a humble, self-effacing man. He would have hated to think that his death would elevate him to some mythical, demigod status. He would have argued that too much magazine space for him would reduce the exposure for other skydivers' worthy achievements.

Well, Michael might just be stuck with a few paragraphs of praise here, whether he wanted it or not. Perhaps even a few pages.

I won't ignore his wishes entirely. Instead of seizing on the many powerful salutes to Michael since March 27, I'll only include comments that people made about him before that horrible day. And I'll try to let the achievements speak for themselves, without using too many of those superlatives. I was already writing up his story so that everybody could appreciate how much Michael had already done. It was meant to be an embarrassing but well deserved surprise for a modest hero. Like everyone else, I expected the story to have many more chapters in the years ahead.

There's no escaping the simple fact that Michael was a legend. Not because he died. But because he chose to live so well!





HOW IT ALL BEGAN...

Michael Vaughan started jumping in 1996, when his boss and her secretary booked in to jump. He'd never had an interest in skydiving before that, but he said, 'Why not?'

"I never would have dreamed that this wonderful sport would become such a big part of my life," he reflected.

Michael's 100th jump, from an ultralight, ranked in his top ten jumps of all time.

For a few days after his thousandth jump, the milestone kept echoing in his head. "ONE THOUSAND! I have ONE THOUSAND jumps!" he kept saying to himself, unable to believe what he'd done.

It wasn't long before Vaughany notched up achievements that left the rest of the skydiving community in awe of him. He collected world records, international medals, Australian records and APF awards. Each time, he'd accept a brief moment of applause on the podium, then he would get on with the job of making himself better, and building our sport.

"I can think of no-one on the Australian skydiving scene who is more highly regarded as a competitor or mentor," said NSWPC Chair, Mark "Stretch" Szulmayer.

Michael first reached the world stage as a flat flyer with the Aussie 8-way team in 2004 and 2006. He was also part of the World record 400-way in Thailand in 2006.

By this time, he'd walked away from a successful career in computer engineering and pre-sales, and was living in Picton. He committed to no alcohol and no coffee, in pursuit of his skydiving dreams.

"I was certainly inspired by Michael," said former Director of Competitions, Lisa Perdichizzi. "Especially as I soon saw his goals become reality."

CANOPY PILOTING...

It didn't take long for Michael to make a name for himself in the emerging discipline of Canopy Piloting, representing Australia from 2004 to 2010 and winning a silver medal in the first CP World Championship. He was the first recipient of the Tim Bates award in 2008.

European skydiving great, Pete Allum, remembered Vaughany as the man busting out the biggest turns and wearing the most weight, with the hardest arse in the world!

Michael wore stacks of protection, but he conceded the heavy lead and rough landings were pretty hard on his body, and he put his CP days behind him.

CANOPY FORMATION...

The next chapter of Vaughany's amazing career was historic for Australian skydiving. He joined Jules McConnell and Craig "Crash" Bennett in Oookoonono. Together, this perfect blend of skills and friendship made magic happen on the Canopy Formation world stage.

Time after time, they would win medals and break records.

Michael's family was barely aware of his success, because he didn't make a big deal of it. His Dad began to get an idea of his status when Michael took home a trophy from Russia, which was nearly as big as he was.

When Michael brought Kate into the family fold, the couple happily shared their travel adventures, and Kate was proud of her man. But the extent of Michael's success was not something that dominated family catch-ups.

His achievements were certainly no secret to his peers, or to World Champion CF pilot, Chris Gay, who was Oookoonono's team mentor.

"I have been to five world skydiving championships with Michael," said Chris. "On the international competition circuit, he commands the greatest of respect from skydivers around the world."

"Whether he's signing autographs and taking pictures with the kids at airshows, or working with a record-setting team, his representation of Australia is always in a most professional manner," he said.

While he was competing at the highest level of Canopy Formation, Michael never lost his flat flying skills. The Australian FS team, Rotor Out, nominated him as their alternate at the last two World Championships.

Jules McConnell said Michael always strived for the best in performance while still having fun.

She recalled Michael injuring himself during a landing at the U.S. Nationals, just four weeks before the 2012 World Championships. "The damage to his back and ankle stopped him from any further training," said Jules. "But he still managed to compete in Dubai (whilst hobbling) with a smile on his face, and the same charismatic demeanour amongst other competitors and team-mates, to take the bronze medal."

This determined trio set their first Aussie record in 2009 with 13 points. By 2014 they took that record to 31 points.

In the midst of all of that, Michael and Jules somehow found time to plan and execute 150 skydives in a day. When they set themselves a goal, there was no stopping them!

There were other records as well. A 100-way world record. A 36-way Australian record. And Michael was working with Jules towards a 50-way Aussie effort later this year.



*"Don't cry because it's over.
Smile because it happened"* DR SEUSS



LEADER, TEACHER, MENTOR...

Michael shared international ceremonies and world podiums with just a handful of special friends. But he shared his knowledge and skills with every skydiver that he met.

In 2010, Michael was one of a dozen recipients of the APF's Future 50 Award, which honoured skydivers who were shaping the future of our sport.

He was passionate about safety and about developing many aspects of our sport.

His coaching courses were sell-out popular, and if the weather was bad – during a course or a boogie – Michael could always fill the time with a really useful training session.

Sarah Hogan was a young Victorian skydiver who'd signed up for a canopy course with a man she'd heard so much about. But the weather put a halt to jumping plans. "During the day... we discussed canopy control, landing procedures in all different weather conditions, malfunctions, exit order, exiting the aircraft, exit separation, jump run and checks on your skydiving gear," said Sarah. Michael also took them through practice cutaways and monthly maintenance. "I consider myself lucky to have spent a day absorbing his knowledge," she said.

Generations of future jumpers will also benefit from Michael's starring role in the APF 'Cutaway' video. He put himself through fifteen cutaways in three days, during a challenging shooting schedule.

"Whatever we gave him, Michael kept his cool and performed superbly," said rigger Nigel Brennan who helped engineer the malfunctions for the video.

The video's producers said the horseshoe malfunction proved Michael's mastery of the profession. "Michael displayed absolute nerves of steel under incredible pressure," wrote Andrew Forsyth and Don Cross in an ASM article.

Michael's commitment to the project was no surprise to Jules McConnell, who saw his vigilance at many drop zones. "He never misses a misrouted 3-ring, chest strap or any other equipment defect on the load," said Jules. "He never makes a scene. He just quietly pulls the jumper aside and educates them on the safety aspects of the situation."

It wasn't just the newer skydivers who learned new tricks from Michael. He took a bunch of 'Skydivers Over Sixty' under his wing at Batchelor a couple of years ago, helping to coach them to a new Aussie record 17-way.

He also came up with a brilliant initiative to encourage more competition at the 2015 nationals. The three members of Oookoonono split up for the competition, running teams of their own.

Michael led workgroups at APF conferences, and he helped to develop the Star Crest manual. Like his old friend Fiona McEachern, Michael did more to support the sport behind the scenes than most jumpers would ever realise.

MICHAEL'S LEGACY...

Lisa Perdichizzi watched Michael evolve into a top competitor and CP judge, representing his country many times. "He is undoubtedly the best Australia has ever had," she said.

Chris Gay said Michael was an inspiration to everyone around him.

Jules McConnell praised her team-mate as one of the most talented, generous and selfless skydivers that she knew. "He strives to be his best through arduous training under guidance from the world's best, and then volunteers all his knowledge to upcoming jumpers and peers to better the sport."

I once asked Michael what made a jump memorable for him. "Any skydive where I see someone smile or laugh under canopy," he replied. "Or when I see someone jumping out of their skin with excitement once they have landed safely!"

Vaughany's achievements – and the tributes from those who knew him – could easily fill a whole ASM issue. But he wouldn't have wanted that. He never sought the spotlight and he felt uncomfortable when it found him.

As our hearts break for our friend, Kate Vaughan, and the skydiving community comes to terms with an incomprehensible loss, let's all show our respect for Michael in ways that he would appreciate. He'd want us to look out for our mates. Let's be vigilant with equipment, share our knowledge, and always strive to be better at what we do. Most importantly, let's laugh and smile with our friends and appreciate them while we still have them.

*"Results and medals don't define me
as a person they just make up a part
of who I am."* MICHAEL VAUGHAN



MICHAEL'S ACHIEVEMENTS AND CONTRIBUTIONS... [AKA THE MV CV...]

Relative Work

- Australian 8-way FS team 2004, 2006
- 400-way world record, Thailand 2006

Canopy Piloting

- Australian Canopy Piloting Team 2004-2010
- Silver medal in CP Zone Accuracy, 1st CP World Championship, Austria 2007
- CP Judge

Canopy Formation

- World Record 100-way Canopy Formation, U.S.A., 2007
- Australian Record 36-way Canopy Formation, Nagambie, VIC, 2009
- Australian Records: thirteen points in CF 2-way in 2009, right through to 31 points in August 2014
- Australian 2-way CF Champion eight years running, 2007- 2014
- Bronze Medal, 2-way CF, 2009 World Games, Taiwan
- Silver Medal, 2-way CF, 2010 World Championships, Russia
- Bronze Medal, 2-way CF, 2012 World Championships, Dubai
- Silver Medal, 2-way CF, 2014 World Championships, Bosnia

Other

- Tim Bates Award recipient – Inaugural winner 2008
- APF Future 50 Award, 2010
- Australian Record 150 jumps in a day, January 2012
- Malfunction demonstrations for APF Cutaway video, fifteen cutaways in three days
- Coached and engineered SOS 17-way Australian record, Batchelor 2013
- Safety and educational courses at drop zones around Australia.
- Coach at various Boogies around Australia



ONE WAY TO HONOUR MICHAEL

In the 24 hours after the incident, Michael's family was astounded by the medical teams' courage and expertise. The Westpac Rescue Helicopter Team from Lismore performed miracles to help Michael survive his initial injuries. Then, through several hours of surgery, Michael was in the best possible hands at the Gold Coast University Hospital. These compassionate experts provided total respect to 'Team Michael'. Please consider donations to either organisation, or both, as a way of honouring Michael Vaughan.



"I don't do teams to do competitions. I do competitions to do teams." MICHAEL VAUGHAN

From Michael Vaughan's family...

Michael's family is in shock at the sudden loss of their beloved husband, son, nephew, cousin, and godfather. Michael was an exceptional human being, in many aspects, not only in skydiving. He was an incredibly intelligent man, who obtained a degree in mathematics to start his first career in computer engineering and pre-sales. He worked in Wollongong and Sydney, but also around the world. He retired from conventional work at age 35 and made many lifestyle sacrifices to enable him to live his skydiving dream. Michael settled in Picton, honing his skills and developing himself into the multi-discipline, world champion athlete he became. Michael was a very humble and sensitive man, perhaps not a typical skydiver. Once he attained enough knowledge himself, he naturally began teaching and coaching others. His contribution to the safety of Australian skydiving and Australian competition skydiving is immense. It's clear to see from the reaction of all who knew him. That will be his legacy. To his wife and family though, he was just 'our Michael'. A gentle, sharp-minded, meticulous, organic high achiever with a quick, wicked laugh, and a penchant for BBQ shapes and Chuck Norris jokes. He was an incredible soul, who always managed to charm anyone he met in the most understated way. He did this without even trying, or indeed any awareness that he had done so. Michael was the brightest of lights in our lives. It is impossible to comprehend what's next for us all. We are just trying to take things one day at a time.

By Kate Vaughan and Gordon Vaughan.
(Michael's wife and father)



Alana Clarke

12/07/1985 – 27/3/2015

Spread your wings Alana Angel and soar high, share your intoxicating smiles, your cheekiness, your beauty, your gifts, your colours and your glitter in other realms of existence.” – Elfie Jadenam



Capture your dreams – memories will follow

Alana Clarke

I am Alana CIRCA 1999

- 1** I was born Briony Alana Clarke. I changed my name at thirteen to Bree or “Breezy” as I came to be called. At 23 I changed my name again to Alana. Just, Alana Clarke.
- 2** I hate when people sneeze, and as fate would have it, I now suffer from hayfever.
- 3** I love music, yet I am not in the least musical. I guess I will just have to be content with dancing my heart out.
- 4** I learnt to ski when I was two and a half. I am now learning to board and I love it!
- 5** When I get the giggles, and I really get going, my shoulder kills me, and I don’t know why.

“Tame birds sing of freedom, wild birds fly. You were one of those free birds who fly directly in the heart of people and stay there for a lifetime. You showed us that you could create and find, in every place of the world, parts of your own family. Thank you for letting us see the world differently through your eyes and camera.” – Yvonne and Laura

- 6** My dad and little sister live two doors down from me. It makes me so happy to have them so close; I am so lucky. I know I’ll be sad when it’s time to move again.
- 7** I love learning about all things esoteric and metaphysical. I am a sponge.
- 8** Purple is my favourite colour!
- 9** I used to be massively into Netball. I played two games a week, trained twice a week, coached a kiddies team, and umpired!
- 10** I used to jump off really high things.. like the quarry in Mt Eliza and the tower at the end of Mornington pier...
- 11** Unbelievably, I have never broken a bone – touch wood!
- 12** I take a lot of photos!
- 13** is my lucky number.
- 14** People don’t have to earn my trust, they have it from the start. They can lose it; and once they do, I don’t have much time for them.
- 15** Doughnuts are my weakness. Years ago, I believe I ate something like twenty in one go, but it could have been more.
- 16** Everything I owned until I was two was blue – my parents thought I was going to be a boy. Luckily I hated pink.

- 17** I am a Cancerian born in the year of the Ox, which makes me a Crabby Cow.
- 18** I have no real direction with regards to my career. I haven’t found my passion yet... Anyone seen it?
- 19** I have four tattoos, and it’s about time for another!
- 20** When I was little, I had blonde curly hair.
- 21** If I can’t decide between two things, I’ll buy them both!
- 22** I love my stuffed toys, I have my original Humphrey B. Bear, who is as old as me, and Boing my skydiving lemur, and Gizmo who lives in a kettle, and Stitch who watches movies with Zac; and when I went to Disneyland last year I came back with so many toys!
- 23** I have never washed my car.
- 24** It takes a lot to get me angry, but when I get there, it’s pretty scary – especially for me!
- 25** The most important thing in the world to me is my relationships with friends and family. Nothing is better than them.

Peace Out xoxox

“Thank you beautiful soul for sharing your gifts and magic with this world, you have awakened the hearts of many, and leave us so loved.” – Sally Peterson

“Alana found the joy and fun in everything, she even discovered that the word funeral contained the word ‘fun’, so she called it ‘fun-eral’.” – Funeral Celebrant

“Clarkey is one of the greatest spirits I’ve ever known. It’s impossible to imagine a spirit like that just vanishing.” – Ashley Bell



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TEAM Impulse

HOW TO TRAIN FOR SUCCESS

| BUILDING TEAMS | STRUCTURING THE TRAINING | USING THE TUNNEL EFFECTIVELY |

By Dale Findlay Photos by Luke Oliver, Lea Critchley, Danielle Jaros & Calder Chernoff

Most of us have trained for and played some form of sport at some time in our lives prior to taking up skydiving. Have a think about how we learned to play these sports, or to perform any other activity for that matter? I'm betting that you can recall doing hours of practice, focussing on specific skills and techniques. With the advent of wind tunnels in our sport we can build airtime and train in ways that were previously unthinkable for most teams. Specifically, focussing on skill and technique so that we can be sharper and go faster!

In this article we will share some of Team Impulse's experiences with integrating Tunnel into our training and how we built a program to earn us a gold medal, and Australian record in the Intermediate 4-way competition with less than 50 jumps and six hours of tunnel training together. We love to compete, and are keen to see more competition so we are sharing our experiences to help other teams realise similar results. What will probably surprise most jumpers in the Australian skydive community is that Team Impulse spent very little time doing any actual 4-way draw jumps in their training.

Flying in the tunnel is fun and with more airtime you will eventually get better; in the same way that if you play enough games of any other sport you will eventually get better too. But in other sports, no one trains by just playing a Sunday game, so why do we do regular draw jumps in the tunnel for training? We build airtime but, to use a sporting analogy, isn't this the same as practicing by playing a Sunday game? Take cricket for example, no matter what level you consider, when players practice they break down the game into the core basics: catching, throwing, bowling, batting etc. and repeat them over and over and over again. Even the most elite players, before they start an innings, warm up by



practicing. So why don't we see more of this approach applied to skydiving and in particular to tunnel training? Before we get into how we structured our tunnel training, I would like to share a few prerequisite steps we went through on building the team:

1. FIND A TEAM AND DEFINE YOUR GOALS

The first step towards building a successful and fun team is to find teammates with similar goals. This is probably the most important step of the team building process. If there are dissimilar goals between team members then this will create tension very quickly. It is important to be open and honest about what your goals and expectations are from each and everyone in the team from day one.

2. WORK OUT A BUDGET THAT WORKS FOR ALL TEAM MEMBERS

This is probably the next most important step. Team members need to define how much they can afford to spend on training. Budget might not just be defining how much money you can spend; time is also an important factor. Everyone needs to agree on how much time and money they can afford to commit to the team. Again, everyone needs to be completely open and honest at this stage or else you risk misleading your teammates on the teams' collective ambitions. This is also vital when it comes to the next step.





Tuesday's on the creepers to learn creeping technique and the formations. This was invaluable during competition, as we didn't have to spend much time and energy learning the formations.

Our plan was to go hard in the tunnel at the start. The goal in this phase of our training was to sharpen our individual flying skills. The theory behind this is that if we can all fly better as individuals, we should be able to put it all together and collectively fly better as a team. The training was broken down to the core skills required to fly 4-way.

Step 1: Mastering the Body Position

The body position we adopt for formation skydiving is the mantis position. The techniques used to manoeuvre while in this body position are different to those taught in your first jump course, and to a large extent, your B-Rels. The theory is that you use your arms and legs as the instruments to initiate and stop all of your moves whilst maintain a stable platform (your body). This can be broken down into a few really basic drills, which will help wake up your arms and legs. Specifically practising initiation and stopping of turns by:

- Using your arms only;
- Extending one leg up only;
- Extending one knee down only
- Combining the up and down leg;
- Combining your up leg, down leg and arms;
- Using these skills to side slide;
- Learning how to move forwards and backwards.

Forwards and backwards is a misunderstood skill by most skydivers. We do not extend our legs to go forwards. It will



3. PLAN YOUR TRAINING

When you get to this step you need to think about what the teams' goal is. If it is to be competitive at the next Australian Nationals, then that is the date you need to work back from to plan the training. This step is where you define what the ratio of tunnel to jump training will be and rough training dates for the team. It is important at this step that you do not overload the team too heavily on jumping or tunnel training.

The tunnel is a fantastic training facility but if the training is not structured well you can build in some bad habits too (lack of referencing, using the walls, etc). It also doesn't allow you to practice the first 10-15 seconds off the door, the exit and sub-terminal hill work. So the tunnel needs to be used in the right way and the camps need to be programmed at the right point of your training regime. Doing lots of tunnel just before the Nationals, if that's your target competition, can undermine performance. The regime that Team Impulse used through 2014 to get them to the 2015 Australian Nationals was along these lines:

- July: Team Formed
- August: Tunnel Camp 1 (body flight basics)
- October: Tunnel Camp 2 (body flight basics + block drills)
- November: 6,000ft exit and hill training (twenty jumps)*
- November: Qld State Meet (five rounds + five practice rounds)
- December: Training Camp from Altitude (twelve jumps – we suffered weather restrictions)
- January: Australian Nationals (with one day of "warm up" jumps – not training!)

* Low altitude jumps to reduce training cost, specifically focussing on the exit and hill.

You will notice that our plan was heavily tunnel orientated at the start and slowly phased into focused jump training. This resulted in our performance peaking on the day of competition.

4. WORK THE PLAN

Once all of the previous steps are put into place all that left is to go hard and work that plan. Ensure that you keep your body physically fit in between tunnel or jump camps, not forgetting to spend time training your mind. Some of the cheapest training you can get is to creep. We trained most

work but it is not as efficient and will tilt our body creating an exaggerated vertical displacement which makes vertical block moves much more difficult. Forwards movement is performed by extending an arm straight in front of you, tilted down at approximately 45 degrees; this will deflect air and drag you forward through the sky. Backwards is a manoeuvre completed using our legs, by dropping a leg and catching air with the bootie. It is similar to how we would tray and kick a hackie sack. Backwards is definitely the more difficult one to master!

Step 2: Drilling the Basics

We use the skills learned while redefining our body position to focus on specific manoeuvres required for fast and efficient formation skydiving. This is what we spend the bulk of our training doing. We have a program we follow, which we complete with our piece partners, practising a series of moves incorporating different combinations of the basic skills. This generally includes:

- 90-degree turn and 360-degree turn drills ensuring correct turn initiation and accurate stopping;
- Open accordion and stair step 2-way drills, which focuses on 90-degree turns and side-slide technique;
- Individual forwards and backwards practise (two in the tunnel);
- Side-slide drills, incorporating vertical hops;
- Impulse 360-degree turns – this is an advanced technique building on the combined arm, up and down leg technique described earlier.

Step 3: Piece Partner Drills

One of the best things about the tunnel is that we can drill the skills required to fly with your piece partner through the blocks. In the Intermediate dive pool there are sixteen random formations and only eight blocks; as you move into the Open dive pool an additional fourteen blocks are added. This means that piece partner flying technique is very important. You need to have sharp skills to make this work well, because the rest comes down to timing. Typical drills performed include:

- Spinning Side-bodies (forwards and backwards)
- Spinning Compressed Accordions (forwards and backwards)
- Spinning Cats
- Spinning 3-way Donuts
- Spinning the 3-way Monopods

Step 4: 4-way Blocks and Test Draw

The last couple of sessions in a training camp mainly focus on putting a lot of these skills together and drilling the block manoeuvres. There is a lot of timing to sort out and putting the drills from Step 2, Step 3, and the many hours of creeper practise into the air is an important step.

A fifteen minute session in the tunnel would generally look like this:

- 2 – M
- 4 – M
- 6 – M
- 8 – M
- 19 – M
- 21 – M

We do 10 x 90 second rotations in fifteen minutes, so the remaining four sessions are used to drill the blocks which are not working well. Notice that we have not drilled 7's or 9's. These can almost be classified as randoms, and a lot of these skills have already been practised earlier in the camp. If time permits we would drill these too, because learning how to reference off each other and learning the timing of the keys is important too.

Alternatively, as your block technique improves the drills can be modified to drill two blocks at a time in a sequence similar to this:

- 2 – 4
- 6 – 7
- 8 – 9
- 19 – 21

Then finally, at the end of the camp, we would do a 10-jump draw to gauge where we are sitting and how much we have improved since the last camp.

The recent Nationals success seen most notably by the Queensland teams in the Intermediate 4-way FS event can be significantly attributed to the very focussed training regime which optimised the time spent in the tunnel and on the drop zone. Both Team Impulse and the novice members of Team Pull-out went through the same tunnel-training program. This is not just an approach for novices; it works for all levels. This is a program that has been refined from Grant Christie's experiences training and jumping on teams with Joey Jones.

The proof of the success of this program is in the recent Nationals' results, where the two Queensland teams broke the standing Australian Intermediate record by an astonishing seven points. Should you wish to know more about the training structure please contact any member from Team Impulse.

Train hard, Stay safe.

<https://www.facebook.com/skydiveteamimpulse>



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TEAM BELLATRIX

WHAT BETTER WAY IS THERE TO SPEND THE WEE, DARK HOURS PRE-DAWN WHILE SUFFERING FROM EAST COAST- WEST COAST JET-LAG THAN TO WRITE A LITTLE SPIEL ABOUT OUR TRAINING CAMP?

By Riss Anderson
 Photos by Mark Laing

The Bellatrix journey continues with Camp 2 now done and dusted. After an epic first camp in the U.S. late last year and a follow-up performance at the Aussie Nationals in January, where we managed to take out second place in the 4-way Open category, we'd had about six weeks to prove to our respective employers that we were actually worth keeping around, despite never seeming to really be at work, and to scrimp and save some funds for the next instalment. (I actually buy my Mi Goreng noodles in bulk to save money on them. If the pesky mice that co-habit my caravan didn't like them almost as much as I do, I'd only have to buy half the amount!).

My first new introduction for the camp was 'Bella'... an old Cressida. She was a beast of a machine that Miss Lavana had generously offered us the use of during our camp. Thank you! All we had to do was drive around in her with our best hair-flying-in-the-breeze-advertisement looks on to draw attention to the big FOR SALE sign on the back. Winning. I think she failed to imagine the unattractive, matted knots of tunnel/jumping hair that would actually be bobbing around inside. Ah well.

Bright and early the next morning, Kate and I headed back to the airport ready for our second introduction of the camp – our new

coach, Steve Hamilton. You may know him from shows such as British Sky-Gods, How to Skydive 101, 102 and 103, The Silver Fox Accidentally Stumbles into Hooters, and How the Coriolis Effect Influences Your 360 Degree Turns in Place. Kate, in her "I'll be easy to spot in my Icarus t-shirt", pried him away from the female backpackers that, in your defence Steve, could have been us... We all piled into Bella to head straight to the tunnel, meet up with the rest of the team and get going in the crack-pipe.

We had a four day on, one day off, five day on schedule that included five hours of tunnel and 40+ jumps. To and fro-ing between the outstandingly spiffy suburbs of Penrith and Picton – what better way to show off the gloriousness of Sydney, Australia to our new Pommy mate. Karen and Ann-Marie were waiting with hugs and excitement galore at iFly Downunder, and after IV'ing some much needed caffeine into our coach, we got our knees into the indoor breeze.

There is a weird phenomenon that I have noticed over my years of training camps. That is, after a break when the team gets back together the performance seems pretty awesome at first. It is not until the second or third day that it all seems to go downhill and you are left trying to scrap together pieces of tragedy and astonishment at your own lack of control in some sort of floundering attempt to clamber back up the ladder of semi-success. This trend seems to be fast-tracked in the tunnel and I'm pretty sure after breathing a sigh of relief that we actually knew how to do at least a little bit of flying by the end of our first session, Steve then began





spluttering when we continued showing him what we were made of.... ack. OK, so there was some work to be done. Apparently there is a trend of troughs and peaks, and a process a team goes through when absorbing new information and putting it into action. One that involves a substantial amount of frustration and quite a few knocks to the head (both physically and meta-physically). Ah, the joys of it all. I am pleased to say that within a few days, kudos to Steve's keen eye for technique and ability to tweak some gems out of a pile of rocks, Bellatrix was starting to make some serious progress.

As with all teams, there are a variety of personalities and character strengths/flaws too within ours. It is a big part of playing a team sport to be able to blend these traits to maximise your team success. It is a fabulous study of human psychology and something that fascinates me to no end. I have to admit, in Bellatrix, so far we are rocking it (without even requiring too many rock meetings, hehe). I'm so happy to say that my teamies are all super-awesome, committed, motivated, intelligent, fit, encouraging women who are open to feedback and willing to do what it takes to make things work. Pity about myself! I seem to get a little something different from each of them and they somehow manage to help me through my periods of self-flagellation whilst allowing me my moody moments and need for occasional isolation. Thank you girls.



So the camp continues, and Picton bound in Bella, we discover a cassette of Deepak Chopra, We all need to feel loved and lovable. Gah... choke (just in case you thought I was getting all sentimental with my previous paragraph). It was time to take our new-found tunnel techniques to the skies. We actually managed to hold it together in a tight, 'we may as well still be in the tunnel' fashion for half a day before remembering that we had all that big blue sky to explore. So explore it we did. Tut-tut-tut. Knuckles rapped by coach. Try to acknowledge the fact that you have to stop harder when you have the extra weight of your rigs on. Things got messy... then they got neat again. But we still couldn't win – getting told that we were being "too calm, too pretty. Why don't you guys try pushing the envelope a bit more?" Just to clarify – no, that does not mean go faster, that means not stopping at each grip for so long. What a novel idea! And it worked, at least for a while.

Except for one day of funky winds where I nearly femured myself two jumps in a row, and immediately called it quits until the winds settled down – Picton offered us up some spectacular weather and we managed to squeeze in 37 jumps over the four days with the ups and downs, and with some eventual progression. Our cameraman, Mark, took one for the team and had the only chop of the camp – his first – hang on a sec, where was your carton Marky?

He also took a pretty good one from that bitch of a tail flyer – copping an awesome bootie to the face on one exit (apparently there is no need for me to take up karate). With some mild concussion and one canopy out making love to the field rats somewhere, we did the rounds of local Picton cameramen for one day. Thank you to all the boys that helped out.

And back to showing off my sweet, deep and sentimental side... The team decided to strike up a relationship with a sports performance coach of the mental type. We spent a few hours in the classroom one evening discussing individual/team goals and dreams, and being introduced to the idea (shock-horror) that we may have individual issues that could be holding us back. It brought back memories of this one time... in intervention camp... Nah, seriously – it was pretty bloody cool, and James (from The Mind Mastery Institute) is an inspirational man with a pretty insane story

and this fantastic drive to help people like us get where we want to go. I am looking forward to doing some work with him in the future to help me sort out my issues. God help him! He even came along to our last day of tunnel training and we ended up throwing him in there for a couple of minutes. Being the super athletic karate/zen guru that he is, the tunnel rat barely even had to touch him, and James is now thinking about doing his AFF. Winning!

So, a big shout out to Sydney Skydivers for supporting Bellatrix and being so agreeable with all of our scheduling requests. Also to Jimmy our packer for providing his typical humorous entertainment and no chops (yes Mark – you packed your own). And back to the tunnel we go. For those of you who haven't yet gotten your bums to the iFly Downunder in Penrith – do it now! What a fan-bloody-tastic training tool the wind tunnel is, and with a bunch of awesome peeps there to help make your experience all that more fun. It is a pretty top-notch tunnel with amazing facilities (jeepers – just try not to have an orgasm when you wrap your mouth around one of the UpRaw Cafe's Rawky Road bars, I SWEAR!).

Two final sneaky hours in the tunnel to finish the camp off. Steve had us practising tunnel-competition launches. I'm positive the sole purpose of this was for his own shits and giggles. With a higher chance of femuring ourselves (or a team-mate) than landing in funky winds, I am proud to report – WE ARE ALL STILL ALIVE. After ironing out a few block technique issues with some drills, we went into tunnel competition mode. What a blast. With the four of us launching in at the same time from various monkey-grip poses around the door, we'd turn three points, jump out again and then do it all over with our competition faces on – this time for the remainder of our time. The tunnel rats didn't know what to make of us jumping in and out all of the time, and we caught a few of them off guard as we all barraged at them while they were chillaxing in the doorway. We ended it all off by doing the most recent XP Paraclete Tunnel Meet draw. Managed a 17.9 average... Now to try to make that happen in the sky!

As always, a list of Thank You's.

To everyone I mentioned above: Sydney Skydivers – and all of the awesome staff there; iFly Downunder – and all the awesome staff there; Jimmy the packer; the helpful fill-in cameramen (cheers boys); and Lavana and Bella – a massive thank you! A gratitude-packed 'feel loved and lovable' thank you to the amazing Steve Hamilton. Can't believe you managed to stay somewhat sane trying to keep us all in line for such a duration. Guess it helps when you weren't that sane in the first place. And of course, to my team - keep being awesome. I can't wait for the next one (camp, that is – not team)!

Bellatrix are heading off to represent Australia at the World Cup at Holland in September. Good luck!



James Buckley, our Performance Coach



- TEAM MEMBERS**
- RISS ANDERSON**
 - KATE VAUGHAN**
 - ANN-MARIE**
 - KAREN FULLER**
 - MARK LAING (CAM)**



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BLAST FROM THE PAST



FORTY YEARS AGO

By Sheena Simmonds

The 1974-5 Nationals were held at Rylestone/Kandos, N.S.W. At that time skydiving was a male dominated sport but there were girls on some teams. Wendy Rose rounded up all ten of us to try for the first Australian all girls ten "man" Star.

Bruce Towers donated his Navajo (EYF) and Greg Graham flew stills camera. Videographer was not yet in the lexicon – in fact the only video we saw was a rather bulky one borrowed by team Joint Effort from the N.S.W. Department of Sport. This was mounted on the wing to film exits at the team camp at Bingara.

Joint Effort went on to win the Nationals and place second at the first World Formation Championships at Warendorf in Germany.

The crew was Wendy Rose (Llewellyn) VIC, Sandi Ackerman U.S.A., Gaye Conlan N.S.W., Mary Kaberry (Ski) N.S.W., Anne-Marie Dempsey QLD, Annie McKie (Swinbourne) N.S.W., Faye Cox QLD, Sheena Simmonds QLD, Donna Berthelsen QLD, Maggie Taylor, VIC.

Reading an article by the lovely but sadly late Gaye Conlan in a 1975 "Australian Skydiver", a B/W magazine which preceded "Rambling On" and "ASM" and edited by Trevor Burns, reminded me of an incident I had quite forgotten. As we were taxiing,

a stark naked male jumper leapt on board and wished us luck then sprinted off.

The exit was a bit messy and we were quite spread out but eight of us formed the Star. It was a bit wobbly at one stage but we held it together. It was nearly nine as Maggie Taylor almost docked at break off. Donna went low and then had a malfunction.

Our bulky fore and aft rigs, and floppy jump suits, are a long way from today's streamlined gear but, at the time, we thought we were pretty cool.

Most of the girls remained active in the sport for some years and a couple are still involved. Faye became the first woman in Australia to be awarded the APF Master of Sport, is Secretary General of the Asia Pacific Parachute Federation, mentor to many, and an APF and FAI Judge. Sheena is also a judge.

Australian women went into the first International Women's Year with an Australian and Commonwealth record for the biggest all girls' Star. It is wonderful that on the 40th Anniversary of International Womens' Day, the Australian record is now 47. We were so proud of our eight "man" but could never have anticipated such a performance by today's women.

It is wonderful to see so many women taking a leading role in the sport today and who have achieved so much at home and internationally. I bet there are rather more than ten on any drop zone at any time!



The formation going from Maggie's left is Sheena, Wendy, Mary, Gaye, Sandi, Annie, Faye, Anne-Marie.



Back row: Sandi Ackerman, Mary Kaberry, Wendy Rose, Faye Cox, Maggie Taylor Front row: Gaye Conlan, Donna Berthelsen, Sheena Simmonds, Anne-Marie Dempsey, Annie McKie.



You want to be a badass? Be a badass at performing your Emergency Procedures. Three simple ideas could save your life. They've saved mine on more than 30 malfunctions. Please consider them. Dan (BC) Brodsky- Chenfeld (Read article to follow titled 'How Well do you Really Know Your Emergency Procedures.)

The following are taken verbatim from a selection of incidents occurring during the 1st quarter of 2015, 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 D, Jump 480. Wingsuit exit was unstable and jumper collided with the elevator causing damage to the aircraft and injured (bruised) her right leg. The jumper was unstable for a few thousand feet before gaining stability. Remaining freefall and canopy flight was uneventful, landing at the landing area safely. **Action:** This jumper is an experienced wingsuiter and has been referred to her Wingsuit community for debriefing and training. Currency may have been an issue.

Certificate C, Jump 109. Jumper failed to "do up" his chinstrap before exiting the plane. On exit his helmet came off his head and is estimated to have landed in an un-habited area. The remainder of the jump was uneventful landing back at the drop zone safely. **Action:** It was his first time here and second jump at this drop zone. An Instructor briefed him about gear checks including accessories. Luckily this didn't cause any injury to anyone on the ground. I have spoken to him about the seriousness of this incident, and we have gone from "I lost my helmet" to "I could have killed someone".

DEPLOYMENTS/MALFUNCTIONS

Certificate E, Jump 664. Hop 'n' Pop from 5,000ft AGL. Gainer exit from aircraft, as jumper came belly to earth he pulled the pilot chute from BOC however started a second back loop so held onto pilot chute. Pilot chute bridle went between legs, while clearing bridle from legs the bridle line wrapped around left arm. Cleared bridle line from arm, normal canopy opening and jumper landed with no further incident. **Action:** Ensure stable exit and pilot chute deployment, jumper reminded not to hold onto pilot chute once pulled from BOC regardless of body position.

Certificate C, Jump 104. Jumper was on a Hop 'n' Pop exiting third out of four jumpers from 6,000ft. Jumper exited unstable as a result of an asymmetric push off the door. Jumper deployed after approx. two seconds believing himself to be stable. On deployment he found himself in a head down position, which resulted in his pilot chute hitting his foot. He then noticed his D-bag between his legs. He tried to roll out of the way to avoid entanglement but in doing so has given himself a probable step-thru. The jumper then has a partially inflated canopy with severe line twists and possible pilot chute entangled with canopy. Emergency procedures were initiated and Reserve was fully inflated by 4,000ft. Jumper landed back on the drop zone without incident.

Main canopy was not recovered so further investigation was unable to be conducted. **Action:** Jumper is very aware of his error and was frustrated by his mistake. The importance of pulling stable was reiterated to the jumper, as height was not a factor in his rushed deployment.

Certificate D, Jump 287. 40 Wingsuit jumps. Jumper's description of incident as requested by DZSO: On final leg of Wingsuit flight circuit, I noticed I was higher than anticipated and as I was going to cross the tar runway I chose to deploy. I couldn't get pilot chute out. After three attempts decided to pull Reserve. Reserve opened with line twists due to unstable deployment. Could not steer Reserve because of line twists. I attempted to kick out of line twists until a couple of hundred feet from the ground, and then I prepared myself for P.L.F. I landed off the drop zone in a banana paddock.

Action: After being debriefed it was recognised that there were a few problems in this instance:

- The DZSO is not happy with the jumper's flight plan and the fact that he flew over the air strip in his Wingsuit, all wingsuiters are briefed before jumping at the drop zone and are advised not to fly over the runway.
- The fact that the jumper was unable to deploy his Main pilot chute after three attempts is a major issue (when DZSO inspected gear after landing the pilot chute was found to come out of the pocket easily).
- After his Reserve was deployed, the jumper's inability to kick out of line twists is very concerning.

The CI has grounded the jumper from doing any Wingsuit jumps until he receives some re-training and undergoes an assessment to see if he is a suitable candidate to be holding the Wingsuit rating. The CI also suggests that the jumper's currency may be a factor in this incident.

Certificate D, Jump 211. 2nd Wingsuit jump. Didn't fully collapse leg wing when I started deployment resulting in tumbling onto back. Couldn't recover straightaway and deployed Main on back. Result was a spinning malfunction. My arm was also caught in some lines. Started EP Main released fine and Reserve opened with a few twists. Landed ok off the drop zone. **Action:** Will collapse leg wing fully and brake before deployment in future.

Certificate E, Jump 657. 1st flight on a new Wingsuit. At 5,000ft could not reach Main deployment handle. Made a further five attempts – unsuccessfully. Deployed Reserve at approx. 3,000ft. Off drop zone landing.

Conversation between DZSO and Jumper after the jump:

DZSO: Did you try any practice pulls on the ground beforehand? Jumper: Yes

DZSO: And? Jumper: I could just touch my handle with my fingertips.

DZSO: So why did you jump it? Jumper: The manufacturer had told me that the suit gets bigger when you fly it and it would be no problem to deploy.

Action: Review suitability of Wingsuit measurements. Suspect measured incorrectly – too short.

DZSO Comment: Years ago we had a problem that many of us wanted to downsize canopies too soon. New problem nowadays seems that many starting wingsuiters are jumping very large Wingsuits too soon. I find it very hard as DZSO to get a handle on this at the moment. There are so many different brands and model suits out there, and every week something new seems to hit the market. It also seems that some Wingsuit coaches out there have no idea themselves.

APF Note: This topic is tabled for discussion at the Wingsuit Workshop at the 2015 APF Conference. If you have any feedback or want to be involved in the discussion, contact training@apf.com.au

Certificate A, Jump 37. Solo flat jump, Freefall was uneventful. On deployment Main opened in line twist, jumper kicked out of line twist and continued with canopy checks. When releasing brakes the left toggle wouldn't release which caused the Main canopy to turn left. Jumper then elected for emergency procedures and had an uneventful cutaway and Reserve deployment landing at the drop zone safely. All gear was recovered, and on inspection, the left toggle was found to be still through the half-brake eyelet but away from the toggle keeper and the excess line was free of the riser. The toggle was easily released on the ground and no apparent cause for the hook-up was found. **Action:** Jumper was counselled on time management and awareness. By pulling the right toggle down the Main canopy would have stopped turning giving the jumper more time to assess the situation and potentially fixed the problem. The recall of the event from the jumper was good although his recall of the altitude different things happened at, was a bit vague. There was clearly some sensory overload and a bit of rushing involved in this malfunction but he made a decision executed his emergence procedures well and landed safely, job well done.

Certificate F, Jump 5,010. Opening at 14,000ft for a 12-way CRW load. Canopy top surface middle cell blew. Tore upper surface and centre rib but from bottom looked OK. Was flying sluggish and near stall point. Pilot of formation spiralled down and after several attempts (due to my fast sink rate) top docked and told me of damage.

Flew biplane around and several others docked making five or six stack. Started getting them to drop off at 3,500ft and I chopped at 3,000ft. Nice Reserve ride and good landing.

Action: Main canopy will need to be tested as DoM is March 1996 and fabric may be getting old. Opening was not unusual or hard. If fabric OK then repair, if not then retire.

Certificate D, Jump 454. Normal freefall. Deployed at 3,500ft after 10-way FS jump. Under canopy by 2,500ft. Canopy had about 10 line twists and was spinning. Started kicking and spread risers apart. Couldn't clear the twist and went to EP Took a few moments to locate my handles. Once both handles located, I struggled pulling the cutaway handle with one hand. Brought my left hand (with the Reserve handle still in it) on top of my right one and pulled as hard as I could. This time the cutaway worked and the Reserve opened immediately. Was under an open Reserve at approx. 200-300ft. Landed OK on the drop zone. Thinking about the incident I assume that I didn't peel the Velcro off the cutaway pud hence the hard pull. **Action:** Spoken to by DZSO and ASO. Conclusion was that I spent too much time trying to fix the line twists and that I need to practice a lot more my EP's so I can perform them flawlessly under stress.

Certificate D, Jump 450. 2-way uneventful Head-up jump. Normal breakoff and track-off. At 3,500ft deployed Main canopy, and during deployment reached up and grasped risers. Soon after, canopy initiated a radical/ diving spiral to the right, which could not be controlled, so elected to cutaway and deploy Reserve.

Experienced difficulty with cutaway handle, requiring the use of two hands. Once free of canopy, pulled Reserve handle. Reserve opened fully by 1,500ft. Good landing and all equipment recovered. **Action:** First thing after inspecting equipment and finding no issues, was to determine why canopy started diving to the right and totally out of control. After talking with Jumper and reviewing some footage of earlier jumps, it appeared that she had been developing a habit of reaching for her risers during deployment. Not a big issue! However, she would reach higher up with her right hand, talking a grip on the riser and pulling it down a couple of inches (Right side only).

It is therefore assumed, that she did the same on this particular jump, but due to canopy already opening with a minor turn, her actions simply stalled that side of the canopy resulting in a "dynamic stall" from which it is unlikely to recover quickly.

Moving forward, she is now being much more careful in where she places her hands on the risers.

The second issue to be investigated was her "difficulty in pulling the cutaway handle". Again after talking with her, and having her demonstrate her technique it became obvious very quickly, that she was a) not tearing the Velcro prior to pulling the handle enough, and b) she was pulling the handle through 90 degree's (straight out from her body) instead of pulling down and out. EP's were revised and will be continued to be monitored for coming weeks by DZSO.

Certificate D, Jump 435. Jumper was filming outside camera for a Tandem. Exit and freefall were uneventful, jumper pitched at 3,500ft and pilot chute and bag lifted out of the Main container. Main did not deploy and when the jumper looked over his right shoulder he could see the Main risers were not connected to the suspension lines. Jumper completed his emergency procedures with normal Reserve deployment at 2,500ft and landed without further incident. When recovered the Main was still in the bag and the lines stowed with one turn of the slinks through the finger traps in each of the line groups.

Several weeks prior to this incident the rig had been hired to a film company. The soft loops had been disconnected from the Main risers for filming and when the rig came back in the mail some weeks later it was still packed. The (very sheepish/embarrassed) jumper had forgotten the lines were not connected to the risers and it was not evident during his pre-jump equipment checks. **Action:** Anytime a rig is out of an owner's control, when it is returned the jumper should do a full inspection of the harness, container, and Main parachute to ensure that it is fully serviceable.

Certificate C, Jump 119. Exit and freefall were uneventful. As the Main canopy deployed, the soft link on the front left riser released causing the canopy to streamer and it started to spin violently. The jumper executed his emergency procedures, the Reserve deployed smoothly and he landed uneventfully on the drop zone. **Action:** The soft links fitted to this canopy were an older style with rings, the jumper had been advised to replace them and had purchased new ones, which he intended to put on at the end of jumping that day.

CANOPY CONTROL/LANDINGS

Certificate C, Jump 149. Canopy – Pilot 150. Jumper was participating in an 8-way Star crest jump. She deployed main chute at 3500 AGL. Encountered turbulence at 150ft was swung around, canopy end cells collapsed and canopy dropped sharply. On late finals of her landing she executed a limited flare (1/4 brakes) and landed heavily on foot. Note that jumper is very lightly loaded for her canopy size. Injury: Fractured right foot. **Action:** Be more confident in flying the canopy all the way to the ground.

Certificate C, Jump 110. Canopy – Pilot 150. Exit, freefall, Main deployment and canopy flight went as planned. Jumper flared at correct height and while running out the landing, slipped and fell backwards putting her left arm behind her to break her fall. Injury: Dislocated left elbow.

Certificate B, Jump 59. Canopy – Safire 220. The jumper landed and flared slightly unevenly, as his canopy dived, he fell backwards breaking his ankle. **Action:** Stress the importance of even flare.

Certificate E, Jump 523. Canopy – Jojo wing xf15/89. Jumper training for Australian CP Nats. Exit and opened with no problems. Entry to swoop pond was slightly on the low side, and an early correction was not done. Jumper impacted the ground heavily just past the pond on rear risers, no toggle input. He cartwheeled to a stop on the side of the runway. It could be clearly seen that he had broken his right femur. Other sustained injuries – fracture to left ankle. **Action:** More swoop and canopy control training when he recovers.

Certificate D, Jump 494. Canopy – Spectre 120. Jumper was participating in a Canopy Handling Course under tutelage. It was her second descent of the day. She exited the aircraft at 6,000ft and opened immediately after exiting. She flew a standard flight plan down to finals.

Jumper has had the habit of braking prior to committing to the flare, which resulted in less power in her flare.

Jumper was briefed on letting the canopy fly on full drive prior to landing to maximise flare power. On final approach the participant commenced flaring the canopy and managed to pop the canopy up five to six feet from the initial toggle stroke. (Approx. 10 to 12ft above the ground) At this point Jumper continued to flare and started asymmetrically using the toggles and bicycle kick under the rising canopy. This asymmetric movement led to an increasing turn from left to right result in a pendulum type motion prior to impact. First point of impact appeared to be left side of hip, buttocks, and pelvis. Injury: two fractures to pelvis. **Action:** Additional care to be taken if the jumper encounters sudden lift or accidentally popping up during the landing phase. Reinforce the PLR technique as required

Certificate A, Jump 38. Canopy – Sabre 170. Exit, freefall, deployment and canopy flight were all uneventful. Jumper was slightly cross wind on final approach and executed a differential toggle movement inducing a further slow right turn and he landed awkwardly taking all of his weight on his right leg. Injury – Fractured right tibia. **Action:** Attend a canopy piloting course.

Certificate D, Jump 573. Canopy – Crossfire 139. drop zone had been on hold all morning. Cloud cover at 3,800ft had prevented Tandems from jumping, but fun jumpers gathered up a Hop ‘n’ Pop load around 10.30am. It was the first load of the day. Winds were very light westerlies on the ground and increasing, but still gentle (10-15 knots) from 2k up.

Jumper was last out on the first pass of five (eleven in total). Apparently, uneventful freefall and deployment. Jumper did his usual brakes to double fronts to 90-degree turn into the landing area. Largely unremarkable and the jumper has been doing this same turn for some time. As he came to the bottom of his turn he had put himself very near to the windsock and a boundary fence. It is then speculated that this proximity to hazards spooked the jumper and took his attention away from the task at hand. He has impacted the ground at the very bottom of his turn. Feet hit first, then straight onto his chest and face. First impact was approx. 1-2 metres from the base of the windsock. Canopy traffic played absolutely no part in proceedings.

Jumper has no recollection of the incident whatsoever. It appears that an otherwise competent and safe jumper was

distracted by proximity to landing hazards in the final phase of his landing approach and neglected to perform life/injury saving brake stab/flat turn. Injuries: two broken femurs, very broken right ankle, fracture to neck (minor, not a spinal injury) and an assortment of broken ribs.

Action: All witnesses to the accident were given a violent and powerful lesson on the dangers of object/hazard fixation and the consequences of low turns.

MISCELLANEOUS

Certificate B, Jump 104. Parachutist was borrowing equipment and picked up wrong rig by mistake (which had an 84 Leia instead of Sabre 170). Upon opening from Hop ‘n’ Pop, the parachutist noticed the wrong colour parachute, then tried steering the parachute and became nervous when it was so twitchy. Opted to cutaway and deploy Reserve. Landed 126 Reserve without incident.

Action: Teach jumpers to check their equipment carefully before emplaning – particularly if borrowing equipment.

Certificate D. Had borrowed a weight belt in preceding weeks at another drop zone. On this particular jump, during deployment, the single fastex clip gave way and the weight belt separated and fell to earth. Weight belt landed on drop zone. Luckily, our drop zone has much clear land surrounding it, otherwise could’ve resulted in a different outcome.

Action: Weight belt to be modified to incorporate two separate clips (original version when inspected had what appeared to be an existing crack in the female part, which eventually let go). All jumpers who use weight belts at our drop zone, given a heads up as to what to look for in their equipment.

HOW WELL DO YOU REALLY KNOW YOUR EMERGENCY PROCEDURES?

Reprinted from USPA Parachutist March 2015
<http://parachutistonline.com/>

So, you think you're a badass? How well do you know your emergency procedures?



You could probably perform your EPs correctly if asked to demonstrate them. You could probably write down the correct answer if taking a written test. But have you practiced your EPs to the point of muscle memory? Are perfect EPs your instinctive response to recognising a malfunction? If faced with a high-pressure, physically strenuous, time-sensitive situation, are you ready to execute your EPs perfectly and without hesitation? Unfortunately, the honest answer to these questions is too often “no.”

Far too many people do not know their emergency procedures anywhere nearly as well as they need to. As the drop zone Manager of Skydive Perris in California, one of the world's largest drop zones, I always sit people down and speak with them if they pulled too low or had an automatic activation device fire, and together we try to

figure out how it happened so they know what to do differently to ensure it never happens again.

One beautiful, busy day at Skydive Perris, two jumpers' AADs fired within one hour. One of the individuals had about 100 jumps and initiated deployment at 4,000ft. He had a slow-speed malfunction and cut away at a high enough altitude, but he didn't pull his Reserve before his AAD fired. The other had about 400 jumps, started his deployment at 3,000ft, had a pilot chute in tow, cut away and went for his Reserve, but his AAD beat him to it.

Since both of them had initiated deployment plenty high, there was no reason they should have ended up so dangerously low and still in freefall. I asked them to demonstrate their emergency procedures for me. They both did. Then I asked them to talk me through the malfunctions and their thought processes and show me what they did in the air. At that point, neither of them executed their emergency procedures correctly! They both did something differently than the intended emergency procedures they had shown me just a few minutes earlier! One of them reached before he looked. The other jumper reached for his handles with one hand when his plan was to use both hands.

How is that possible? Skydiving equipment has advanced so much. Emergency procedures are simple and easy to execute.

So why do far too many fatalities – and more close calls than we can even count – happen because jumpers don't perform their procedures correctly within the time they have?

Jumpers don't practice their emergency procedures enough. Most people say, “I practice them before each jump.” That sounds like it should be plenty, but the fact is, it's not. Based on that, the jumper with 100 jumps would have practiced his EPs a total of only 100 times. That is not nearly enough repetitions for a jumper to develop the muscle memory he needs to save his life in the few seconds he has.

There are a few different ways to execute emergency procedures. Each way will work as long as you perform the procedure correctly and immediately. None of them takes more than five seconds to practice. In one minute, you could practice your EPs twelve times. Most jumpers will dirt dive a jump for five minutes but won't practice saving their own lives for even five seconds. Since your life depends on it, why not take five minutes each day and go through your EPs 60 times? Do it ten times a day for 30 seconds, or five times a day for a minute. But somewhere in your day find five minutes you can dedicate to practicing EPs (every day, not just jumping days) and you will have rehearsed them to the point that they are totally automatic. You'll see a malfunction and will instinctively perform the perfect procedures without hesitation.

Jumpers are too often surprised when their parachutes don't work correctly, and then they take too long to make the decision to cut away. Stay one step ahead. Expect your parachute to malfunction every jump. Be pleasantly surprised when it doesn't. If you have any doubt at all about whether your parachute is good or not, it's not. A good parachute doesn't give you any doubt.

Don't wait until you are faced with a stressful malfunction situation to decide what you are going to do. Decide right now that if you aren't 100 percent sure you have a good canopy over your head; you will cut away without hesitation.

Pull at a safe altitude. If you don't have enough altitude, even well-executed EPs won't save you. USPA's minimum deployment altitude (i.e. container opening) is 2,500ft. To deploy by 2,500ft, you need to start waving off no lower than 3,000ft. If you are lower, you may not have the time you'll need.

You want to be a badass? Be a badass at performing your EPs. The three simple ideas above could save your life. They've saved mine on more than 30 malfunctions. Please consider them.

Dan (BC) Brodsky-Chenfeld manages Skydive Perris, is a founding member of Arizona Airspeed, and holds multiple National and World Champion titles. He also authored a book, titled “Above All Else”.

DUAL DEPLOYMENT

Reprinted from USPA Parachutist March 2015
<http://parachutistonline.com>

(Not an Australian incident)

After throwing out his Main pilot chute, this jumper experienced a pilot chute in tow. He pulled his Reserve ripcord, and as the Reserve pilot chute deployed, the Main pilot chute finally pulled the closing pin out of the closing loop and extracted the Main canopy. The Main canopy inflated with the Reserve bridle entangled with the Main canopy's bridle. The jumper grabbed the Reserve freebag to prevent the Reserve from deploying and safely landed the Main canopy while holding the Reserve freebag between his legs. Although the witness report did not state the cause of the pilot-chute hesitation, common causes are a misrouted Main bridle or an uncocked collapsible pilot chute.



FATAL INCIDENT 27TH MARCH 2015

Background

The deceased were the participant and coach involved in a Canopy Handling Course. The coach was a highly experienced Instructor, canopy pilot and champion CRW exponent, who had delivered many of these courses.

The Jump

It was the last day of the six-day course, the 8th jump of the day for the coach, the 4th for the participant being coached. Exit was at 7,000ft with both parties having normal separation and deployment of their Main parachutes soon after exit. The two parachutists carried out various canopy manoeuvres but at approximately 3,500ft, touched and the top person (coach) became entangled inside the canopy of the lower person. The pair went into a linked spin until impacting the ground.

A third parachutist was flying with them and observed the incident, as did witnesses from the ground.

Despite efforts by paramedics, the female died at the scene. The male was airlifted to Gold Coast University Hospital, but died later with family by his side.

Preliminary Equipment Inspection

Neither parachutist had cutaway their Mains nor deployed their Reserves.

Final Report

The accident is being fully investigated, including further inspection of all components of the equipment and detailed interviews with witnesses.

A final report will be produced in due course.

Note: It is unknown at the time of writing these pages for what reason/s either of the two parachutists were unable to extricate themselves from the wrap, nor execute emergency procedures.

Age: 29/45
Gender: Female/Male
Time in Sport: 22 months/
~20 years
Total Jumps: 90/11,522
Certificate: B/F
Jump Type: 2-way Canopy
Handling

System: Wings/Talon
Main: Sabre2 150/Safire
139
Reserve: Optima 160/
Airforce 140
AAD: CYPRES/None
RSL Fitted: Yes/No
Other Equipment: Helmets
fitted with Bluetooth
communications

Redeveloping the Development Officer



With **Rob Libeau, APF**

In the spirit of redeveloping the development officer, I wanted to share a story that I hope you might find as educational or, if not educational – at least a wakeup call.

I started jumping in 1991 and continued until 1999. I left for many years and returned to jumping back in 2013. One thing I have noticed that has not changed: Close calls almost always begin in the packing sheds!

It is easy to get carried away in the awesomeness of jumping out of an airplane; you have your friends that you trust and an incurable self-belief! This can sometimes lead to an exaggerated confidence! Or, maybe even a slack “she’ll be right” attitude.

I like to think I have neither of those personality traits, but something certainly led to a close call of my own recently – perhaps a combination of both attitudes?

It all began in the packing shed; and when I say began, I mean – lack of began. There was no dirt dive, to be honest, there was no preparation at all. This brings me to my statement, which I hope you might remember:

DON'T DIRT DIVE ON JUMP RUN!

Lack of planning will cause uncertainty in the skydive; you will be thinking too many “what if’s...” What if the exit funnels, what height are we breaking, what height are your friends going to pitch, what if one of us is nowhere to be seen during the free build? Too many “what ifs!”

Of course, things, more often than not turn out all right, but when there is a combination of things that add up to an empty bag of preparation, things could go horribly wrong!

A recent 3-way Angle jump that I was on had all the warning signs. Yes, we were in the plane planning our skydive whilst climbing to height; and yes, we were rushed. However, the jump (that, by the way, went OK), had another poor preparation factor that weighed in to the safety of the skydive.

At break off, our separation was fine, but who expected a toggle fire? No one of course. This put me into a spin for two or three turns before I could pull it in, and by that stage, I guess our separation wasn't that good after all!

The whites of someone's eyes that are full of fear, steaming head on at you, is not something you want to see under high performance canopies.

As I said, things often turn out OK more than they don't, and fortunately, in this case, it did turn out OK.

A combination of factors that singularly may not have had any effect on the outcome, but added up, could be fatal! You are never too experienced to take a breath and have a look at what you are about to do. Take the time to prepare!

On a more pleasant matter, Congratulations to the recent CP winners at the Nationals and thank you to everyone that helped pull together a great event.

Stay safe, prepare and check out the APF website for information on the mentor program, the Australian Masters Games, and the myriad of training camps, which are coming up – including the FS camp with Bellatrix and champion coach from the U.K., Steve Hamilton.

See you at the drop zone!



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FLY MORE OFTEN AND CHEAPER

GETTING THE MOST FROM YOUR TUNNEL TIME

By Johnny Tan, Instructor at iFLY Downunder

Let's face it; the world of tunnel flying can seem daunting at first. Lot's of questions arise when looking into spending some time in the windy tube. Questions like: What's the best way for me to buy time? How much time do I need to get to Sit-fly? Do I get a coach or just wing it? We hear these kinds of questions all the time at the tunnel. Never fear! There are answers to all those unknowns.

At the beginning, the wonder of bodyflight is mesmerising. People stand watching, glued to the tube, trying to work out that invisible force that is suspending the bodies behind the glass; but not allowing the instructor to leave the net. "It's magnetic boots, right?", they ask, certain they've figured it out. "No", I whisper in their ear, "It's magic", and walk away. It's this magical feeling that makes you know you'll be back for more.

One of the first decisions you'll have to make is how much time do you want to buy. The answer to this question is usually a combination of what goals you wish to accomplish, and how much do you have to spend. The cheapest way, of course, is buying bulk rates which will bring your per minute rate down to the lowest it can go. And they do allow the larger packages to be split up between a few people, so you can 'go in' on a package with others. This, however, still might not be an option for you and your wallet, so the tunnel also runs some pretty good specials for people who are keen to fly regularly, but are not yet ready to spend on large bulk rate packages. You may be paying a little more per minute, but at least you'll have money for that pesky mortgage this month.

Also, if you are a driven flyer who is looking to become a fully sick flyer in the sky, then you'll want to look at financing a larger package, because it's going to take three to five hours to get solid Sit-fly control, and around ten hours of flying to get to some basic Head-down skill (see my article in the previous issue called Managing Your Expectations). But if that isn't a particular goal in your life and you're happy to have a more casual approach to tunnel flight, then buying smaller amounts at a time might be the right thing for you. Again, contact the tunnel for rates. Don't forget, the fun is in the discovery and learning! Once you ARE a sick flyer, you will only want to fly with other sick flyers, unless you enjoy teaching.

What about shared tunnel time? This is a great way to reduce the total cost of your tunnel flight adventure! Once you have achieved the necessary skills to control yourself in a given orientation (Belly, Back, Sit, Head-down), then you can fly with another flyer who has also been given the same clearance by a qualified instructor. This will chop your cost in half and bring a different set of challenges to your learning. Including (but not limited to) flying in and around burbles (the area of disturbed wind above another flyer),

and dealing with the pressure changes in the wind near the other flyers as the wind hits the flyer's body and needs to find it's way around.

You also need to be two times as aware of your surroundings if you have two times the people in the wind (and 4x with 4, etc.). This means that you can spend less time focusing on your own body. Not the fastest way to progress in your own flight. Don't get me wrong; flying with others is super fun! And it can be a good thing, especially if you tend to over think stuff on your solo time. It'll get you out of your head and allow you to play; but keep in mind, it isn't the same as solo time. It's good to have a balance between solo time and shared time.

I often tell people, do the necessary solo time to get to a given skill, then share some time with a friend. Get in there and play free, let your mind and body gel by forcing yourself to open your awareness and think about other things. Then go back to solo time to suss out the next level of skill, and repeat! If you're new to the sport and don't yet have a friend at your skill level, contact the tunnel about events. There are regular Sunday Session events, among others like the Belly Dynamic camp, where you can share time and meet like-minded tunnel fanatics who are just as awesome as you!

In your solo time, you have the option of getting a coach. A coach is someone who is experienced at teaching the sport of bodyflight and can exponentially speed up your learning process. This is a separate person from the instructor in the door who may have some good tips for you but is mostly in charge of general safety. Everybody flies a little differently, it's true, but a good private coach can see what you need to unlock the potential you hold. They will brief you before you fly to give necessary theory about body specifics and the process of how the session will go. Not only that but they can help you set goals for yourself, and of course, help to achieve those goals. In the session, they will be directing your thought in a definite path to those goals, even if you can't see where it's going. After the session, a proper video debrief, guided by the coach, will allow you to see what things you understood during the session and what things were a bit of a struggle and need more work. A coach is a great asset to a quick progression, and a quick progression equals less time spent.

Getting the most of your tunnel time can be as easy as finding friends at your skill level. And the more people in the wind, the cheaper it is! So come play, make it a part of your life, and share more than just tunnel time with some really cool people! After you can fly with others, then you can form teams and compete. After that, who knows? The future is untold and this is one sport that continues to evolve at a rapid rate!



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**FIRST EVER
BIG-WAY
TUNNEL CAMP**
@ **iFLY
DOWNUNDER**

By Laurence Garceau, Event Organiser

**ONCE UPON A TIME IN A LAND
DOWNUNDER...**

*... there lived a group of enthusiasts
preparing to set a new national large
formation skydiving record...*



Inspiration struck and Lady Melissa made an announcement that a Big-way specific tunnel curriculum should be inked. Fuelled by Lady Tracey's unrelenting excitement for all things Big-way and Lady LG's passion for tunnel, a plot was formed to hold a Big-way tunnel camp and the wheels were set in motion.

Through Sir Jack, leader of the record attempt mission, the welcoming land of iFLY Downunder, where the event was to be held, offered sponsorship.

Applications came in thick and fast via arrows and kookaburras and it was said that even a cat was spotted carrying a sealed message.

Smoke signals came out of Lady LG's hut at regular intervals, Lady Melissa and her wise assistants produced a recipe for the day and arrangements were made for travel from faraway villages. Finally, the day arrived.

On the 14th day of February 2015, history was made. Fifteen participants, with experience from 172 jumps all the way to 8,400 jumps, took on a journey of twenty flights under the guidance of the "wise ones": Melissa Harvie, Tracey Basman, Helen Mahony, Andrew Barker, David Loncasty, Jens Goennemann, Mark (Stretch) Szulmayer and Laurence Garceau (LG).

Support from the troops at iFLY Downunder and delicious spreads from the UpRaw Cafe and Juice Bar were gratefully accepted.

Progress was made, skills were cemented, fun was had, friends were reconnected, and smiles could not be wiped off people's faces. They could still be heard talking in huts well into the night.

The Big-way Tunnel Camp was declared a roaring success and they all lived happily ever after!

*** To each and every one of you who participated, thank you for contributing to this amazing event. Laurence Garceau (LG) ***

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THE BIG-WAY TUNNEL CAMP SYLLABUS

By Melissa Harvie, Syllabus Creator

I like to say that the tunnel is a dry ski slope for skydivers. It provides an excellent training environment for all disciplines of our sport, so why not Big-way skills? A number of Big-way team members had been working with LG, Andrew Barker and myself in one-on-one sessions and we realised that there was an opportunity to consolidate the exercises and learning into a syllabus specifically for the Big-way community, create an event, and bring everyone together for one big learning session.

The idea was born. Greg Jack worked with iFly Downunder to secure a great deal, and LG swung into marketing and logistical action to inspire and organise us all. My task was to build the curriculum.

Foundational flying skills are a prerequisite for most disciplines and Big-way flying is no exception. Techniques have evolved over time and how someone side slides or turns can be the subject of one-on-one coaching. I wanted this camp to build on the foundational techniques people had to focus on; using them to best effect specifically in a Big-way context.

Key to Big-way success is the ability to fly in a particular body position when docking. Arms need to be at 90-degrees to maintain the integrity, shape, and strength of the formation. Team members need to be able to manage their fall rate on approach and dock on level whilst looking slightly below the formation to be part of the ongoing fall rate solution. Consistency in flying this position, taking grips with consideration to the shape of your own body and that of the formation, and managing the stability and fall rate issues that flow through a large formation takes practice, lots of it! Big-way team flying also requires the ability to slow/fast fall and slide in a straight column of air or line, be able to 'pop' in your turn as you join a tracking group at break-off, and maintain a flat track. These scenarios formed the basis for the tunnel exercises and the syllabus that was used at the event.

To coach these skills we required a team of experienced FS and Big-way flyers who could offer a depth of context and perspective that only comes from related experience. Positive feedback suggests that we achieved all the right ingredients.

Following this syllabus as part of a team camp has the added benefit of learning from how others approach the exercises and sharing experiences during any down time. However, with only one more camp scheduled in April, some of you may wish to work through the exercises at another time with a coach before May. The syllabus is there to be shared and used by everyone, enjoy!

PARTICIPANT SUCCESS

In addition to being able to hone flying skills, I learnt some new methods, which I was able to put into practice at Picton the next day. One trick in particular that appealed to me was the enhancement of slow fall by putting the soles of the feet, and boosters, together to create maximum drag – it works. I just have to remember to practice it on every jump!

By Robbo Robertson

Well here I am back in Sydney jumping and training for the Aussie Big-way record in May and the anticipation of getting back in the tunnel is getting me excited – this time, being coached by Stretch, a seasoned Flat and Big-way flyer. We were honing flying skills like fast fall/slow fall, swooping into formations, doing burble hops (and landing on each other), and stability drills, which I think Stretch enjoyed the most as he tried to mess me up by pushing and pulling me around the tunnel and ripping the wind out from under me. I would recommend time in the tunnel for anyone who wants to hone their Flat-flying skills! It's not just for the freeflyers!

By Joseph Clark

I can give you my impression of the tunnel. Totally stoked! I sat in on the briefing given by LG to her two candidates. LG had a good patter and her description on what was to happen penetrated my thick head. I also spent most of the day watching the others go through their session, which really helped. Helen Mahony was my coach and I can only say that Helen, like the other coaches, impressed me by her passionate dedication to teaching us the skills that we will need to succeed at Perris. My session with Helen went OK. I did try my best and after watching the videos at the debriefing I could see what I had to work on. I had some concerns about flying my new slick suit and applied what I had learned the next day at Picton with great satisfaction. I know now that my fall rate will be suited to the P3 rate as I still have lead to add.

By Jim Czerwinski

VALENTINE'S DAY 'TUNNEL OF LOVE'

So what did you do for Valentines Day? Did you wake your true love to roses, chocolates, and a good deal of romance? Or maybe that old standby, the candlelit dinner after twilight and then a good deal of romance?

Did I do any of this for Valentines Day? HELL NO! I went to the Tunnel of Love with twenty of my Big-way buddies – that is to say the iFly Downunder tunnel in Penrith, just west of Sydney.

There was love enough for all, the way it turned out. The day was organised by Laurence Garceau (aka LG) as part of our build-up to the Aussie Big-way in May. Let me say that the pre-event emailing, enrolment,

and the logistics of pre-briefing, flying and debriefing schedules were worked out with amazing efficiency.

The willing victims were Ian Robertson, Jim Czerwinski, Peter McKenzie, Doug Munford, Janine Hayes, Ken Hills, Nigel Ackroyd, Mike Dyer, Richard Mallet, John Mahon, Joseph Clarke, Amar Aziz, John Winkler and Andy Mulholland. We all had one-on-one coaching with a total of 30 minutes tunnel time divided into two sessions of fifteen.

"We started with stability exercises followed by slow fall, fast fall, forward and backward movements. The aim was to replicate as many of the Big-way skill sets as possible. Clearly slow/fast fall exercises are crucial to Big-way flying. In a skydive, slow fall is often done in a state of shame and panic to get back to the patiently waiting formation and technique may go to hell. In the tunnel you have the perfect relative reference to do this properly by mirroring the coach and it can be repeated as many times as you like. Afterwards it was critiqued by the coach in a video debrief and instructions were given to refine technique for the next flight.

The next day we Valentine's Day escapees backed up with a Big-way at Picton with Tracey Basman and David Loncasty. I like to think we did everything a little bit better, and maybe we did, but I suppose only time will tell – from 20 May and onwards to be exact. Having just 200 jumps to my name, I might just sneak back to the tunnel sometime soon!

By Nigel Ackroyd

TUNNEL TALES

As planned and with precision timing, I rendezvous with Tracey at 6.30 am and studied the dives to commence our morning session at eight. So what did I think of the experience and what would I recommend to others?

Firstly, Hillsy's words: It was brilliant. Secondly, my words: You cannot imagine after 34 years of flying habits how hard it is to change, but also you realise with a learning tool such as this, how easy it is to understand what you should change, how you can change, and what it will do for your skydiving ability. The drills we did for the Big-way were well thought out and Tracey was fantastic as a coach. She is determined and dedicated, and I really thank her for that. What I also enjoyed was Tracey's understanding of what it is like to be a lightweight and how she could relate to my skydiving style and provide me with some great advice to improve my skydiving in general, and for Big-ways. I intend to do more in the tunnel, and in the meantime, its loads of cushions on the lounge room floor. (Thanks Stretch for that tip.)

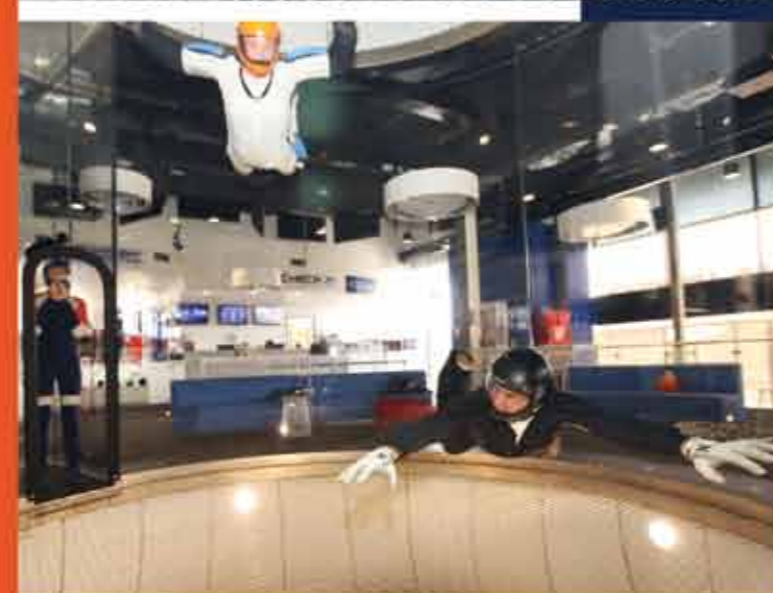
For Hillsy and I it was a great success. We learnt heaps, who could not. Thank you for the opportunity; and to all the Ladies and Lords (you know who you are), well done.

By Janine Hayes and Ken Hills

BIG-WAY TUNNEL MAGIC

When you've been skydiving for over four decades you can develop some bad techniques, which are likely to be difficult to alter. But with a willingness to learn (aka the right attitude) it's amazing what you can change.

Recently I have been excited by the challenge of Big-ways (Thank you Shirley, I will be forever in your debt). Initially I thought: I can do this stuff, I've been in Big-ways, occasionally docking 50th, mostly waiting for others to do



PARTICIPANT SUCCESS



their stuff, mostly not docking because things did not go according to plan further down the line-up. But hey, I was up to it!

There I heard people talking about the benefits of training in the tunnel, to which I thought, “what can you do in a tunnel, a bit of fast and slow, maybe practice some turns, etc. Then someone went ahead and organised a Tunnel Camp (thank you so much LG) and I thought that maybe I could learn something. So I did go and again I was humbled. But in such a fun way!

So I find myself leaping into the tunnel for the second time in three years, flying like a newborn Giraffe (again!). Then I start working on some drills – drills that have been defined and refined by those wonderful people who have spent the time and energy to develop guidelines to benefit the rest of us. The smile on my face when I found I could affect a forward slide simply by angling my hands, which were positioned in front of my face. Previously my hands were mostly out of sight due to my efforts to fall faster and keep up with people. A pretty basic modern FS skill that had escaped me due to very little time spent learning to do it.

And flying backwards by simply putting your knees together!? If I was told that in a bar I'd say you'd had one too many. My smile was just as wide for the forward movement just by adjusting my delicate little pinkys! Alright, maybe they're on the larger size, but hey, it works! LG put me through that first session and she said the smile on my face was hilarious as I discovered the efficacy at last of these new techniques.

Other highlights:

- Chasing Andrew Barker across the tunnel in a figure 8 using knees and toes.
- Getting at last better usage from my Booties because I've been told how to do it.
- Getting tired doing so many up-and-over/under slides – so much fun!
- Popping turns to initiate a track.
- Tracking in the tunnel by holding onto the door and pushing. (Gave the tunnel rat a few anxious moments on that one).

Non-Flying stuff:

- The food at the cafeteria is amazing!
- The tunnel staff, in all my interactions, were happy, smiling, competent and helpful. Speaks well of the management and organisation.

You can teach an old dog new tricks! It just takes a little longer.

By Mike Dyer

It's been nearly nine years since my last foray in a tunnel where I was focusing on rehab from a shoulder reconstruction after eleven months out of the sport, and I must say, I was apprehensive about combining the camp with jumping on the Sunday. I remember how much half an hour a day took out of me then and I am nearly a decade older. So knowing I need the fitness for Perris, I doubled down and booked another slot on Thursday before the

Big-way tunnel event, and on the Friday, Michael Vaughan's Canopy Course. Thanks LG for sorting everything out and Andrew Barker for the coaching.

My big weak points are slow fall and confidence. I've been jumping a slower suit to solve those problems, however it has drive problems and was giving me tracking issues. I wanted to feel confident to put on my slip suit and know I could hang out the brakes and get up on anything. I am also hesitant and cautious in moving and need to be quicker and more definitive in my moves.

Saturday morning rocked up and Dave and I raced into a program with my slip suit to put control and slow fall into everything. Dave explained a new slow fall technique for my legs of pointing toes and putting booties in to it. For me I make it effective by putting my feet together (heels and toes) and knees apart. I know others do it by turning their feet out, but what Dave taught me works brilliantly for me.

In the first set, we ran through all the Big-way drills, but brought slow fall/fast fall back to almost everything in combination. Climbing up the tunnel swooping and docking then pop turning back to the top and repeat. Variants of slow fall with side to sides and follow the leader as well – simultaneous and delayed by a second to make it more conscious deliberate moves. I'd started with armllets on to give a bit more range in the first fifteen minutes. In the second fifteen minutes I dispensed with those and learnt to match Dave's slow fall with my slip suit and no extra fabric. In conclusion, my side slides aren't as crisp and dead straight as I would like, but that can wait for the next tunnel camp. I was breathing so hard at the end of the sessions, but using less input than Thursday and achieving better results.

Sunday dawned and the Big-way jumps were on. Putting all I had learnt into practise I dressed in my slip suit as 2nd to last diver. Diving from the back with a door hiccup through the middle of the formation, I could see my dives need some work as I observed Tracy Basman blazing past, and here was me needing to stop and check on the way down to be sure I wasn't going to overshoot – but the stopping power using my slow fall technique is amazing, I had nothing to fear. The booties and my height combine together to provide an amazing range I never knew I had. I was surprisingly non-tired and had energy for all the jumps. And for me the other jumps went without issue. I came away from the Big-way weekend knowing that the tunnel had worked and I could see directly the benefit on every front. Money well spent, good times had.

By Doug Munford

The tunnel camp was a great opportunity to work on improving my basic body position with the goal of becoming stronger in my slot, getting there quicker, and more effectively contributing to resolving issues in the formation. The tunnel's immediate frame of reference gives instant feedback with no doubt as to the effect of minor position changes that you just can't get in freefall; along with excellent video to reinforce what your appendages are actually doing. LG was great, very patient as I experimented and commenced the long road of unlearning more obsolete techniques and bad habits... at times with ungainly attempts at combining body position adjustments and new movement techniques!

For me personally the back to basics steps of improvement were relatively small, but significant foundation skills to continue building over time. Some of my key takeaways were knees closer together to assist arch, along with shoulders down to help head up, improving range and stability, refining my head sideways position to improve slow fall, legs closer together to stop forward speed for more assertive approaches, and an increased appreciation of the contribution of stomach in to lift in a track. I've been practising these in freefall since and I'm very pleased. Tunnels are an excellent playpen that build confidence and the iFly tunnel is the best I've flown in; and it's awesome it's now in our own backyard. Above all I had fun, thanks guys.

By John Winkler

The tunnel in Penrith is just great. No matter what you think or how much you doubt getting value, my experience is a tunnel visit delivers a steep change to anyone's skydiving ability. We all owe ourselves some tunnel time. Take me: In Perris, the first eight minutes in the tunnel taught me to get rid of a 30-year bad habit of using mainly arms and not enough legs. The other night in Penrith, that was refined by “eating the hamburger” (All credit to Melissa H – what a great coach!), which cleaned up and quietened down my body position amazingly. Well I was amazed – finally looking like someone from Gen X in the air instead of someone from the 1970s!

There were similar stories and laughs from all the participants, and some big distances travelled to get there, QLD, VIC, W.A., and Amir from Malaysia. Great catch-up with old buddies and met some new faces too. The facility and staff were excellent and the mid-session food a real treat.

As so many have already said, thanks to all involved for putting it together. These things take more time and effort than most would believe and particularly Tracey, Dave, Melissa, LG and everyone else in N.S.W., and right across the country, have really stepped up to the plate to get Greg's “How lucky are we!” Perris Big-way 2015 participants ship shape for the big event. Thank you everyone!

Everyone thought in 2010 that one of the best things that could happen to Aussie skydiving was for the P3 recipe to permeate through Aussie skydiving, “lifting the bar” right across the country. Regardless of the outcome in May at Perris (which I am sure will be a great success with a new Aussie record), you guys have really made that happen over the last few years and cranked it up this last year for the 2015 trip.

Personally I feel as though I've really benefitted from the connection. Those Perris P3 guys are world class, and every Flat flyer in the country owes themselves a trip to the U.S. to get that world class input and experience, and the earlier you get it the more your jumping career will benefit from it. And these last ten years or so the Picton Xmas and other boogies have been a great highlight for me. It's been such a pleasure to be involved with it all.

So to anyone reading this that hasn't yet pushed the button on Perris Aussie Record May 2015, get a move on! From memory the lowest experienced jumper had 170 jumps at the start of Camp 1 for the last record, so low experience is not really a limiting factor. The no blame Camp 1 and 2 days are pure gold in terms of experience and knowledge transfer, and the record attempts will be a blast I am sure.

By Andy Mulholland



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BIG-WAYS @Goulburn

By Dale Wirtanen Photos by
Steve Tonson and Calder Chernoff

By now, I would expect that most of the Australian skydive community are aware of an attempt at breaking the Aussie Big-way record of 112 set at Perris California in 2010. For a long time now, many dedicated people have been putting their hearts (and a considerable amount of time) into making it happen.

As a part of the lead up to this event, camps are being run across the country in an effort to bring the level of skill, experience and currency of Big-way flyers to a point that will enable us to have a bloody good crack at the record.

Since the last ASM, Goulburn (NSW) has held two Big-way camps; one on the Australia day long weekend and one held more recently on 13 to 15 March.

Australia Day Long Weekend

A week or so before the Australia Day long weekend incarnation of the monthly events planned at Picton, word came in that the Caravan may not be back from its scheduled maintenance in time for the event. It wasn't looking good, especially for those who had pre-booked flights and accommodation from far way. Dark clouds were definitely on the horizon for this meet.

Remember, we are talking Big-ways here and that means lots and lots of skydivers. With nobody wanting the momentum leading up to the record attempt to slow down, something had to be done... and quickly.



The emails went out and with a bit of work, the campground was set up. Accommodation on site was quickly booked and the meet was ready to kick off.

The plan was for three days of Big-way jumping consisting of two groups of 16-ways. The three coaches were rotated between the groups, each with their own unique way of disseminating information; drawing on their vast Big-way knowledge and experience in general. I must say that Australia is so lucky to have this level of coaching available. They are true professionals and can hold their own with the best in the world.

Shannon (a Goulburn regular) built a mock up for our meet and made sure the camping area was ready to go. Those lucky enough to secure a motel room on the drop zone enjoyed the comfort of TV, air conditioning, mini fridge, and private bathroom facilities.

Although the weather wasn't entirely on our side, we did manage to get some very good jumping in. We merged our jumps in with the daily life of the drop zone and most times enjoyed the luxury of single passes to ourselves. This kept everyone safe considering there was everyone from tandems to freeflyers in the air.

A call was made by Tracey Basman (one of the scheduled coaches) to Dereck Murphy (a Goulburn regular) in the faint hope that maybe... just maybe... it could be moved to Goulburn. Dereck was virtually driving through the drop zone gate at the time and went directly to the drop zone owner, John. Without any hesitation, John said, "Yes, just tell me what you need".

Discussions were quickly held between the three coaches organised for the event, those being Melissa Harvey, A.B. (Andrew Bassett -Smith) and Tracey Basman, regarding the logistics of moving the event at the eleventh hour. In a matter of minutes, the decision was made that it could be done. The sky's had cleared.





BIG-WAYS @Goulburn

Dinner on Saturday night was a pleasant surprise with each of us being individually served while seated at a table. Very upmarket for what we are used to.

It is worth mentioning that Goulburn are currently operating an Embraer Bandeirante. This plane was originally designed as a 15-21 passenger twin-turboprop light transport aircraft and makes a great jump-ship. Plenty of room in the door for the floaters and, (if you have ever been the last few out of this aircraft on a Big-way), a mega dive.

Overall, the long weekend was deemed a success.

13 to 15 March

Another event was held on 13 to 15 March. The majority of us took the Friday off to enable three days of jumping. In a similar manner to the Australia day event, the weather was not entirely on our side however over the three days, we did some great jumps.

Running two groups of 16-ways, each of the coaches were getting the most out of us. The days consisted of dirt diving, jumping, debriefing, and when the weather kept us on the ground, seminars requiring contributions from all. By now, Big-way terminology such as radials and sheep dogging was second nature to us.

It is plain to see that these Big-way events are producing large improvements in both our physical and mental abilities. The resultant performance gains amongst individuals have, in some cases, been quite dramatic and will go a long way in ensuring we achieve our aim of a new Aussie Big-way record in May this year. It should be kept in mind that we built the 112-way without the number and intensity of lead up events as we have this time around.

As usual with these events, many people have contributed and need to be acknowledged for their work. At the risk of leaving someone out, we all would like to thank the following:

- All the coaches
- Derrick Murphy, Tracey Basman and Dale Wirtanen for getting the events off the ground
- Richard Mallet for his yoga, stretching and technical sessions
- LG for her Big-way in the Tunnel briefings
- Steve and Calder for their awesome camera work
- Goulburn regulars, Ken and Ken junior, for all their running around, and
- John the drop zone owner, his wife, family, and helpers for hosting us, preparing great meals and organising the drop zone work (including tandems) around our Big-way schedule.

A special acknowledgement goes to the APF (via the Fi Fund) and the NSW Parachute Council for sponsoring the events.

Without this funding, we would not be able to provide the level of quality coaching and camera work we are receiving now. Thank you very much.

See you all at Perris.

Queensland Wingsuiters

By Kirsten Moriarty Photos by Fenix Searle & Ben Nordkamp

2015 SO FAR...

Frequent Flyer Weekends

FOLLOWING ON FROM THE SUCCESSFUL QUEENSLAND RECORD 10-WAY WINGSUIT FLOCK AT EQUINOX LAST YEAR, QUEENSLAND WINGSUITERS HAS SET SOME BIG GOALS FOR 2015, AND MANAGED TO KICK PLENTY OF THEM SO FAR.

Goals

- Building the flocking and safety skills of crested Wingsuit pilots to set a new QLD record in 2015;
- Supporting students through First Flight Courses to increase participation in the discipline of wingsuiting;
- Supporting and coaching novice wingsuiters through the Wingsuit Crest table;
- Building the safety skills of novice Wingsuit pilots – flying with others, how to approach a formation, break-off heights and patterns;
- Providing the opportunity for novice wingsuiters to jump with more experienced Wingsuit pilots;
- Providing high-level coaching opportunities for wingsuiters of all levels;
- Increasing the participation of women in wingsuiting through the APF Women in Adventure Sports program (QLD mentor Kirsten Moriarty); and
- Working with the SQPC and the APF to increase the number of Queensland teams competing in Artistic wingsuiting at the 2015 QLD State competition, and the 2016 Nationals.

Events

February

Seventeen wingsuiters came out to play at Ramblers at Wings4Everyone, 14-15 February; an event open to both crested and non-Wingsuit crested flyers. Interstate coach Roger Hugelshofer (N.S.W.) ran the Big-way flocks, while local coach Myles Treadwell (QLD) worked novice flyers towards progressing through their Wingsuit Crest table. Congratulations to Philip Kemper and Ellie Pretorius on getting your Wingsuit Crest, and also a big thanks to the experienced flyers who helped our new wingsuiters through their Crest jumps. Thanks also to Ben Nordkamp for running camera. Everyone on the weekend progressed their flying skills, great to see!



Front Loops - Ellie Pretorius, Myles Treadwell, Hayden Galvin and Kirsten Moriarty



Kirsten Moriarty, Ellie Pretorius and Asher Jones



Splenda Rokks on her first flight. Picture: Ben Nordkamp

March

Wingsuit coach Jai Champion flew down from Cairns to run both the advanced flocking and the intermediate flocking groups for the thirteen wingsuiters who came out for this event. The advanced group started working on their vertical flocking skills, with the intermediate group building their flat flocks. And another wingsuiter gained his Wingsuit Crest – congratulations Nam Nam!



Asher Jones and Elodie Pretorius showed the boys how it's done and are the up-and-comers to watch. Special mention also goes to our camera flyer and Wingsuit coach, Fenix Searle, for his tireless contributions over the weekend and his amazing photos. Shout out to Splenda Rokks and Alex Lay who both started their First Flight Courses over this weekend – welcome to the flock!

Happy camper Alex Lay after his first wingsuit flight



Ellie Pretorius, Asher Jones and Kirsten Moriarty with wingsuit coach Jai Champion



Myles Treadwell and Ellie Pretorius. Nice exit Ellie!



April

A three-day long weekend was held with Wingsuit coach, Scott Paterson (W.A.), from the West Coast Wingsuit Mafia. This was the biggest weekend so far, with nineteen registered participants (crested flyers only).

On Friday, 10 April, the focus was on Artistic competition training, with Scott giving specialised coaching to three Queensland Wingsuit teams; including judging rules, tips on "clean" flying, body position and working times.

With more registered participants on the weekend (11-12 April), Scott ran a larger group of advanced flyers while local coach, Myles Treadwell, worked with a second group of intermediate flyers. It was great to see the skills progression over the weekend at all levels, and the growing interest in artistic Wingsuit competition at both a state and national level.



Ellie Pretorius and Asher Jones practicing Artistic competition moves



Artistic moves by Royce Wilson and Chris Byrnes



2015 Participants

Elodie Pretorius, Mike Dyer, Andrew Preston, Frank Klaus, Blake Ashwell, Fenix Searle, Dave Smedley, Igor Sluvkin, Asher Jones, David Schuttermeier, Phillip Kemper, Hayden Galvin, Brendan Saunders, Alex Lay, Splenda Rokks, Nam Nam, Royce Wilson, Chris Byrnes, Guy Hanby, Brendon Fritz, Myles Treadwell, Alex Woodward, Ash Darby, Ben Nordkamp, Jai Champion, Niall Manning, Gavin Maxwell, Scott Paterson, Jacob Elms and Kirsten Moriarty.

Acknowledgements

These events would not have been possible without the support of the APF Fiona McEachern Sports Development Fund (major sponsor of our February and April events), the SQPC (February, March and April), Ramblers Parachute Drop Zone (February, March and April), the Toogoolawah Skydivers Club (February and March), and Maureen's kitchen (February, March and April).

A huge thank you to Rob Libeau at the APF, Leanne Critchley and Alan Deadman from the SQPC, Dave McEvoy and Sonja Bruss from Skydive Ramblers, and our local and interstate coaches Roger Hugelshofer (N.S.W.), Myles Treadwell (QLD), Jai Champion (QLD), Scott Paterson (W.A.), Ben Nordkamp (QLD) and Fenix Searle (QLD) who have all put so much into supporting our events to help our wingsuiters reach their goals. Finally, thank you to all of our wingsuiters for coming out and supporting our events. Looking forward to even bigger and better things over the rest of the year!

Save the date

The next Queensland Wingsuiters event is 16-17 May and will focus on smaller group flying with coaches Myles Treadwell and Fenix Searle. It will be open to both crested flyers to work on advanced skills and non-Wingsuit crested flyers who will progress through the Wingsuit Crest table. The event is supported by the Toogoolawah Skydivers Club, Ramblers Parachute Drop Zone and Maureen's kitchen.

Interested in our events?

Join the Queensland Wingsuiters group on Facebook to keep up to date.

entering the blue room

Emma Warrender
LEARN TO FLY

Have you ever looked up at the sky and wondered what it's like to fly? Oh, wait, of course you have and you now do it every chance a load is being taken up. For the last week, I have been living my life like you, 14,000ft at a time.

One Sunday, I packed my bags and headed off to the sunny, south coast of Moruya to achieve a long life goal of learning how to skydive solo. The following Sunday I was issued with my 'A' class licence after completing the very daunting 9-stage jump course.

Learning to skydive solo has been the most mentally and physically challenging thing I have ever done in my life. I'm sure many of you can relate to the feeling of butterflies fluttering away in your stomach the first time you where about to jump out of an airplane. I don't think anything really prepares you for the feeling you get when you strap on your rig for the first time knowing you are responsible for pulling your own chute to save your life.

Ask any of the cool cats down at Moruya's SkydiveOz what the drop zone was like during the week of my stay, they'll tell you the hangar was filled with the screeching, Oh My Gods of a five foot, twenty-one year old before every, single, jump. However, I still plucked up the courage to jump out and fly. Now I believe I can achieve anything in life and nothing is impossible. All thanks to such a great sport and supportive instructors. Courage is not the absence of fear, but the strength to conquer them.

Now let's relive my favourite part, the freefall. This is something that gives you exactly what its name suggests, feeling free. I remember looking out at the horizon and seeing the world from a completely different angle for the first time. Yes, I fell in love. I floated above the beach under my 190 student canopy and just soaked up the beautiful view that the universe offered me at 8am. I think



it's amazing that we can dream about flying, and when we wake up we then have the opportunity to go out and make it happen. SkydiveOz made my dreams a reality and I have made friendships there that will last me a lifetime.

I have tried my hand at many things such as wake boarding, beauty therapy, radio hosting, motorcycle riding, and even modelling, but absolutely nothing has given me such a passionate thirst for more than skydiving. My mind and body simply cannot wait to get back to that drop zone and feel free again.

I hope my story has encouraged you to rummage through your belongings in search of that AFF USB stick, or VHS if you're going way back, and relive your first jumps and remember why, or when, you fell in love with such a great sport.

Skydiving has been the best experience of my life, and the great thing is it wont stop here. Hope to see you in the skies!

Adrenalin was going non stop
My mouth was dry, fear of the drop
Lyn met me with her lovely charm
And tried to relax me, make me calm
Preamble was confusing me. Would I ultimately digest?
Remembered some forgot the rest
And then an introduction to Mr Gorgeous in the room
Forgot the adrenalin. Think I am going to swoon
Felix the big cat kitted me out
And then we were attached
The best back pack ever, indeed a perfect match
He was so enthusiastic although he'd drawn the
shortest straw
Shit a geriatric who could want for more
My friend Maureen's Adam is a calming boy
His Mantra was laid back, he told us to enjoy
Once out of the plane it was so good, soaring in
the sky
A wonderful sensation. What a way to fly.
So to all you fantastic Crew
I want to say a big THANK YOU.
Liz (Elizabeth) Chapman Skydive, 17th January 2015

Shane Turner
COME FLY WITH ME

**Safety checks... Check
Helmet, Altimeter, Goggles... Check
Balls... Check!**

No one ever said skydiving was glamorous, and after trying to suit up, by pulling my rig over my sausage-gripper-clad onesie, I have no need to wonder. Guess I'll try and leave the gracefulness for when we're falling out of the plane, and then maybe we can fly!

From the moment you enter the drop zone at Toogoolawah you are greeted by friendly staff, relaxed, experienced skydivers and other, nervous but with restraint, students eager to learn their new craft and unlock the skills required to call themselves, a Skydiver.

After a full day of training, and if Mother Earth allows it, you will get to do your first jump. Stay the night and jump more times the next day and the day after that... Stay the week! Jump several times every day and in no time you'll be flying around the sky, having fun, with other novice birds and more experienced skydivers, your mates.

Geared up and ready to go, you head out to the loading area. Practice exits on the plane mock up, tighten and secure your straps, get your exit number from the Load Master and enter the plane... but be careful and hold on... the propeller wash will knock you off your feet!

With a seatbelt strapped to your leg harness, the plane starts to taxi towards the start of the runway. Plane is jam-packed with sixteen skydivers, door is slid down, and it takes off down the runway. Flying up over homes and paddocks, watching the horses run and cars speed towards their destination, you continue to journey to your own destination. The first 1,000 feet comes quickly and everyone unclips their seatbelts and settles in for the flight up to height.

The trip will take you approximately 10-20mins and that time is spent visualising your jump, enjoying the scenery, the serenity, and the company of those around you (as no one further than an arms length away can hear you anyway.) Minds will wonder, some will (seem to) sleep, but you never think about whether you left that light on or not. You enjoy the moment with other like-minded people surrounding you; all who have that same strange bit in them that makes this, jumping out of planes thing, fun. So much fun!

Ascending to height, feeling relatively calm, drifting through the cumulus clouds, brightly framed from the sun, you start to feel conscious about your breathing. One. Nice deep, relaxed breath after another. You start to wonder, "are my nerves building?" Breathe. You check your altimeter for the tenth time and it reads 10,000. Relax. There's still a little while to go. Then voila! It's time. Everyone starts to prepare themselves. It's 12,000ft, 2,000ft away from height. Helmets, cameras, goggles are all put on and ready for action! Now relax again. Enjoy the view, the visualisation of your jump, and the final ascent to height at 14,000ft.

Just as the plane is reaching height, its nose will tip forward to expose a full view of the horizon to the pilot. As the plane settles, an anxious calm surrounds you as you feel the plane flattening out and start to float like a cloud in

a peaceful, strangely quiet way that starts to grow in your throat. You are mesmerised. With less drag and power needed, the engine quieters and your mind and heart start pumping!

Someone near you will start it off... and another, and then another, until a Mexican Wave of skydiver high fives flows through the cabin. No one is a doctor; no one is a mechanic or labourer. Right now we are Skydivers.

With hugely different experience levels, everyone still has the same mentality. Be safe and most of all have fun! Survival for this lot is about living!

Nearing the drop zone, the closest person to the door slides it up and cool air rushes the cabin, and with it the noise returns, and the smooth scent of many mixed aromas. Wind on your face, wall of the plane now missing, Earth moving way down below... shit has just gotten real!

RED LIGHT: 1 mile out. Don't jump. Door is open, locked securely away. Everyone has repositioned themselves, got the feeling back in their toes and given way to the skydivers about to exit.

YELLOW LIGHT: 1/2 mile out. Flight plan allows for it, so the first skydivers position themselves in, out and around the missing wall, and with a little wiggle and dance they dive in unison out of the plane and cut down through the winds and clouds below.

GREEN LIGHT: Over Drop Zone! Fly little birdies, fly! It's Our Turn! You walk crouched over to the open door leaving your final advance until the last moment (just because it's still natural for you to avoid big, gaping holes in the side of planes.) Chicken, nope... This is happening, like it's happened before. With a relaxed, deep breath, we're out the door and experiencing the thrill of Skydiving! Instantly wind is screaming past your body at blinding speeds as you approach terminal velocity and start to carve out your flight plan across the sky! The world is your oyster. You start to dream of the possibilities...

Once you've landed, dodged a kangaroo or two, and calmed down from the rush of freefall, you start to ask yourself, "What about a Freefly or a Tracking suit? What about a Wingsuit!? When's the next load going up!?" It's at this stage that the skydiving bug and skydiving family has you engulfed.





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SPEED IS YOUR FRIEND

W.A. VFS SKILLS CAMP WITH HIEREN "HJ" JAMES OF TEAM FOCUS

By Kieren James

A small group of W.A. freeflyers attended this camp on 28 and 29 March 2015 at York drop zone. They were all pushed beyond their comfort zone (particularly in speed), tested, and came out with a new view on the benefits of VFS.

There has been a lot of Angle flying and Dynamic tunnel flying dominating Freefly in recent years, and some of the foundations of solid vertical flying have taken a back seat. What I found over the last six months of being in a committed 4-way VFS team, was that my overall flying has vastly improved as a result of my training.

The key to this camp was to convey that message. This was not a camp designed to purely attract new people to competitive 4-way VFS. This was a camp to improve overall flight skills through VFS training. After a few jumps together, the message came through loud and clear.

The key components that we FOCUSsed on were:

1. Levels, levels, levels
2. Speed is your friend
3. Close proximity and slot flying (quietly)
4. Peripheral awareness
5. Burbles shmurbles

One by one we chipped away at these and by the end of the camp we had flyers turning 8 point 4-way skydives;

surprising themselves and looking pretty comfortable at it too! Not bad at all for a first attempt from some people!

Now ask any experienced freeflyer why a sequential failed at a boogie and they will say the same thing... the levels went to shit! The translation of these re-learned foundation skills are that by being more aware of levels, more comfortable with speed and proximity, and just more solid in flight (rather than lazy drifting), we are all able to fly tighter and faster in angles, fly solid in Big-ways, and pull off some amazing sequentials. This makes the whole Freefly scene more dynamic, more fun, less zoo, and just more awesome.

Special mention to those recently lost in Byron Bay. We were honoured to raise our glasses and ring the bell for you both on Saturday night; as well as running a tribute Angle on Sunday morning. You will be missed... Fly free.

Big shout of thanks for the generous support of the APF Fi-Fund and S.T.B.B. York for making this event possible. We are already planning the next one of these in W.A., so keep an eye out for the dates and come join us! FOCUS is committed to the ongoing development of VFS and we are available across the country. If you want to get a camp like this going at your local drop zone, just drop us a line on our Facebook page and we'll help you make it happen.

And a final word to Captain Cool, "Use your strong hand!" Haha.... Love it!

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NEWGAMBIE IS ONE! A YEAR HAD PASSED SINCE OUR OFFICIAL OPENING; MUCH MORE HAD BEEN MADE IN THE WAY OF IMPROVEMENTS AND DEVELOPMENTS, AND WE DIDN'T NEED MUCH OF AN EXCUSE TO SHOW IT OFF AND HAVE A PARTY!

By Maddy Cross

It all started with the Invitational Freefly camp on the Wednesday. Experienced freeflyers were invited to join this camp, run by renowned international Freefly coaches Micah Couch (Maktoum) and Friday Friedman (Arizona Drive) to kick off everything vertical and fast. This camp was aimed at freeflyers who hold Aussie coach ratings with the primary intention being the teaching of the latest in Freefly coaching techniques, which in turn would be passed on to their students.

The first day was all go, with blue skies and nil winds. Thursday it all came to an abrupt halt with gale force wind gusts. Never mind, there were wineries to be seen and the coaches continued their tuition over a glass or ten of local vino.

Formation Friday saw low cloud until late afternoon, when the clouds parted and three loads got up and running. No formation loads unfortunately for the flatties, but the XL took the stir-crazy freeflyers to height. WIN News was able to gain plenty of ground footage of the flat flyers and their planned attempts at formation loads, with the end result being some great publicity on the upcoming trip to Perris for the Big-ways.

Saturday dawned with high cloud and light winds. We welcomed jumpers from near and far to "Newgambie" to celebrate our first birthday. The extra coaches had turned up the previous evening ready for action. Woody "Come Flocking with Me" Smart looked after the bright and bubbly bunch of keen wingsuiters, and helped Eric

Ashman complete his Wingsuit Crest. Jill "The Gypsy Bean" Grantham ran smaller Freefly groups, helping those less experienced with Head-up and angles. Jill impressed all with her organisational skills by being clever enough to have her own personal load organiser. Tom Fletcher ran Small-ways, which consisted of jumpers who were comfortable with 4-6-ways. Simon "Sas" DiSciaccio ran the bigger-ways, and organised the formation load on Saturday evening, which was spectacular to watch from the ground!



Skydive Nagambie BIRTHDAY



Saturday's achievements included Eric's 500th celebrated with a 12-way on the first load of the Boogie; (regretfully) not in Maddy's school dress, Sarah Hogan completed her 100th jump with a Speed Star, and sticking to tradition with an undie hundie.

Saturday night included a Hawaiian themed dinner and party, with everyone having been encouraged to dress up for the occasion. Winner of the Hawaiian costume contest, Daniel "Dicko" Dickson, who looked mighty pretty in his grass skirt and coconut bra, won 50 percent off a Cookie G3 helmet.

Due to bad weather on the Friday, formation loads were postponed to Saturday evening. With two planes, the flatties and freeflyers got cozy, and everyone on the ground sat around waiting for the engines to slow down and release humans into the sky. The flat formation was out first, and built quickly. From the ground, the view was awesome – you could see who got in and who did not. The freeflyers were next to go, and Jason Lane celebrated his 1,600th in style. Jesse Jeffrey gladly bought everyone beer when his canopy hit the hangar verandah, only feet from where Don was standing.

On Sunday, the blue skies and light winds dawned, with everyone ready for another day of jumping. Angles, Tracking, Big-ways, Small-ways, Head-up, Head-down, mixed Wingsuit and Freefly – you name it, we did it. Ash celebrated her 300th with Sarah Brown and the Gary Nemirovsky, and Paul "Happy" Gilmore got his 'B' licence! Friday and flat organiser Tom Fletcher organised a hybrid,

which included some neat block turning, although the finished product worked better in the dirt dive!

For those who stuck around on the Monday, the weather was gorgeous and the jumping continued. Friday, Micah and Woody carried on until the last load hurrah, keeping the stragglers happy with plenty of skydiving.

At the end of the Boogie, DZSO Don was ever so happy that the six-day event had produced no injuries or incidents. Maybe he will let us do it all over again next year!

Skydive Nagambie would like to thank the sponsors of the event including the APF Fi Fund, the VTPC State Coach fund, and Cookie Composites. Ralph Presgrave from Australian Skydive for the use of the Caravan, Dan, Jason and James the pilots. No event would be complete without the participation and support of jumpers and the coaches; Friday, Micah, Woody, Jill and Tom.

See you next year!



'A' CERTIFICATE

DANIEL DOMINIC CARLENE
 JADE BAKER PAUL MAURIZIO AYDEN KIM MAXIMILIAM AARON JAMES SEBASTIAN DALE JONATHAN JACOB MIKE RICCARDO MASSIMO CAMILLE ZONGYU DANI PETER MICHAEL DANIEL BEN JERUSHA ADAM JOSEPH MARINA KEVIN SAM OSCAR STEVEN DAMIEN LUKE JOSHUA KRISTAN GAETANO ALEX SHAUN LEIF STEVEN MARCIA JOHN SAM BEN SANGYEUL PETER VINCENT THOMAS HARRIET DAVID PAUL NAOMI JEREMY DANIEL POK ALEXANDER PATRICK JAMIE MANASSES ROOPE RORY JACQUELINE KOBI ANDREW DANIEL SASCHA BENJAMIN JEREMIE DAVID JESSE MARY SAMUEL LACHLAN AARON ANDREA RYAN MARK DAVID RICHELLE MAX BEN WILL MARK KARL JASON THADDEUS HARRISON THOMAS BENJAMIN NICHOLAS BROOKE SHOJI MICHAEL MELANIE JACOB RICHARD ANNABEL ENMA APRIL JACK REECE MARTIN

'B' CERTIFICATE

LEON FARIZ NORA MARINE EDVIN SEBASTIAN ADAM ROBERT NYUNGMOOK CHRIS BEC MAURICE JAMIE JONATHAN ROAD PAUL CHARLOTTE CAMERON RODRIGO KATE JAMIE JASON MARKUS MARK

BENJAMIN PAUL TRISTAN GERALD ADEN ANTONIO BARKER BATTAGLIA BAUER BERNHART BEWIG BONFADINI BOWCOCK BRAVO FRITZ BRETTEEN BROWN BUSSEY LUKE CADWALLADER CAMILLI CATTANEO CHABIRON CHUIA CLAPE COPELAND CORKRAN CORLISS CULLETON DAVIS DAVIS DIESENDORF-YOUNG DILDA DODD DRURY DYER EASTHER EDEN EVERETT FIELD FISCHER GACITUA-SOLARI GARIBOLDI GERRARD GULLDAL HALLIGAN HAMMOND HAY HENIMAN JACOBY JEONG JOHNSTON JONES JONES JONES KELLY KOOISTRA LAMBIE LENNON LEWIS LI LIM LIM LUPTON MACHADO DA SILVA MAHISENIAHO MCCARTHY MCDONALD MCKERIHAN MCLAUCHLAN MEE MENZEL MEREDITH MEUNIER MOLLROY MOYES MARY SAMUEL O'KANE PEAPPELL PUGLISI RAGNO RASKOW RENNALLS RICHELLE RIMINGTON ROBERTS-SMITH ROSNER SALTON SCHAEFFER SCHLOSS SOH STACEY STEEL STOCKLEY STOTT SYLVIA TAKAYASU TOLHURST TOOMBS TURNER VARGO WADDINGTON WARRENDER WATSON-ATKINSON WHITCOMBE ZACHARIAH ZIMMERMANN

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'D' CERTIFICATE

MIA ASHLEE STEPHANE NATALIA WAYNE WATCHELL CADE WES SLADE ALEX RYAN YOUNG MO MADDY BENJAMIN THOMAS NICK BARRY ASHLEY STEVEN NATHAN RHYS DANIEL ALEX BEN HEE KEE SAM SPLENDA TUUKKA TARA RAYMOND COURTNEY LEE

JOHNNY ERIC DANIEL BEN DAMIEN JAMES MITCH RYAN NICOLE JOHN ANNA SAM SOLOMON CHRISTINE SONNICA BRADLEY KEVIN GARY DAVID PETA ANDREW CHRISTIAN MARK

'E' CERTIFICATE

VICKI ERIC DANIEL BEN DAMIEN JAMES MITCH RYAN NICOLE JOHN ANNA SAM SOLOMON CHRISTINE SONNICA BRADLEY KEVIN GARY DAVID PETA ANDREW CHRISTIAN MARK

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NIGHT STAR CREST

RISS ANDERSON

FREEFLY CREST

TANYA DANIEL SAM DALE TOMMER CALE DICKSON KOROSTILEW PARSONS VARDI

WINGSUIT CREST

ERIC ADAM CHANGHYUN ISAAC ELODIE ASHMAN DORKINS NAM NUTIRA PRETORIUS

CANOPY CREST

ANDREW WRIGHT

PACKER 'B'

VICKI ALEXANDER MATT ASH STAMI DALLAS DAMIEN KRISTAN PETER STEVEN XAVIA DAISY SHANE SINNO ROBERT CHRISTOPHER BASTIAN SOLOMON MIKESH KEVIN JACK YUVAL JASMINE SIMON THOMAS PETRUS ALLEN BECK CHAMBERS DARBY DONOVAN DRURY ETTEMA FISCHER FRANKLIN GOODROPE HILL HSU HUTCHISON KULENOVIC MACINTOSH MORRIS NOLET OULD PATEL POTTS ROLLISTON SHERMAN SPRING URSIN VALENTINE VAN TONDER

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ETTEMA KOSSIDOWSKI ROY POTTS WALTON

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DANIEL DAMIEN JASON DOUGLASS ETTEMA MCGREGOR

TANDEM SUPERVISOR

MATT CHAMBERS

JUMP PILOT AUTHORISATION

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RODNEY BENSON

INSTRUCTOR 'D'

JAMES DANIEL DAMIEN MAX ALYSHA ROBERT JASON CHRISTOPHER SOLOMON KEVIN SIMON ABE BAKER DOUGLASS ETTEMA KOSSIDOWSKI MACFARLANE MACINTOSH MCGREGOR MORRIS OULD POTTS WALTON WHAANGA

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INSTRUCTOR 'A'

MIKE TIBBITTS

MASTER INSTRUCTOR

GRAEME WINDSOR

RW COACH

ROGER DAVID JOSHUA TERENCE CLIFTON GIBLIN MCKINDLEY MURPHY

FREEFLY COACH

MATTHEW SIMON JASON TRACEY LUIS MARCUS JAMES STEVE BOAG ELLIOTT LANE LANE MALDONADO PRIEM SHOTTON WILLIAMSON

WINGSUIT COACH

BRUNO CHAGAS

Time The Bell

Compiled by the APF at ASM deadline time.



BRIGHT STARS
 BRIDGEWATER WINGSUIT BOOGIERS GORDON REYBURN AND JULIA BECK SAY, "THE STARS OUT THERE ARE REALLY SOMETHING!"
 PHOTO BY ROB BAKKER, TEAM FLY LIKE BRICK CAMERAMAN AND COACH.



AVALON AIRSHOW



LOVE IS...
 MIA ANGUS AND JACK ROLLISTON OVER JURIE BAY, WA. MIA SAYS, "COUPLES WHO JUMP TOGETHER, STAY TOGETHER!"
 PHOTO BY ROB MACINTOSH



FLAG JUMPS INTO AVALON AIRSHOW
 INCLUDED THE AUSSIE FLAG FLOWN BY DOUG STEWART, GELONG FLAG BY CRAIG TRIMBLE AND THE LIGHT BLUE FLAG BY ROD BENSON.
 PHOTOS BY JUSTIN DE WAARD.



FAMOUS!
 LOOK HOW FAR RUBY'S PHOTO MADE IT! GOPRO ARE STILL USING THE PHOTO ON THEIR WEBSITE AND NOW ON THE GOPRO 4 SILVER BOXES. IT IS ALSO ON BILLBOARDS IN NEW YORK AND SAN FRANCISCO. "NOT BAD FOR A 10 YEAR OLD GIRL FROM ADELAIDE", SAYS PROUD DAD VERON WELLS.



HEADDOWN
 FEATURING DANIEL DICKSON, STEVE WILLIAMSON, MADDY CROSS AND ALEXANDER BECK.
 PHOTO BY JESSE JEFFREY

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HAPPY SNAPS



az directory

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWN)

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

TOP END TANDEMS (TOP)

PO BOX 692, SANDERSON NT 0813
 CHIEF INSTRUCTOR: ASHLEY SMITH
 Club & DZ Tel.: 0417 888 645;
 Email: topendtandems@bigpond.com
 Drop Zone Location: DARWIN - LEE POINT BEACH
 Web: www.topendtandems.com.au
 Aircraft: Cessna 182

SKYDIVE AYERS ROCK (SKYROK)

PO BOX 419, YULARA NT 0872
 CHIEF INSTRUCTOR: SAM MCKAY
 Club & DZ Tel.: 0413 231 323;
 Email: skydiveayersrock@gmail.com
 Drop Zone Location: AYERS ROCK RESORT
 Aircraft: Gipps Aero GA8 Airvan

QUEENSLAND

QUEENSLAND - NORTH

AYRSports INCORPORATED (AYRINC)
 PO BOX 546, TOWNSVILLE QLD 4810
 Non-Training Operation
 Club Tel.: 07 4728 4437;
 Email: wadeatkinson80@hotmail.com
 Drop Zone Location: THE AYR AERODROME
 Web: www.ayrsports.org.au

FAR NORTH FREEFALL INC (FARNTH)

PO BOX 1058, TULLY QLD 4854
 Non-Training Operation
 Club Tel.: 0428 420 500; Email: issydore@hotmail.com
 Drop Zone Location: TULLY AERODROME
 Aircraft: Caravan

MACKAY PARACHUTE CENTRE (MAKAY)

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

MACKAY SKYDIVERS INC. (MSINC)

PO BOX 613, MACKAY QLD 4740
 Non-Training Operation
 Drop Zone Location: Marian Airfield
 Club Tel.: 0409 520 526;
 Email: secretary.skydive@gmail.com

PAUL'S PARACHUTING (OSBO)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: TODD GERRARD
 Club Tel.: 1300 663 634; Fax: 1300 338 803;
 Email: info@skydive.com.au
 Drop Zone Location: EDMONTON CAIRNS
 Web: www.australiaskydiver.com.au
 Aircraft: Cessna 208

SKYDIVE AIRLIE BEACH (AIRLE)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: LEANDRO MAGNO
 Club Tel.: 1300 734 471; Fax: 1300 338 803;
 Email: info@skydive.com.au
 Drop Zone Location: WHITSUNDAY AIRPORT,
 SHUTE HARBOUR
 Web: www.skydiveairliebeach.com.au
 Aircraft: GA8

SKYDIVE CAIRNS (SDCNS)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: STEVE LEWIS
 Club Tel.: 1300 663 634;
 Fax: 1300 338 803; Email: info@skydive.com.au
 Drop Zone Location: TULLY AERODROME
 Web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE CAPRICORN (SKYCAP)

29 AGNES ST, THE RANGE QLD 4700
 CHIEF INSTRUCTOR: LLOYD COFIELD
 Club Tel.: 0429 044 224;
 Email: skydivecapricorn@icloud.com
 Drop Zone Location: HEDLOW AIRFIELD, YEPPON
 Aircraft: Cessna 182 & 185

SKYDIVE THE WHITSUNDAYS (WHITS)

PO BOX 5, CANNONVALE QLD 4802
 Non-Training Operation
 Club Tel.: 0414 566 697; Email: nqpc@mackay.net.au
 Drop Zone Location: PROSERPINE/SHUTE HARBOUR
 Aircraft: Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

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

TANDEM CAIRNS (CAIRNS)

PO BOX 753, BUNGALOW QLD 4870
 CHIEF INSTRUCTOR: ADAM DAVIES
 Club Tel.: 07 4015 2466; Fax: 07 4041 7724;
 Email: support@sydneydivers.com.au
 Drop Zone Location: INNISFAIL AIRPORT
 Web: www.tandemcairns.com.au
 Aircraft: Cresco XL, de Havilland Beaver,
 Cessna Caravan, Cessna 182, C185

QUEENSLAND - SOUTH

FUNNY FARM (FUNFAR)

BURLOO, BUNGUNYA QLD 4494
 CHIEF INSTRUCTOR: ROGER MULCKEY
 Club Tel.: 0429 630 897; Email: mulckey@gmail.com
 Drop Zone Location: Bungunya QLD
 Web: www.funnyfarmaustralia.com
 Aircraft: C-182 (Super)

GATTON SKYDIVERS CLUB INC (GATT)

15 ROTHESAY STREET, KENMORE QLD 4069
 Non-Training Operation
 Club Tel.: 0438 198 372;
 Email: gattton.skydivers@gmail.com
 Drop Zone Location: TOOGOOOLAWAH

GOLD COAST SKYDIVE PTY LTD (TGOLD)

PO BOX 332, COOLANGATTA QLD 4225
 CHIEF INSTRUCTOR: ARCHIE JAMIESON
 Club & DZ Tel.: 07 5599 1920; Fax: 07 5599 1921;
 Email: info@goldcoastskydive.com.au
 Drop Zone Location: KIRRA BEACH & LEN PEAK OVAL
 Web: www.goldcoastskydive.com.au
 Aircraft: Cessna 182, Piper Chieftain

BRISBANE BEACH SKYDIVING (ASQ)

PO BOX 166, GEEBUNG QLD 4034
 CHIEF INSTRUCTOR: PAUL TURNER
 Club Tel.: 07 3314 3664;
 Email: info@skydivebrbie.com.au
 Drop Zone Location: RAGLAN &
 WOODRIM BEACH BRIBIE ISLAND
 Web: www.skydivebrbie.com.au
 Aircraft: C182 & C206

RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID McEVOY
 PO BOX 136, TOOGOOOLAWAH QLD 4313
 Club Tel.: 07 5423 1159;
 Email: skydive@ramblers.com.au
 Drop Zone Location: TOOGOOOLAWAH
 Web: www.ramblers.com.au
 Aircraft: Cessna 208 and Cessna 182

REDCLIFFE CITY SKYDIVING (RED)

PO BOX 1615, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: JOHN COOK
 Club Tel.: 02 6639 8000; Fax: 02 6684 6323;
 Email: adriankennedy@australiaskydiver.com
 Drop Zone Location: SUTTONS BEACH - REDCLIFFE
 Web: www.australiaskydiver.com
 Aircraft: Cessna 208

RIPCORD SKYDIVERS ASSOCIATION (RIPA)

50 RICHARDS STREET, LOGANLEA QLD 4131
 Non-Training Operation
 Club Tel.: 0408 986 701; Email: john8paul@hotmail.com
 Drop Zone Location: GATTON

SKYDIVE BYRON BAY (BYRON)

PO BOX 1615, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: STUART GOUGH
 Club Tel.: 02 6639 8000;
 Fax: 02 6684 6323;
 Email: adriankennedy@australiaskydiver.com
 Drop Zone Location: TYAGARAH AIRFIELD
 Web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE CABOOLTURE (CAB)

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518
 Non-Training Operation
 Club & DZ Tel.: 0414 704 415; Email: imc@big.net.au
 Drop Zone Location: CABOOLTURE AIRFIELD
 Web: www.skydivecaboolture.com
 Aircraft: Cessna 182, Cessna 206

SKYDIVE HERVEY BAY (HERVEY)

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

SKYDIVE RAMBLERS RAINBOW BEACH (RAINBO)

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

SKYDIVE RAMBLERS SUNSHINE COAST (SKRAM)

PO BOX 178, MOFFAT BEACH QLD 4551
 CHIEF INSTRUCTOR: DAVID MCEVOY
 Club Tel.: 07 5448 8877;
 Email: jump@skydiveforfun.com.au
 Drop Zone Location: COOLUM BEACH and BLI BLI
 Web: www.skydiveforfun.com.au
 Aircraft: Chieftan and Cessna 182

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

102 LYNDON WAY, KARALEE QLD 4306
 Non-Training Operation
 Club Tel.: 0408 729 749; Email: seqsclub@gmail.com
 Web: www.seqsclub.com.au

SUNSHINE COAST SKYDIVERS (SSCSC)

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

TOOGOOOLAWAH SKYDIVERS CLUB INC. (RASP)

40 SWORD ST, WOOLLOONGABBA QLD 4102
 Non-Training Operation
 Club Tel.: 0418 154 119;
 Email: bennord@ozemail.com.au
 Drop Zone Location: TOOGOOOLAWAH
 Aircraft: Cessna Caravan

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN NSW 2580
 CHIEF INSTRUCTOR: MATT CHAMBERS
 Club Tel.: 0422 585 867;
 Email: bookings@skydivebrbie.com.au
 Drop Zone Location: GOULBURN AIRPORT, NSW
 Web: www.askydiver.com/
 Aircraft: E110, C182

AIRBORNE SUPPORT SERVICES (3RAR)

11 YANDERRA ROAD, TAPITALLEE NSW 2540
 CHIEF INSTRUCTOR: LEIGH SHETEL.ERD
 Club & DZ Tel.: 0487 505 800;
 Email: shep@airbornesupportservices.com
 Drop Zone Location: Nowra Airfield
 Aircraft: Cessna 185 and 182

COASTAL SKYDIVERS (COAST)

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

COFFS CITY SKYDIVERS (COFFS)

PO BOX 4208, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: LAWRENCE HILL
 Club Tel.: 02 6651 1167; Fax: 02 6651 1094;
 Email: jump@coffsskydivers.com.au
 Drop Zone Location: COFFS HARBOUR AIRPORT
 Web: www.coffsskydivers.com.au
 Aircraft: Cessna 182 & Cessna 206

SKYDIVE THE BEACH & BEYOND - NEWCASTLE (GOFAST)

PO BOX 5361 WOLLONGONG, NSW 2520
 CHIEF INSTRUCTOR: BILL TUDDENHAM
 Club Tel.: 1300 734 471; Fax: 1300 338 803;
 Email: info@skydive.com.au
 Drop Zone Location: WHITTINGHAM AIRFIELD,
 SINGLETON
 Web: www.skydive.com.au
 Aircraft: Cessna 206, 208, 182

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

PO BOX 158 BRANXTON, NSW 2335
 CHIEF INSTRUCTOR: ROBERT McMILLAN
 Drop Zone Tel.: 0422 870 009;
 Email: enquiry@nspc.net.au
 Drop Zone Location: MOORES LANE, ELDERSLIE
 and WITTINGHAM AIRFIELD, SINGLETON
 Web: www.nspc.net.au
 Aircraft: Cessna 208

SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE (DONNO)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: RAY PALMER
 Club & DZ Tel.: 1300 663 634; Fax: 1300 338 803;
 Email: info@skydive.com.au
 Drop Zone Location: PIONEER DAIRY
 (near TUGGERAH) AIRFIELD
 Web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE COFFS HARBOUR (SKYCOF)

PO BOX 1615, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: MARK BRODY
 Club Tel.: 02 6639 8000; DZ Fax: 02 6684 6323;
 Email: adriankennedy@australiaskydiver.com
 Drop Zone Location: TYAGARAH AIR
 Web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE MAITLAND (NSWTS)

PO BOX 202, RUTHERFORD NSW 2320
 CHIEF INSTRUCTOR: JASON CLARKE
 Club Tel.: 0425 200 185; DZ Tel.: 02 4932 7989;
 Email: info@skydivemaitland.com.au
 Drop Zone Location: MAITLAND AIRPORT, RUTHERFORD
 Web: www.skydivemaitland.com.au
 Aircraft: Turbine Stretch Fletch P76 and Cessna182

SKYDIVE MUDGEE (MUDGE)

15 AMARANTHUS PLACE, MACQUARIE FIELDS NSW 2564
 CHIEF INSTRUCTOR: BRYAN YOUNG
 Club Tel.: 0410 788 589; DZ: 0410 885 867;
 Email: jump14000@gmail.com
 Drop Zone Location: MUDGEE AIRPORT, BOMBIRA
 Web: www.skydivemudgee.com
 Aircraft: Cessna 185

SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA NSW 2537
 CHIEF INSTRUCTOR: PAUL SMITH
 Club Tel.: 0438 185 180; Email: fun@skydiveoz.com.au
 Drop Zone Location: MORUYA AIRFIELD, MORUYA BEACH
 AND TRANGIE, NSW
 Web: www.skydiveoz.com.au/
 Aircraft: Cessna 182 and Cessna 185

SKYDIVE THE BEACH & BEYOND SYDNEY/ WOLLONGONG (SBS)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: MAX MOTZO
 Club & DZ Tel.: 1300 663 634;
 Fax: 1300 338 803; Email: info@skydive.com.au
 Drop Zone Location: STUART PARK, WOLLONGONG

SKYDIVE THE BEACH BYRON BAY (MULCKY)

PO BOX 5361 WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: JOE STEIN
 Club & DZ Tel.: 1300 663 634;
 Fax: 1300 338 803; Email: info@skydive.com.au
 Drop Zone Location: Evans Head
 Web: www.skydive.com.au
 Aircraft: C82, PA-31 Navajo

SKYDIVE THE BEACH AND BEYOND - CENTRAL COAST (SCC)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: MAX MOTZO
 Club & DZ Tel.: 1300 734 471;
 Fax: 1300 338 803; Email: k.oneill@skydive.com.au
 Drop Zone Location: Warnervale Airport
 Web: www.skydive.com.au
 Aircraft: C182, C208

SKYDIVING NSW DROP ZONE (NSWDZ)

PO BOX 764, TAREE NSW 2430
 CHIEF INSTRUCTOR: MARK BRODY
 Club & DZ Tel.: 0418 730 741;
 Email: skydivingsw@bigpond.com
 Drop Zone Location: TAREE AIRPORT
 Aircraft: Cessna 182

SYDNEY SKYDIVERS (SYD)

PO BOX 226, MILPERRA NSW 2214
 CHIEF INSTRUCTOR: CINDI HEMMILLA
 Club Tel.: 02 9791 9155; DZ Tel.: 02 4630 9265;
 Email: support@sydneydivers.com.au
 Drop Zone Location: PICTON, NSW
 Web: www.sydneydivers.com.au
 Aircraft: Cessna Caravan, de Havilland Beaver & XL

TANDEM SKYDIVING (TANDY)

215 COMARA CLOSE, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: RICHARD PETERS

Club/DZ Tel.: 0418 275 200;
 Email: rpeters@ozemail.com.au
 Drop Zone Location: CAMBEWARRA
 Aircraft: Cessna 180

WESTERN DISTRICTS PARACHUTE CLUB (WDPC)

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

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

PO BOX 1014, GOLDEN GROVE SA 5125
 CHIEF INSTRUCTOR: ALLAN GRAY
 Club Tel.: 08 8261 4161; DZ Tel.: 08 8520 2660;
 Email: info@adelaideskydiving.com.au
 Drop Zone Location: LOWER LIGHT
 Web: www.adelaideskydiving.com.au
 Aircraft: Cessna 182, C206

SKYDIVE THE COAST (COOL)

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

SA SKYDIVING (SASD)

2/193 GLEN OSMOND ROAD, FREWVILLE SA 5063
 CHIEF INSTRUCTOR: GREG SMITH
 Club/DZ Tel.: 0418 845 900;
 Email: greg@saskydiving.com.au
 Drop Zone Location: LANGHORNE CREEK AIRFIELD
 Web: www.saskydiving.com.au
 Aircraft: Cessna 206, Cessna 182

VICTORIA/TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

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

AUSTRALIAN SKYDIVE (TORQ)

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

COMMANDO SKYDIVERS INCORPORATED (CDO)

PO BOX 2066, ROWVILLE VIC 3178
 CHIEF INSTRUCTOR: CRAIG TRIMBLE
 Club Tel.: 1300 555 956; DZ Tel.: 03 5998 3702;
 Email: info@commandoskydivers.com.au
 Drop Zone Location: 1) TOORADIN AIRFIELD
 2) TEL.LILLIP ISLAND AIRPORT
 Web: www.commandoskydivers.com.au
 Aircraft: 1 x Cessna 206, 1 x 'Turbocharged' GA8 Airvan

SKYDIVE THE BEACH & BEYOND - YARRA VALLEY (VPC)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: GREG HAYS
 Club Tel.: 1300 734 471; Fax: 1300 338 803;
 Email: k.oneill@skydive.com.au
 Drop Zone Location: LILYDALE AIRPORT
 Web: www.skydive.com.au
 Aircraft: C206, P750

RELWORKERS INCORPORATED (WORK)

7 AKERS COURT DARLEY VIC 3340
 Non-Training Operation
 Drop Zone Location: NO FIXED DZ
 Club Tel.: 0409 802 338; Email: simlark@yahoo.com
 Web: http://jump.relworkers.org/

SKYDIVE NAGAMBIE (CROSS)

PO BOX 311, NAGAMBIE VIC 36

