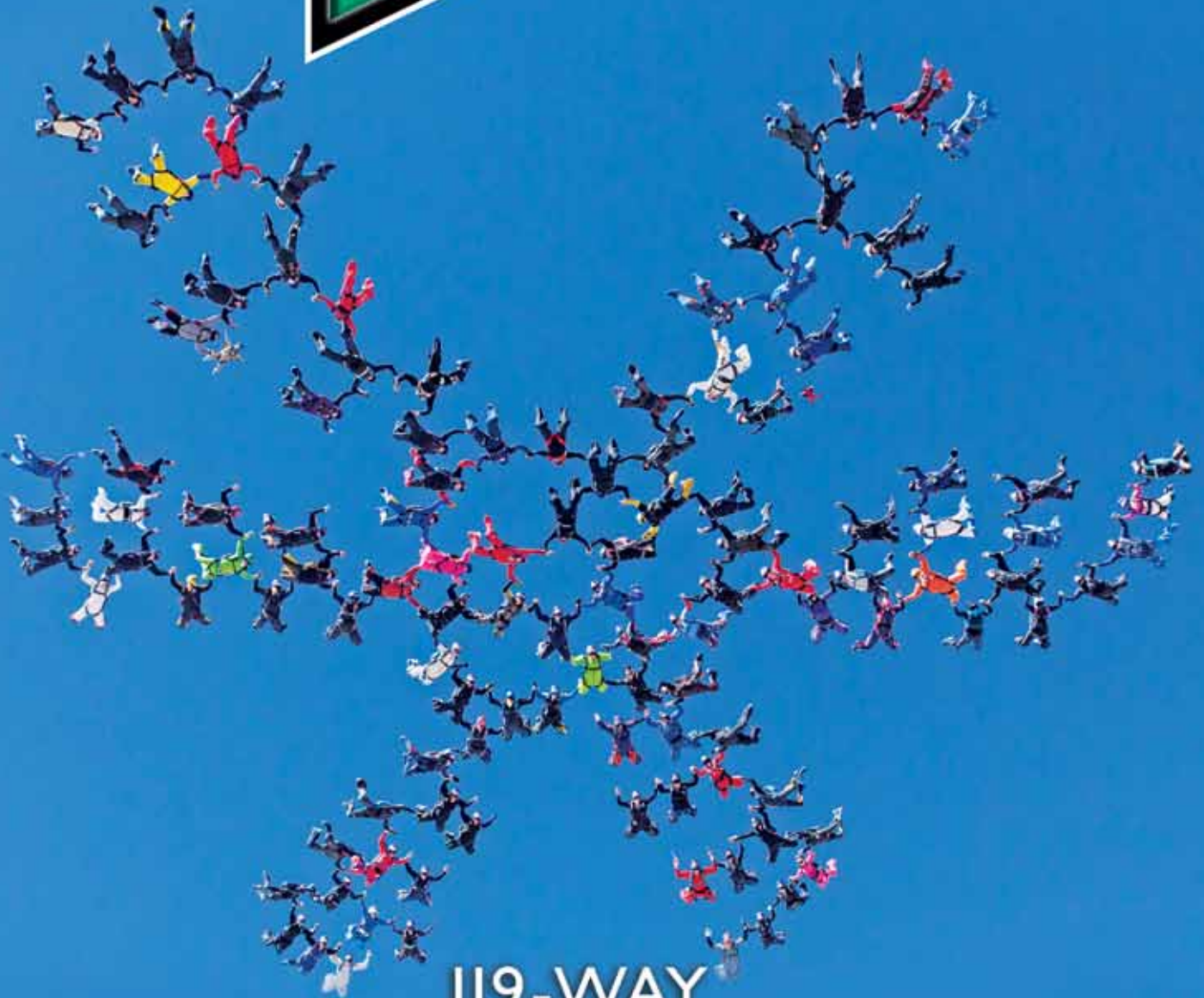


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119-WAY
Aussie Record

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ASM AUSTRALIAN SKYDIVER MAGAZINE

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p>5 Directors Direction

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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FRONT COVER

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

Photographer:
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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 77	Deadline 25th Aug, 2015	Mag Out 29th Sept, 2015
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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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.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.



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APF BECOMES A COMPANY

At the May 2015 Annual General Meeting, members voted overwhelmingly to become a Company Limited by Guarantee (CLG). Ninety-five (95) percent of those voting were in favour of the change from an Incorporated Association to a CLG. This is an excellent result and demonstrates the faith the membership has in the Board and Management.

There is a transition period of approximately six weeks, during which, the ACT Government is asked to recognise the new CLG Constitution as a replacement for the current Association Constitution. Then there is the change of our name from APF Inc. to APF Ltd. Bank accounts and lease arrangements, etc., need changing – much of this being simply administrative in nature. We will continue to refer to ourselves simply as The APF.

Over time, there will be more subtle but important changes. Area Councils have the option to become Sub-committees of the APF as an alternative to remaining an Incorporated Association. Some have already decided to move to a committee. This simplifies their reporting to State/Territory governments while not materially affecting the way they conduct business.

The APF is raising its expectations for Board Members. While Councils will still select their Council Representatives to the APF Board, preference will be given to candidates who bring particular skills, and show a willingness to contribute time and effort to the job. If a candidate is deemed unsuitable, the APF Board will ask the Council to nominate another more suitable person. Councils are being encouraged to think long-term when making appointments, as the APF is using a consultant to educate the Board in best-practice governance.

Tony Wheeler from Imagine Consulting Group (International) has been commissioned to assist with professional development training of the Board, the CEO, committees and office staff, and give advice on setting up the systems these groups will use, collectively, to manage the APF. This work includes revamping the Strategic Plan with a new Vision, setting Key Goals and, flowing from this, revitalise the Operational Plan. This plan will be used by committees and key personnel tasked with working out how each goal will be achieved, and what financial and human resources are needed. This is where the APF will be looking for enthusiastic individuals to join these committees to drive the APF forward.

We already have a few standing committees: The Governance Committee did a lot of work to progress the transition from an association to a company. The Technical Committee comprises all the Technical Directors and is responsible for development and implementation of the APF Operational Plan. We have an Awards Validation Unit, which is responsible for receiving and considering nominations for various APF and FAI awards. There is the Remuneration Committee, which sets goals for the CEO and reports on his performance to the Board. The Funding Committee is well known to many and considers funding applications for the Fi Fund. And we have a newly established Airspace Advisory Committee formed expressly to achieve equity of access to airspace for parachuting. There will be a Risk and Audit Committee formed in the near future to critically review both the APF's financial arrangements, and our risk-mitigation and risk-transfer systems.

So, you can see there are plans afoot to take the APF from a not-for-profit Incorporated Association to a full-fledged Company Limited by Guarantee operating under Corporation Law with all the checks and balances, and management and reporting systems, which are expected of a SME (small to medium enterprise). While we want to nurture and grow our sport, at the same time, we must recognise there are substantial business interests at stake as well.

In conclusion, I predict that at next year's AGM, the Constitution will require some tweaking as we find changes are needed, for practical reasons, to improve the governance model adopted this May. Also, we received legal advice on the day of the AGM from Walter Sofronoff, a well-respected Queensland QC, who identified areas where he claims the rules are rather harsh considering the APF is a member-owned organisation. While we put these aside at the AGM, the Governance Committee and Board, in consultation with our lawyers, are currently reviewing his advice, and members should expect these to be dealt with, sympathetically, at next year's AGM.

Dave Smith
APF President



JUDGES

Despite the weather becoming cooler, Judges have been as busy as ever. After the Canopy Nationals, attention turned to forming panels for the various record attempts. Our congratulations go to all the skydivers who have committed their talent, time, and funds to raising these bars. I am confident that bars were addressed in other ways too. Well done, all.

Dean Brook-Rerecich was the CJ in charge of the 119 FS Big-way in Perris, and got together a team comprising Faye Cox, Jim Moir, Lindy Rochow-Williams, Kelly Seal and Erika Wizniewski, assisted by Peter DeJeney and Kate Vaughan as trainees.

The Womens' Head-down attempt in Picton was successfully completed with ten jumpers, and is a Performance Record, judged by Dean, Jim, Peta Holmes, and me.

In the U.K., I dropped in on Sheena Simmonds and Ray Williams at Netheravon where they were attending FAI Judge training for Wingsuit Performance.

Coming up is the Canopy Formation Big-way attempt, some Judge Training Courses in QLD, N.S.W. and VIC, and then it's State Championships time, along with the Accuracy competition at the Australian Masters Games in S.A. in October. This will be a showcase event for parachuting.

Speaking of Judge training courses, I was overwhelmed by the interest shown in judging some tricky jumps in the "So You think You Can Judge?" competition by National Conference attendees. Congratulations go to Jonny Goss and Jason Cooke who were joint winners in getting closest to the Judges' official scores. I shall be relentless in recruiting you both as qualified Judges!

With some eighteen people telling me they would like to undertake Judge training in Formation Skydiving, I am working with State Coordinators to get a course built and delivered this year in S.Q., N.S.W. and VIC. Please email me your interest if you want to learn too, and I will add you to the list.

The Judging community is committed to supporting Australian skydivers in all competitions and events. Please give me sufficient notice of your intended event and we will staff it for you. Stay safe, compete fairly, and strive for excellence.

Gail Bradley
Director Judges



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Grand Canyon Wingsuit

By Heather Swan Photos by Paul Tozer

"Wouldn't it be amazing to fly across The Grand Canyon in our wingsuits?"
That was the casual line that started the ball rolling on an ambitious project to fly high performance wingsuits in a formation across the Grand Canyon, from rim to rim – a world first.



"Amazing for sure," Glenn had replied. "But technically complicated. The narrowest part of the Canyon is around four miles (6.43kms) wide and the rims of the canyon are 7,000-8,000ft above sea level. We would have to open our parachutes at least 4,000ft above that. That means we'd have to get out of a plane around 30,000ft to get across. We'd need to use our high performance wingsuits, a bail-out oxygen system, a jump plane that can go that high, and a pilot who knows how to fly it – we'd also need permission from a half dozen bureaucracies, and it would be very expensive. It's a huge physical, mental and emotional challenge – right up our alley!"

"I guess that's why no one's done it before," was all I could think to reply as I thought through the complexities.

Glenn and I have been flying wingsuits since 2004. We've flown over the Himalaya, across outback Australia, down Sydney Harbour, over Brisbane city and many other spectacular places, so we know all about complexity. Putting together the right team, raising the money and obtaining the necessary permits and insurance is always the most time consuming part of these challenges. The Grand Canyon would prove to be the most challenging and complex of them all.

At first the enormity of the challenge was intimidating – permissions aside – could we hold the wingsuits that long? Could we fly that far? How would we manage the cold and the high altitude? How would we navigate a landscape that from 30,000ft all looks the same? When a challenge is huge our strategy is to break it down into manageable components starting with a budget and a detailed operations plan.

Glenn wrote a meticulous project outline to identify the real (as opposed to the perceived) risks. Rim to rim the widest part of the Grand Canyon is about 29 miles (46.6kms) – too far for any wingsuit – but the narrowest part, near Toroweap Point is 4 miles wide (6.43kms).

Taking into account a 2:5:1 to 3:1 glide ratio of our Rebel class wingsuits flying in formation, and a working altitude of 17,000ft (exit altitude 28,000ft to opening altitude 11,000ft) – physics said we could fly the distance safely.

Gaining permission for the flight was a lot more complicated. The Grand Canyon National Park came back with an unequivocal NO to even our initial enquiry. They even denied us permission to be in their airspace, so we would have to stay above 14,000ft north of the Colorado River, and avoid landing in the park at all costs. We got around what first seemed like an insurmountable problem by requesting and gaining permission to land our canopies from the Hualapai Indian Nation (who own a million acres on the south side of the Grand Canyon).

It took a year, and over sixty pages of other submissions, to obtain permits from the U.S. FAA (Federal Aviation Authority), the USPA (United States Parachute Association), the Los Angeles ARTCC (Air Traffic Control) and the Hualapai Indian Nation. Our celebration about getting the permits didn't last long though. The Grand Canyon National Park lodged a last minute objection to our rescue plan, citing we "may need their EMT resources". It was a spurious claim, but answering it took a further 27-page submission and resulted in a long delay.

While the permit process was unfolding, I worked on raising the money and Glenn worked on the oxygen systems that would enable us to breathe at 30,000ft. At that altitude, without supplemental oxygen, we would have less than three minutes of useful consciousness.

Working with U.S. based skydiving HALO (High Altitude Low Opening) expert Tad Smith and Australian engineer David Goldie, Glenn put together a system that combined oxygen bottles inside each arm wing of our suits and modified military oxygen masks and regulators, similar to those worn by fighter pilots.

It was an elegant, effective, but awkward collection of gear that required a lot of practice to get used to. To manage the complexity of changing from in-plane oxygen supply to bail out supply, we did over 30 jumps from our regular exit height of 14,000ft ASL at Sydney Skydivers. Then we planned a series of jumps from increasing altitude. The technical and regulatory environment for this type of high altitude wingsuit jump is non-existent in Australia so we went to SkyDance Skydiving in the U.S.A. – a drop zone that conducts annual high altitude Boogies to 30,000ft.

During the early Australian training we added skydiving camera flyer, Paul Tozer and Swiss-Australian wingsuit pilot, Roger Hugelshofer, to our team. We worked well together and had fun making over 100 training jumps. We flew various formations, with various suits to find a combination that we could fly together in a high performance configuration. We were flying Apache Rebel 1 and 2 wingsuits. Paul preferred his trusted X3 to his new Rebel 2, finding the X3 a more stable, less stressful suit for flying camera.

Our most exciting training jump was a 3-way arrowhead formation across downtown Brisbane.

For the flight across the canyon we decided on a 4-way diamond flock, adding Vicente Cajiga in the final slot. Vicente is a U.S. based wingsuit flyer who flew across Sydney Harbour with Glenn and I in December 2011.

After a year of preparation we were at Skydance Drop Zone in Davis California ready to test it all out. The owner, Ray Ferrell, is an expert in HALO jumping. His plane, a Cessna Grand Supervan with Texas Turbine upgrade, was more than capable of taking us to our planned exit point 28,000ft above the North Rim of the Grand Canyon. Before the Canyon flight we did jumps from 15,000ft, 18,000ft then 30,000ft, testing and refining all our systems. Apart from the oxygen, we had to trial our layered clothing, the cameras, GPS tracking devices, audible and visual altimeters, Bluetooth communication systems and search/rescue technology in the high altitude, minus 50 degree temperatures.

We were all wearing Sony 4K Action Cams, and Paul also had a Sony A7-S full-frame mirror-less camera, plus the AX100 4K camcorder mounted on his specially designed, Cookie Composites camera helmet. We were worried how the cameras would fare in the extreme conditions.

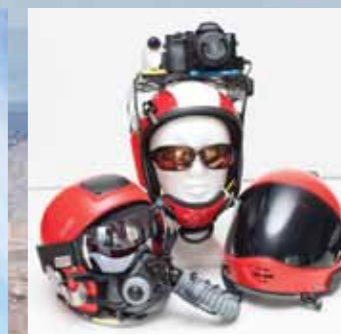
The morning of our 30,000ft trial jump, we were up at 4am. We geared up over multiple layers of thermals, Skins and wind stopper. To avoid any chance of decompression sickness, we pre-breathed pure oxygen for an hour before taking-off at daybreak.

Once we settled in the plane and connected to the on-board oxygen system that Tad ran from a sophisticated console he built himself, we could all think about the jump. Everyone was quiet. I meditated and then concentrated on the slow, even breathing that helps me stay focused in stressful situations. I visualised each part of the jump from exit to landing. I was most concerned about the cold. I worried that if my hands got too cold, I might not be able to pull.

The Grand Supervan climbed to 30,000ft in just 30 minutes. Five minutes before exit we began the awkward business of turning on our personal oxygen systems and cameras before disconnecting from the umbilical cord of the plane's systems. My hands and feet felt frozen, but otherwise I was OK.

As we reached 30,000ft and our predetermined exit point, Tad opened the door. The temperature outside was -50 degrees Celsius. Thankfully, once we were out and concentrating on the job, I didn't notice it too much. Glenn was base and navigator, Roger and I flew on his left and right wings respectively, and Vicente made up the rear of the diamond. Paul hovered above filming.

We flew across the patchwork fields of Davis for just over six minutes. The sun was low in the sky and illuminating the alternating green, wheaten and brown paddocks with a stunning sunrise glow. It was breathtakingly beautiful, but bitterly cold. With a forward speed over 100mph, the chill in my hands was intense, but thankfully they still worked at pull time.



We all put down safely, but the pain in our hands from the cold was intense – it felt like they were on fire. Still we were completely elated that everything else had worked perfectly. We were ready for the Grand Canyon.

The drive from Davis to Las Vegas via San Francisco, took us nine hours. Toyota had lent us a top-of-the-line Land Cruiser, but we had so much gear, it was still a squeeze. We met up with the crew from 60 Minutes in Las Vegas, and very early the following morning we all set out for Peach Springs. Our EMT crew were waiting for us there along with the Hualapai cultural representative and guide Bennett Jackson.

Bennett is Hualapai. His family has lived in the area for centuries and he proudly carries on their traditions. We followed him, driving on a rough dirt track through forest and mixed low foliage for almost three hours to the remote southern rim of the Grand Canyon directly opposite the Toroweap Peninsula. Bennett told us that we were probably the first non-Hualapai to ever visit that part of the Canyon.

The track suddenly emerged from the trees and ended on the edge of the canyon. The view in all directions was as spectacular as it was intimidating. Bennett told us that somewhere to the east, is a clearing in the forest where we could land our canopies. We walked for five hours surveying landmarks and memorising the details of the small clearing. It seemed very small to me and spotting it from nearly six miles away would prove an interesting challenge.

As we walked back to the car, Bennett pointed out wild flowers and explained their medicinal uses. We saw a 'wigwam' that he said dated from the early 20th century. Wild horses ran across the ridge above and unconcerned antelope watched from a distance. Then the wind started.

For the next two days a high altitude cold front brought howling winds and freezing temperatures. We had to stay patient and sit out the bad weather. We also had to change the date of our permit. Los Angeles air traffic control had given us an 8-minute window to slot in between transcontinental jet liners. Most of this timetabling is



The morning of our 30,000ft trial jump, we were up at 4am. We geared up over multiple layers of thermals, Skins and wind stopper. To avoid any chance of decompression sickness, we pre-breathed pure oxygen for an hour before taking-off at daybreak.



settled weeks in advance. Frantic phone calls and emails put Glenn in a bad mood, but eventually we got a new permit for Thursday, 9 April at exactly 7:40am.

Ray Ferrell and Tad Smith flew into Peach Springs from Davis the day before our jump. The Grand Caravan made a long, lazy loop around the remote airstrip before it touched down just before sunset. Tad prepared the oxygen systems so, the following morning at dawn, we would only need to climb aboard and hook in. At sunset, Bennett performed a traditional Hualapai blessing on us, using an eagle's feather and incense, while reciting an incantation to guide our safe return.

I did not sleep that night. The nerves had taken hold. Could we really do this? This kind of self-doubt always plagues me the night before a big jump. I can look back at my diary entries, and cut and paste the emotions and thought patterns from one challenge to the next. Only this knowing, and my use of mindfulness and breath control to keep me focused, makes it possible for me to beat the fear and doubt.

It was bitterly cold when the alarm sounded at 4am. We got dressed into the same layered-clothing, followed by the wingsuits, and all our other technology, which, this time included two-way radios and satellite phones.

We completed our pre-breathe just as we had done in Davis, only this time our Bluetooth communication devices were on, so I could hear Paul and Glenn's breathing as well as my own. It was a comforting sound.

We took off just after sunrise at 7am. I watched the benign desert plain around Peach Springs become fissured as we approached the canyon lands. I'd never been to the Grand Canyon before this trip. I'd seen plenty of photos and I'd studied our flight path on Google Earth but seeing it for real, especially from our small plane, stunned me. It is not one canyon, but many, and from 28,000ft it stretched out as far as I could see – red, and sandy, green and gold, beautiful and intimidating. It reminded me of a Mars scape.

Ten minutes to jump – outside temperature minus 50 degrees Celsius. We were flying into a strong head wind – air speed 141 knots. Our rehearsed sequence began. Personal oxygen systems on. Cameras on. Disconnect from the plane's oxygen system. Open the plane door. Wait for the green light.

We formed up in the door of the plane and looked down for the prominent feature of our exit point over Toroweap Point. It took almost two minutes to reach it. Glenn nodded at us. I exited the plane first. I was flying fine, but Glenn, then Roger, Vicente and Paul all barrel-rolled in the thin air. I held my breath and to my huge relief they all recovered quickly. They were a long way beneath and in front of me. I put my suit into a dive to give chase. My entire focus was on reaching Glenn. I got to him perhaps ten seconds later. We were all together and moving fast, but flying our diamond was proving illusive, it was more like a misshapen rectangle.

We passed the deepest part of the canyon at over 100mph, yet it felt like we were floating, and I could count every crease and crevasse in the landscape. It was cold but the chemical hand warmers in my gloves were working.



We passed the deepest part of the canyon at over 100mph, yet it felt like we were floating, and I could count every crease and crevasse in the landscape. It was cold but the chemical hand warmers in my gloves were working. I could hear Glenn's laboured breathing in my headphones – he was head down, going for it. After what seemed like an eternity, we soared over the V-shaped formation I knew was our marker point on the South Rim of the canyon. We were across. Not long after that my audible altimeter sounded its first alarm. The next alarm signalled break off. Glenn and Vicente flew offset diagonals ahead. Roger turned left and I went right. Paul opened where he was. We'd practiced this opening sequence many times.

I had a perfect, clean opening and once under canopy I took time to look at the breathtaking landscape around me. Everything glowed in the early morning light. A sheer cliff wall fell away 1,000ft directly beneath my feet. Behind that, the central part of the Canyon dropped another 3,000ft. I knew where I was. The dirt track we'd driven along a few days earlier was right in front of me. The small clearing in the forest was far to my left. The road was a soft, obstacle-free runway so down I went, landing safely nearly 7,000ft above sea level. Glenn, Paul, Roger, and Vicente demonstrated their impressive canopy skills, putting down safely in the landing area near the astounded crew from 60 Minutes and a jubilant Bennett.

What the team said...

"I always wanted to go to the Grand Canyon. I was even dreaming about a helicopter sightseeing tour – till the day I was asked to join the group with Glenn and Heather, Paul and Vicente... and fly across – in a wingsuit – from 30,000ft. The scenery and landscape were absolutely amazing! An experience I will never forget in my life." – Roger Hugelshofer

"I'd never been to the Grand Canyon, and to see it for the first time, the way we saw it, was an almost unbelievable privilege. The power and beauty of the place is beyond words; and to fly across it in our wingsuits, the way birds do, with such a fantastic team, was a magical, transformative experience that will live large in my memory. It's going to be a hard one to top." – Heather Swan

"When Glenn called me in October last year to ask if I could film him and Heather flying their new Apache Rebel 1's, I had now idea where it would lead. What I thought would be a casual day flying high-performance Wingsuits, turned out to be a camera flyer 'try-out' of sorts, which has since enabled me to do some of the most amazing skydives of my life, and with still many more to come.

The 100-plus training jumps we've done since, the beautiful early morning flight over Brisbane CBD and the Gabba, the 5-way flock from 30,000ft in Davis (when we flew for over six minutes), and then the flight across the Grand Canyon from 28,000ft have been some of the most amazing experiences of my life, and I feel privileged to be a part of this wonderful team. As for the Grand Canyon, I have never felt so small as when I exited over the northern rim in a Wingsuit, looking down at this incredible feat of nature below me. It truly was a humbling experience, which I will never forget.

The last six months have been a dream for me. After nearly nineteen years flying camera, I can truly say that I'm now doing the most challenging, yet rewarding, filming I've ever done." – Paul Tozer



Quick Facts

Grand Canyon Wingsuit Flight 09/04/2015

North Rim to South Rim

A World First

- Time from Idea to Execution: 14 months (fund raising, project planning, official submissions for permission to fly and land, oxygen system refinements, training, weather).
- Wingsuits: the Apache series from Tony Wingsuits (X-3, Rebel 1 & 2).
- Plane Used: SkyDance Davis' Grand Super Van with Texas Turbine upgrade
- Pilot: Ray Ferrell, U.S.A.
- Oxygen consultant: Tad Smith, U.S.A.
- Wingsuit team:
 - Dr. Glenn Singleman. Australia. Team Leader. Wingsuit BASE flyer. Flying wingsuits since 2004. Over 1,000 wingsuit jumps.
 - Heather Swan. Australia. Sponsorship and Funding. Wingsuit flyer. Flying wingsuits since 2004. Over 1,000 wingsuit jumps.
 - Paul Tozer. Australia. Wingsuit Camera Flyer. Over 1,000 wingsuit jumps.
 - Roger Hugelshofer. Switzerland/Australia. Wingsuit flyer. Over 1,000 wingsuit jumps. Flew across Brisbane city with Glenn and Heather in January 2015.
 - Vicente Cajiga. Mexico/U.S.A. Wingsuit Flyer. Over 800 wingsuit jumps
- Sponsors and Supporters: Sony Action Cam, Australian Geographic, Toyota, the Australian Parachute Federation, Sydney Skydivers, Cookie Composites.
- Cameras used: Sony 4K Action Cams, Sony 4K AX100, Sony A7-S (stills).

Grand Canyon Flight

- Exit Altitude: 28,000ft
- Exit Temperature: -50 degrees Celsius
- Exit Speed: 141 knots
- Exit position: Directly above Toroweap Point, North Rim of the Grand Canyon
- Distance Flown: 11.3km
- Top speed: 110mph



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- TRAVIS NAUGHTON**
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- JONO DE WET**
Australian free fly record holder
- SAM FIRTH**
Angles, free fly and experienced Rel Week load organiser. (He knows what batchy is all about!)
- RED FERGUSON**
Rel work & Star crest extraordinaire

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By Jill Grantham

YOU KNOW THAT ONE TIME OF THE YEAR WHERE YOU ARE FORCED TO GO HOME AND SPEND TIME WITH YOUR FAMILY. AND YOU HAVE TO DO IT. BUT DON'T REALLY WANT TO? YEAH, FUNNY FARM IS NOTHING LIKE THAT - AT ALL!

Mid April, 120 excited farmers travelled from all over the world on the yearly pilgrimage to a cattle farm near Westmar, Queensland for a week of kick-ass jumping, and a lifetime of fond memories. The coach line-up this time consisted of return farmers, Domi, Mox, Anna, Reader, Douggs, Jeff, Boagsy, Munting, Blakey, and Macca. New recruits, Luis Prinetto and Jason Petters, joined the Farmily this year too. For the first time farmers it can be a daunting Boogie, as it is six hours from Brisbane, no flushing toilets, no phone reception, and the nearest pub/store is a 30min drive away. For those who dare to brave it, they are richly rewarded.

FOR THOSE WHO DARE TO BRAVE IT, THEY ARE RICHLY REWARDED.

This year differed from previous years. It was an open invite, and the concept of this year's Farm was to, not only keep improving the level of flying, but to also incorporate multiple disciplines in each jump. At the start of the week it was kept simple and easy, combining only two

types at the same time. Woody and Griggsy helped skill up the XRW crew, and the Dubai wingsuiters added another layer of innovation, and as people increased their skills and confidence, the complexity of what was being attempted increased. By the end of the week it became important to get to the emplaning area early as it was a creative process to work-out exit orders – the normal assumptions about exit order simply did not apply.

Some old farmers returned, which added the special vibe that is Funny Farm. Douggs was in charge of everything comical, so that the hot shots didn't take themselves too seriously (which becomes challenging when Elad is slow mo-ing every rad manoeuvre and bathing you in day tape glory). Swoop competitions involved directives like the running man, the turtle, and some other crazy names, which were always accompanied by laughter and an animated explanation of how they were to be performed. There was also historical information on who won these competition categories in Farms gone by.





After a recommendation from Robbie that only already competent swoopers participate, this advice was ignored by Spready who thought he would give it a go anyway,

THE MEGA-SWOOPERS WHO ADDED ENTERTAINMENT TO THEIR EXCEPTIONAL SKILL, EMBRACED THE COMPETITIONS, AND GENERATED A DAILY GATHERING AT THE POND TO WATCH THEIR TRIUMPH AND FAILURE.

not successfully. The mega-swoopers who added entertainment to their exceptional skill, embraced the competitions, and generated a daily gathering at the pond to watch their triumph and failure. Luke Scab was a key leader in the commitment to running the pond every jump, and quickly ran out of dry shoes, but was a crowd favourite and didn't need the services of Kenny the Gold Coast lifesaver who was on standby.

'barely moving forward jumps', aerial silks from a tandem with canopies, and much, much more. The United Nations could take a leaf out of our book for bridging the cultural divide. Just watch the video, it's MEGA!

With the exception of Spready's inspection of the bottom of the pond, and Jeff's in-flight seminar on drag differentiation, everyone was safe during the week, which keeps the event in good spirits, and stops Robbie from increasing his angle as he stomps across the landing area towards the jumper who has made a questionable safety choice. You know if you are getting out the protractor as he approaches, and it is anywhere from the 80-45 degree angle, you need to start making excuses fast. The Convery brothers always manage to rile up Robbie, and Irish continued to stir up Robbie after hours with his MC gig – must be something about the Irish-Ranga combo that causes fireworks and entertainment for the crowd.





Ready was the hero of party night for an epic vision, which at first glance appeared to be a dead tree. He had erected it in the landing area and set it alight. A leaf blower turned into a flame-thrower as they pumped oxygen into the burning three-metre log. With the regular camp fire covered in copper flakes burning green, the flaming tree spewing heat and light into the sky, some flares being thrown around, and the flashing lights on the drone flying overhead, it was visually spectacular and quite an experience for everyone with a bit on.

FUNNY FARM IS HARD TO DESCRIBE ACCURATELY, JUST TRUST ME WHEN I SAY, IF YOU EVER GET THE CHANCE TO COME, MAKE IT HAPPEN.

Funny Farm is hard to describe accurately, just trust me when I say, if you ever get the chance to come, make it happen.

This is one event that, for sure, couldn't happen without the endless support from sponsors – the Australian Parachute

Federation, South Queensland Parachute Council, Cookie, Downward Trend Rigging, LVN lifestyle, N.Z. Aerosports, and the Mulckey family who allow their normally tranquil farm to be turned into our playground for one week a year.



STATISTICS FROM THE WEEK

SLOTS: 2,992 - LOADS: 225 LOADS - FUEL: 14,500 LITRES - BEER: 224 CARTONS
 JUMPERS: 120 - PLANES: TWO CARAVANS, ONE 182 AND ONE YAK 52
 HEAPS OF KOUTA, FECKIN' BEWM. "WHO'S HUNGRY" AND "GOOOD" COULD BE HEARD TOO.
 AND MAJOR LAZER'S "LEAN ON" PLAYED APPROXIMATELY 45 TIMES

*** Disclaimer some of these stats might not be entirely accurate***





THE FUNNY FARM 2015 By ??

WHEN I WAS ASKED TO WRITE ABOUT FUNNY FARM, IMMEDIATELY THE SPEECH FROM FIGHT CLUB SPRANG TO MIND. SO HERE IS MY VERSION BASED ON THE ORIGINAL, BUT WITH A FEW ADAPTATIONS.

1ST RULE OF THE FARM: You do not talk about FUNNY FARM.

2ND RULE OF THE FARM: You DO NOT talk about FUNNY FARM.

3RD RULE: If someone says "stop", goes limp, or taps out, they are not farming right, or maybe forgot to breathe through their mouths at the long drops.

4TH RULE OF THE FARM: No phones. No Internet.

5TH RULE OF THE FARM: No dickheads allowed.

6TH RULE OF THE FARM: No shirts. No shoes.

7TH RULE OF THE FARM: Farm will go on as long as it has to.

8TH RULE OF THE FARM: If this is your first FARM, you HAVE to buy a case, run hard, and ALWAYS listen to Robbie! So with that in mind, let me give you the real story of Funny Farm.

Funny Farm started back in 2000, and to my knowledge, has hosted some of the best, most creative flyers of their time. Legends of our sport have graced the bar and rung the bell... I already feel as if I have said too much. When I say, "bar", of course I mean a tin shed in the middle of the outback!

The Farm is six hours west (inland) from the east coast of Australia. There is not much around and living out there is a different way of life. As a visitor, I felt it was an ineradicable experience to be accepted into someone's home, and get a glimpse of that way of life.

Roger started skydiving in 1993. The story regarding that is, I'm sorry, too cool for me to steal! So I will let him tell you himself one day. Basically, it involved his brother and an Ultralight!

Funny Farm, as I explained, is kinda in the middle of nowhere, so to have a runway in the place is not unusual. When you have two skydivers that live in the middle of nowhere, with an aircraft and a runway... umm... maybe they should invite some mates over and, Boom, Funny Farm was born!

This year's Farm was, as Roger said, "The Best Farm ever"! Farm had a break a few years back and it was Soul Flyers,

Vince and Fred, who persuaded Roger to start up the shenanigans again, and thankfully for us, he did!

The level of skydives at Farm is exceptionally high, however, there is still room for jumpers of all levels of experience.

There are coaches galore and the new mix of disciplines are catered for, including canopy piloting, XRW, and flying with the YAK. The swoop pond is just a dream!

This year, we were also joined by some of the early farmers who have been away for a while, Douggs, Wildy, Flippo, Ready, Holly, etc., which made for some epic bonfire story times!

There really is no other event like Farm, and thanks to the Mulckey family, you are catered for every day, so you can just sink into the rhythm of Farm life.

The jumps have been some of the best in my life. I have met friends I will love forever! The event is seamlessly organised, it's very safe, educational and basically just good, clean, old fashioned, skydiving FUN.

And all this is set in the alien-like landscape of the Aussie outback! At the end of a rewarding day jumping, you will find yourself under the dazzling canopy of the night sky. There you can loose yourself, and find yourself all in one week. It is truly breathtaking, and I am already counting the days to my next week of Farming.



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Kane riding Zsolt. Photo by Brody Johnson

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Freely Workshop in the Bay

By James Garnaut

Skydive Jurien Bay hosted an invitational Freely workshop for two days prior to the J Bay Boogie, taking full advantage of having Inka Tiitto, Mason Corby, Adam Long, and Erica Tadokoro in Jurien Bay.

Twenty participants, mostly from W.A., were arranged into small groups and jumped with the same coach throughout each day. The focus on all jumps was dynamic flying with coaches giving all participants comprehensive debriefs and the opportunity to really pick their brain.

At the end of day two, we decided to put together a Big-way, and combine groups to do a Jurien Bay Head-down record. Jumping on sunset, we put together a 14-way Head-down formation with plenty of altitude to spare. It was a cool way to end the workshop.

Over the two days we did twelve jumps in perfect conditions. Everyone was stoked with the workshop format and progressed considerably.





THIS WAS THE THIRD J BAY BOOGIE, AND WITHOUT DOUBT WAS THE BEST ONE YET. ALL THE STARS WERE ALIGNED; WE HAD THE BIGGEST LINE-UP OF COACHES EVER SEEN IN JURIEN BAY, TWO CESSNA CARAVANS, FOUR DAYS OF ABSOLUTELY BALLIN' WEATHER, SHARNEY PERROW RUNNING THE MANIFEST, JASON LANE ON DAY TAPES, A BAR FULL OF ALCOHOL, AND 150+ KEEN-AS JUMPERS.

We did 1,844 jumps over 124 loads, including one night load. With only two cutaways, and not a single injury, the Boogie has left us all with some awesome memories and great progression.

We ran the event from the Jurien Bay Community Centre, located at the local football oval, with most participants camping around the oval, just a short trailer ride to the airport and landing area.

Freeflyers were blessed with a talented line-up of organisers including Mason Corby, Inka Tiitto, Kieren James, Erica Tadokoro, Adam Long, Milla Kuitunen, and Peter Sutton. Filming all this was Emma Merrit, Rene Terstegen, and James Garnaut. With so many organisers, participants were able to jump with an organiser on every load. "Head-up for days" was thrown around more times than to be able to keep count, and there were some nice big group Angles and Head-down jumps going on. We were fortunate to be able to do a coach load at the end of each day with some nice 16-way Head-up flocks and dynamic/vertical jumps.

"It was an awesome week. I wish it didn't have to end. One of the best Boogies I've been to". Mason Corby

Flatties were running with Sas, Simone Bambach, Rob Vader, Robin Morris, and Ashley Geneve on camera. It was so good to see so many nice flat jumps happening, with some advanced sequential belly jumps, as well as a heap of Star Crests being completed.

Wingsuiters were led by Scott Paterson and Travis Naughton. As usual, the West Coast Wingsuit Mafia crew were there in force and didn't waste the opportunity to get together and get their flock on with two of Australia's best. They started out with smaller Wingsuit group jumps, focusing on building on their flying skills. Each jump saw massive improvements from all. The formations were building faster and tighter with every jump, and by the end of the Boogie they brought the groups together for some great Big-ways with amazing views of beautiful Jurien Bay at sunset.





Daughter of drop zone operators, Pete and Chrissy, Bronte Lonnon also did her first Tandem jump at seven years of age. She now just scrapes in as W.A.'s youngest skydiver! Showing nothing but excitement before her jump, staff and friends built a nice star around her, and she's already planning her 8th birthday jump in two weeks before her permission to jump runs out at the end of June.

The theme for party night was "Tight and Bright", a scary proposition for some, with J Bay instructor Hamish Stratford taking the prize as best dressed, coming complete in a giant Barbie Box.

Irish was commissioned with MC duties and his antics and day tape skits never failed to deliver. Special mention must go to Jason Lane on day tape, and Sharney Perrow who absolutely smashed the manifest. We've never had a Boogie run smoother. Thanks also to all the staff, volunteers, and all our event sponsors.

Day tapes can be found on the J Bay Boogie Facebook page – www.facebook.com/jbayboogie.

There won't be a J Bay Boogie in 2016, but it will be back bigger than ever in 2017. For more info on jumping in Jurien Bay go to <https://skydivejurienbay.com>.



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Ladies Picton Sequentials + Australian Women's Head Down Record

By **Sonnica Pokroy** Photos by **Brad Pokroy, Dan Smith and Manny Jacobs**

Like all good ideas, this one started over a bottle of red wine. I've been watching the Ladies Lodi Sequentials for years, and my dream has always been to be able to somehow receive an invite to join those ladies in action, and that's when the idea hit me... why not just do this right here in Australia?

Bare in mind, that being able to do freely sequentials is arguably one of the most difficult skills in skydiving, so when putting something like this together, it is important to select the participants with, not only the highest skill level, but also the right attitude, so this event would be invitational only.

The idea of breaking the existing Australian Women's Head Down Record of a 6-way that was set in 2005 at the Skysisters event, was also a very exciting one, and with the skill level selected we could easily attempt this during this event.

As expected, the 10-way record was set on the first jump of the first day. It was a strange feeling for all of us to get a record out of the way so quickly without the fear of anyone being cut. It was the most fun I've had on any record attempt as the smiles by far outweighed the pressure.

After the record was set, we moved on to doing some more technical sequential jumps which were so much fun.



The awesome flying continued on Saturday night at iFly Downunder as we put some ideas and flying in the tunnel. Two groups of 4-way enjoyed some 4-way VFS, 4-way Dynamic and 4-way flipping action. We then put the two groups together for some 8-way sequentials, which worked really well.

It was amazing being in the sky and tunnel with so many awesome freefly chicks, can't wait to do this again soon. I would like to gradually grow this event, adding on additional skilled female flyers as and when they are ready.

I would like to thank Phil Onis and Sydney Skydivers for hosting and sponsoring the event.

A big thank you also goes to the NSWPC for their sponsorship and support as well as Judge Dean Brook-Rerecich and Leanne Connor for giving up their long weekend to ensure that this event was a success.

A huge thank you goes to Brad Pokroy, Dan Smith and Manny Jacobs for the amazing outside video and photos you took of us.



Women's Headdown Record Flyers:

Cath Comyns
Shelly Delaney
Issy Dore
Jenny Gordon
Jill Grantham

Holly Kilham
Barbara Meister
Tina Muddle
Sonnica Pokroy
Erica Tadokoro



1st FAI Wingsuit Performance Flying World Cup 2015 APA Netheravon, UK



By Chris Byrnes

WITH WINGSUIT PERFORMANCE FLYING RECENTLY RECOGNISED OFFICIALLY BY THE IPC, SKYDIVE NETHERAVON, IN ENGLAND, WAS PROUD TO HOST THE 1ST FAI WINGSUIT PERFORMANCE FLYING WORLD CUP.

I had been introduced to Wingsuit performance flying at the Australian Wingsuit and Tracking Race, which has been held in Elderslie for the past four years. It is an exciting new discipline, which sees competitors race through a window of altitude from 3,000m to 2,000m above ground level, competing in separate Time, Distance, and Speed tasks. The object in Time is to achieve the longest time in the window (slowest average vertical speed), in Distance it is travel the longest horizontal distance across the ground (best average glide ratio), and in Speed it is the fastest average horizontal ground speed through the window.

The competitor who scores the highest in each task is given a score of 100 with other competitors receiving a percentage of how they did compared to the best. A number of rounds are completed for each task, and all scores are averaged and tallied to give an overall score.

Results are measured using a Flysight GPS unit mounted on the competitor's helmet. After each competition run, the helmet is handed to the judges and the score loaded onto a live online leader board. There is much

excitement between the competitors, and the people following at home, as they can see the leader board update in real time,

and there is much jockeying for position on the leader board as each score is uploaded.

The Australian delegation consisted two competitors and two judges-in-training. The competitors were myself (based in Brisbane, home drop zone: Toogoolawah), and Steven Holden (an Aussie based in California, home drop zone: Elsinore). The two judges-in-training were Ray Williams and Sheena Simmonds. All up, there were 56 competitors from eighteen countries at the World Cup.

Skydive Netheravon was an excellent location to host the 1st FAI Wingsuit Performance Flying World Cup. Located on an army base, and part of the Army Parachute Association, the facilities were unreal. The enormous heated hanger and padded packing area was great for packing and having a nap between loads. The whole drop zone shut down to accommodate the World Cup, and we had two grand caravans to ourselves. Also, despite an unbelievably large landing area, plenty of the wingsuiters still managed to land off. One competitor from the U.S.A. even got an offer for a lift back to the drop zone from a tank!

After the last day of training on the Monday, there was an opening ceremony on the Monday afternoon, and we were treated to a display by The Red Devils Parachute Display Team. One of the highlights was a flag jump with a 5,000ft British Flag. Gary Connery, of Wingsuit landing onto cardboard boxes fame, also did a demonstration Wingsuit jump. IPC President, Graeme Windsor, gave a speech and declared the World Cup open.

Due to cloudy weather, competition didn't kick-off until around lunchtime on Tuesday. The first competition jumps were nerve racking as the cloud cover made it hard to navigate. Competitors would also be disqualified if they drifted off-heading by more than 30 degrees.

Unfortunately, a few people got a zero for their first round as they flew to a nearby drop zone that looked similar. The weather improved throughout the day, and thanks to sunset being at 10pm, we completed four jumps. Steven was doing great and hovering around the top ten. I, however, was down in 25th place due to a poor first Distance round.

Wednesday saw much better weather, and it was a lot less stressful, with less cloud cover making it easier to navigate. With a more relaxed attitude, I set some personal bests and started to work my way up the leader board. Wednesday finished with just one last Speed task required to finish the competition; and with Steven and I head-to-head in 13th and 14th place respectively.

In the last Speed task, both Steven and I set new personal bests. Steven's happened to be a blistering 300.5km/h average horizontal ground speed, which saw him finish in 11th place. My personal best of 268.6km/h saw me finish in 13th place. At the top of the leader board, Espen Fadnes from Norway finished in 1st, Spike Harper from Great Britain finished in 2nd, and Marc-Andre Denault from Canada finished in 3rd.

Both Steve and I were elated with our results as we smashed our personal bests in Time, Distance, and Speed. It was an honour to represent our county at the 1st FAI Wingsuit Performance Flying World Cup. Due to this being



the first FAI event, over 100 records were set during the competition. Steven finished with the Australian national and Oceanic Continental Speed Record of 300.5km/h. I finished with the Australian national and Oceanic Continental Time and Distance Records of 84.4 seconds and 4.051km.

None of this would have been possible without the support from Mee Loft Parachute Rigging, South Queensland Parachute Council, and the APF. Rob Libeau was fantastic, sorting Steven and I out with uniforms, assisting with registration, lodging FAI records, and in general, being there to assist us. Mee Loft and SQPC provided much welcome funding to make the trip possible. Both Steven and I look forward to representing our country in the future.



“To learn stillness in motion.

To find quiet amidst noise.

To gain strength from uncertainty.”

That's my Dream of Flight

-Jay Moledzki



By Tom Begic Photos by Norman Kent



HOW LUCKY ARE WE?

13 JUNE 2010: AFTER ELEVEN YEARS OF PATIENCE, PREPARATION, AND PERSEVERANCE, THREE NEW AUSTRALIAN FORMATION SKYDIVING RECORDS (105, 109, 112-WAYS) WERE CREATED BY A GROUP OF AUSTRALIANS AND THEIR FRIENDS AT SKYDIVE PERRIS. THIS EVENT STILL RATES AS ONE OF THE BEST FORMATION SKYDIVING ACHIEVEMENTS OF ALL TIME. SUCH WAS THE AWESOMENESS OF THE OCCASION THAT IT JUST HAD TO BE REPEATED. AND SO THE JOURNEY CONTINUED.

Greg Jack is the current driving force behind our formation skydiving record attempts. So he and his merry band of helpers pushed on and had another go in 2012, though, unfortunately, not enough people committed to come to Perris. A lot was learned during the 2012 camps and two new Australian records were set regardless. Firstly, a new largest POPS formation of 42 was set, and notably, a three point 54-way. Nevertheless, this was obviously not enough. With some encouragement from the likes of Dan BC, Tracey Basman, and Melissa Harvie, a cunning plan was hatched to beat the 112-way record. To allow ample time to build skills and interest in another attempt, May 2015 was chosen for the Big-way training camps and Record Event.

LOCATION

Once again, Perris Valley Skydiving was chosen as the location, and P3 (Perris Performance Plus) was chosen as our preferred coaching system and people for our record attempts. Why? Because it works!

Skydive Perris has all the resources we need in one location. Aircraft (this includes access to planes from other drop zones such as Skydive Arizona, San Diego, and Elsinore), formation endorsed and experienced pilots, higher altitudes and oxygen systems, coaches, accommodation, tunnel, team rooms, camera crews, on site aircraft maintenance and oxygen refuelling, food and beverage facilities, hosts who are happy to serve us, and a huge drop zone with many outs and people and vehicles very happy to come and pick you up wherever you land. The P3 team are some of the most experienced and successful Big-way designers, coaches, and participants in the world. Their objective is team success and results, which reduces the impact of personal politics in their training and selection process. It was wonderful to see some of the younger jumpers taking grips on the likes of Dan BC, in awe of with whom they were jumping. Even some of the Aussies from 2010 got a few, “Oh, you’re such-and-such, it’s cool to be jumping with you”. Legends!



Cost is a factor too. The jumps and associated costs are relatively cheaper in the U.S.A. Despite the large unfavourable drop in the AUD/USD exchange rate late in 2014, there were still around 170 people expressing a keen interest in the attempt early in 2015. This number dropped, however, to around 115 people when life's priorities got in the way.

Throw in possibilities like "Vegas Baby", Disneyland, Yosemite, San Diego, San Francisco, cheap beer and shopping, and it's a no brainer – Perris was, and is, the best option.

And to answer the perennial question of, "Shouldn't an Aussie record be held in Australia containing all Aussies?" Our sporting code says, no! Anywhere is acceptable, and at least 75 percent of the formation must be Aussie citizens or residents. Bring it on!

REFERENCE TO 2010 RECORD ARTICLE INCLUDING TECHNICAL INFORMATION

For more detailed information about the P3 system and why Perris Valley Skydiving is the first choice location for our record attempts, read the ASM article for the 2010 Australian Record at: <http://en.calameo.com/read/000014177a196cbe25b56>



ORGANISING TEAM

There were two main teams associated with organising this record. One was based in Australia and the other in Perris. There was also great support from The Australian Parachute Federation and Skydive Perris. Most of the personalities involved are mentioned later in this article however a few people deserve a special mention.

Greg Jack led an enthusiastic group of Aussies for nearly three years leading up to the event. Most of the work was around training camps and Big-way weekends. There were also administrative functions involving aspects such as funding, registration, media responsibilities, and providing updates to interested participants.

The second team is the P3 team. Administration was led by Jen Domenico. The technical aspect – the coaching, was led by Dan BC with great support from all of his colleagues. Skydive Perris also coordinated their resources to help make the record happen. The main function of the P3 team was to teach each participant their Big-way methodology prior to and during the camp, engineer the skydives, advise, conduct and review the jumps, and to provide personal and group feedback with the objective of up-skilling everyone to be capable of making a new Australian record. They also had the unenviable task of selecting the jumpers who were, and were not, going to participate in the record attempts.

Their main objective was to achieve the goal of up-skilling the participants so that they were able to safely achieve the objective of creating a new Australian Formation Skydiving record.

Another part of the P3 team was the aerial camera crew. Their task was to provide high quality video for training purposes as well as the final "money shot" photograph to be used by the judges to assess the record. Craig O'Brien and his team performed a world-class job with amazing video and photos.

PRE RECORD CAMP EVENTS IN AUSTRALIA

Tracey Basman and nominated state mentors organised and ran lead-up training camps all around Australia. These camps were run using P3 Big-way techniques, and all people running them were experienced P3 Big-way participants.

We also had the likes of Aussie 400-way world record holder, Grant Nicholl, and many others provide learning opportunities in the various camps. This meant that the majority of people who turned up at Perris were quite knowledgeable in most aspects of P3 and just needed the bigger jumps and altitude to fine-tune their skills. Given the experience level of people involved and the adverse weather we had during the record camp, the record would not have been achieved without these training camps. These included:

- Star Crest weekends (yes, some of our new record holders only got their Star Crests less than six months prior to the record)
- Regional Big-way weekends
- Two special "Happy as Larry" Big-way camps which were coached by Larry Hendersen at Toogoolawah and Picton
- Tunnel camps at Penrith
- Many individuals also made many RW jumps just for the purpose of up-skilling and getting current for the record attempts

An example of progression for new Big-way jumpers includes:

- Fall rate skills (fast fall, slow fall, using all body parts, using tools such as shirts)
- Lateral Movement (forward, backwards, sideways, turns)
- Stability Drills (flying in burble, collision recovery)

The learning progression in the air included:

- Attitudes (dirt dives, timeliness, visualisation)
- Star Crests
- Small formation loads learning basic Big-way skills (presentation on exit, identifying the Base and references, flying to setup stadium positions, flying smoothly in your slot, taking grips, flying as part of the formation, break off, track off, deployment, canopy traffic, and safe landing patterns)
- Larger formations
- Larger sequential formations
- Multi aircraft formations

CAMPS 1 AND 2: PERRIS

Most of the jumpers arrived in Perris and registered a day early on Tuesday, 19 May. There was excitement in the air as people talked about their travels and practice jumps prior to the record camp, and the buzz of starting the following morning.

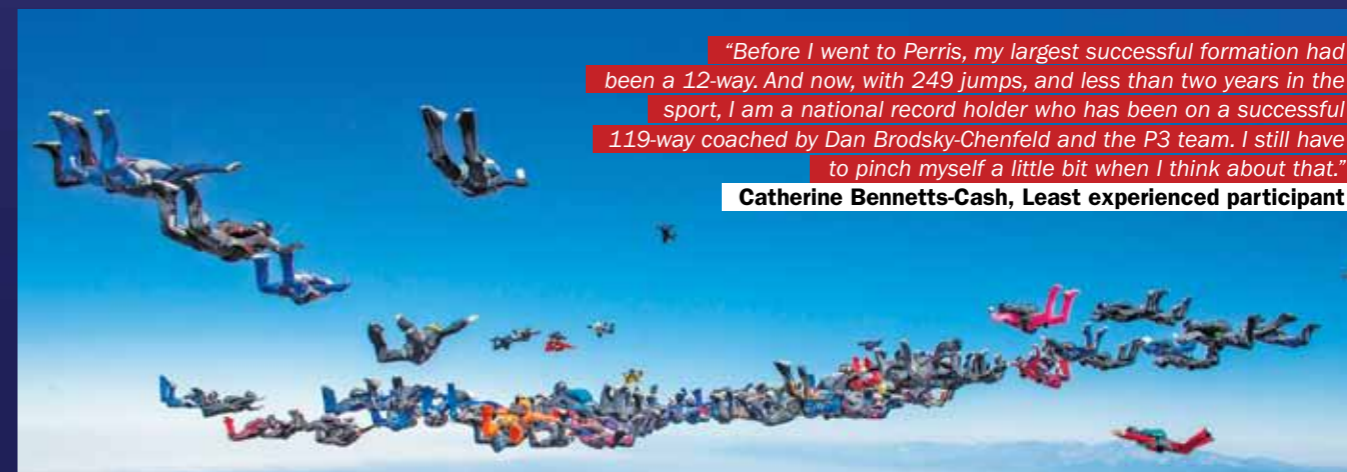
The first briefing was run that evening by local Big-way legend, Mark Brown. He gave us a whole series of practical tips about Big-way that you may not necessarily read in the training manuals. How to avoid being door food as rear diver, when to turn up to a dirt dive with your jump suit on, why looking at the Base on exiting a Skyvan is not such a great idea, and the importance of listening to what personal advise your coach gives you. Not only was his talk informative, it was entertaining too.

Day 1 started with all Aussie skydivers ready to go in jumpsuits before the allotted start time. The coaches were impressed. We had a number of introductory sessions on this morning prior to the start of jumping. Tony Domenico led a briefing about P3 methodology using animated skydivers showing exit, flying, docking, and tracking techniques.

Dan BC completed the session with local Perris safety requirements such as safe landing directions and techniques.

Coaches and skydivers were formed into 20-way groups, and dirt diving commenced.

We completed five skydives jumping from two aircraft. Many of the newer skydivers were already doing firsts (Skyvan, formation load, 20-ways), and it was only day one. The excitement was very evident in their smiles. Most of the formations were flying well with only a few people missing out due to simple fall rate issues. The focus was on flying to radials (where you line up with your slot in the formation), moving to your stadium, flying to your slot, and then finally docking. Much work was also done on tracking groups. For safety reasons, tracking groups are more important than most other parts of the actual skydive. Once the formations get larger, it's critical that groups of people move as teams to clear areas in the sky, separate from each other and other teams, and then safely deploy their canopies. Some people already experienced coaches making "suggested feedback". Ah, it's important to be a good listener – that means taking a suggestion and using that advice.



"Before I went to Perris, my largest successful formation had been a 12-way. And now, with 249 jumps, and less than two years in the sport, I am a national record holder who has been on a successful 119-way coached by Dan Brodsky-Chenfeld and the P3 team. I still have to pinch myself a little bit when I think about that."

Catherine Bennetts-Cash, Least experienced participant



"Records don't come with guarantees. You have to work for them, fight for them, and make every decision with the goal in mind. Watching all of us pull together to make it happen on the last jump was Magic! I will never forget it, and will carry what we experienced together close to my heart for the rest of my life."

Dan Brodsky-Chenfeld, P3 leader, Perris Valley Skydiving Manager

Day 2. The infamous Perris fog hit in the morning. But that's OK because it burns off by 9am, 10am, midday, it's not fog? Smog? Clouds? Someone's penance? California – beautiful one day, perfect the next, we're always jumping, this never happens. One group even got to gear up at the end of the day.

Day 3 was like Day 2, which rhymes with déjà vu. OK. We've lost some days. *"How would all of you feel if we made up some time and jumped on our planned day off?"* Virtually everyone agreed, apart from a few people who reluctantly cancelled a quick road trip to Sin City (Vegas).

Day 4 was a repeat of Day 2. We had white "skies", the occasional blue hole passing by teasing us all, and over a hundred skydivers with strained necks, caused by vainly looking skywards. Given we were losing days and time, the coaches had reshuffled our dives such that we were now doing 30-ways from two aircraft. We dirt dived and waited.

"OK kids, let's make use of this time before we jump today and gather to talk technical". Whilst we waited, we took the opportunity to use our coaches for technical and general training. The following talks and practical sessions were conducted:

- Doug Forth and Tom Jenkins talked about exit techniques and positions from various aircraft.
- Doug Forth talked about tracking techniques (as individuals and in tracking teams) and we had extensive practical training on the creeper pads.
- Dan BC spoke about visualisation techniques and how it positively impacts your performance.
- Josh Hall and Tom Jenkins spoke about techniques of diving to the formation. Josh also talked about flying body positions with emphasis on the importance of using your legs.
- Dan BC gave a seminar on canopy techniques from track off until landing, including a discussion on emergency procedures and decision-making skills.
- A general safety and skydiving discussion involving all the coaches (led by Dan BC) was held in a Q & A format.
- We also dirt dived various formations on creepers under the guidance of Doug Forth, Tom Jenkins, and Dan BC. This was for the larger formations with each sector and group practicing the build, separation, and tracking teams.

"Wow, what a ride! In 2010, I was at home in bed, waiting for the call/text advising that there was a formation to judge. This time, I was in Perris Valley participating on the jumps and liaising with Dean, the Chief Judge for the event. As a judge, you join the participants on the rollercoaster journey they are embarking on. I was constantly updating Dean on the jumps – nearly there, only one grip out... going again – whilst also trying to concentrate on keeping my performance at the right level.

On the last jump of the record attempt, I was looking across at Dan BC. The formation was flying well. I thought we had done it. Then I saw Dan nod to Tom, and Dan's smile when he received Tom's response. The cheers of congratulations when we landed were unbelievable. Shirley, Deb and I dumped our gear and joined the coaches in the debrief room to look over the footage to ensure all grips were correct, and the formation was built as per the diagram we had provided to Dean before take-off.

Once we emailed the photo to Dean, the wait was excruciating. The judging team in Australia were doing an awesome effort and judged the formation super fast, however, 30min still felt like forever. When Dean sent a text with the decision, I whispered to Greg Jack so that he could gather the troops and make the announcement.

A massive thank you to the judging team in Australia led by Chief Judge, Dean Brook-Rerecich and the team, Faye Cox, Kelly Seal, Jim Moir, and Lindy Rochow-Williams. These judges were assisted by non-FS rated judges Erika Wizniewski, Peter De Jeney, and Kate Vaughan."

Peta Holmes, APF Judge and Record participant



- Kate Cooper-Jensen reviewed a number of Big-way videos showing and discussing the various skills and techniques that were required to successfully and safely undertake Big-ways.

Despite hanging around the drop zone for nearly four days without jumping, the general mood was good, although some people were getting a bit nervous about their level of preparation. These delays highlighted the importance of pre-camp training and preparation. Throwing all your training eggs in one basket at camp time just before the record is not ideal risk management for a perfect performance.

The good news now was that the weather forecast gave us five to six jumping days. It was time to refocus our energies and start performing. The pressure was on.

Day 5. Whoever said patience pays off may have been correct. With all our spirits and thoughts set to being called off and heading back to our temporary homes, the skies parted, and we got the call. We made a 30-way jump. Woohoo!

After a later start due to real Perris fog, **day 6** was a continuation of 30-ways and the teams got to do five jumps.

The resumption of jumping also restored our 'normal programming' for beer purchases. Two fridges were not enough as the cartons piled up for all the Aussie firsts and, of course, some transgressions as well. Several of our media "interviewees" did their bit to build the growing beer stockpile by dropping the 'F-bomb' during filming and in TV interviews. The F Bomb was translated to "Fooyey" by our gracious coach Larry.

Day 7. The groups were reshuffled again and the formations were now 40-ways with two aircraft. Yep, 40-ways from 13,500ft! The idea with less planes was that the floaters and divers were usually further from the Base, and they got to visualise distances and positions relative to the Base that were more like the Big-way record. With more aircraft and less people exiting, the jumpers would exit closer to the Base. The aim was to practice more of the close to formation skills.

Day 8. Another reshuffle and we moved onto 60-ways. We also increased our exit altitude to 16,500ft and introduced oxygen. Those newbies were getting very excited now, including some who were jumping formations four times bigger than they'd done before this event, and going higher than they'd ever been. We only completed three jumps in this day as it was supposed to be a rest day. Tomorrow the actual record camp begins.

The coaches had already determined whom they wanted in what slot for the record attempts. That evening they began the slotting and culling process. The following morning, a number of our colleagues were given the heart-wrenching tap on the shoulder and were told that they had not been included on the record jumps. For some, it is too much to bear and they left the event. But, for the most part, all of our mates stayed with us with the hope of a recall, or at a minimum, to support their mates on the record attempts. This showed great character. They continued jumping on smaller formation loads, supporting the team until the end.

Sometimes a cull is obvious. Other times it is a fine line between person A and B, being put in an unsuitable slot, having just one bad jump at the wrong time, or just plain bad luck. In order for a formation record to be set, the best choices need to be made with the record in mind. It is ruthless, but necessary. And the results confirm the decisions either way. The important thing is to come back and have another go when the opportunity presents itself.

"Our stinger docks on the key from the Base, the line anchor takes his grip on my right leg, and we are flying well. In front of me and to my left, I see the most beautiful picture as the whacker lines approach on their stadiums. As I see people dock, the Base is still flying so smoothly. I distinctly remember the feeling of smiling widely as I saw smooth approaches and the formation flying around me. On my right I see Dan start to kick to initiate break-off, the outside wave tracks off."

Joseph 'Rummy' Clarke

(From Blog: <https://josephrummyclarke.wordpress.com/>)



RECORD CAMP: PERRIS

The record camp began with a moment of Aussie humour. Larry Henderson was called into Dan BC's office and all the Aussies quickly pulled-off their team t-shirts, revealing their "Happy as Larry" t-shirts underneath. Larry came back out and took a moment to realise that a hundred people were wearing t-shirts with his photo on them. Larry learnt the meaning of our Aussie word 'gobsmacked'!

Every evening briefing, Kate Cooper-Jensen kept her positive mantra saying, "we are on track". But there was a sense of fear and trepidation from some of the coaches and organisers. We were very close, but the days missed had taken away some fine-tuning opportunities. As a result, we used the first day for more fine-tuning and practice. But as the intended formation and slot assignment had been made public, people now knew why they were doing the jumps today.

The Base began practice for the actual record. There were 48 people on the Base. Its design was a 6-way round, three zippers, three 4-way lines off the zippers, six stingers off the lines and the zippers, and the first whacker line off the stingers. Over the five jumps, a number of changes were made to personnel to fine-tune the foundation of the record, but the Base was going OK. Our team chant had become "It's all about the Base", amongst other words of encouragement and wisdom. We needed to build it clean, and in a timely manner, to give the outer whackers time to setup and dock on the formation. Whilst we were practicing the Base, the other team members were practicing building whacker lines. Most people performed well. But again, more time to fine-tune technique would have been beneficial.

We turned up at the drop zone on day 10 to start the actual record jumps. Well sort of. We had had the importance of setup, positioning, and calm, all being more important than the dock itself drummed into us. So today's jumps were about the whole formation getting into their slots, but only the Base docking. This was the opportunity for the outer whackers to actually visualise what the jump, and their positioning, looked like and to fly in that position.



"I am incredibly proud of each and every one of you, as part of our team, and also to our on-site supporters and friends who came along to witness our achievements. It has not been a cheap journey for any of us. For some, it has ended in the personal disappointment of not making it onto the actual event, or being cut at the all too common ruthless culmination - when time and jumps are running out and a record was there for the taking. My heart goes out to you all, and I am humbled that you stayed with us, remained so positive, and for being there right to the very end."

Greg Jack, Team Captain



We spend hours on the ground dirt diving exits, radials, stadiums, flying our slots, and tracking off. We memorised everything around us, such as people's names and rig and jumpsuit colours - all visual clues to guide us to our slots after we exited the aircraft. We performed many dirt dives: all in jump suits, some with full gear on, all out in the then hot California sun, and even lying down on the tarmac. We completed four jumps that day and the vibe was pretty good. A few niggling doubts still remained though.

On day 11 the actual record attempts started. We had seven planes. SEVEN planes. Three Skyvans and four Twin Otters. The first attempt was OK, the second was terrible, the third was an improvement, and we were only one short on the fourth with one person going low. Flying in a calm, flat formation seeing only one person low is very frustrating. Your heart sinks into your stomach and you feel like just tracking off into the sunset by yourself. But you have to remain disciplined and finish your job as it gives the remainder of the formation more practice and ensures that we all ended the jump safely as planned. The fifth jump was close again but no record.

In addition to her oft repeated 'on track' mantra, Kate Cooper-Jensen kept reminding us that Big-way is a marathon, not a sprint. Kate is right.

With one day to go, we were battling to achieve the record. There are many people who'd battled illness and injury. We'd had torn shoulder muscles, sprained ankles, twisted knees, colds, sinus blockages, ear infections, and broken thumbs. Our physio's were well utilised, medical opinion was sought often, and medication was freely traded in order to get people back up into the air. Some people just sucked it up and kept going. Peta Holmes has soft tissue damage in her ankle, which was the size of a balloon and several different shades of purple. She limped with assistance to the dirt dives, used the Perris trucks to get back from landings, hobbled around on crutches, constantly had a bag of ice applied, and just kept going for several days with her determined smile. She told me on the Saturday that if we didn't achieve the record by the end of the day, she wouldn't jump Sunday. But, on the Sunday's first dirt dive,

there she was smiling as she looked through the centre of the formation. Record attempts are not easy. You have to earn them!

The organisers were constantly changing slot positions and personnel in the formation and it was decreasing in size. The reformatting and restructuring was now happening on almost every jump, although it was only one or two positions that were corrected or re-slotted. With this came the roller coaster of emotions from everyone. Relief when you were not given the tap on the shoulder after your only bad skydive, sadness when a jumping mate was taken off the record attempt, some logical satisfaction that the organisers were proactive about getting the best team in the air to get that elusive record, and sometimes confusion as to why some decisions were made and not others.

Just like in 2010, the Aussies were very subdued at the Saturday night banquet and party night. Good food, great company, entertained by the local band, and all topped off with an Al Gray/Pam Riggs duet.

We were offered a later start on Sunday but we all said, "no way", determined to go to bed early and get cracking on the final day. The camp was supposed to be split into three with two rest days. Due to weather issues we had now been on call and/or jumping for twelve straight days. And we were still keen as ever on the final day.

The first two jumps were both close with only one or two people missing out. The third jump also had one person missing out, after a radio problem that caused the entire right trail Skyvan to leave a few seconds early. The formation flew very smoothly, but again we had that feeling of frustration knowing that we did not get the record.

Time was running out. Many people had to leave for the airport to get home. This meant we had only one opportunity left to have a crack at the record. This was the very last jump of the last day of this twelve day record camp. It was actually the last jump of three years of preparation for a lot of people. And it was our ninth actual record attempt jump. The pressure was on.



"The media success for this record was incredible. We received positive publicity in around 70 separate articles, including live crosses on three national TV programs. This could not have been achieved without the enthusiasm of the skydivers who went out of their way to secure local coverage, or those who happily helped out with TV and radio requests. We were so proud of our sport and our achievements, so it was important to get this message out there. Thanks everybody!"

Kelly Brennan, Event Media Manager

For the first time, we dirt dived under the sheltered creeper pad rather than out in the sun. Then we all circled up around the inspirational Dan BC. All our team mates who weren't selected on the record jump came and joined us. Aussie flags were being waved. All the Aussies at the drop zone were now a part of this team chant. The friends of Aussies were an integral part of our team. Even the Perris drop zone locals joined us.

Dan reminded us of the facts: "No matter what happens on this jump, this week has been a success in so many ways," he says. "But we've come this far and overcome so many obstacles to get the record. You've all been chosen to be on the jump because we, the coaches, are 100 percent confident that you can do the job. You've all done the job at some time this week. But now it is time for everyone to put it all together on the same jump. Visualise the jump on the way to altitude. Be calm. Evaluate, and move with confidence to get it done. You deserve it. You've earned it. Let's go get it!"

There were tears and cheers. The mood changed from, "Oh well", to, "We can do this". Our cheer squads formed a guard of honour and we marched as one into what felt like a battle. The ground staff and pilots were high-fiving us. We boarded the aircraft and climbed to 19,500ft altitude. The atmosphere was different in the aircraft. Although many people were struggling through the whole spectrum of emotions, there was an air of confidence.

We exited and flew to our radials. The Base built in reasonably quick time, and the formation felt calm, smooth, and flat. Despite a few bumps and minor level variations, this time there were no low people visible in our peripheral vision. (Not that anyone was looking down. We were all only looking towards the centre of the formation and towards our opposite!) The formation kept flying for what seemed an eternity. Were we still waiting on our friends to dock? Were there some people out on my side of the formation where I couldn't see them? It all just felt so good. We must've had it.

Finally, the kicks came to start breaking up the formation and tracking off. Canopies popped open everywhere and loud noises were audible throughout the drop zone. As we all landed safely, everyone felt good, but still apprehensive. "Did you see anyone out?" "How did that feel to you?" But the more confident team members were just screaming out loud, "We did it! That felt so good!"

A very impressive seven-plane offset flypast at low altitude over the runway interrupted hugs and kisses. The mood was jubilant. Kate Cooper-Jensen was beaming as her visuals from the ground seemed to confirm that it was all good. Tracey Basman and Greg Jack were overcome with emotion. Dan BC was grinning from ear to ear, and shaking the grey hairs on his head. Many years of hard work had all come down to the pressure of a one-jump record performance.

On-site judges Peta, Shirley, and Deb dropped their gear to view the images. Peta sent a photo to our awesome judges in Australia who'd been waiting for days for a call-up to do what they do best. It seemed like an eternity, but it was only about half an hour before we were called together for our last official gathering. The announcement was short and oh so sweet from Greg Jack. "We have a new 119-way Australian Formation Skydiving Record". The crowd went wild. A new Aussie record! Congratulations to all members of the 2015 Aussie Big-way Team.

"I was most taken with the cohesive nature of the group, that there were no obvious egos or grand-standers. The team was a team with everyone pulling in the same direction. To keep over 100 individuals, all with fatigue, stress, and injuries on the same page shows a very high degree of dedication and maturity – my heartfelt congratulations! This is the high point of my year so far. Well Done! To all of you."

Andy Keech, Skies Call photographer/writer APF #F1



"The last two years have been a memorable journey! We have worked, played, experimented, rejoiced, failed, and rebounded together. In fact, the Aussie Record 2015 has been a microcosm of life as we experience the rollercoaster of emotions connected to the event. The bottom line is that each of us needed to keep getting up off the mat. We didn't give up or cash-in, rather we pressed forward with courage and hope!"

Larry Henderson, P3 Coach

FUTURE

So how lucky are we? Apparently very lucky – but we had to make that luck ourselves! Not long after we got the record, the unofficial announcement came that we would do it all again in three to four years' time. Around 70 percent of this year's participants were not on the previous Big-way record, which is a very encouraging outlook for the future of our sport. Imagine if we could get most of the 70 percent from the previous record, people from the current record, and then a whole bunch of new jumpers to our future record attempt? Is an Aussie 200-way possible? C'mon Aussies, let's make that dream a reality!

The current organising team are keen to keep promoting Big-way skydiving in Australia. So, if you are interested in learning about and being on Big-ways, and you would love to earn an Australian record, then join the party. CYA at the next record attempt!



119-WAY RECORD FORMATION TRIVIA

Number of People on Record: 119

Number of Attempts: The record was achieved on the ninth record attempt. This was the very last jump of a 12-day camp, and years of preparation.

Formation: The 119-way comprised of a 48-way Base with six whacker sectors of eleven to thirteen extra skydivers.

Exit Height: 19,500ft AGL = 21,000ft AMSL. On-board oxygen was required for these jumps.

Break-off Heights: First wave at 7,500ft +/- (whackers), second wave at 6,000ft (inner whackers), third wave at 5,000ft (Base stingers and lines), 4,000ft (Base chunk).

Build Time: Approximately 12,000ft or 65 seconds.

Aircraft Used: Seven. Lead plane was a Shorts Skyvan, two trail Shorts Skyvans, four trail De Havilland Twin Otters. These flew in an arrowhead formation. Exit timing was coordinated via a super floater from the lead aircraft and radio communications.

Formation Weight: Approximately 11,000kg.

Formation Diameter: Approximately 35 metres.





PARTICIPANT DATA

Youngest Person: Asher Jones, 21 years old.
Oldest Person: Graham "Dixie" Lee, 66 years old was on the record jump. Jim Czerwinski, 70 years old was on the record attempt jumps.
Least Jumps: Catherine Bennetts-Cash, 249 jumps.
Most Jumps: Dan BC has around 30,000 jumps. Aussie Steve Baker has over 17,700.
Big-way Experience Prior to Camp:
 Biggest: 400-way World Record.
 Smallest: Incomplete 13-way formation.
Australians Registered: 115.
Dollars Spent for Record: It is estimated that \$1.2 million dollars were spent in total by participants in training for and attending this event.
Australian Citizens and Residents on 119-way: 90 (75.6%).
Friends of Aussies on 119-way: 29 (24.4%). 16 x U.S.A., 3 x Canada, 2 x Estonia, 1 x U.K., 1 x Thailand, 1 x N.Z., 1 x Japan, 1 x Germany, 1 x Denmark, 1 x China, 1 x Brazil.
Females on 119-way: 33 (27.7%).
Males on 119-way: 86 (72.3%).
Percentage of People on 119-way who were on 2010 112-way Record: 30%. 70% of the jumpers are new record holders.
APF Licenses: F = 29, E = 37, D = 22, C = 3.
Geography: N.S.W. = 44, VIC = 17, QLD = 11, W.A. = 10, S.A. = 4, A.C.T. = 2.
Note: information indicative only – based on available data.

WEATHER HOLDS GOOD FOR SOMETHING

During the Event [the two Big-way Camps] as part of the process and with the time available during the frequent unseasonal weather holds, the following practical seminars were conducted:

1. Tracking techniques by **P3 Coach Doug Forth**
2. Exiting techniques by **P3 Coaches Tom Jenkins and Doug Forth**
3. Diving to the formation techniques by **P3 Coaches Tom Jenkins and Josh Hall**
4. Visualisation techniques by **P3 Coach Dan Brodsky-Chenfeld**
5. Creepering the building of formation sectors and tracking groups away from sectors by **P3 Coaches Tom Jenkins, Doug Forth and Dan Brodsky-Chenfeld**
6. Canopy Control and Landing Techniques by **P3 Coach Dan Brodsky-Chenfeld**
7. Safety in Skydiving discussions/question & answer sessions led by **P3 Coach Dan Brodsky-Chenfeld with all P3 Coaches in attendance**



THANK YOU

Organiser: Once again, Greg has passionately driven this record-breaking dream into a successful reality. From everyone involved, thanks Greg. We are happy to hear that you're having another go in a few years. How lucky are we? We are very lucky to have you!

P3 Coaching Team: Dan Brodsky-Chenfeld, Larry Hendersen, Doug Forth, Mark Brown, Tony Domenico, Kate Cooper-Jensen, Josh Hall, and Tom Jenkins for their experience, skills, P3 systems, humour, and motivation when it was needed most. A special thank you to Tom for helping us out whilst his home was affected by the Texas floods.

Aussie Coaches (Freefall and Tunnel): Melissa Harvie, David Loncasty, Mark "Stretch" Szulmayer, Andrew Barker, Adrian Lloyd, Tracey Basman, Laurance Garceau, Helen Mahoney, Shirley Cowcher, and Jens Geonnemann for all the time and effort organising and conducting lead-up skills and training events without which this record would not have happened. We also had a lot of assistance from the likes of 400-way record holders Grant Nicholl and "Sas" Di Sciascio.

Event Administrators: Jen Domenico is the glue that keeps all us jumpers in the right place at the right time. Registration, payments, refunds, dotting I's and crossing T's for the record, signs, shirts, you name it, Jen organised it. Other organisations that provided support include the Australian Parachute Federation, various State Councils, Skydive Perris, the P3 team and Australian Skydiver Magazine.

Financial Support: Thanks to the Australian Parachute Federation for funding allocations. The Fi Fund provided \$30,000 for participants attending the first two camps (coaching and skill development). A further \$3,500 was provided for the media budget. This was all money well spent both for now and the future up-skilling and promotion of our sport. Thanks also to the various State Councils for their support to their constituent members. The Victorians (VTPC) provided \$4,000 funding for its members.

Funding Application and Distribution: Pam Riggs applied for and then distributed APF funds.

Sponsors: Cookie Composites, iFly Downunder, APF Fi Fund, APF Media Grant, P3 Skydiving, others.

Judges in Australia: Dean Brook-Rerecich (Chief Judge), Faye Cox, Kelly Seal, Jim Moir, Lindy Rochow-Williams, Erika Wiszniewski, Peter De Jeney and Kate Vaughan.

Judges and Assistants at Perris: Peta Holmes, Deb Hobbs, Shirley Cowcher.

Camera Crew: A world-class crew led by Craig O'Brien, and supported by George Katsoulis, Juan Mayer, Norman Kent, Luciano Bacque and David Kerr. George's website is a great real time resource for viewing event video's and photo's. <http://www.skydivingphotography.com/events/aussienationalrecord2015-052015>.

Internet and Communications: Shane Pieschel for running www.aussiebigways.com and Facebook, and #hashtagging our way around the planet.

Media Coordination: Kelly Brennan coordinated our media efforts and was well supported by many people involved in the record. We made the news all over Australia during the event and in all forms of media.

Accommodation: Sandy Glenday coordinated IHOP with other people organising personal accommodation too.

Drop Zone: Skydive Perris were once again wonderful hosts providing aircraft, facilities, resources, equipment and great people. Thanks to Melanie Conaster and the whole team.

Drop Zones and Teachers: To all the drop zones in Australia that have hosted any form of RW, and all the people that have taught or jumped with any of the participants, you have been a great help too. Thanks.

Drop Zone Staff: Pilots, drivers, packers, riggers, accommodation, bar, kitchen, jumpers and ground crews. They provided great service with a smile.

Supporters: Thanks to Aussie team members who assisted in various ways. This included medical and physio, equipment loans, technical, and for just being there. Thanks also to all our internet fans, family members, Perris locals and skydiving friends.

Beer Officer: Craig McNee for keeping the fridges so well stocked. So well that we had leftovers!

Manifest: Dan, Brenda, and Roland worked their magic getting seven plane formation loads going whilst keeping an already busy drop zone running.

The Participants: Ultimately, you are what made this event a success. Every person that turned up to Perris showed commitment, discipline, enthusiasm, team work, and skills. For those that were on the record jump, congratulations. For those that missed out, you all showed incredible support, character, and sportsmanship in difficult circumstances and are an integral part of what has become the Aussie Big-way family. We hope to see you on the next record. You can do it!





REFLECTIONS ON THE BIG-WAY CAMP

By Mike Dyer

Being part of the Aussie Big-way Record attempt 2015 was an enriching experience! Being on the actual jump would have been immeasurably more amazing, but for a number of us, for a variety of reasons, it was not to be.

There are positives to be drawn from the experience for most of us, even though we didn't achieve our primary goal.

- Being on the largest formation we have ever been on.
- Some most enjoyable and exciting individual dives in the lead-up camps.
- Exposure to the P3 techniques and coaching tips.
- Being in the air with so many others and kept safe by the experience and discipline of the P3 team.
- The opportunity when off the Big-way jump, to work on weaknesses with the actual P3 coaches and do some fun skydives out of awesome aircraft. Pylon racing anyone?
- Getting a bigger refund than most at the end. OK, I'd happily trade that one!

Personal lessons will vary for individuals depending on their respective weaknesses, but here is a short list of mine:

- Stay in the moment. Concentrate through every part of every dirt dive.
- Listen! When the coaches say put on weights, put them on! Technique gets you there, weights enable you to stay there and keep flying your slot!
- If you don't go low, you haven't found your limit!
- Stay current, particularly in the six months before the event.

- The skills required are just that – skills! They need to be practiced to the point where they are not thought about. You just do!

- If you do tunnel time, (absolutely invaluable!), follow-up with time in the sky! You've got to put those newly learned skills into muscle memory, while they are fresh.

So, if you consider joining the next Big-way effort, think on these things:

- Your jump numbers are not an obstacle. There is a minimum number, but there were a few people on the record who had less than 300 jumps.
- Speak to people who were there, they'd love to talk about it!
- No matter your experience level, if you haven't done a Big-way camp, you've got so much you can learn.
- With effort, it's not beyond any of us. If you're a regular sport skydiver, you've already achieved a lot. You are active in a sport that less than .05 percent of Australians will ever regularly engage in! (Email me if you're interested in the statistics).
- The visuals of that many people in the sky, at one time, are truly amazing.

"The knock-on effect of this will prove to be way more than a single record jump. A whole new generation of jumpers have been given skills, techniques and confidence, and will take these gifts home to their disparate drop zones in Oz."

Lesley Gale

(From: <http://www.skydivemag.com/article/aussie-record-4-sweet-success>)

FACES OF PERRIS

By Janine Hayes

"Don't cry because it's over, smile because it happened." – Dr. Suess

They say it takes a village to raise a child, and as with any endeavour it takes the sum of its parts to create the whole. The Aussie contingency in Perris in 2015 amplifies the human condition, reflecting a gamete of emotions, over our time spent there.

It encompasses the highs and lows of reaching for a goal, the notion of striving to be just that little bit better each time, the determination and sheer tenacity when things get hard, the sweat, the tears, the anguish, and the disappointment. The rising to the occasion to finally pull-off that last jump, and more than that, the rising to the occasion to celebrate in what appears to be another's triumph.

Of the 125 Aussies who ventured to Perris, we went with a myriad of expectations and dreams. We came from places of confidence in our preparation, and belief in our abilities. We also came from places of doubt, of fear, of hope that we would be okay. We made sacrifices in our personal and working lives, in our financial situations, and in our future

capabilities. We return with just as many complexities as we each reflect on the experience and the journey.

The record jump is but a moment in time, and for me, is equally as defining as the other amazing and spectacular jumps that went before it, and I hope are yet to come. Our greatest triumph is that we have all survived to return to our lives in whatever manner that may be.

Now that it is over, there is optimism and planning for the future. There is renewed vigour and hope to try again. For others, it will be a treasured memory of a chapter in their lives. There is no doubt that everyone who attended, whether skydiver, husband, wife, partner, family member, friend, or supporter contributed to the team's success, and that is the essence of the Faces of Perris.

We all came to the event with our own individual hopes, and without doubt, I believe we have all left changed from our experience. How and what we do with that is up to ourselves. What I love about skydiving is that it really is a metaphor for living, and this is reflected in all those smiling faces.



119-WAY AUSTRALIAN RECORD HOLDERS

Rosa Alva	Paul Cooley	Janine Hayes	David Loncasty	Kenneth Richards
Holly Atteridge	Cathy Coon	Larry Henderson	Helen Mahony	Pam Riggs
Steve Baker	Carsten Cooper-Jensen	Mark Gerard Higgins	Richard Mallet	Christopher Rock
David Bakkers	Shirley Cowcher	Ken Hills	Kaylene Mattner	Merlin Saareste
Ian Baldwin	Steve Cusato	Deborah Hobbs	Peter McKenzie	Jenette Savage
Mark Band	Jason Cyran	Allen Hodge	Joel McMahon	Ozan Seckiner
Andrew Barker	Thomas Davies	Peta Holmes	Craig McNee	Steve Smedley
Martin Barkley	Rich Delgado	Matthew Holmes	Andrew Mulholland	Nicole Smith
Tracey Basman	Charles (Fess) Edwards	Chris Howard	Dougal Munford	Ricky Smith
Alison Bawden	Marcia Farkouh	Yijun Huang	Derek Murphy	Robert Stumm
Tomislav Begic	Dale Findlay	Gregory Jack	Terence Murphy	Mark Szulmayer
Catherine Bennetts-Cash	Brent Findlay	Ralf Jaeger	Jan Nejedly	Guy Taylor
Leon Black	Tom Fletcher	Ryan Jenkin	Grant Nichol	Marilyn Tomlinson
Robert Bonitz	Doug Forth	Thomas Jenkins	Ben Nordkamp	Stephen Tonson
Jeanine Bonvin	Lesley Gale	Ian Johnson	Jonathan Orr	Elise Vale
Kelly Brennan	Laurence Garceau	Asher Jones	Debbie Palmer	Andres Villemson
Dan Brodsky-Chenfeld	Jonell Goss	Warwick Jones	Celine Pelletier	Priit Vosu
Mark Brown	Allan Gray	Ove Jorgensen	Adam Pemble	Stephen Wade
Beth Bryan	Jens Gronemeyer	Antony Kaine	Christian Peric	Stuart Ware
Matt Chambers	Cullen Habel	Taran Laval	Martin Perrins	Allister Ware
Calder Chernoff	Greg Hamilton	Graham Lee	Jennifer Pierce	Richard Wilkinson
Paul Chivers	William Harris	Patrick Lehner	Shane Pieschel	John Winkler
Amber Clarke	Melissa Harvie	Heather Little	Navanugraha Piya	Dale Wirtanen
Joseph Clarke	Yukari Hashimoto	Adrian Lloyd	Erik Prime	



Australian Parachute Federation TECHNICAL CONFERENCE

By Rob Libeau Photos by Robbie McMillan and Rob Libeau

PENRITH! HOME OF THE PANTHERS AND, FOR SEVERAL DAYS IN MAY, HOME TO THE APF DELEGATION. FOR THE SECOND YEAR NOW, THE APF HELD THE ANNUAL CONFERENCE AT THE PENRITH LEAGUES CLUB, NEXT DOOR TO THE TUNNEL!

2015 SAW THE CONFERENCE RETURN TO THE TECHNICAL STYLE RATHER THAN THE SYMPOSIUM EVENT OF 2014, AND THERE WERE PLENTY OF WORKSHOPS ACROSS ALL DISCIPLINES PLUS, A FEW GREAT PRESENTATIONS. THERE WERE 120+ DELEGATES THIS YEAR, ALL WILLING AND ABLE TO DISCUSS THE TECHNICAL AND SAFETY SIDE OF OUR SPORT!

Thanks

A very special thanks to all who attended, the APF staff that helped to put on the conference, volunteers, Irish the MC and, of course, all the presenters and workshop facilitators. Next year, we will return the Symposium style. Arrangements are already underway to create another great APF event. On a good note to wrap-up: Just over 20 percent of the delegates were first time attendees!

Presentations

Grand Canyon Wingsuit flight: Heather Swan and Glenn Singleman presented the first look at their amazing Grand Canyon Wingsuit flight. Delegates were treated to the spectacle even before 60 Minutes aired their story. The presentation captured the ups and downs, major setbacks they faced, and the eventual triumph that had the audience enthralled! Not part of the presentation, but certainly part of the flight were also Paul Tozer, Roger Hugelshofer and Vicente Cajiga.

The future of Big-way skydiving: Melissa Harvie and Shane Pieschel were happy to share their thoughts on this topic, and they certainly tweaked plenty of interest. The presentation offered thoughts and ideas on how this discipline could be the easiest way to maintain retention for sporting licence jumpers. Driving with the momentum of the [then] upcoming Aussie World Record, Big-way skydiving offers novice to experienced skydivers another path to follow other than 4-way or Freefly. The momentum built from camps all over Australia has managed to draw-out some skydivers who thought they had lost their mojo; whilst novices are able to build on their experience.

The future of skydiving competition: Presented by IPC President, Graeme Windsor; delegates were treated to the same presentation that was shown at the recent FAI (IPC) Plenary meeting. Graeme shared the vision of the IPC and highlighted the need for skydiving to begin competing in the mainstream, and this means events that are run in public spaces. Canopy Piloting has fast become a focus for

the IPC with the International Parachute Event and Tours Association (IPETA) having their first goal to implement a World Series of Canopy Piloting.

Safety takes time: APF Director Rigging, Brett Newman, gave examples of recent and more common equipment issues these days. He then asked, "Why is this happening now?" Brett talked about how gear checks were very common by everyone, everywhere in the past, but today they are not seen being done. Some people don't even seem to think they need a gear check because they've done their own. Brett's answers as to why included:

- Complacency
- Gear so good that we don't see it
- Have we defined our jobs so much that we only look after our own needs

Brett finished with a pertinent quote: "We have an SMS at organisational level but we also need our own 'personal SMS'."

Judging Overview: New Director Judges, Gail Bradley, has big shoes to fill and is doing just that. This presentation highlighted the current position of judging in Australia and jumped straight into recruitment mode. Gail presented her idea of the ideal judge: Be able to deal in a mature way with stressful environments or sub-standard judging conditions. Always be professional. Gain respect by individual excellence in performance. Maintain a proper attitude to competitors. Be a role model and someone others aspire to emulate. Set the highest possible standards of integrity, behaviour, conduct and ethics. Help other Judges at all times by observing our Codes.

Annual General Meeting

Held in the middle of the conference, instead of the end; members were asked to approve a significant change to the APF Constitution and a move towards becoming a Company Limited by Guarantee (CLG). As expected, this was a big vote and the auditorium filled quickly, and in the end, over 95 percent of the members agreed to the changes.

PARAGEAR





Workshop Recommendations

Chief Instructor Forum

1. APF to develop online CI Chat Forum/Bulletin Board for CI's only.
2. Review Online Student Registration Fees, \$17 back to \$15, financial impact
3. CI's to be paid 10 percent of the fees for managing/signing applications, certificates etc.
4. Simplify Coaches Rating – Robin O'Neill to develop a draft application form/check list.
5. Allow Display notifications to be done by email, fax or online.
6. Develop Online Packer B Exam.
7. Revise requirements and wording on incident forms.
8. Review mandatory Manifest data requirements i.e. except for noting either tandems, students, and experiences jumpers, no requirement for jump type.
9. Review Online Student Registration System processes:
 - a) Fix calendar control on date of birth fields
 - b) Problems with registering/transferring students already registered to another drop zone
10. Amend Examiners Manual – change mandatory use of cameras for tandem exam jumps to recommended, and allow the use of handycams. Use of canopies in Strong tandem containers to be reviewed and legal advice sought.

Core Skills – flat to vertical: Jason Lane, Kelly Brennan, Melissa Harvie

1. The group agreed there are many common skills across both disciplines.
2. Agreement on the need to do more to consolidate skills after B-Rel's, and prior to commencing Freefly
3. A couple of people feel that this consolidation should be mandated through a rule change, however the majority feel that education, funding events, and instructor communication within the current regulations are the way forward.
4. Cultural change is needed. Coaches need to communicate and have the ability to say, "No," if an individual is not ready to begin Freefly.
5. It was agreed that, to be a competent freeflyer, you must first be a competent flatflyer.
6. Drop zones and the APF need to invest in event structure and load organisers to help address "the gap" period.

7. Several delegates voiced a preference for people to gain a Star Crest and C certificate before starting Freefly. It was recognised that this should be encouraged, but not mandated.

Freefly: Jason Lane

1. General agreement to separate the Head-up and Head-down portions of the Freefly crest in order to allow larger Head-up groups.
 - a) Simplifies distinction for CI's
2. General agreement that informal rules, currently in use on several drop zones, are required for Angles/Atmo/Tracking jumps across the APF, however
 - a) Education is key, for participants and CI's
 - b) Need to define what constitutes an Angle, an Atmo, a Tracking jump
 - c) Guidelines would prove more palatable than a rule or regulation

IAD Deployment: Sam McKay

Nineteen workshop participants provided responses. Following presentations from Dave McEvoy (Toogoolawah), Craig Trimble and Justin De Ward (CDO), workshop participants were asked to respond to the following four questions:

Q1: Should the APF adopt IAD as a student training method?

YES: 19 NO: 0

Q2: Should IAD be a separate endorsement (separate to the SL endorsement)?

YES: 18 NO: 1

Q3: Should the trail programmes (at CDO and Toogoolawah) continue to train via this method until the APF is able to formally adopt the IAD method?

YES: 19 NO: 0

Q4: Should the training progression table, as trailed and presented by CDO, be the table adopted by the APF?

YES: 19 NO: 0

Thanks were given for the commitment to seeing this project through. Two-three years ago, an opportunity was identified for IAD to benefit APF members. A successful outcome now appears to have been achieved to realise the benefit of that opportunity.

Tandem: Archie Jamieson

1. Three-ring/Gear checks
Agreed that the current system is not working, and may require establishing rules. Ultimately agreed

that it requires cultural change at drop zone level. Complacency also an issue – so cultural change is the key!

2. Circle of Awareness

USPA mandated circle-of-awareness, and no more than 90 degree turns at <500ft, Australia could investigate this.

The Tandem Instructor course was designed to be all about routine, however, people have witnessed a lot of out-of-sequence stuff. Need to get back to the agreed routine.

On document control, the Op Regs have been thinned and there should be increased use of policies, procedures, and manuals (including the Ops manual, toolbox meetings, inductions) at the drop zone level by the business operator. This then works in parallel with meeting state WHS requirements.

3. No Hook Turns by Tandems

Drop zone rules are generally compliant, but some individuals are still doing them. Members are encouraged to speak up and report incidents to the appropriate people.

4. Overseas Conversion

Recommend change to exam processes: a reduction in re-examination period to two days/48 hrs (not 28 days), combined with exam to be Open book with a pass of 100%

5. Display Pro Rating

CI should be able to issue endorsement for jumping onto landing areas. Certificate levels may be applicable.

The APF could allow CI's to say who can jump into restricted drop zones until the APF gets the review of the landing zone/certificate levels sorted.

Wingsuiting: Roger Hugelshofer

Concerns were raised on the purchase of suits for level of experience. For example, the Tony suit order form requires the purchaser to describe their experience level, but the Intruder order online does not cover this. Problem is also managing second-hand purchases.

The new rule system is working well however, now the problem has shifted to the use of big suits by people who are not competent.

There is a need to capture all those jumpers who acquired the original Wingsuit Crest – before the recent modification. It was suggested that the APF identifies these jumpers and

sends them a letter informing that they need to approach a Wingsuit coach and be reassessed/signed-off to the standard of the new Wingsuit Crest.

A rule is not believed to be the answer for upsizing; currency is more important.

Presenter Roger will revamp his PowerPoint slides: A rule of Thumb for various suits and details, for use in APF material.

Roger Hugelshofer will provide his updated presentation (includes photos and a matrix update), for the APF to update the Wingsuit training manual.

Formation Skydiving and Certificate B: Alan Deadman and Dale Findlay

1. There is mixed opinion on the success of the reduced B-Rel table.
2. Consensus that tunnel training should not replace B-Rel stages, which are the minimum to allow the development of Tracking skills, exit skills, Freefall referencing with tunnel walls, and canopy flying and landing skills. No further reduction in the table should be undertaken to allow proper development of these skills.
3. Anecdotal evidence was provided from the ADF showing higher performance and achievement at B-Rel's when combined with tunnel training.
4. A discussion paper is required for the APF in regards to the integration of Wind Tunnel training as a tool for better progression through the B-Rel table.

Retention Opportunities: Lisa Perdichizzi

1. APF Board should be doing the high level strategic planning on retention with the large numbers of tandem jumpers trying out the sport. The strategic plan needs to make this a key focus, not just put words on the website.
2. Need better statistics/data to work out what's working and not – comparative statistics.
3. Mentor program for students.
4. Incentives for instructor? Retention and change culture – used to be unpaid volunteers.
5. Funding priorities (see again Board strategic planning on the direction and priorities for retention).

Feedback: Good, Bad, or Ugly

When delegates were asked: Are there any special guests you would like to hear from? Or, are there any matters of safety or other topics you would like to have considered?





Australian Parachute Federation TECHNICAL CONFERENCE



The answers included:

- Safety in general
- What are the current incident trends? How can we fix this?
- Canopy control safety issues
- Presentation from competitors
- Gear safety presentations
- Sort the CI meeting out, too many personal issues
- USPA has a safety day, should we? Sloppy equipment care leads to close calls and malfunctions
- Tom Parker
- Bushman
- Review of last twelve months of IAD since introduction. What have we learnt over the last year?
- A short presentation by the Australian Military as a comparison on safety and the differences and similarities in training. Compare 'lessons learnt'.
- Results of retention
- Status of new constitution and impacts (positive or negative)
- Marketing image results
- We still have no answer to conversion (Tandem to Cert A) / Retention. We still need to develop a plan, execute it, measure it
- Rigging workshop
- Arizona DZSO – Bryan Burke
- Perris Valley Manager – Dan BC
- Safety Themes: Tandems, landings
- Have a look at the PIA program for a guide. Guests such as Tom Noonan would be advantageous

On the Program/ Workshops:

- Training and safety needs to be adjusted to Freefly and Swooping. This is the future. Without people in APF leading positions with that knowledge, skydiving and safety will suffer.
- Sessions didn't overlap (except TDM and SL)
- Depth of session content was light on
- CI's meeting should vote in their chair so that one person cannot dominate the meeting
- An owner's meeting (not held concurrently with CI meeting)
- Retention workshop was of value
- Great facility, good program



APF Achievement Awards

APF members that have achieved or that have made special contributions to the Federation were awarded a certificate, presented to them in front of their peers. It is a special night on the APF calendar and an opportunity to recognise great achievements by our members. Congratulations to all the recipients who received an APF Achievement Award:

Achieving a Record at the Australian Nationals or State Championships for Canopy Formation

2 Way Sequential Australian Team "Ookoonono", April 2014, York, West Aust. Australian National Championships, Round 2 - 28 points. April 2014,

And then Round 7 - 29 points. Team members were Julia McConnel, Michael Vaughan, Craig Bennett (v).

Tracey Basman (alternate)

4-Way Sequential Canopy Formation

4 Way Sequential "K4", April 2014, York, West Aust. Australian National Championships, Round 2 - 6 points. Team members were Scott Brown, Richie Dronow, Julia McConnel, Michael Vaughan, Craig Bennett (v).

Lucas Yeo (alternate)

Achieving a Record at the Australian Nationals or State Championships for Canopy Piloting

Open Speed Record Ben Lewis, WA State Championships, York, 28th September, 2014. 2.346 sec.

Open Speed Record Andrew Woolf, WA State Championships, York, 28th September, 2014. 2.35 sec.

Judges selected at WPCs:

Banja Luka, Lindy Rochow – Williams, Dean Brooke - Rerecich

Prostejov, Lindy Rochow _ Williams, Peta Holmes,

Zephyrhills, Craig Bennett.

For achieving an Australian Record at a WPC

2 Way Sequential Australian Team "Ookoonono", August 2014, Banja Luka World Parachuting Championships, Round 3 - 31 points. Team members were Julia McConnel, Michael Vaughan, Craig Bennett (v).

4 Way Sequential Australian team "K4", August 2014, Banja Luka World Parachuting Championships, Round 5 - 7 points. Team members were Scott Brown, Richie Dronow, Julia McConnel, Michael Vaughan, Craig Bennett (v).

VFS 4 way Open "The Addicted", 2014 World Parachuting Championships, Prostejov Czech Republic. Round 3 - 13 points. Team members were Kim Hopwood, Tim Golsby-Smith, Catherine Comyns, Lucas Georgiou and Scott Hiscope (v). Open Speed Keven Walters, 5th FAI World Canopy Piloting Championships, Zephyrhills, 4th November, 2014. 2.225 sec.



Open Distance Andrew Woolf, 5th FAI World Canopy Piloting Championships, Zephyrhills, 4th November, 2014. 161.37.

Open Speed Keven Walters, 5th FAI World Canopy Piloting Championships, Zephyrhills, 4th November, 2014. 2.225 sec

WPC Medals

Silver Medal - 2 Way Sequential Australian Team "Ookoonono", August 2014, Banja Luka World Parachuting Championships, Team members were Julia McConnel, Michael Vaughan, Craig Bennett (v).

Gold Medal, Zone Accuracy – Keven Walters. 5th FAI World Canopy Piloting Championships, Zephyrhills, 1st - 7th November, 2014

In recognition of his achievement as Top Pop Australia for 10 years

Ian Robertson

APF Service Award: Lindy Rochow-Williams

Lindy Rochow-Williams:

In recognition of 10 years' service to the APF and S.Q. State Council, and for her commitment as Director Judges from 2004-14.

Lindy served as an APF judge in Australia for 26 years and was first appointed as an FAI Judge in Anyang, China in 1992.

Lindy has been selected at many International events, including four appointments as Event Judge and three appointments as Chief Judge. Lindy is also the Chair for the IPC Canopy Formation Committee.

Lindy is also on the IPC Judges Committee and pioneered the innovation of "Remote Judging" used to assess Australian Record Performances.

As Director Judges, Lindy was instrumental in introducing a Judges uniform for Australian competitions. Bringing identity, unity, and a professional look to our judges. She has implemented many improvements to judge training, judge ethics and etiquette. Most importantly, Lindy has mentored and nurtured our Judges, which has allowed many Judges to achieve their goal of being an FAI Judge and being selected to attend FAI Cat 1 events.

Tim Bates Award: Craig "Crash" Bennett

Craig Bennett: In recognition of his achievements as a World and Australian Record Holder, his achievements on the World Competition circuit, and of outstanding commitment to the APF as Director Competitions.

Craig has for many years excelled as a judge, a competitor, and an APF volunteer as Director



Competitions. Craig continues to excel in his chosen competition discipline of Canopy Formation as the videographer of both the Australian 2-way and 4-way Sequential Canopy Formation Teams, Ookoonono and K4. Craig has judged at National and International competitions for almost 20 years. Craig was invited to judge at the Canopy Piloting World Championships in Florida in December 2014. He is held in such high regard in the judging community he was given the responsibility of Event Judge for the Zone Accuracy Event. Following that event, Craig was invited to judge at another international two-person team canopy piloting competition, Tveir Tvo, also in Florida.

Honorary Life Member: Jules McConnel

Nominated by Michael Vaughan, was another popular piece of recognition that the Board was delighted to award.

The A-Z of Jules McConnel

By Robert McMillan

When it comes to recommending Jules for an APF Award, I could start by mentioning how many World Meets she has been too, or how many Aussie records she has smashed – along with her teammates Craig and Michael during those competitions. Though I guess you already know about all of Jules' achievements, so I would rather focus on who Jules is and what some of her best traits are.

The A to Z of Jules

- A**wesomely Audacious Canopy Pilot
- B**rave, Badass, Benevolent, Beautiful
- C**hief Instructor, CReW Dog, Caring
- D**edicated, Devoted, Determined
- E**veryone's favourite Entertainer and Educator
- F**unny, Fantastic Friend to many people
- G**orgeous, Generous and Great at whatever she puts her mind to
- H**appy, Humane, always willing to lend a Helping Hand
- I**ngenious, Infectious. Inspiring
- J**oyous, Jovial, a Jewel
- K**ind [One of a...], Kickass attitude, Kindred Spirit
- L**oved by everyone
- M**entor, Magnanimous, Magnificent
- N**ational champion, Not afraid to have a go
- O**utstanding, Opinionated, Oh My God
- P**assionate, Pioneering, Promoter
- Q**ueen of Aussie CReW Dogs
- R**idiculously Radical Record Holder
- S**elfless, Shameless, Sensational
- T**enacious, Tactful, Tits out
- U**berous, Ubiquitous, Unafraid
- V**ivacious, Vicarious, Vagabond
- W**illing to help people achieve their goals
- X**tremely good looking
- Y**ou should give her an award because she is full of...
- Z**est, Zeal, and don't forget Zucchini's.

There are zillions of reasons why Jules deserves an APF Award, though there are not enough letters in the alphabet, or space on this page, to list the plethora of great things about Jules. She has achieved a lot for the sport thus far, and will no doubt give so much more in the future.



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Safety matters



Compiled by:
Kim Hardwick
 APF Technical Officer

"It may be that your purpose in life is simply to serve as a warning to others."

HIDDEN MISROUTING

As a jumper scanned the chest straps of other jumpers boarding the aircraft before a skydive, he noticed that he could not see how one was routed because the jumper had stowed the excess strap over the attachment point. He almost ignored it but decided to make the extra effort to approach the jumper and check the strap from above, at which point he discovered the strap was indeed misrouted.

Storing the excess chest-strap webbing over the friction adaptor (left photo) can conceal a misrouted chest strap (right photo).



When gearing up, jumpers should always be sure to route the chest strap properly through the friction adaptor to avoid forgetting to do so later. In freefall, a misrouted chest strap will likely come loose and the jumper may fall from the harness. Jumpers should always do a "check of threes" – by checking the three handles (main, reserve and cutaway), and the three attachment points (two leg straps and the chest strap), three times (when gearing up, before boarding, and before exiting) to help ensure that their gear is ready for a skydive.



With the excess webbing stowed away from the friction adaptor, a jumper scanning for chest strap routing can immediately see that the strap is traveling properly through the adaptor, and should remain secure in freefall.

Getting in the habit of storing the excess chest strap away from the friction adaptor can help others who may perform routine visual scans for the common mistake of misrouting. Storing the excess strap directly over the friction adaptor makes it much more difficult for others to catch the error.

Reprinted with permission from USPA Parachutist May 2015. www.parachutistonline.com
 Photos by Wayne Thompson.

The following are taken verbatim from a selection of incidents occurring mainly during the 1st five months 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 notifications 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 248. Linked Hybrid Exit, Bumped GoPro on another jumper's chest on exit, and GoPro and mount detached from helmet. No further details known about camera landing location. From there, jump went as planned, no further incidents. **Action:** Ensure cameras are properly mounted to helmets prior to jumping.

DEPLOYMENTS/MALFUNCTIONS

Certificate C, jump 154. 4-way jump with camera on 190 Sabre 2 hire equipment. Exited the plane as 'point' in a linked exit. Whilst departing the plane, another member of the group accidentally knocked my cut away handle. (Which can be seen on the camera footage.) I didn't realize that anything had happened at this stage.

I completed the jump as per normal and deployed at 4,500ft. There was a long delay, but I did not pull the cut away handles as the parachute opened at 3,000ft. I noticed a cutaway canopy in the air and assumed it was somebody else from the group who had cut away. It wasn't until I got to the packing shed that I realized that it was actually my Reserve that fired. Watching the footage again we found that the cutaway handle had been pulled when exiting the door, and when I pulled my Main, the RSL pulled the Reserve out. **Action:** Be away handles attached. Brief team members on awareness of handles, etc., on exit. The Chief Instructor had a long and in-depth debrief about what happened on the jump – highlighting the differences between a Main and Reserve canopy, and how to better identify the difference between the two.

Certificate F, jump 3958. 13-way flat RW. Deployed low at 2,000ft or slightly under. Last sighted Alti at 2,000ft. Main snivelled with the slider hard up on the slider stops. Full suspension at 1,110ft (per Altitrack). I felt my Reserve deploy soon after. I tried to pull it in which caused it to rotate, decided to stay with Main. Visor of helmet fogged up, and by trying to keep Main flying straight, was delayed in getting visor up till about 200ft. The Main partially inflated on one side, which caused it to rotate behind me. I elected to settle for a downwind landing and did a PLR.

Note: Dytter battery had gone flat the day before the incident. This probably helped cause a lower opening, as 3,000ft is normally my hard deck. We exited at 12,000ft instead of 14,000ft as it was the last load, which caught quite a number of people out on the jump as well. (Only one or two people tracked off at the pre-planned height.)

DZSO Note. Jumper was preparing for the Big-way Aussie record attempt in Perris. In preparation for this, he brushed up on some jumping knowledge and downloaded the Two Canopies out Report from the Racer Website.

While I was watching this happen from the ground, I noticed that once the pilot chute launched, the bag stayed in the container for a few moments, as it was being held in by the 'snatch strap', this delayed the onset of the deployment, which probably bought him some time. After the incident, he commented that he did nothing that the report recommended. What he did do was continue to fly his canopy all the way till the very end. He had to pull the right toggle down about 2/3 to keep the canopy flying straight. He had difficulties seeing because of the fogged visor.

He did catch a glimpse of a tree and managed to steer away from it. He did a great PLR. I commended him for his actions in front of the entire group of Big-way jumpers at the end of the day debrief. I applauded his old school pilot survival skills and commented that I was glad that it happened to him because he has the tenacity, determination, and clear-minded actions, which kept him flying safely all the way to the ground.

Action: Get my Dytter batteries updated. Don't get complacent. Track-off altitude means exactly that. If below the hard deck of 2,000ft, deploy my Reserve and not my Main.

Certificate A, jump 29. Sabre 210 Main canopy. Freefall all OK, canopy deployment good. While flying canopy doing some toggle turns/spins, experienced turbulence, which shut down one side of the canopy inducing line twists. Canopy started to spin, so elected to commence emergency procedures. Reserve deployment fine, landed on drop zone with no further incident. **Action:** Briefed on doing less aggressive toggle turns in certain conditions (turbulent) and now knows what can happen when doing aggressive toggle inputs (turns). Self-induced line twists.

APF Note: Similar incidents as this have occurred and been reported on previously. In 2013, an Australian fatality occurred in which evidence revealed the initial issue was that the canopy pilot induced line twists at a low height after initiating some spiral turns. The canopy was unrecoverable and further Emergency Procedure action was not completed in a timely manner.

Conclusions and Recommendations from that incident's report were published in ASM Issue 67 Vol. 4 2013. Available online at www.skydiver.com.au

J1: Certificate B, jump 89. J2: Certificate D, jump 290.

J1's report: J2 and I went for a tracking jump from 5,000ft. We exited the aircraft, tracked, and when we got to about 2,500ft, I glanced at my alti, I then realised we were really low and attempted to gain some separation from J2. I then deployed at about 1,500ft and had my Main open by approx. 750ft. I then looked behind me to see my Reserve slowly inflating. I had both canopies open by about 500ft. J2 followed my Reserve d-bag, and I let my canopies do what they were going to do. I didn't touch the risers until landing when I gave them a little flare. I landed it standing up and walked away with no injuries.

J2's report: I was flying on my back, in a 2-way tracking jump. I knew we were low due to a long freefall. With J1 over the top of me, I felt like I was unable to deploy in fear of an entanglement between the two of us. In my opinion I thought J1 was starting his deployment process. As soon as his hand moved away from the tracking position I rolled over, briefly tracked away before immediately deploying my Main canopy. Witness on ground reported that J2 experienced a fairly fast opening, and J2 estimates he was under a full parachute by approximately 900-1,000ft. It is likely his fast opening was the only thing that prevented a second CYPRES fire.

J1's two-canopy out was observed by the CI watching on the ground. The key factor in this incident was that both jumpers were uncurrent after both not having jumped for three-four weeks, and they executed a poorly planned jump. This was the first jump of the day, and a series of poor decisions can be identified from both jumpers. Upon debriefing them it was immediately clear that very little planning had gone into the jump and what would happen after exit. Both described getting, "caught up in the skydive", and lost all situational awareness.

Action: Load Master (E Licence jumper) debriefed on how this jump was allowed to go ahead.

Full debrief by the CI to the jumpers, on the 'cheese holes' and consistent mistakes that lined-up on this skydive. Similar incident at this drop zone three weeks ago, two jumpers performing Rel from 5,000ft, did not open until 2,500ft. IBs on drop zone at that time discussed prohibiting any sort of 2-ways from 5,000ft. CI was out of the country so no rule was actioned. This incident has now resulted in the complete prohibition of any sort of relative work from 5,000ft until further notice.

Jumpers are to come up with an education program/poster to educate other jumpers about the numerous mistakes they made in planning, executing, and performing the jump. CI remarked how these types of incidents happen in waves, e.g. after a similar incident involving a low pull and CYPRES fire four years ago, there has not been a low pull incident at this drop zone since. CI is hoping that by implementing this 'education program' as well as putting up an incident board, will prevent this incident from being repeated in another three-four years.

Jumpers must always remain altitude aware to allow enough time to gain adequate horizontal separation from other canopies and deploy at a safe altitude.

2 X Certificate C. Overcast cloud, variable winds. The jumpers planned to exit together unlinked from 5,000ft and play a game of 'rock, paper, scissors'. J1 would then deploy and J2 would turn and track away before deploying by a planned opening height of 3,500ft. The jump was approved by an IB under strict instructions that J1 must have deployed a parachute no later than five seconds after exit (4,500ft) so as to allow J2 ample time to track away.

(The jump was observed from the plane by said IB) Exited aircraft as planned at 5,000ft, however on exit J2 did not stay on heading, the two jumpers burned time trying to face each other. It's at this point J1 did not follow-up the plan and got caught up in the jump without any apparent situational awareness. They broke off at 3,200ft, turned, tracked, and deployed by 2,500ft, and had an open canopy by what looks to be approximately 1,900-2,000ft from alti in video. Both jumpers had 360 degree off-heading openings.

Action: J1 was thoroughly debriefed by IB upon landing. By not sticking to the plan, and getting caught up in the jump, he not only endangered himself but J2 as well. J2 was also counselled that he had a responsibility to end the skydive (by tracking off) when J1 did not stick to the plan.

Both jumpers were briefed on the importance of being open above the hard deck eight, how the 'cheese holes' can all line up, and the resulting potential for a canopy collision.

J1 has been grounded by DZSO for the period of one week, to ensure he realises the seriousness of his actions.

IB has restricted these jumpers to solo Hop 'n' Pops, and has revaluated his choice of allowing lower experience jumpers to take out 2-way exits from this low altitude.

Certificate A, jump 42. Prior to exit, jumper's Main and Reserve pins were checked. Both were found to be seated correctly. Jumper was participating in a 2-way FS jump from FL150. He did an outside floating type exit and the other jumper exited from inside the aircraft. There was some separation in freefall until both jumpers docked a couple of times. There were no instability problems or adverse docks. They broke off at 6,000ft and tracked apart. Jumper deployed at approx. 4,200ft. Upon opening, he felt his Reserve opening at the same time. This resulted in a 'two canopy out' situation. It was configured as a biplane with the Reserve parachute in the rear. The canopies were starting to indicate signs of separation, and jumper elected to cut away

his Main. He landed safely and the Main and freebag were recovered.

After inspection of the RSL (Sunpath tape type with shackle attachment to the left riser) there was a small sear on the tape consistent with it being jammed between the two DOS bendex tubes, as the Main risers lifted during the deployment sequence. The Reserve cable showed a kink in the cable consistent with the RSL activating the Reserve cable.

It appears that the cause of the activation was caused by too much excess being allowed to protrude around the front of the rig, allowing it to be caught between the two bendex housings, as opposed to being tucked under the final Reserve flap on the back of the rig.

Action: DZSO called a staff meeting of all AFF instructors and packers, and replicated the incident, demonstrating the correct length of the RSL bridle and correct location of the excess. Instructors are keen to be more diligent with their equipment checks after identifying such a seemingly insignificant flaw.

CANOPY CONTROL/LANDINGS

Certificate A, jump 73. Safire 230. Normal jump, good spot. Straight in approach. Legs up for landing, no flare. Hit hard on bottom and bounced a good 1.5m back up while starting a front loop. Hit heavy on the shoulder on impact. Sustained dislocated shoulder. **Action:** After talking to another instructor who ran a canopy seminar the previous evening, it sounds like she had a history of this type of landing. She is going to need some close guidance when starting again because some of the basics of flying and landing parachutes are not known well enough. Discussion revealed jumper had never been taught PLR's in her basic training (at another drop zone).

Certificate D, jump 740. This incident was subsequent to two previous landings where this jumper demonstrated lack of control by landing too close to other jumpers. DZSO asked him to allow more distance and demonstrate more control, and pointed out that he was drawing attention to himself without the licence required to land in the area. Immediately after two DZSO warnings, jumper completed 90-degree HPL into E licence landing area, landing crosswind. He did not account for crosswind and was not in control of his canopy. Flew into spectator warning sign ripping the metal from its rivets. Fortunately, sign damaged but jumper and spectators were unhurt. He was then instructed to land at the intermediate pit until he had earned an E licence. He chose to ignore this instruction and continued to land in the E pit. He was spoken to by an experienced staff member and chose to ignore this as well. **Action:** Jumper has been briefed by CI and DZSO as to the importance of safe and controlled landings.

Also as this was not the first time the jumper failed to heed warnings about safety and continued to land in experienced area, despite not being adequately qualified. A week later he was instructed by CI to land north of the student area for 30 jumps, and then once approved, to land in intermediate area until has earned E licence with landings signed off by DZSO and approved by CI to land in E area.

Certificate D, jump 573. Crossfire 139. Hop 'n' Pop load form 3,800ft due to low cloud. Jumper on first exit pass. Normal opening and canopy flight as viewed from the ground. Jumper was seen to be doing normal brakes to fronts to 90-degree turn, and was still on his front risers as he impacted the ground. He hit feet first, then possibly knees before face. His landing pattern had put him in the far corner of the landing area, where the windsock is mounted at the junction of two wooden fences. His first point of impact was

within two metres of the windsock. Jump numbers on canopy is not currently known, but the canopy is not new to him. He has attended several, possibly even all, recent canopy courses at the drop zone, and is reliable and safe. Two other jumpers had already landed in the same landing area with more than adequate separation. Traffic was not an issue.

A current hypothesis is that due to his proximity to hazards, he panicked or momentarily lost awareness.

Jumper was initially unconscious for approx. 30 seconds. Breathing was laboured. Rescue helicopter staff were on the scene within ten minutes (they are based on the airfield), and two ambulances arrived within fifteen minutes. He was delivered by air ambulance to hospital to undergo surgery, having sustained two broken femurs, neck fracture and 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. When, or if, the jumper jumps again will remain to be seen in the future. 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.

Jumpers should plan and execute landing patterns that allow them to land in clear, open areas with their wings level, and they must flare at the correct altitude.

Certificate A, jump 34. Safire 169. "Was focussing on staying upwind, lost focus on setting-up pattern. Turned onto crosswind at approx. 400ft. Unable to safely turn onto finals. Avoided interfering with others on finals. Performed a crosswind landing with fast approach. Flared well and landed safely." This was jumper's 2nd jump at our drop zone on the day. The first, he landed downwind off the drop zone after forgetting about landing patterns and wind etc.

I (DZSO/CI) subsequently sat down with him and discussed what is required to complete a landing safely, and what important factors need to be considered.

a) At 1,000ft make a firm decision as to if you can land safely at the target, and doubts, you elect to land at an alternative area (on property preferably, but safety is main focus!)

b) All final turns are left handed in the landing area, and pilot's must be aware of others' location. Simply being in the landing pattern, doesn't make you safe!

c) The importance of having your canopy flat and above your head for landing, as opposed to be in a turn close to the ground and always looking ahead on the last stage of the landing (to ensure you are not going to hit anything and to keep a heading)

On this particular jump, I was on the ground watching his setup, so as to provide some feedback.

All was going well until approx. 200ft, when he initiated a minor turn (90o Left) and started a downwind approach (not the crosswind he thought he was making) along our main runway.

He appeared to acknowledge his mistake, and made minimal corrections, and elected to take a downwind landing.

Fortunately, he did not make any radical turns close to the ground and utilised what I had told him earlier, canopy above his head and looking straight ahead. He landed safely, albeit fast. **Action:** After walking back to main area, I met him and steered him away from the crowd. I asked him for his side of the story, and whilst he was visibly shaken from the experience, he acknowledged that he had made a few huge mistakes. I told him, that the main thing was he landed safely with a canopy above his head. BUT, not to repeat this landing ever again! I do not believe this to have been a

deliberate act, rather a simple mistake in judgement, and will be unlikely to be repeated.

RIGGING

Mirage G2 Container. Misrouted RSL. A rigger found an RSL misrouted during the course of inspection, twice over a period of twelve months. It eventuated that there was confusion as to how to rig it, by both the owner and another packer involved in maintaining the rig.

The owner was therefore notified with the following message. "It is good to understand how your RSL works. Your RSL was installed incorrectly when I got it here. See pics (1) and the reason why (2) (It can jam under the ripcord pin).



Pic (1)

Pic (2)

If it does jam under the pin you could have a Main-in-tow, which is not a good thing. Pic (3) below shows how it should be.



There isn't a manual available for your version of a Mirage, which is probably a G2. The G3 manual shows a two guide ring setup with the RSL ring in between the two guide rings. The G4 manual shows a single guide ring setup like yours with the RSL ring between the guide

ring and the bendex tube, which acts like the second guide ring." **Action:** Called packer involved and explained the issues. Allegedly the owner prompted him to do it the wrong way, and there were uncertainties regarding the RSL hooking on the bendex.

Note: If there is any uncertainty about your rigging, don't jump it without trying to find out how it should be. Your safety may depend on it.

RISK

Reprinted from *Parachutist* April 2015.

By Dan (BC) Brodsky-Chenfeld

When a reporter recently asked me, "Is swooping more dangerous than other types of skydiving?" I was stumped for the right answer. I thought of saying, "Well, it can be," or, "Sometimes it is," or, "Depends on who's doing it," but none of those were good responses.

As a drop zone manager, I have to be careful with how I answer reporters. I can't dodge their questions, because the last thing I want to do is let them answer them for themselves. But I also need to be as clear and precise as possible, because often, the answer I give them isn't what they print. In this case, the last thing I wanted to do was

throw the sport of canopy piloting under the bus, so I kept thinking ... thinking ... thinking ... until I got it. I told him, "The safest way to jump out of an airplane is to do a static line with a round parachute."

Think about it: The parachute is almost guaranteed to deploy and open at the selected altitude. It descends at a consistent and relatively slow speed. You can't hook it. A canopy collision is almost impossible, and if you do run into someone, you just bump off each other. There would be more busted ankles, but that would pretty much be the worst of the injuries.

Yup, if the goal is to jump out of an airplane the safest way possible, then a static-line jump under a round parachute is definitely the way to go. But how much fun would that be? Not much. And the last time I checked, having fun was the only reason to do something as crazy as jumping out of an airplane. Who would be a skydiver if doing static-line-round jumps was all we did?

Any kind of skydiving other than a static-line jump under a round increases the risk factor. Freefall is more dangerous than static line. A 2-way is more dangerous than a solo. An 8-way is more dangerous than a 2-way. A square parachute is more dangerous than a round. A small, square parachute is more dangerous than a big one. Flying near other parachutes is more dangerous than flying far away from them. Docking with other canopies is more dangerous than flying close. Jumping with a Wingsuit is more dangerous than jumping without one. Jumping with a camera is more dangerous than jumping without one. Doing a demo is more dangerous than jumping at the drop zone. And on and on. Every jump is a calculated risk.

One of the fantastic things about skydiving is that there are so many ways to play. We choose how we want to fly based on our perception of the fun versus the risk.

I was walking over to dirt dive a 16-way canopy formation jump as Dave Hebert, a member of canopy piloting team SoCal Evolution, was getting ready to go swoop. I told him (as I often do), "Be careful with that swooping stuff." He responded, "Shut the hell up; you're going to do [CF]!" I think the fun factor of doing CF with fifteen of my friends is worth the risk, but flying my canopy at high speeds close to the ground isn't. Dave wouldn't even consider doing CF, but diving his canopy at the dirt is a blast.

On another day, Taya Weiss was organising a Wingsuit 100-way record event, and stunt flyer Jeb Corliss was on the drop zone training for some way-too-close-to-the-earth terrain flying. I asked him if he was going to join the record jumps, and he said, "No way! That's far too dangerous." For him, flying less than a foot from the earth is OK, but flying in the wide-open sky with lots of friends isn't!

All skydiving disciplines have inherent risks. But jumpers have proven again and again that they can perform the disciplines safely if they approach them with the proper training, experience, equipment, and common sense. So, no matter how you choose to play, find someone who can advise you. Use the right equipment. Don't overestimate your abilities. Pick the games that look like the most fun to you. Understand the risks involved and how to minimise them. If the fun outweighs the risk, have at it. And don't screw it up. It ruins your friends' days when you hurt yourself, and it takes all the fun out of it.

This article appeared in its original form on the Performance Designs blog at blog.performancedesigns.com

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".

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TRAINING FOR A BIG COMPETITION

by iFLY Downunder

The big day is finally here, you have so many questions rushing around in your head. Did you train hard enough? Did you train long enough? Was there more you should have done?

You're not the only one asking yourself these questions leading up to the final hours before a competition. But what can you do to ensure you have trained enough for the big day?

- The number one tip in the lead up for any big competition is to make sure your training is fun! Every fortnight iFLY Downunder plays host to Sunday Sessions; a night where flyers can hang out, book some tunnel time and just have fun.
- You have been told a million times before but it is still true – there is no "I" in team. If you are working with a team you need to ensure you are all on the same page as individuals, and as a team. By setting goals ahead of time this is the simplest and easiest way to ensure this.
- 4-way, 2-way, Flatfly or Freefly, it doesn't matter which is your choice of discipline. It is important not to rush. Take a deep breath and go slow. There is no point rushing around like Sonic the Hedgehog if you are making mistakes.
- We don't know everything, even if we think we do sometimes. So having a coach can be a great way to further enhance your skills and allow an experienced instructor to prepare you for your competition. Each coach brings an individual coaching style, offering unique skills so a flyer can benefit by partnering with two or three different coaches. iFLY's resident coaches are in huge demand and run regular coaching nights every Thursday at iFLY.

The controlled environment of the wind tunnel allows flyers to learn at their own pace. Flyers are able to learn with low speed, and as their ability progresses the wind speed can be increased. Mariska Folley a regular skydiver and iFLY Ambassador is definitely a fan of the wind tunnel. "It's such a great tool that is available to all of us, of all levels to use for training. It accelerates our skill set." The wind tunnel allows a flyer to learn specifics about body movement and flying

abilities that outdoor skydiving can't fathom. Most importantly, the skills that you learn in the tunnel can also be transferred to the sky. "It is allowing us the opportunity to launch Australian skydivers into the same playing field as the top teams in the world!" comments Mariska.

iFLY Downunder wants to see the number of Australians competing in skydiving increase, in both Australia and overseas in the coming years. Competitions are always exciting, but when it's a first in Australia, exciting sounds like an understatement. In August iFLY Downunder is hosting Australia's first Indoor Skydiving Championship in Australia.

Kurmet Jaadla, the Chief instructor at iFLY, thinks that Australia's first Indoor Skydiving Championships is the perfect platform for everyone to get involved. "Even if you're not aiming for the podium, it will be sure to be an exciting day flying." There is a range of categories for all levels of experience from formation skydiving to Freefly, allowing all flyers to give it a go.

When it comes to competing in a Freefly competition, Kurmet lends us some tips: Try and stay close to your comfort zone. "A creative, nice flowing routine is likely to score higher, than someone struggling to execute tricks or moves that break the flow of the routine." Always have alternative moves ready in case you are scoring head-to-head with another team. Sometimes it is worth the risk if you pull-off a more technical move, which you put in there last minute, to get those extra points.

Mariska tells us that when training with her 4-way team Eminence, "We dedicate at least 80% of our tunnel camps to focusing on improving our individual body flight skills." They have seen an overall success as a team increase at a much faster rate. Mariska thinks this is a great training technique and would apply for all disciplines.

So what are you waiting for? Put together a team and get registered to be a part of Australia's first Indoor Skydiving Championships.



Living the Dream

By Phil Onis

WHO WANTS TO DO 1,000 JUMPS FOR FREE AND BECOME A FULL-TIME SKYDIVING INSTRUCTOR?

... Well, not quite, but read on.

At Sydney Skydivers we have started a sponsorship programme for people wanting to get into the industry and become a tandem master/AFF instructor/camera flyer, but either don't know how to go about it or just don't have the funds. It can be a long haul over many years, doing a dull job during the week and jumping on the weekends, and balancing the budget until one has the qualifications, and jump numbers, to start these instructor courses.

With this in mind, Sydney Skydivers has offered suitable candidates a helping hand to get these jumps up quickly so as to develop the competence and skills to sit for their ratings, with a guaranteed job at the end if qualified. They are then given the time to pay back the debt over a suitable period. Cost of courses and rigs can also be included in this sponsorship. We have successfully put



through several jumpers under this programme and can extend it to others.

How is this for a story?

Dan Douglass started jumping in England and completed his A Licence on 20 December 2013. He then went to Nagambie to do his Jump Start course.

On completion of this course, he then came to Sydney Skydivers on our programme. Dan did his 1,000th jump on 15 December 2014.

Dan successfully completed his tandem master rating earlier this year, and to date, has done over 200 tandems, and 1,500 jumps in total!

That's in less than sixteen months since doing his first jump!

Dan now works full time in Innisfail as a tandem master, working five days a week with all the benefits. Dan is undertaking his AFF ID course in late May ... Living the Dream!

Dan, and others like him, such as Jack Ottaway and Brent Woodmansee, have been able to jump every day, all day, at Picton without any worries of having enough money to pay manifest. A tab is set-up in manifest, and these jumps are even clocked up at a discounted rate. It's actually cool seeing these guys land, run around like crazy, pack, and try to meet the very next load. Along the way they achieve skills of camera flyer, tutor, dubber, re-fueller, GCA, etc. Both Jack and Brent are also currently undergoing their tandem ID ratings.

And there is no catch! We simply ask the debt be repaid over a suitable time once qualifications are achieved, or the candidate pulls out.



Sydney Skydivers is also able to offer foreign visa 4275 sponsorship programmes. Again, each candidate is on a case-by-case basis.

In addition, accommodation is available free of charge at Picton, and some work is available in either packing, dubbing, etc, for candidates to earn an income on which to survive.

At Picton, we have always put a higher requirement on jump numbers, and we do not undertake tandem master ratings until candidates have about 1,000 jumps, which these days is not a big ask.

So, if you're a young person with a yearning to become a skydiving instructor, and want to be sponsored, please email Phil Onis at phil@sydneykydivers.com.au.



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THE JOURNEY OF ONE MAN...

By Jonny Goss

ONE OF THE BEST THINGS ABOUT BEING AN INSTRUCTOR, AND ONE OF THE ONLY THINGS GOOD ABOUT GETTING OLD, IS THAT YOU GET TO SEE SOME AMAZING INDIVIDUALS GO FROM DOING ONE SKYDIVE AS A STUDENT TO BECOMING INFLUENTIAL AND AMAZING CONTRIBUTORS AS INSTRUCTORS, TUTORS, COACHES, DROP ZONE OPERATORS, ORGANISERS, AND VALUED PARTICIPANTS IN OUR SPORT.



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Some students you remember as you watch or participate in their journey. Others, you do one jump with and forget, as you may never see them again. Here is the story of one of those students whom I had forgotten.

In 2012, a Tandem instructor walked up to me at the drop zone in Airlie Beach and introduced himself as Wayne Bishop. He was a relief Tandem instructor who had come up to the tropics to fill in for one of our full time instructors. He introduced himself by saying, "You don't remember me, but you did my first AFF jump at Elderslie – here is the photo." He had the photo on his phone and the date was ???

Wow, I was impressed and felt a little overwhelmed that I did not remember Wayne, nor had I come in contact with him since that jump – I had

left Elderslie that year to pursue what turned out to be a career in skydiving in Airlie Beach

From that first jump, Wayne's life had changed. Why else would you still have the photo on your phone? For me, what was more rewarding was that twenty-one years later, I had the opportunity to organise and participate on an amazing jump into Monty's Resort with eight of our friends and co-workers for Wayne's 10,000th jump. To do this jump, Wayne chose to forgo six work jumps, and sat on the ground for six loads, helping the ground crew and other Tandem instructors get the day finished so the numbers were correct and the jump could happen. He chose to forgo \$600 in wages, but the reward in memories was something you could not put a dollar value on.

I am thankful to Wayne for, one, remembering me as one of his first instructors, and two, wanting me to be a part of his 10,000th jump, which was, and is, a great milestone for any jumper.



"Remember, as an instructor, we all have the ability to influence peoples lives." Wayne Bishop

WAYNE'S JOURNEY

1993: First jump, Elderslie, Newcastle

2003: F licence

2003: ID with Tandem Endorsement

2013: IC and Packer A

The majority of Wayne's sports jumping career has been at Elderslie, where he was also an apprentice boilermaker.

In 2000, through contacts, he was encouraged to give up his job and move to the Gold Coast where, under Brad Turner's guidance, he obtained his Tandem Endorsement and proceeded to start his new career in skydiving. Six years of that career were spent around the Brisbane and Gold Coast areas, after which he then spent four years in Cairns in Mission Beach, followed by three years in Byron Bay.

Wayne had travelled to Airlie Beach on numerous occasions to fill in. He later settled there in a fulltime role as a tandem instructor.

It was here that Wayne recognised his ability to effect people's lives, and following James La Barrie's advise at the 2014 APF Technical Conference, started to forge his own place in this sport – as his own identity, by creating his own world reference via Trip Advisor.

Wayne is now a freelance tandem instructor, and studying to be a personal development and life coach.

Unknown facts about Wayne

- Street Dancer
- Has met Michael Schumacher
- Stock trader

Q: What is the best thing about being a tandem instructor?

A: The biggest kick, or reward, I get from jumping is having the opportunity to connect with people who have decided to step out of their comfort zone. Have the desire to be more, or be better than their self from yesterday. To tap into their hidden power and confidence, and break through that fear barrier.

As you touch down from a tandem jump, seeing the shift in people's outlook on life and what's possible in this world, and what they can achieve, is powerful and addictive. It's an awesome feeling and I am grateful and privileged to have the opportunity to pay it forward. To share in the experience of a person's mind and beliefs opening up to a higher level of life and living.

I am now branching into life coaching to continue helping people create their ideal life, and uncover the rock star that's hidden within them; so the world gets to share in their magic. Use your gift to help others find theirs. Have joy in what you do, and bring joy to others while doing it.



Highlight jumps

- 1st and 10,000th with Jonny Goss
- Jumping into Great Barrier Reef Cay, off Cairns
- Night Demo jumps
- Whitehaven beach
- Jumping with Michael Schumacher (plus all the other rock star skydivers I've met over the years)

Advice to others in the industry

"If you are doing the job solely for the money, you will never be happy with the experience you are giving, nor will you have any ability to influence or change a person's life."

Thanks Wayne, and all the best for the years ahead.



CONGRATULATIONS TO THE WINNERS

1st Place – **Eminence** with 111 points. Team was: Mariska Folley, Natasha Dingle, Gary Nemerovsky, Travis wood, Ben Nordkamp (Vid), Qld

2nd Place – **Ptera** with 88 points. Team was: Simone Bambach, Ryan Jenkin, Jan – Paul Koberg, Ben Crowe, Scott Neander (Vid), NSW

3rd Place – **The Flying Monkeys**. Team was: Laura Watson, Tommasco Liccioli, John Rynbout, Richard Michael Strickland, John Shepphard (Vid), SA

Thank you to our sponsors:



JUMP START

PROGRAM 2015

By Jonny DeWet Photos by Shane Sparkes

IT'S BEEN AN INCREDIBLE JOURNEY FOR THE FIVE MEMBERS OF THE JUMPSTART PROGRAM 2015. THEY HAVE DONE 200 JUMPS EACH IN THREE MONTHS – A HUGE ACHIEVEMENT AT THE VERY BEGINNING OF EACH JUMPER'S CAREER. I HAD THE PLEASURE OF BEING THE COURSE MANAGER OVER THE JSP, AND REALLY GREW ALONGSIDE THE TEAM. IT WAS THE FIRST TIME I HAD AN OPPORTUNITY TO DIRECTLY MENTOR STUDENTS OVER HUNDREDS OF THEIR JUMPS, AND THUS IMPART A DEEPER UNDERSTANDING ACROSS THE MANY CORNERS OF THE SPORT. WE SAW EVERYTHING FROM SPINNERS DURING THEIR AFF, TO TREE LANDINGS – BUILDING UP TO SOME AMAZING JUMPS AS THEY PROGRESSED. IMPORTANTLY, THE BOND THEY FORMED THROUGHOUT THE COURSE WILL BE CARRIED THROUGHOUT THEIR CAREERS, AND NO DOUBT, ACROSS BOOGIES AROUND THE WORLD.

The JSP is an intensive skydiving course designed to provide participants with a broad, and deep, knowledge across the many facets of the sport – many of which the average 200 jump skydiver wouldn't have exposure to until much later in the sport. At 200 jumps, these guys are applying advanced air skills, aerial photography, drop zone operations, manifest, ground crew, dubbing, rigging and equipment maintenance, aviation meteorology, gearing-up passengers, refuelling aircraft, first aid, water recovery, and customer service. The structure of the course has been designed to prepare students for employment, however, the JSP can be pursued as an engaging way to build jumps and have a blast along the way.



The participants of this course were aged between 20 and 40 years old, each with their own goals. Nick Lello wanted adventure and a new career; and by the end of the course was loving Freefly. James was looking for new experiences and a great bunch of friends. You can barely separate the group now. Nick O was hoping for a career, and has been offered a fantastic position at Sydney Skydivers. Dwyane discovered a love of tunnel flying after the drop zone tour, applying for a position in the Singapore Tunnel. Jordy felt at home at Nagambie and was offered a position, soon into the course, flying camera.

Looking back at their AFF videos, the progression has been massive. Every one of them enjoyed break dancing through their Stage 4, much to their instructors' delight. They learnt the importance of breathing and slowing things down to feel what the airflow is doing to their bodies. They also learnt the importance of ringing the bell at every opportunity, promptly calling others out for beer line infringements, and the calibre of local wineries.

Their B-Rel's were challenging when it came to 3 and 4-ways. Given the intensive nature of the program, the team was pushed to excel – having to repeat a few of the dives. Watching them get through it, and continue up the learning curve, made the tough jumps all worth it, and it set them in good stead for the specialists.

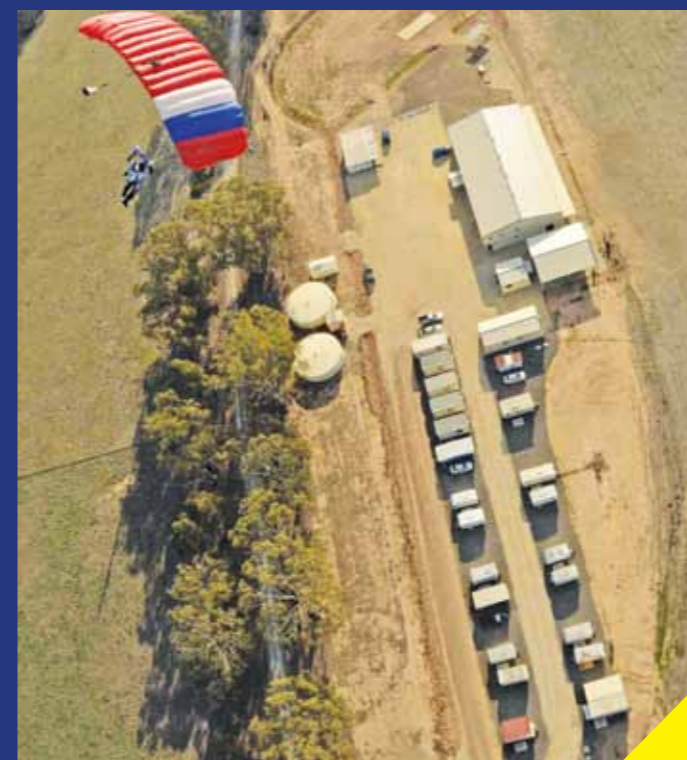
The program had specialist coaches from other drop zones travel down to provide advanced instruction. Smeds made an appearance for water landing drills. Jan took them through their Packer B course and gave an introduction

to rigging. Jules Mconnel shot down for a week to teach them the finer points of canopy flying. Sas and Roi brought their 4-way experience to the group for two weeks. Whilst Sparky taught them for a week on advanced camera knowledge and flying. Don Cross filled in the gaps – specifically focusing on drop zone operations, safety and risk management, and aircraft. Providing this exposure to different coaching styles from experts in each discipline has been invaluable.

The course finished up with a drop zone tour up to Picton where we did some jumps with amazing weather. The guys got an opportunity to fly in the Penrith tunnel, which has opened up a can of worms for them all. The tour finished up in beautiful Moruya where we were jumping onto the beach, swooping and chugging, and generally living the dream.

Nick O and Nick L have been offered great jobs up in Picton, Dwyane is waiting to hear back from the Singapore tunnel, Jordy is ready for Nagambie, and James is heading to Dubai to check the scene. I'll miss drinking beer around the fire with you guys – it's truly been cool getting to know you all, and I hope I've imparted some of my experience in the sport. Stay safe out there – and make sure you keep ringing that bell!

Thanks to Smeds, Jan, Jules Mconnel, SAS, Roi, Sparky, and all the instructors who helped guide the JSP participants through the course – it's been a blast! Special thanks to the drop zones that welcomed and hosted us for the tour – Picton and Moruya, and of course the Penrith tunnel.





BEACHCOMBER BOOGIE 2015

Barwon Heads *By Beau Cummin*

THE INAUGURAL BEACHCOMBER BOOGIE WAS HELD AT SKYDIVE THE BEACH AND BEYOND'S BARWON HEAD'S DROP ZONE ON 14-17 MAY THIS YEAR. SOME EPIC FLYING AND SKILL DEVELOPMENT OPPORTUNITIES WERE MIXED IN OVER THE FOUR DAY EVENT WITH TRYOUTS FOR THE HEAD-UP RECORD IN 2016, TO BE HELD IN THE U.S.A.

We kicked off with a bit of rain and wind over the first few days but the weather gods were kinder on the weekend, and we had an awesome Saturday and Sunday full of skydiving goodness! Over 40 skydivers completed more than 300 jumps in two days out of two Cessna Caravans.

Boogie attendees learned new skills from some amazing international and Australian legends such as Andy Malchiodi (U.S.A.), Chris "Crikey" Cosgrove, Leigh "Macca" McCormack, Rob Delaney, Michael "Woody" Smart, Riss Anderson, Craig Vaughan and Rob Tasic.

The main sponsors for the event were the Australian Parachute Federation and the Victorian Parachute Federation, along with heaps of other sponsors supplying an amazing array of prizes on party night! The Red Bull team also helped out with the party atmosphere over the

weekend sending out their pumping DJ truck to spin some tunes, and their awesome Wings Team to keep everyone hydrated with ice-cold cans of Red Bull.

The event was MC'd by the one and only Irish. He lived up to his reputation and provided some great entertainment throughout the event. The end of the day saw some awesome day tapes, viewed over a hard earned beverage!

The Beachcomber Boogie is the next big thing on the Victorian skydiving calendar, and we hope to see even more participants from all over the country visit us in Barwon Heads in 2016.

Keep up to date via the Fun Jumpers event's page at www.skydive.com.au, and be sure to like our Facebook page: www.facebook.com/beachcomberboogie.

"In April of 2016, the 100-way Head-up world record will take place in Eloy, AZ, U.S.A. As part of the global effort to recruit the best fliers from all over, I travelled to Barwon Heads, Australia in May to host a tryout and skills camp. About a dozen Aussies of a broad spectrum of experience brought their best to the table. The path to a world record is no easy task, and quickly, the romanticism of it all collided with the reality that this will require a lot of work. However, if anyone was up to it, the Australians were! With their unique blend of patience and easy going demeanours, even large tasks were accepted gracefully, and before long, huge improvements could be seen. Each person digested the debriefs from the previous jump, applied what they had learned, and large, leaping strides were evident from jump to jump. Even though we fell short of a Victorian record, this group is most importantly armed with the knowledge to further their own abilities, and all are capable of doing what it takes to make it on the Head-up world record in 2016!

Despite less than ideal weather during the first half of the boogie, participants eagerly absorbed seminars and entertained themselves, as everyone knew it was only a matter of time before the sun came out. When it finally did, the jumping was non-stop, as was the learning. The Saturday evening entertainment had a great vibe. I had a great time, and I hope to be invited back for next year's Beachcomber Boogie!"

Andy Malchiodi, Head-up Record Camp Organiser





WA HIGH PERFORMANCE CANOPY COACHING WITH CHRIS TEAGUE

Hillman Farm Skydivers 27/2/15-01/03/15 Southern Skydivers 06/03/15-08/03/15 By Chris Teague

Two epic weekends of fun at one of the coolest, and one of the most beautiful drop zones on the planet! Having been invited by the APF, with help from the Fiona McEachern Sports Development Fund, to come to Australia and coach some up-and-coming canopy pilots., it was great to see the number of skydivers looking to improve upon their canopy skills. This being my first visit to Australia, I loved hanging out with some amazing folks at some amazing drop zones.

We were blessed with great weather and managed to skydive two full days at Hillman, and three at Busselton, from sunrise to sunset (man those manifest boards filled up fast)! With sixteen students ready for action, we were poised for some sick weekend action.

On arrival at the drop zones, the groups of canopy piloting students were broken up into two groups: junior and senior skydivers. Junior skydivers were effectively looking to improve upon basic canopy piloting skills. The focus of this course was as follows:

- Orientation and wind assessment
- Flying consistent patterns
- Using definitive heights and beacons within your pattern (three beacons: downwind, crosswind, into-wind)
- Adjust pattern and beacons to improve accuracy
- Above 1,000ft explore your canopies controls (back risers, front risers)
- Gain confidence in your wing

The senior skydivers were pretty decent canopy pilots already. The focus for the seniors was slightly different. The course focused more on high-performance landings and getting more speed, power, and glide out of the canopy. The key points were:

- Using definitive heights and beacons within your pattern (three beacons: downwind, crosswind, point of manoeuvre)
- Adjust pattern and beacons to improve accuracy (70% of a bad-ass swoop comes from the perfect set up)

- Shaping the perfect turn to ensure smooth, safe consistent swoops:
 1. Final leg on brakes
 2. Second double front riser input attacking your line
 3. Slow gradual turn (90 degrees or 270 degrees) approaching your line from high up
 4. Final rapid turn for last 90 degrees – known as the Snap
 5. Snap to be done at a height that allows you never to stab out on breaks
- Body position during final turn
- Gain confidence in your wing

It was evident over a very short space of time how much the various pilots were improving. The basics to flying a canopy are not rocket science, but with these building blocks, pilots can slowly progress in a safe and calculated manner. Video debriefs and some extensive one-on-one time after sunset on Saturday, left everyone even more excited about Sunday's jumps!

Hillman Farm put on a mega party, beer brewed at the local Brew Yourself brewery, and with a five kilogram Wagyu standing rib roast, grilled to perfection by local celebrity chef, David Ong (who's just back from the world championship BBQ cooking contest in the U.S.A.), along with some of his BBQ pulled pork, went down a treat.

Southern Skydivers tried hard to match the following week with Angela's homemade desserts, a wicked Braai party at our HQ, and some interesting information on goats.

I left Australia having made some fantastic new friends, increasing the skill and confidence of some of the junior skydivers, and reigniting a passion for canopy piloting in some of the more advanced guys. All-in-all a pretty successful trip, and I hope to see you guys at the world meet or in Pretoria soon!

NZ AEROSPORTS NEW



BACHELOR DAYZ *By Reuben Van Haaren*

On the fine morning of the 27th, it must have been the Darwin Parachute Club's earliest load in history. Starting as a joke during the week, we told all that we were going to run a 7am load.

The lads manifested for Shane's 500th laughed at the idea, as if it were some dream myth to come in the far away future, along with a turbine plane. But, after some heavy texting and dodging the boss at work while organising weekend priorities, we had CI approval, a sober pilot and 206.

As the plane fuelled and the first load crammed in, consisting of a death lurking yeti, the phantom, a James Bond wannabe and two other suspicious characters, we broke the DPC record for wheels off at 7:15am.

The door opened and we clambered out into the brisk morning air. As we all left on key there was nothing but smiles. There was excitement spilling out over Batchelor's morning skies as we chased the flying yeti. As the bond wannabe took his best shots with his berretta, side-by-side with the phantom in hot pursuit, the boys were out of their league, and only had the hope of the suspicious looking guys to finish the job.

The jump came to an end and there's the rumour that the yeti still flies. Happy 500th Shaneo!

That was just the beginning of a great weekend. We had one of Ramblers' finest WS coaches up running FJC's and Crests, not to mention some nice little flocks and an introduction to Artistic.

Congratulations to Cam, Maurice and Shane, and a HUGE thanks to the APF, Darwin Parachute Club and Fenix Searle.



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REL WEEK DREAMZ *By Maurice Mathey*

Have you ever been to one of the best, longest running, hardest partying Boogies in Australia? Well if you haven't, surely you've heard of it? That's right, Rel Week in Batchelor, Northern Territory. For you seven people who haven't heard of it, well, welcome to skydiving. You are more than welcome to come up and finish off your AFF.

Rel Week has been going for over 30 years. It all started down in Katherine when jumpsuits were baggy, the canopies even baggier, and the moustaches huge! It has developed to become one the most famous Boogies in Australia, and with good reason. The jumping is first class, the location is perfect, and apparently the partying is pretty good too.

Batchy has perfect weather. How's 29 degrees sound right now while you're sitting there in your ugg boots scowling at the rain? It is in a perfect position, a mere hour out of Darwin and at the gateway to the famous Litchfield Nationals Park waterfalls, rock holes, and pretty tourists in small bikinis. If you're coming all that way from down south, why not go all out and take a week after. Katherine Gorge is just a couple of hours down the road, World Heritage Kakadu a couple of hours east. That's just the obvious stuff! The Top End has so much more. Historical WW2 sites, fishing charters, hot springs, awesome hiking and camping, and the list just keeps going.

So now you're sold on the place, let's talk about the real reason you are coming – the world class jumping. We have some of the best tutors in Australia, indeed in the world,



coming to Batchelor just to run you hard! You keen on some Big-way Flat action? Well how does Fernando Gallegos sound? He is only a world record holding captain that is invited all over the world to coach, tutor and inspire Big-ways to happen. Couple that with Ryan "Red"



Ferguson from W.A., a bloke who is as good on his head as his belly, as shown by his impressive results record at the Nationals.

Want to go faster then? Then why not go jumping with Firthy and Jono De Wet – a couple more record holders, if you don't mind. These boys will run you on your head, your butt, or somewhere in between – any angle you want.

Too fast for you? Like maxing out your free fall time? Well get flocking with Travis, who did his AFF in Bachelor, and after running around all over the country tutoring, is coming back to his roots to run the wingies!

Seriously, we are going to it all and then some. Or if you've just started, or even wanting to get into this amazing sport, then you're in luck as well. We are running everything from Tandems to Accelerated Free Fall; and for those with an A Licence, B Rels will be going all week, so come on up and smash it out.

For all those ambitious types, the APF have helped us out enormously, and are helping us to try and smash some Northern Territory records. Attempts will be done in every discipline, so we are talking a Relwork attempt, a Freely attempt, and a Wingsuit attempt. So if you are keen to become part of the legendary Rel Week history, then book it in early so we can lock in numbers and planes etc. Jump on the website: www.skydiveterritory.com.au and follow the links to the registration page. Let's get it on!

This Rel Week is shaping up to be one the biggest. Upgrades to the drop zone are happening as we speak. The bunk house is there, and as usual, huge camping areas are available for your vans, campers, or just plain swags.

We've got some amazing entertainment lined up and, of course, Keithy will be at the foos table just waiting to be pantsed.

We also have some really great, generous sponsors who have put up some amazing prizes to be won throughout the week. We're talking canopies, containers, digital stuff, and a night with Jimmy Yunckin!

You would be mad not to come up, so book your flights now while they are super cheap. Get on the phone to campers rentals and we will see you here in September!

CRW AT THE MOO *By Jules McConnel*

It's exciting times at intermediate canopy formation camps with beginner CRW-pups advancing to the next level. For some it's like doing their B-Rel's, For others, getting their Star Crest. The more advanced dogs are making up the numbers on these jumps whilst practicing their own skills to get there faster and smoother.

We all know how interesting B-Rel 4-ways and Star Crests can be with hard docks and funnelling formations, people going low, and never making it back up. Well all this is happening whilst under canopy! The skydives are ten minutes long, so more time to get back to the formation if you go low (or in CRW terms, get behind), and the hard docks and funnelling formations are a lot more daunting to say the least!

We start off with small 3-way and 4-way groups to get people practising the basics: Hanging wings and maintaining trim in formation (get level, dock smoothly and keep flying while in formation). Sounds like the same principles in every other skydiving discipline. Yep it is! Now we're getting good at that, let's add more people to the picture. Yay!

The latest CRW record lead-up camp was at Moruya ending with three Cessnas in formation attempting a 12-way Box. After three days of quality jumps including a three point 5-way and a four point 4-way, the argument ended that the four point 4-way was a better skydive, not only beating the 5-way by one more point, but it was done by chicks, oh, and Buellly. Two solid 9-way Diamonds were achieved before the fatigued group tried for a 12-way, which didn't quite build.

The weekend was a big success with many lessons learnt:

- When the shit hit the fan, the people involved dealt with the situations well, putting their well trained emergency procedures into action.
- People are getting knackered after three days of jumping doing three-five jumps per day. For anyone who wants on this record, start doing chin-ups and interval training. We're gonna be doing nine days straight of this. You'll need to be fit to keep up!
- Canopy and freebag retrieval procedures at Moruya are world class. Not that we like to boast about these things, but we thank the maritime services for picking up Richie's canopy from the river, and not asking him for his JetSki license on retrieval of Said canopy.
- There's a noticeable improvement in skills of the dedicated people, not only coming to these camps, but also practising amongst themselves. Keep it up pups, I can feel an Aussie record coming on!



Big thanks to the N.S.W. Parachute Council for supporting this event. Also thanks to Roachie and George for providing and piloting the third Cessna.

More Canopy Action...

June long weekend brought 30+ fun jumpers to Moruya for canopy handling, night jumps and formation loads. We made it an extra long weekend, starting out on Friday with the tunnel crew getting into the air to get their swoop on!

Saturday was busy with a big canopy course group working on perfecting their circuits and landings. All landings were videoed and individuals quickly improved their flaring technique.

Saturday night, those who didn't get enough during the day entertained everyone staying warm by the bonfire, squealing under canopy in the moonlit sky. Night jumps are a monthly event at Moruya during winter. If you want to be a part of them, find out more on our Facebook event page.



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FROM SEARCHING CROOK'S POCKETS TO JUMPING THE TROPICS!

By Neil Hobbs

After a small forest of trees was sacrificed, my application was eventually approved to leave my Victorian jurisdiction on long service leave. I made some industry enquiries then promptly sent an expression of interest to Tandem Cairns in Tropical North Queensland. I applied to Tandem Cairns after a recommendation plus their salary system that suited my needs with a family budget to consider. As I later learnt, when you jump in the tropics, a salary is quite important especially when the wet season rears its ugly head. Surprisingly, I received a phone call later that day from the Chief Instructor, Adam Davies. After some intense questioning regarding my intentions, appearance, and company expectations of fulfilling the roll of a tandem master, Adam agreed to sign me up.

On 18 June, after organising tenants for our Wodonga house, securing a furnished house in Cairns, sorting out a school for the kids and putting our cats on a plane, we embarked on our 3,300km roadtrip. Our journey started with a typical wet, cold, Victorian day, stopping at Dubbo on the first night – that was the last time we saw ice (of the meteorological variety).

The weather became impressively better further north, with windows down by Rockhampton, much to the delight of sons Jesse and Zac. As a skydiver knows, windows down closely resemble 'door open', although my co-pilot/wife, Nikki, commented, "don't be a tight arse, put the air on". With a boy to girl vote of 3 to 1, I won that round!

We arrived in Cairns on Wednesday, 26 June, on the day of State of Origin 2 – somebody pass me a Maroon's jumper! We checked out our new dwelling in the leafy rainforest suburb of Freshwater. The house was perfect, four bedrooms, three bathrooms, a pool, and a Nissan X Trail – what else could one ask for?!

For the next couple of weeks, we settled in by compiling a bucket list of activities one could do in the tropics, and started to explore a bit of what Cairns had to offer before my start date of Tuesday, 9 July. I transferred my Victorian driver's licence and applied for my Driver's Authority, which would allow me to assist with customer pick-ups in any one of the four buses that the company has in its fleet to the many hotels and hostels around Cairns.

On my first day, I rocked up to the former Tandem Cairns office in Aplin Street, now located in Lake Street, and met Adam. After being loaded-up with company and APF paperwork, our 8am bus set-off to pick-up customers, as we headed to the drop zone at Mundoo 'just down the road'. I was most impressed by how, not only company waivers were completed before we reached the drop zone, but customers could check-in and complete their pink card via iPad. This information was then transmitted electronically to the drop zone admin, ensuring the first load was in the air just after arriving at the facility.

I was introduced to the other instructors and office staff, then given a drop zone tour, with my eyes lighting up like a fat kid in a lolly shop. Not only was the drop zone nestled amongst crops of sugarcane, bananas and pawpaw, but boasted an in-ground pool that even Thorpey would be excited about!

Observing the table tennis table, I would also become involved in some very fierce competition when on weather holds, and I must say, went OK against rivals such as Tim, Coops and Marklar, however when Ge Tang was in town, that was another story. I knew I was in for a pantsing when the Tang pulled his own bat out of a briefcase!

I was also introduced to what would become my best friend, the 'Strong' tandem system; slightly different to the Sigma I was familiar with. I ran into former Nagger's crewman Cameron "Coops" Cooper, although I'm still not sure if this was a good thing, as this later led to being introduced to a beverage known as AGWA – an iconic shot only found within the fortress of Calypso Backpackers' Resort. Unfortunately, this happened on the night of State of Origin 3, so I still don't know who won the game? To this day I swear the Grim Reaper served it to me – but thanks for the photos of the aftermath, Coops!

After doing a couple of funnies, getting used to the park landing area, and running through Strong training, I took my first live one up. The next day, as my passenger hadn't booked video, it was a good opportunity to practice my handcam skills – I had only been signed-off for this by former C.I., Don Cross, a month earlier. Before I knew it, I was confidently running handcam with my twist of personalised commentary – minus the microphone used at Nagers!

Things were running better than expected, although I was still getting used to clientele wanting to hug instead of fight me as per my previous occupation. Soon after I was introduced to the very beautiful Etty Bay, where customers could opt to land. I was encouraged to get as many tandems in there before the stinger nets went up, as this made our landing area quite... exciting. My Display B and canopy skills on the Jyro 330s would really be put to the test. Etty Bay is by far the most scenic location I've ever jumped, with regular sightings of Manta Rays, turtles, sharks and occasionally whales. Fortunately, only once did I see a crocodile down the southern end of the beach – getting busy with a ranger! The only real danger at the beach was having my clothes stolen by colleagues when enough time prevailed to have a quick dip in the surf sporting my trusty pair of Bonds – who could pass up the opportunity to have a Hoff moment in such conditions! And NO, Cindi, I'm not buying your story of a Cassowary stealing them.

I was lucky enough to be invited onto a couple of demos whilst in Cairns. The most memorable was at sunrise onto Sudbury Cay, which is a beautiful, but small, piece of sand about 40km east of Cairns. After being dropped from 10,000ft by Lee, and landing with varying techniques, we (Coops, Tim, Mikey and I) were handed a can of Great Northern, then climbed aboard a couple of boats to wet a line. The morning climaxed back at Foxy's Bar & Grill on Fitzroy Island for lunch, then back to the marina. The Cairns Post were only too happy to pick up the story, eh Tim!

Home life couldn't get any better either with the family and I exploring the tropics at every opportunity. I also discovered a 922m mound of dirt known as Walsh's Pyramid, which became a regular climb. So good in fact that I signed up with Cindi Hemmila, and completed the Great Pyramid Race from Gordonvale to the summit and return – pretty crazy considering the race started at 2pm!

On my days off skydiving, we slowly ticked-off our bucket list. To name but a few achievements, we did the Kuranda train and Skyrail Rainforest Cableway, snorkelled the Great Barrier Reef, climbed Mt Bartle Frere, being Queensland's highest mountain at 1,622m, and explored Queensman Gorge, Cape Tribulation and the Daintree. Much to the delight of Adam, we became followers of the NBL, supporting none other than the Cairns Taipans, which, I'm told, can be followed down in Mexico via the net! Throwing my ten year-old son Zac off the A. J. Hackett Bungy tower

certainly earned me a Father of the Year award too! Another highlight was hiring a tinny on the Barron River, only 6km north of Cairns, with Zac and I doing our own crocodile spotting tour – only later did we learn that a crocodile has the ability to leap from the water for the full length of its tail – wife NOT happy!

Unfortunately, it appears our adventure is nearing to an end, but it has been the best eighteen months of our lives. With the drop zone having a new air conditioned packing shed and a Super Caravan just around the corner, my departure couldn't be at a worst time. My life change would not have been possible without the support of the skydiving industry. I would encourage anyone to follow their dreams in becoming a full-time skydiver, because it is not only do-able, but gives you the opportunity to meet some pretty awesome people whilst seeing some beautiful parts of Australia – or the world!

I would like to thank Adam Davies and Phil Onis. Without their faith in me, my family adventure would not have been possible. Also a big shout out goes to the Tandem Cairns crew who welcomed me into their fold and embraced my unique way of doing things. I'm really going to miss giving my version of commentary on the buses en route to the drop zone and when dropping customers off. Coffs Harbour may have the oversized fruit as its icon and centrepiece, but many a tourist will remember the Big Banana being at Tandem Cairns, Far North Queensland.

Oh, and I must thank my Pyramid pal, Cindi, for the motivation to literally climb mountains, and for providing selfie support services. It will be a sad journey returning to Victoria, but I have an inner voice telling me that I'll be repeating the words of a very famous, former U.S Governor, "I'll be bark!"

P.S. To the critic who said to me over twenty years ago, "Grow up. Where's skydiving ever going to get you?" Well, guess what, you've just read the answer to your own question!



CERTIFICATE 'A'

DWAYNE DAVID TRENT DOUG CRAIG BRETT JESSE MATTHIAS LEONARDO MICHAEL MARCUS AMBER TOBY ANDREA SAM FERN BRADLEY ALEXANDER WILLIAM SHANE BRENDAN JOHANN MURRAY VANESSA RYAN EOIN BEN JOSH SARA MICHAEL AARON ROBERT LUKE JOHN PATRICK LEONIE ALAA GEORGE MITCHELL MEAGAN DARRAGH JAMES KYLE REBECCA OMAR TIMOTHY GUILLAUME BEN MATTHEW ROWAN ROBIN MITCHELL ARJUN CHARLES KEVIN YOAV STEWART HENRY THERESE NICK MARTIN ADAM BRYDON DOUGLAS COREE LEON STEPHANIE JODIE MATTHEW JAMES KATE NELLY BRETT DAVID RYAN MARK BENJAMIN LUKAS NICHOLAS FREDERIC NEIL HARRY ANTHONY SHANE TOM MATTHEW TROY JOHN MICHAEL ADAM SUDHIR NATHAN KELLY DANIEL OLIVIER KAVINDA DEREK JON PAUL AMANDA DANIEL MARK CONON NICK SASHA PETER TOBI MITCHELL NATHAN DAN SALLY MATTHEW NED STEVEN JAKE SAMUEL BEVAN GERRI GEOFF CHRIS ALVIN JAKE HANNAH-LEE

AKI QI XIAN ALDER ALEXANDER ALLEN ALLENDER ANDREWS ANTON BACHE BARIAN BELL BOLLEURS BRENNAN BROKKEN BRUNSKILL BURTON CALLADINE CANTWELL CARR CASS CAVAGNINO CHAPMAN CHEVALIER CLITHEROE CLUTE COLE CONNORS COVE CROSBIE CULLEN CUMMINS CURTIS DAY DENGATE DOWDELL DUNNE ELLIS EL-SMADI EWENS FINLAY FLAHERTY FLYNN FRANCIS GALTRY GAZDER HADOUI HAIR HAMMADI HARPER HERMAM HILLARD HOWARD JACOB JAISWAL JOHNSON JOINER KONIKOFF LALOR LARKMAN LEIDLAND LELLO LEWIS LINDENFOX AARON LINDSAY MAHU MAHU GREG MATTHES MAYNARD MAYO MILGATE MITCHELL MITTERER MOODY MURDOCK NAYLOR NEW NOWOTNY OESCH OLDFING OLIVE OLIVER O'NEILL PARSONS PERCY PETTIT PORTANGER PORTELLI RALLS RAO RAVENSCROFT RIVAS ROWEN ROZNIERSKI SENASINGHE SMITH SOUTHGATE SOUTTER SPOONER STEPANIC STEPHENS STEVENSON STINTON SULLIVAN SUMMERSBY SUTHERLAND SYMES THOMAS TODD VERRY T WALLACE WALSH WANG WEBB WHITFIELD WHITTAKER WHITTAKER WILSON WORDEN YAP YENDLE YOUNG

CERTIFICATE 'B'

DWAYNE CRAIG PAUL STEPHEN KIM PHILIP MELISA AARON JONATHAN PAUL JEREMY KEVIN ANTON ADAM MARCELA DARRAGH JAMES JASON JASON SEAN TIMOTHY MATTHEW XAVIA LAURA SANGYEUL KAI THOMAS DAVID LACHLAN YONG KANE NICK JAMIE JORDAN REGAN SAM KOB I ALAN BENJAMIN TONY MARY JARRAD PHILIP NICHOLAS MARK MICHELLE JONNO JACK ANDREA RYAN MICHAEL WILL NICHOLAS EVAN JASMINE HARRISON BROOKE VAN OGUZHAN AARON JOSHUA GREG TANYA KYLE FLORIAN

AKI QI XIAN ALLENDER BARKWAY BERNHART BICKLE BILEK BONFADINI BROWN CAMPBELL CHENEAU DODD DRONSEIKA EDKINS EGUCHI FLYNN FRANCIS GORMAN HALLIDAY HARRIS HAYTER HERMAN HILL JAMES JEONG JOHNSON-PEADY JONES KELLY KILBY KWON LANDON LELLO LUPTON MACDONALD MASSEY MCKERIHAN MCNAMARA MEREDITH MURRAY NGUYEN NOLAN O'HARA OLDING ORMSBY POBJECKY POLES POST POULTNEY PUGLISI RAGNO ROBINSON ROSNER SACHERT SMITH SPRING STACEY SYLVIA TUREK TURGUT VANDERBECK WALLACE WHITEHEAD WILD WITKOWSKI ZIMMERMANN

CERTIFICATE 'C'

FARIZ DIWAYNE WHITNEY STEPHEN STEVEN RENEE NYUNGMOOK ANTON JAMIE ADAM JAMES CHRIS STANLEY ARIEL CHANTEL DANIEL REDGE PAUL MILOS YONG KANE LAPHAM LELLO LUPTON MACDONALD IAIN MICHEL MCCLORY DANIEL SHAUN SARAH MARK DAMON DANIEL STEVENSON STINTON SULLIVAN SUMMERSBY SUTHERLAND SYMES THOMAS TODD VERRY T WALLACE WALSH WANG WEBB WHITFIELD WHITTAKER WHITTAKER WILSON WORDEN YAP YENDLE YOUNG

CERTIFICATE 'D'

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CERTIFICATE 'E'

ALTIERI CARTER COLEMAN DAMIEN RHYS OWEN SHANE DICKSON FRANCESCHINI GRAHAM GREIG HUANG HUSSEINI JACKSON JACKSON LUCAS MACFARLANE MALCHIODI MARBLER MARBLER OLDHAM OTTAWAY IAIN PRINETTO SECKINER SHAW SANGYEUL NAOMI SAM NICK JORDAN NATHAN NICHOLAS DANIEL JASON BROOKE OGUZHAN

CERTIFICATE 'F'

JACK LUIS OZAN SHANE GREG CHRISTOPHER TAL NICK JORDAN NATHAN NICHOLAS DANIEL JASON BROOKE OGUZHAN

CERTIFICATE 'G'

BROSAN BURKE COLLINS COMAN COOPER MICHELLE LANCE JACOB MARISKA BRENDAN IAIN DANIEL SHAUN SARAH MARK DAMON DANIEL STEVENSON STINTON SULLIVAN SUMMERSBY SUTHERLAND SYMES THOMAS TODD VERRY T WALLACE WALSH WANG WEBB WHITFIELD WHITTAKER WHITTAKER WILSON WORDEN YAP YENDLE YOUNG

CERTIFICATE 'H'

AKI QI XIAN ALLENDER BARKWAY BERNHART BICKLE BILEK BONFADINI BROWN CAMPBELL CHENEAU DODD DRONSEIKA EDKINS EGUCHI FLYNN FRANCIS GORMAN HALLIDAY HARRIS HAYTER HERMAN HILL JAMES JEONG JOHNSON-PEADY JONES KELLY KILBY KWON LANDON LELLO LUPTON MACDONALD MASSEY MCKERIHAN MCNAMARA MEREDITH MURRAY NGUYEN NOLAN O'HARA OLDING ORMSBY POBJECKY POLES POST POULTNEY PUGLISI RAGNO ROBINSON ROSNER SACHERT SMITH SPRING STACEY SYLVIA TUREK TURGUT VANDERBECK WALLACE WHITEHEAD WILD WITKOWSKI ZIMMERMANN

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CERTIFICATE 'J'

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CERTIFICATE 'K'

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CERTIFICATE 'M'

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CERTIFICATE 'N'

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Timing The BELL

Compiled by the APF at ASM deadline time.

FREELYFLY CREST

SARAH BRENTH ANGELICA BIRGIT LOUIS STACEY MICHAEL KIM MURRAY KENNETH

BROWN CHANDLER DE VRIES EYBERS HALLIDAY MANNING PAUL PHILIP RICHARDS

WINGSUIT CREST

DARREN SARAH RICHIE DAMIEN RHYS OWEN SHANE DICKSON PHILIPP SPLENDA

BRYANT COLEMAN CONVERY ETTEMA HAYNES HORTON JACKSON KEMPER LEVETT

PACKER B

DWAYNE EUNGSUNG SIMON MIKE NYUNGMOOK WILEY PHILLIP JACK JAMES IAIN MATTHEW AIDAN SANGYEUL NAOMI SAM NICK JORDAN NATHAN NICHOLAS DANIEL JASON BROOKE OGUZHAN

AKI QI XIAN BAEK BOSEYAWA BREFFIT CADWALLADER CHOI COCHRANE DUGAND ELDFORD FRANCIS GREIG GUERTIN HALL JEONG LAMBIE LANGFORD LELLO MACDONALD MEAD OLDING RUSSO SPOONER STIOUQUEL SYLVIA TURGUT

PACKER A

RUSSELL TOM DAVID ANDRE ANDREW

BLACKMAN FLETCHER LONCASTY PEDRO WOOLF

DISPLAY GENERAL

DWAYNE JASON WES CHRIS JAMES TOM XAVIA MACLAIN LAY NICHOLAS JAMES JORDAN SEAN NICHOLAS LANCE PETER JOSHUA JONO DANIELLE ANDREW SARAH KURT BROOKE DANIEL PETRUS SEBASTIAN STEFANIE

AKI QI XIAN BISHOP BURROWS BYRNES FRANCIS HAMILTON HILL HUNTER JAEPELT JAMES LELLO LONGWORTH MACDONALD O'FAOLAIN OLDING PETTER POULTNEY REGAN RICHARDS RIDE RILEY ROSSI SIMMONDS STEINSCHERER SYLVIA THOMSON VAN TONDER WAGNER WUENSCH

DISPLAY PRO

DYLAN KYLE DAMIEN IAIN CHANGHYUN SAM CHARLY

ANDERSON CHICK ETTEMA GREIG NAM RE RUSCONI

DISPLAY OPEN

MARK

EDWARDS

RW COACH

KATE SHAUN ASHER DEVALERA

FURNESS HENDERSON JONES MACIONRACTAIG

FREELYFLY COACH

JILL KENNETH

GRANTHAM RICHARDS

INSTRUCTOR 'B'

CAMERON IAIN MORITZ PAUL JACK MARK PETA BRENT

BENNETT GREIG MARBLER MUNROE OTTAWAY SCHAFFER THOMPSON WOODMANSEE

ENDORSEMENT A/F

DANIEL JASON JACK MARK PETA BEN BRENT

DOUGLASS MCGREGOR OTTAWAY SCHAFFER THOMPSON TIDMARSH WOODMANSEE

ENDORSEMENT TANDEM

CAMERON TOM IAIN PETER MORITZ PAUL JACK BRENT

BENNETT FLETCHER GREIG HOBBS MARBLER MUNROE OTTAWAY WOODMANSEE

TANDEM SUB-ENDORSEMENT - VECTOR/SIGMA

GREG CHRIS

MUNDAY TABOR

INSTRUCTOR 'C'

JAKE DARRYL

BACCHUS HORSEFIELD

MASTER INSTRUCTOR

MIKE

DYER

JUMP PILOT AUTHORISATION

NICHOLAS ALEXANDER SAMUEL EMILY TY HENRI LLOYD KAR SING ALICE JAYCEN LEIGH DANIEL JASON ADAM PETER REISS TIEN

BOWE BRAND BRIEN BROUGHAM CANTFIELD DAVIS HENRIKSEN HO KLINGBERG MAYLOR ODGERS PEARSON POWELL SLEE WAKE WILSON WOOI

VIGIL ADVERT



dz 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)

PO BOX 3114, DARWIN NT 0801
 CHIEF INSTRUCTOR: TERRY KING
 CLUB Ph 0412 442 745
 DZ Ph 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 Ph 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 Ph 0450 337 951
 email: skydiveayersrock@gmail.com
 Drop Zone Location: AYERS ROCK RESORT
 Aircraft: Gipps Aero GA8 Airvan

QUEENSLAND - NORTH

AYRSPTS INCORPORATED (AYRINC)

PO BOX 546, TOWNSVILLE QLD 4810
 Non Training Operation
 Club Ph 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 Ph 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 Ph 07 4957 6439
 DZ Ph 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 Ph: 0409 520 526
 Email: secretary.skydive@gmail.com

PAUL'S PARACHUTING (OSBO)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: TODD GERRARD
 Club Ph 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 Ph 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 Ph 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 Ph 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
 CHIEF INSTRUCTOR: JONNY GOSS
 Club Ph 0414 566 697
 email: nqpc@mackay.net.au
 Drop Zone Location: WHITSUNDAY AIRPORT
 Aircraft: TBA

SKYDIVE TOWNSVILLE (MOSS)

PO BOX 1786, TOWNSVILLE QLD 4810
 CHIEF INSTRUCTOR: ALAN MOSS
 Club Ph 07 4721 4721
 DZ Ph 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 Ph 07 4015 2466
 Fax 07 4041 7724
 email: support@sydneykydivers.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

BRISBANE BEACH SKYDIVING (ASQ)

PO BOX 166 , GEEBUNG QLD 4034
 CHIEF INSTRUCTOR: PAUL TURNER
 Club 07 3314 3664
 email: info@skydivebribie.com.au
 Drop Zone Location: RAGLAN & WOORIM BEACH BRIBIE ISLAND
 web: www.skydivebribie.com.au
 Aircraft: C182 & C206

FUNNY FARM (FUNFAR)

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

GATTON SKYDIVERS CLUB INC (GATT)

15 ROTHESAY STREET, KENMORE QLD 4069
 Non Training Operation
 Club Ph: 0438 198 372
 Email: gattont.skydivers@gmail.com
 Drop Zone Location: TOOGOOLOWAH
GOLD COAST SKYDIVE PTY LTD (TGOLD)
 PO BOX 332 , COOLANGATTA QLD 4225
 CHIEF INSTRUCTOR: ARCHIE JAMIESON
 Club & DZ Ph 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

RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID McEVROY
 Club Ph 07 5423 1159
 email: skydive@ramblers.com.au
 Drop Zone Location: TOOGOOLOWAH
 Aircraft: Cessna 208 and Cessna 182
 web: www.ramblers.com.au

REDCLIFFE CITY SKYDIVING (RED)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: JOHN COOK
 CLUB & DZ Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 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
 Ph 0408 986 701
 Email: john8paul@hotmail.com
 Drop Zone Location: GATTON

SKYDIVE CABOOLTURE (CAB)

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518
 Non Training Operation
 Club/DZ Ph 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 Ph 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 Ph 0418 218 358
 email: rainbow@skydiverforfun.com.au
 Drop Zone Location: RAINBOW BEACH
 web: www.skydiverforfun.com.au
 Aircraft: Cessna 182 (Super)

SKYDIVE RAMBLERS SUNSHINE COAST (SKRAM)

PO BOX 178, MOFFAT BEACH QLD 4551
 CHIEF INSTRUCTOR: DAVID MCEVOY
 Club Ph 07 5448 8877
 email: jump@skydiverforfun.com.au
 Drop Zone Location: COOLUM BEACH and BLI BLI
 web: www.skydiverforfun.com.au
 Aircraft: Chieftain and Cessna 182

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

102 Lyndon Way, Karalee QLD 4306
 Non Training Operation
 Club Ph 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 Ph 07 5437 0211
 email: admin@sunshinecoastskydivers.com.au
 Drop Zone Location: CALOUNDRA AIRPORT
 web: www.sunshinecoastskydivers.com.au
 Aircraft: Piper Navajo

TOOGOLOWAH SKYDIVERS CLUB INC. (RASP)

40 SWORD ST, WOOLLOONGABBA QLD 4102
 Non Training Operation
 Club Ph 0418 154 119
 email: bennord@ozemail.com.au
 Drop Zone Location: TOOGOLOWAH
 Aircraft: Cessna Caravan

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN NSW 2580
 CHIEF INSTRUCTOR: KOBI BOKAY
 Club phone: 0422 585 867
 email: bookings@askydiver.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 SHEPHERD
 CLUB & DZ PHONE: 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 Ph 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 Ph 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 (SBN)

PO BOX 5361 WOLLONGONG, NSW 2520
 CHIEF INSTRUCTOR: MAX MOTZO
 Club Ph 1300 663 634
 email: info@skydive.com.au
 Drop Zone Location: BELMONT AIRPORT
 web: www.skydive.com.au
 Aircraft: Cessna 206 & Cessna 208

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

PO BOX 158 BRANXTON, NSW 2335
 CHIEF INSTRUCTOR: ROBERT McMILLAN

DZ ph: 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 Ph 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 BYRON BAY (BYRON)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: STUART GOUGH
 CLUB & DZ Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: TYAGARAH AIRFIELD
 web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE COFFS HARBOUR (SKYCOF)

PO BOX 1615, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: MARK BRODY
 Club Ph 02 6639 8000
 DZ Fax 02 6684 6323
 email: adriankennedy@australiaskydiver.com
 Drop Zone Location: TYAGARAH AIRFIELD
 web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE MAITLAND (NSWTS)

PO BOX 202, RUTHERFORD NSW 2320
 CHIEF INSTRUCTOR: JASON CLARKE
 Club Ph 0425 200 185
 DZ Ph 02 4932 7989
 email: info@skydivemaitland.com.au
 Drop Zone Location: MAITLAND AIRPORT, RUTHERFORD
 web: www.skydivemaitland.com.au
 Aircraft: Turbine Stretch Fletch PT6 and Cessna 182

SKYDIVE MUDGEIE (MUDGE)

15 AMARANTHUS PLACE, MACQUARIE FIELDS NSW 2564
 CHIEF INSTRUCTOR: BRYAN YOUNG
 Club Ph: 0410 788 589
 DZ: 0410 885 867
 email: jump14000@gmail.com
 Drop Zone Location: MUDGEIE AIRPORT, BOMBIRA
 web: www.skydivemudgeie.com
 Aircraft: Cessna 182; Cessna 210

SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA NSW 2537
 CHIEF INSTRUCTOR: PAUL SMITH
 Club Ph 1300 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 Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: STUART PARK, WOLLONGONG
 web: www.skydive.com.au
 Aircraft: C208; P750; C182

SKYDIVE THE BEACH BYRON BAY (MULCKY)

PO BOX 5361 WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: JOE STEIN
 CLUB & DZ Ph 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 Ph 1300 663 634
 Fax 1300 338 803
 email: info@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 Ph 0418 730 741
 email: skydivingsw@bigpond.com
 Drop Zone Location: TAREE AIRPORT
 Aircraft: Cessna182

SYDNEY SKYDIVERS (SYD)

PO BOX 226, MILPERRA NSW 2214
 CHIEF INSTRUCTOR: CINDI HEMMILA
 Club Ph 02 9791 9155
 DZ Ph 02 4630 9265
 email: support@sydneykydivers.com.au
 Drop Zone Location: PICTON, NSW
 web: www.sydneykydivers.com.au
 Aircraft: Cessna Caravan, de Havilland Beaver & XL

TANDEM SKYDIVING (TANDY)

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

Club/DZ Ph 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 Ph 02 6884 8266
 DZ Ph 02 6978 0137
 email: lyndon.p@optusnet.com.au
 Drop Zone Location: FORBES AIRPORT
 Aircraft: Cessna 182

VICTORIA/TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

PO BOX 839, TORQUAY VIC 3228
 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
 Club Ph 1800 557 101
 DZ Ph 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 Ph 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)

3260 SOUTH GIPPSLAND HWY, TOORADINVIC 3980
 CHIEF INSTRUCTOR: Craig Trimble
 Club Ph 1300 555 956
 DZ Ph 03 5998 3702
 email: info@commandoskydivers.com.au
 Drop Zone Location: 1) TOORADIN AIRFIELD 2) PHILLIP ISLAND AIRPORT
 web: www.commandoskydivers.com.au
 Aircraft: 1 x Cessna 206, 1 x 'Turbocharged' GA8 Airvan

SKYDIVE THE BEACH & BEYOND - YARRA VALLEY (VPC)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: GREG HAYS
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: info@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 Ph: 0409 802 338
 email: simlark@yahoo.com
 web: http://jump.relworkers.org/
SKYDIVE NAGAMBIE (CROSS)
 PO BOX 311, NAGAMBIE VIC 3608
 CHIEF INSTRUCTOR: DON CROSS
 Club Ph 03 5794 1466
 email: jump@skydivenagambie.com
 Drop Zone Location: NAGAMBIE
 web: www.skydivenagambie.com
 Aircraft: XL 750 & Cessna 182

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

PO BOX 5361 WOLLONGONG, NSW 2520
 CHIEF INSTRUCTOR: PAUL MURPHY
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: k.oneill@skydive.com.au
 Drop Zone Location: BARWON HEADS AIRPORT
 Web: www.skydive.com.au
 Aircraft: Cessna 206, P750

SKYDIVE THE BEACH & BEYOND - MELBOURNE (STBM)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: GREG HAYS
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: MORAN RESERVE, ST KILDA
 web: www.skydive.com.au
 Aircraft: C206; P750

SKYDIVE VICTORIA (TOOR)

PO BOX 16, COROWA NSW 2646
 CHIEF INSTRUCTOR: FRANK SMITH
 Club Ph 02 6033 0489
 email: enquiries@skydivevictoria.com.au
 Drop Zone Location: COROWA AIRPORT
 web: www.skydivevictoria.com.au
 Aircraft: VARIOUS

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

PO BOX 1014, GOLDEN GROVE SA 5125
 CHIEF INSTRUCTOR: ALLAN GRAY
 Club Ph 08 8261 4161
 DZ phone 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 Ph 0448 148 490
 email: jump@coastalskydive.com.au

