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# skydiver

magazine



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# FEATURES



EDITORIAL

## Warm and Fuzzies

Skydiving is alive and healthy out there! Intermediate 4-way team **Impulse** was given the enormous opportunity to compete for Australia at a World Cup. Wow, what an incredible experience for a young team! Reports are they did themselves, and Australia, proud with their attitude and performance. Watch this space for future medallists as these guys have all the right qualities to do special things. Take a look at pages 68 and 69 - they are already giving back to the sport with coaching camps and events to develop the skills of other new jumpers, on a grass-roots level. Inspirational stuff!

Seeing Kate Vaughan get back on the horse and bring home a World Cup bronze medal along with her team **Bellatrix** makes us all happy. I look at Riss, Karen, Anne-Marie and Kate and think, "YES!" This team is solid - what a superb combination of talent, brains, and personalities - these girls would look good in gold.

The images of the new Vertical World Record formation simply blow my mind, (from page 34). Just a decade ago, who would've thought a Head-down formation this size was possible?! Logistics, not talent, will be the confining factor of the future. Interesting how the belly-to-earth and Head-down formations are of similar structure. It's so cool to see our Aussie freeflyers in the thick of it, congratulations!

I can relate to Dawn Tratt, wife of new Chief Instructor, Kobi Bokay, as I've also watched my husband Wayne travel the same journey to becoming a Chief Instructor. (Pages 54-57). It's certainly not an easy, or a quick process, I'm extremely proud of my husband as is Dawn of hers, and have full respect for all Chief Instructors out there, young and old. Australia needs more!

Territory Rel Week at Batchelor was my first Boogie on my own as a big girl skydiver fifteen years ago, so has a special place in my heart. I haven't missed once since! Darwin Parachute Club has always been quite small in numbers but particularly large in beautiful people. Seeing a snapshot every two years has always seen a positive energy, though in recent years it's been difficult after losing Handbrake. Straight up this year was the noticeable crew of new blood - well over a dozen new faces with big personalities - donning new rigs, owning their domain, jumping hard and loving it all. It's healthy up there, for all the crew.

Susie EDITOR

CONTENTS

- p>4 Directors Direction
- p>9 Territory Rel Week
- p>17 First Indoor Tunnel Champs
- p>22 World Cup in Canopy Formation
- p>28 World Cup in Formation Skydiving
- p>33 Swoop Challenge
- p>37 Vertical World Record
- p>44 In Memory of Lisa Perdichizzi & Clay Anderson
- p>48 Parallels between Skydiving and Aviation History
- p>52 2015 Operational Regulations and Regulatory Schedules
- p>54 The Road to becoming Chief Instructor
- p>59 Surviving Death Online
- p>63 Safety Matters
- p>66 Have your say in W.A.
- p>68 An Impulse to Learn
- p>70 4W4E1
- p>72 DZ Dayz
- p>78 Parapenalia
- p>80 Ring the Bell
- p>82 DZ Directory

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FRONT COVER



Brooke Kilburn clowning around over Toogoolawah DZ, Sth QLD.  
**Photographer: Steven Geens**

BACK COVER



Team Focus - Scott Hiscoe, Kieran James, Kyle Chick, Nathan Smith, over Picton DZ, NSW.  
**Photographer: Manny Jacobs**

## [ WANTED FOR NEXT ISSUES ]

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

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The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

Photos submitted will be returned if supplied with a self-addressed stamped envelope.

The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them. Note: The ASM may include BASE jumping, provided the APF does not appear to condone the activity.

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

## [ Next Deadlines ]

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

**Issue 79**  
Deadline 15th Jan, 2016  
Mag Out 19th Feb, 2016

**Issue 80**  
Deadline 30th Mar, 2016  
Mag Out 4th May, 2016





## WHY GO TO A PIA SYMPOSIUM IN THE USA?

Have you ever wondered where this cool skydiving gear we jump was thought up, designed and built? If you are like me and want answers to these questions, and Google was not good enough... well, the best place to go find out how it all happens and what's happening next is the PIA Symposium.

PIA stands for the Parachute Industry Association, which is the body of industry leaders that helps the manufacturers and rule makes find common ground, so that everybody is on the same page when it comes to how things should be done when it comes to the specifications and standards for parachute equipment and materials.

What is a Symposium? It is like an exhibition on a large scale with exhibits, displays, working models, and heaps of seminars based around skydiving and parachuting equipment, for both Military and civilian use. This is where the latest designs are show cased. You also get the chance to get up close and sit in on seminars with many of the legends of our sport.

How does it work? The whole idea behind the PIA Symposium is getting the information out there to the manufacturer, the designer, the user, and the packers and riggers that have to handle the equipment. The central part of the Symposium is the Exhibitors' Hall. This is where all the displays, demos and exhibitors' booths are set up. The Exhibitors' Hall is open at specific times during the five-day event where any person can register and visit the exhibitors' booths. Also happening over those five days is a constant flow of scheduled seminars. Seminars start at 8:00am and continue throughout the day until 5:00pm. This is where you can pick the best action and get to listen to the leading minds in our sport. Just to give you an idea of what I got up to, here is a list of the seminars I was in on:



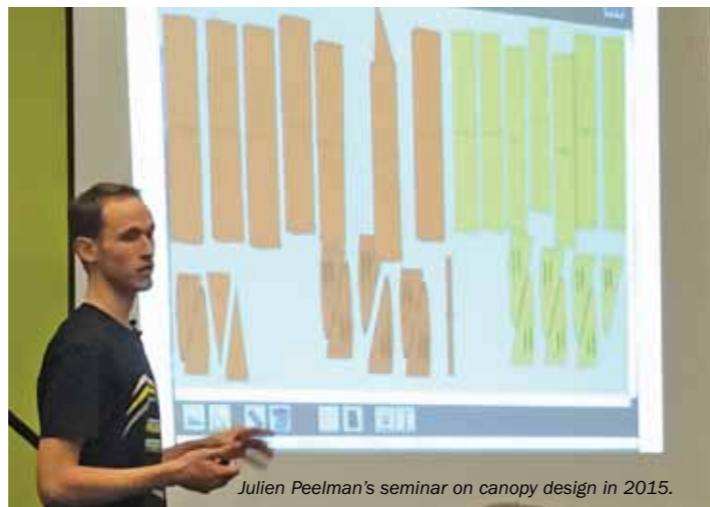
The Velocity Sports Equipment Team manufacturers of the Infinity H/C.

- Mt Everest Testing and High Altitude Landings, by Fred Williams of CPS.
- 50 years of Adventure, by Bill Booth of United Parachute Technologies (UPT).
- Choosing the Right Canopy, by Matt Siegmann and Albert Berchtold of PD.
- Tandem Canopy Flight-DZ Integration, by Tom Noonan of UPT... and this was just on day one!

I attended at least five to seven seminars a day over four days. Most were really good, but some really stood out, such as Julien Peelman of NZ Aerosports, seminar on "Canopy Design in 2015". Just getting an idea on how the use of CFD-Computational Fluid Dynamics has advanced modern wing designs and the future possibilities makes your head spin! Dan BC's presentation on "Safety, it doesn't happen by Accident", really hit home. It showed that the same attitudes we are seeing here in Australia



Alan Eustace and Brad Turner with the high-altitude suit.



Julien Peelman's seminar on canopy design in 2015.



Tom Parker, Javelin packing demonstration.

are also causing great concern in the U.S. and other countries. Rusty Vest of PD discussed "Reserve Recertification". It was interesting to note that during Rusty's seminar, he gave a really good look into what the manufacturer thinks is a good service life for their products. For PD, they would be happy with twelve-month repack cycles and your Reserve would be allowed in service for over 40 years! He also let us know that PD no longer require their Reserve canopies to have a fabric strength test every twelve months, this will be in PD's latest manuals.

Brad Turner, the APF CEO, attended his first Symposium this year. I can honestly say we did a lot of networking and the APF is clearly held in high regard the world over as Brad found out. Brad also got a chance to meet Alan Eustace, Vice President of Google, after Alan's presentation on the Highest Altitude Jump.

Here are a couple of interesting facts I learned at this year's PIA:

- Bill Booth did his first jump 21 February 1965.
- Floyd Smith invented the Slider in 1948!
- It takes on average, 0.6 seconds to go from pilot chute deployment to canopy line stretch.
- During PD's development of its Peregrine canopy, there were 25 revisions, 114 sub-revisions, 58 test canopies built over a four and a half year testing period.

Finally, why else would you want to go to a PIA Symposium? Well, it is not just the amazing stuff we can see and learn, it is also the people you meet and the relationships that are built that are the real core of this sport, and there is no better place to meet and learn than at a PIA Symposium.

**Brett Newman,**  
APF Director Rigging



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## JUDGING

Even in these cooler months, well, down South anyway, the Land of Judging is never quiet. Since my last column it's been a hubbub of activity, culminating, climaxing, and capped-off by the iFly Downunder Tunnel Competition on 22 August.

Starting with that, the fantastic team of Judges, including Lindy Rochow-Williams as Chief, Jenni Plumridge, Cole Ruthenberg and reserve judge Andrew Bassett-Smith, judged the equivalent of four Nationals in one thirteen hour stretch of unceasing, non-stop judging, which concluded after midnight. All participants and organisers acclaimed this one-day marathon effort, serving to show how fast, competent, and professional this tiny APF team was. It was a superb effort by a dedicated, selfless group, and we look forward to taking some of the learning's about "speed-judging" to our next outdoor Nationals. (The APF was invited to supply Judges for the tunnel competition, and we grabbed the opportunity in the interests of good will, mutual learning, and the desire to wave our flag). Well done Lindy, Jenni, Cole, and Andrew for doing the APF proud, and well done to all the players, winners, juniors and organisers for what I hear was a fabulous event.

Following from the National Conference where I passionately waved the flag exhorting new trainees to join the judging ranks, my invitation was accepted by nine new FS Trainee Judges (with a further nine to pursue). This meant a Judge Training Programme commenced in Victoria and South QLD, with N.S.W. to follow soon. Trainee Judges, Leanne Critchley, Paula Hutchens, and Rob Libeau attended a weekend course in Brisbane and are now regularly doing their homework. As they have told me, "we thought judging 'might' be interesting, but never realised how inspiring and exciting it really is". In Victoria, the class of Craig Vaughan and Jan Nejedly continues every second Wednesday night. This team is ready to be examined soon after it moves through 8-way and VFS. Theirs is a tough panel; nothing escapes their eagle eyes and they are mighty good after a few months effort. Once these Trainees have completed the training programme, passed the examination, and judged one competition, they will earn their APF Judge rating in Formation Skydiving. Any potential Trainee from N.S.W., please contact me now as this exciting rating could be yours next.

We have had Judges overseas: Sheena Simmonds went to Netheravon U.K. and Mimizan France and came back with a FAI Judge Rating in Wingsuiting Acrobatic,

Performance and Large Formation. Well done, Sheena, for your dedication and 100% pass marks! Ray Williams also attended the course in Netheravon, and is currently in Canada as Event Judge for Zone Accuracy in Canopy Piloting, then onto China to Judge at ASIANIA where he will work beside Faye Cox. Dean Brook-Rerecich is in Bulgaria as a FAI Judge in Accuracy. Peta Holmes, Lindy Rochow-Williams and Ray Williams are all headed for Dubai at the end of the year. Seriously folks, the travel benefits are marvellous once you get your ratings, but there's work to be done first, and judging is not easy, as the new Trainees will attest.

We have a spate of State Championships from 19 September in W.A. and S.A., 3 October in N.S.W. and S.QLD, and 10 October in CP in W.A. From 3-10 October, Judges are also represented at the Masters Games in Adelaide by Jock Moir, Chief Judge, who will lead the Accuracy judging team of Dean Brook-Rerecich, Erika Wizniewski and Kirsten McWatters, supported by Trainee Rob Libeau.

A whole "clamour" (what's the collective noun for a group of Judges anyway?) of Judges want to participate in judging the CF Big-way at Nagambie at the end of October. The Organisers, Jules and Tom, are doing a great job building skills and excitement for this significant attempt, and we are right behind them.

In between that we've judged Wingsuiting formations in Queensland thanks to Cole Ruthenberg, Head-up and Head-down attempts in VIC and N.S.W. thanks to Jenni Plumridge and Dean, and a few notable events as well.

Finally, the Chief Judges for 2016 have been announced and are already building their panels. They are:

- Wingsuiting (probably Feb, location TBA): Sheena Simmonds
- FS, CF, AE, ACC (March 25, Nagambie): Gail Bradley
- Canopy Piloting (15 April, York): Craig Bennett

Interested Judges and Trainees must contact these Chiefs NOW to get onto the panels.

Thanks skydivers for keeping us busy, happy, and motivated. We are there to support you. Pretty please, just give us lots of notice for records and events.

Fly safe. Hug your loved ones.

**Gail Bradley**  
Director Judges



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## 33RD TERRITORY REL WEEK

By Darwin Parachute Club  
 Photos by Steve Fitchett, Wayne McLachlan, Maurice Mathey and Jason Lane

**DARWIN PARACHUTE CLUB, BATCHELOR NT**

The 33rd Rel Week may have been a little later in the year than usual and it may have been a little warmer than some were expecting, but the friendly atmosphere and famous top end hospitality was just the same as it had been 32 times before.

Hosted by Darwin Parachute Club and with the generous support of the APF's Fi Fund for Sport Development, jumpers from around the country and overseas came together to improve their skills, try new disciplines and have a tonne of fun.

All levels of jumpers were welcome - it was great to see a plane load of happy Boogie jumpers cheering on an AFF student as they were dispatched for their Stage 9 on the way to height.

After the first four days of jumping the Super Caravan, the Chopper, the majestic old AN2 bi-plane, and the hotly contested scrambles speed stars, the traditional "Big Day Off" saw most relaxing in Buley Rock Holes at Litchfield National Park. The day of rest and rejuvenation did the trick with everyone jumping hard for the rest of the week.

There were many highlights but none more significant than the Australian record set by the Jumpers Over Seventy (JOS) of a 6-way of John Kinton, Elvon King, John Merrifield,

Gordon Turner, Les Facer and Don Biggins. Congratulations on a fantastic effort and inspiring the rest of us to believe that we'll be jumping into our 70's too.

There were many milestones, certificates and Crests achieved during the week, which is always fabulous to see, and none moreso that the new breed of Darwin Parachute Club members who were making the most of the big plane and coaches. Keith and Jimmy were even seen on the first load one day and set new PB's!

Special thanks our fantastic coaches: Sam Firth, Jono de Wet, Ryan "Red" Ferguson, Fernando Gallegos and Travis Naughton; the wonderful camera men Wayne McLachlan and Steve Fitchett; Jason Lane for fantastic day tapes, Sandy Smedley for super efficient manifesting, Koppel for his tireless packing and rigging, as well as to so many others, both club members and our generous visitors alike, who helped out during the week.

A big thanks from Darwin Parachute Club to all those who came to join us for Rel Week this year, we love having you and trust you enjoyed it!





# 33RD TERRITORY REL WEEK

## CARTON LOG

### FRIDAY NIGHT

Corey Ronalds	First Time at Batchelor
Marco De Boni	First Time at Batchelor
Nathan Potter	First Time at Batchelor
Josh	First Time at Batchelor
Johnny Two Wells	Back to Batchelor
Cam Faust	First Rel Week
The Vaders	First to arrive for Rel Week
Matt Eeee	Happy Rel Week
Dave Bruce	Just Because
Maurice Mathey	Because I'm here
Cam Faust	Again, no carton
Josh McKindley	Attempted to board plane with no rig



### SATURDAY NIGHT

Michael W	First Jump at Batchelor
Zac	First Jump at Batchelor
Dan	First Chop
Jono Ride	Star Crest
Dave	Star Crest
Clare Mitchell	First jump this year
Ryan	unknown
Tai	First Boogie
Molly	14yo First Tandem
Corey Ronalds	500th
Coree	First Jump at Batchelor
Megan	First Hybrid
Jason Coless	First Jump at Batchelor
Daisey	First Jump at Batchelor
The Old Timers	Good times at DZ
Owen Kearns	First Boogie
Sam de Boni	9 yo First Tandem
Kel	First Rel Week
Keith Atkins	Thirsty
Chopper Phil	Cause I can
Momo	Koala Crest
Reegan	First Rel Week
Mat	First Time at Batchelor
Leo	First Boogie
Josh	Sic
Tai	First Jump at Batchelor
Jack	My Chop – Step Through
Danny	First time ringing the bell



Chopper Jumps



Tube Jumps



Rob Vader's 1,000th



Swoopin' the back



Territory World Record Wingsuit Formation



Freelying with Jono De Wet



Formations with Fernando

### SUNDAY NIGHT

Josh	First Jump from AN2
Dave	Just Because
Leonie	Beer Mole
Jonny de Wet	6,000 jumps
Momo	Killed a whale
Becky Barlow	Star Crest
Sasha Sullivan	Star Crest
Corey Ronalds	Landed in Car Park
Josh	Rel Week Baby
Red Ferguson	First Coaching Gig at Rel Week
Trish	First Jump
Coree	B' Licence
Tracey Rattan	First landing in the back = f%&k up
Reubin Van Haaren	500 jumps
Marty	New Rig
Ware	First Boogie
Coree	First Jump AN2





# 33RD TERRITORY REL WEEK

Angles with Firthy

N.T. Flag jump by TC



Keepin' it Tightly - Speed Star Winners



Talent Quest



JTW and the Super Caravan



## TUESDAY NIGHT

Josh	Party starter
Tai	Let's party
Liam	300th
Marty	Main & Reserve Out
Potter	Chopper Jump
Gus	I like to party
Jack	So everyone gets drunk
Cam	Lost thongs in freefall
Dave	Still don't have shoes
Potter	Star Crest
Blake	Landing in the back
Scuba Steve	Sorry
Sandy	For slappin De Wet
Jason Holtham	First shift
Roger	Welcome
Jono	Lost my prop
Wayne S	Back again
Wingsuiter	First Venom Wingsuit
Steve	Can't spell
Jason	First loss to Steve
Georgie	Party night
The Bro's	Only Mauri's at Rel Week
Bria	First Rel Week
Steve	Want some, get some
Jay & Mel Clark	Yeah but Nar
Travis Naughton	First Live Radio Interview wingsuiting!
Rum Jungle Tavern	Supporting Party night
Terry King	Looking forward to a day off
Brinky	Hello
Pete Holtham	For Handbrake
Mee Loft	Need a box
Sheila	Batchelor
Shane & Ellen	Yes
Cobble	Take Away
Keith	Party night
Corey	Because



Territory-way



Sky Balls



Nine year old Sam de Boni & proud dad Marco



Star Crests with Red



J.O.S. Jumpers Over Sixty National Record

## WEDNESDAY DAY OFF

Jim and Jack	Because Potatoes aren't oranges
Potter	Cause I Can
Michelle	3rd Birthday
Jolly Jumper	First lob in the Territory





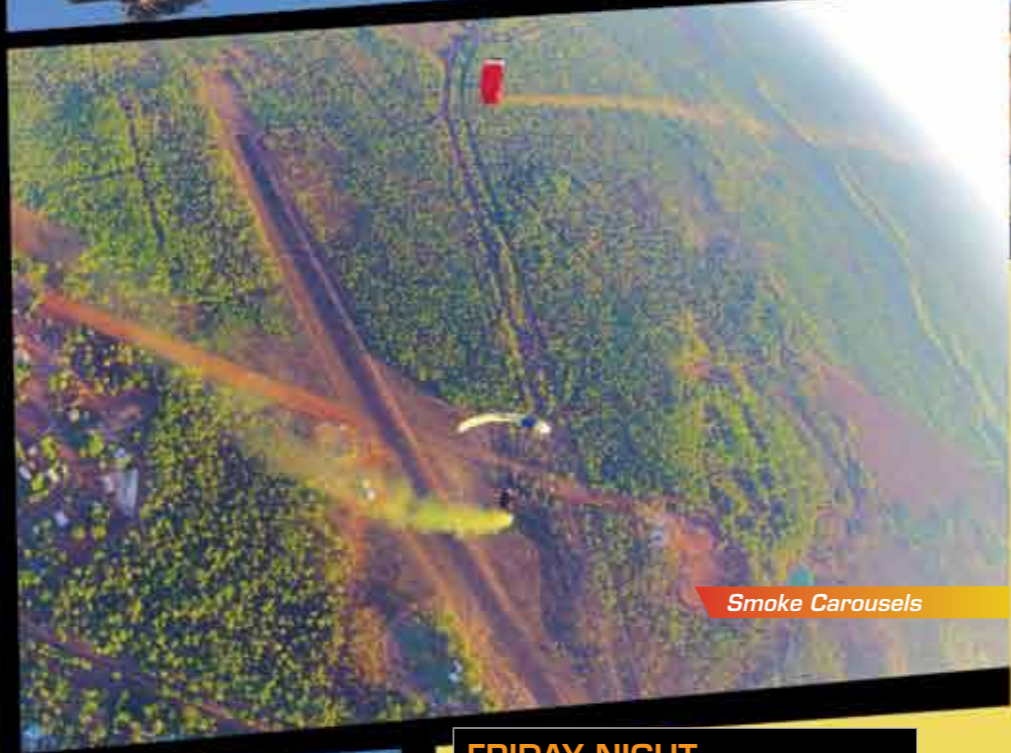


# 33RD TERRITORY REL WEEK



## THURSDAY NIGHT

Dave	Because
J.O.S.	Record
Marty	Keith found my freebag
Susie Mc	Ouch!
Sharpie	Dropping unopened stubbie
Alex	DJ got his P's
Darwin Virgin	First lob in the Territory
Derek	Shits n giggles
Scott	First Rel Week
Josh	Because
Rob Vader	1,000th jump
Dave	No beer
Steve	For fun
Wang	200th
Jason Lane	First hybrid
TC	Another one
Michael	1st free canopy win
Matty Steen	Cause I'm late
Marty	Cause no carton on
Potter	Cause you can't roll steam with a steamroller
Corey Ronalds	First 12-way hybrid
Brendan	First outside camera on tandem



Smoke Carousels

## FRIDAY NIGHT

Potter	Cause everyone too tight to buy one
Sharpie	Because
Dave	No beer
Merrawyn	First Tandem
Kevo	Why not
Jarred	Ditto
Ash	Landing on 2 cars & flag pole
Paul Tozer	First chop at Batchelor
Steve Fitchett	Head-Up Crest
Keith Atkins	800th
Renee	1st Rel Week, AN2, Coffee bar
Cam	Star Crest
Gus	Too long between cartons
BRJA	1st Stand sit flip
Jas	Last night here
Matty S	4 loads in the morning



Sit Trains



Landing on drops with Travis



## SATURDAY NIGHT

Zac	1st Boogie
Gus	Why not?
AJ	Tandems at Boogie
Briane Joyce	As always a good time
Nathan & Sharpie	The Nathan & Sharpie case
Naomi Collier	Party night
Zac	For having a sick time
Donna & Kimmy	Pumpkin smashing
Mads	1st skydive
Sally	1st Rel Week
Chef	Thanks for your patience
Cam	400th
Sheila	Breaking a closing loop
Drew Innes	Fell, did Rel, had a mal
Beck Fauntleroy	1st tandem in caravan
Tai, Michael, Zac, Leo	Picton boys
Terry	No broken bones
Danny Mogo	Head-Up Crest, cheers
Jared	Party night
Ward	Brain Lock
Matt	Cause
Bria	Head-Up Crest, yew!
Fernando	1st time Batchelor, thanks!
Jono	'D' Licence
Josh	Last Jump Rel Week
Travis Naughton	42 Wingsuit loads, No off DZ landings
Wayne Mc	Another great Rel Week
Leonie Wald	Cause
Blake	Just a carton



Free Container Winner - Darren McInerney

Free Canopy Winner - Michael Wallace



New Territory Crew



B-Rel's



Students with Momo







**iFLY EVENTS:**

**27<sup>th</sup> September 2015 | SUNDAY SESSION - Learn to Fly with Others**

Are you a beginner flyer who is tired of going solo? Come and share the air with similar level people! The more you share the more time you get - everything's more fun with friends!

**6<sup>th</sup> - 9<sup>th</sup> October 2015 | TUNNEL CAMP - Ty Baird**

Ty is heading to iFLY Downunder for a 4-day Camp!

**11<sup>th</sup> October 2015 | SUNDAY SESSION - Freefly Scrambles**

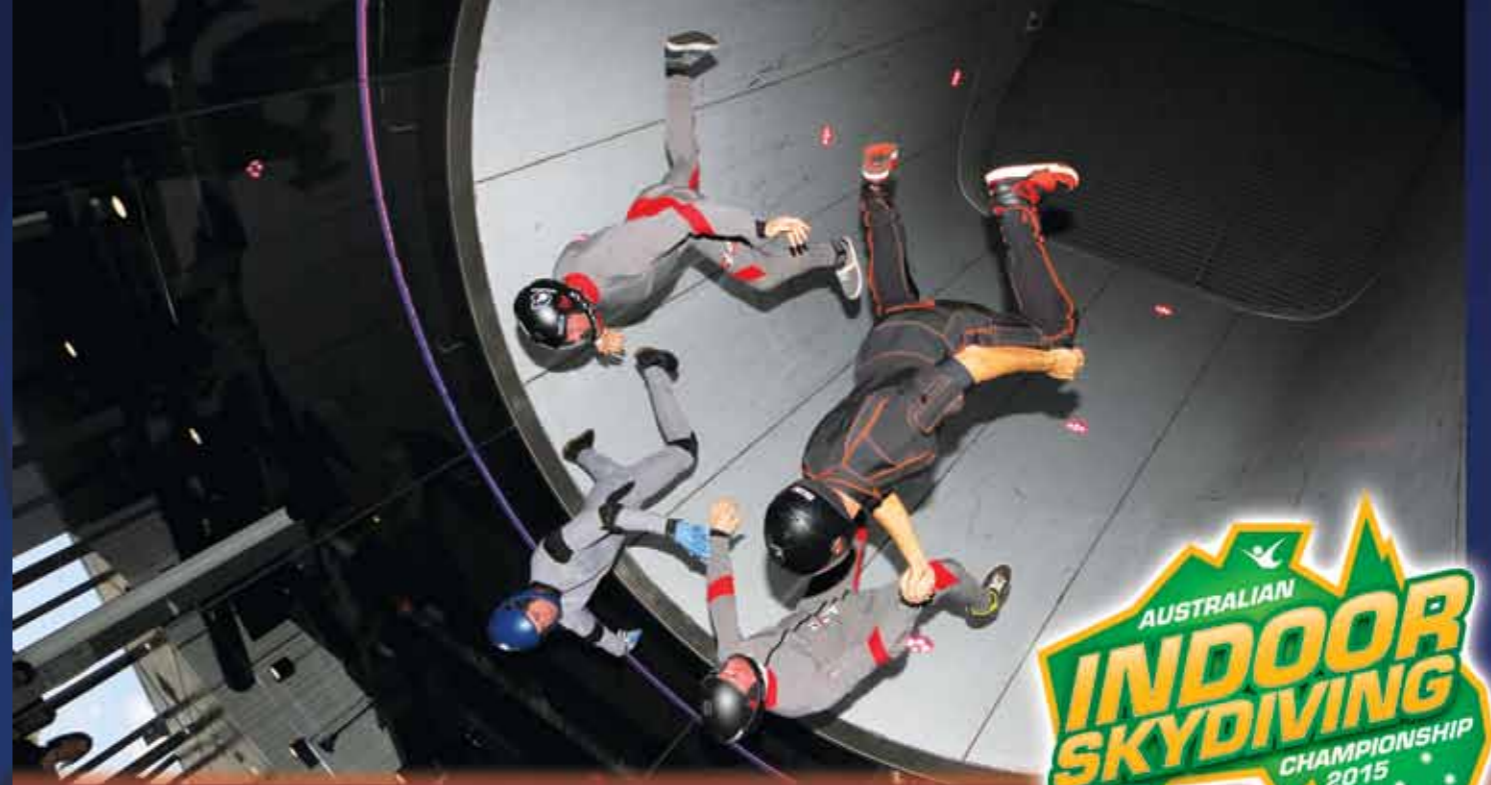
6 Flights with 6 different team mates. Part luck, part skill! Head up and head down categories. Find out who has what it takes to be the best in 2-way VFS! Save \$10 if you register before the 9<sup>th</sup> October.

**18<sup>th</sup> October 2015 | SUNDAY SESSION - Kids Skillz**

Our iFLY Ambassadors Mariska Folley and Grant Christie are holding a kids camp at iFLY to teach our next generation of flyers some new skills!

**25<sup>th</sup> October 2015 | SUNDAY SESSION - Flat Scrambles**

Flyers of all levels are randomly brought together in teams to compete against each other. Be the best in 4-way formation skydiving! Save \$10 if you register before the 23<sup>rd</sup> October.



**AUSTRALIA'S  
FIRST INDOOR SKYDIVING**

**C H A M P I O N S H I P**

By Holly Kilham



**IT WAS THE FIRST SERIOUS INDOOR SKYDIVING COMPETITION IN AUSTRALIA AND THE REAL BUZZ STARTED IN THE FACILITY ON FRIDAY, WITH MANY OF THE COMPETITORS BOOKING TRAINING TIME, COMING IN TO REGISTER AND, SETTING THEIR SPEED IN THE EVENING. IT WAS GREAT TO SEE SO MANY TEAMS FLYING IN FROM ALL OVER AUSTRALIA TO TAKE PART.**

We opened the doors at 8:00am on Saturday and competitors and spectators started to flood in! By 10:00am, the viewing gallery was packed for the welcome speech and the handing out of the draw. Teams scrambled to get their draw as quickly as possible and soon found their own space to dirt dive, with the Rookie 4-way teams speeding through their practice as they were first up and had the least time to prepare.

Tunnel Tastic were the first team to fly, a team made up of three kids under fourteen, and player coach Alan from team Impulse. They had a killer of a first round and scored fifteen points, putting them straight into second place in the 4-way Rookie. It was awesome to see so many non-skydivers in the Rookie category; in



Team WindX

fact, every single team had at least one non-jumper in their team. It was great to see the seasoned jumpers taking them under their wings and passing on their knowledge and tricks of the trade. Team Airvolution was made up totally of kids under twelve, and although they didn't win a medal, they gave it a great shot against the adults. Style points go to team WindX who had dance routines

planned for each round to remember the moves! Team En4orce took the gold with Wookie Power climbing into second and knocking Tunnel Tastic into third.

Up next was the 4-way Intermediate, led by Taipan Defence. They were the second defence team in this category as the ADPA had also entered a team to battle it out. Inter was our biggest category with twelve 4-way



teams. We followed the IBA 'A' category rule, but looking at the number of teams in the 4-way, I think we can do Rookie, A, AA and AAA next year! Eminence took the lead from Round 1; holding onto this until the end. Both Mariska and Natisha from Eminence have put in lots of training hours over the last few months and it really paid off for them. It was a close battle for third with Megasaurus Rex pipping Taipan Defence into the medal position in the last round.

We tried to split the competition up, so that each competitor had the maximum amount of time between rounds as some competitors were flying in three different teams, and some across Formation and Freestyle. A special mention to the super talented Kate Vaughan, claiming a silver medal in the 4-way Open and the 2-way VFS (Inter), despite busting a whole bunch of moves in the VFS Round 1! Miniature team, PakuPaku took out the Gold in the Inter VFS; we'd love to see more of you giving this category a go next year. Remember it's only Head-up, so if you've entered the Scrambles before, you're good enough to give the competition a shot.

Brad and Sonnica of Twisted took the gold in the 2-way VFS open, but it was a close battle with just a few points difference in each round. Brad and Sonnica also showed us a Dynamic demonstration during the welcome. Dynamic is something we'd love to add to future competitions, we are getting a set of Dynamic lights installed and will have some Dynamic camps throughout the year. With the Gold Coast tunnel on board, you'll have double the chances of getting in the big windy tube! We then ran into the 4-way Open, with a massive seven teams registering. This was way beyond our expectations for this category. It was fantastic to see some old school jumpers getting back into the scene and popping in a team for this event. Rotor In led from Round 1 with such a close battle between second and third that I was not allowed to read out the results (even though they were online!) until both videos of the last round were shown.

In the end, Finger Physics took the silver from Giddy Up! by just two points.

Onto the Artistic where brothers, Shea and Richie, came to show off the new skills they had been learning over the past year as team Full Tilt. Instructors, Mike and Johnny, put together a winning synchronised routine with some dynamic moves chucked in, and ten year-old, Amy Watson, paired up with instructor, Matt Boag, to form the third team in this category. As Amy can Sit-fly at the same speed Boagsy flies on his belly the two performed a unique routine together. Teams best watch out, because next year she's going to be carving around on her head!

Next on the run sheet was the Kid's Freestyle. Nine youngster's who'd been attending our weekly Junior iFLYER club showed us their best moves! Tiny five year-old, Carrissa, got the biggest cheer and amazed the crowd with her skills, despite being up all night sick; she said she still wanted to compete – what a trooper! We had some belly carving, some flips off the walls, some crazy spins and some true freestyle moves. Shane wowed the crowd with his Head-down carving, and Jordan showed us an interesting routine with lots of different tricks included. Jordan led from Round 1 and held onto it, receiving a Cookie helmet and a shiny gold medal for his hard work.

We also did a Demonstration 8-way event. No prizes, just glory, but Troy and Russ rounded up a bunch of local jumpers for team 'Will it Blend'. We'd planned the schedule minute-by-minute, so we couldn't have any more scratch 8-way teams on the day, but next year we will save a few minutes to slot your last minute 8-way scratch teams in! Troy and Russ have run a few 8-way events here, so if you are keen to get involved, get in touch.

The last battle was the 4-way VFS, where new team Concentrate took the lead over favourites Focus in Round 1. The battle continued right up to the last round,

where cheers were heard from the team Focus camp, taking the gold by three points!

During the competition we sold raffle tickets for Jonas. I'm sure most of you have heard about Jonas and his accident in 2014. All the staff at iFLY donated their staff flying and training time towards a massive six-hour prize pot, and staff member Amber co-ordinated everything; flying 1,107 numbered balls in the wind tunnel and picking three winning balls, like a giant lottery machine! This raised over \$11,000 for Jonas, which will help him buy a modified car. Thank you to Amber and everyone who purchased a ticket. It turns out the big lottery machine was a huge hit with the kids, providing them with the evening's entertainment!

The poor judges had a mammoth task and were judging non-stop. While they judged, we partied! We turned the tunnel on huck-jam style for anyone who wanted to jump in, kids, flat flyers, and freeflyers all getting involved. We also turned up the music, turned off the lights, and danced until the results were announced. A big shout out to the judges Lindy, Cole, Jenni, and Andrew, who judged for thirteen hours straight! A huge thank you goes to everyone who came and gave it a shot, and all the staff here at iFLY for their hard work and dedication. I can't thank Alex enough for organising a brilliant event; Alex – you rock! And lastly, I must apologise to the cleaner for the mess we left him on Sunday morning! Next year: bigger, better and I'll brief the cleaner! See you there!



Team Impulse practicing on the creepers.



Rotor In celebrating winning 4-way FS Open.

## WINNERS

### Artistic Freestyle:

**Bronze:** Wind Catchers  
**Silver:** Full Tilt  
**Gold:** 6D/4D

### 4-way VFS Open:

**Bronze:** Distracted  
**Silver:** Concentrate  
**Gold:** Focus

### 4-way FS Rookie:

**Bronze:** Tunnel Tastic  
**Silver:** Wookie Power  
**Gold:** Team En4orce

### 2-way VFS Open:

**Bronze:** Oravia  
**Silver:** Simply B  
**Gold:** Twisted

### 4-way FS Intermediate:

**Bronze:** Megasaurus Rex  
**Silver:** Team Ptera  
**Gold:** Eminence

### 8-way FS Open:

**Bronze:** n/a  
**Silver:** n/a  
**Gold:** Will It Blend

### 2-way VFS Intermediate:

**Bronze:** Team Josie  
**Silver:** 50 Shades of Awesome  
**Gold:** Paku Paku

### 4-way FS Open:

**Bronze:** Giddy up!  
**Silver:** Finger Physics  
**Gold:** Rotor In

### Kid's Freestyle:

**Bronze:** Shane Onis  
**Silver:** Amy Watson  
**Gold:** Jordan Basset-Smith



4-way FS

AUSTRALIA'S  
FIRST INDOOR SKYDIVING  
CHAMPIONSHIP



4-way VFS Open



The Championship kicks off.



# Kids "iFLY" High for Gold

By Jenny White Photos by Mrs P.

The first Australian Indoor Skydiving Championships, held in August at iFLY Downunder in Penrith, supported a new generation of skydivers with the introduction of a Kids Freestyle competition.

A testament to their commitment, the nine competitors demonstrated a range of high-level skills on the day, with Jordan Bassett-Smith edging out the competition to take home the gold medal. Jordan's tunnel mate, Amy Watson picked up the silver medal with another teammate, Shane Onis, close on their heels taking third place.

Jordan, aged nine, is from a skydiving family, with his father Andrew Bassett-Smith being a retired skydiver of some years and current APF Formation Skydiving Judge. Andrew and Jordan were at iFLY Downunder on the day it opened in April 2014 and Jordan was one of the first to test out the wind tunnel on opening day. Growing up in a skydiving family, Jordan was already passionate about being in the wind and felt somewhat destined to fly. From the moment his body hit the wind, Jordan knew that this would be the sport that he too would adopt, and hopefully follow in the footsteps of his Dad.

Each competitor for the Kids Freestyle event prepared three 45-second routines to thrill the spectators. Jordan had prepared two routines flying at a wind speed of 67%, which is faster than most FS teams fly, and another routine set at 73% which included sit-fly moves and forward and back flips. From all the talking that Brett Sheridan, MC for the event, did for each flight in the tunnel, all he said about Jordan was "I'm not going to say much, just look at him go!". That said it all. This kid flies like a professional and is a joy to watch.



Team Airvolution

As the Championships have no age restrictions for any of the FS events, team Tunnel-Tastic entered with Jordan being joined by two other kids of well-known skydivers: Shane Onis, fourteen years old (son of Phil Onis and Milly Spinoza) and Mila Sheridan, the eight year old daughter of Brett Sheridan (CMO of Indoor Skydiving Australia Group). The team were coached by Alan Deadman (player/coach) and Grant Christie who, as "iFLY" Ambassadors and Aussie Record holders in 4-way Inter FS as part of Team Impulse, donated their time and skills to ensure that these kids were given the best shot at competing alongside adults in the Rookie 4-way FS event. Tunnel-Tastic sealed their spot as serious competitors in Indoor Skydiving when they took out the bronze medal behind two adult teams.

With the incredible support of the crew at iFLY Downunder, along with experienced skydivers and tunnel flyers, kids will continue to compete with adults way into the future.

Australian Skydiving is about to experience something that is unfamiliar to it. The next generation of skydivers are winning medals even before they hit the skies. What does this mean for the skydiving world? These kids will be honing their skills over the coming years and will have the ability to compete at a high level as soon as they hit eighteen and are signed off to fly with others. Shane, Jordan and Amy are already flying Head-down and should be able to compete in the Inter category next competition. The arrival of wind tunnels in Australia has certainly advanced the skill set of kids and can be seen as a game-changer within the sport of skydiving. Let's continue to embrace these kids and help develop pathways for them through the sport moving forward.

Kids like Jordan and his tunnel mates are surrounded by the skydiving community whenever they are at the tunnel. They have been trained in Inter 4-way FS skills by Team Impulse, they have flown with different Instructors and Chief Instructors from drop zones such as Picton and Goulburn, and they have been joined in the tunnel by highly experienced and recognised skydivers with over 15,000 jumps. These kids already feel part of the sport of skydiving purely because they now are immersed in the family and feel that warmth and bond that epitomises our skydiving community. If you ask any of these kids about skydiving, they are all waiting, somewhat impatiently, for their first (or in Shane's case, next) tandem just so they can experience the real thing.

Our first Australian Kid's Gold Medallist, Jordan Bassett-Smith, has already set his goals. He wants to exceed his Dad's 1,500 jumps; become a tunnel and drop zone instructor, and has set his sights on not only Australian but also world records in a range of disciplines. There is no stopping these kids. Help them embrace their passion and look out for them in the skies soon.



Andrew and Jordan Bassett-Smith

## JUDGES SURVIVE TUNNEL TIME

By Lindy Williams, Chief Judge

Judging our first Australian Indoor Skydiving Championships was an exhausting but exhilarating experience for the iJudges who were Jenni Plumridge, Cole Ruthenberg, Andrew Bassett-Smith, and myself as Chief Judge. Being experienced skydiving judges we didn't need to learn how to judge Indoor Skydiving, rather adapt ourselves to judging Indoor Skydiving conditions.

Tunnel competition means – no planes, no parachutes, no weather holds, no off-drop zone landings, a fixed camera, a defined flight space, which all add up to a very fast competition.

This type of judging is not for the faint hearted. To put you in the picture there were 47 teams producing 311 flights within seven hours. Yes, we judged flights not jumps. We began judging at 11:00am when the first team entered the tunnel, and didn't stop until 12:15am (quarter past midnight).

The IBA rules recommend that competition may be judged by a minimum of one judge. My acceptance of the CJ role was conditional that I have a minimum of three judges, and a designated IT Specialist to install and keep the scoring system going. I would like to personally thank the iFLY organisers for stretching their budget to accommodate my wish list. I finished up with three judges and a reserve judge. Among many strong reasons for having a minimum of three judges, is the consensus of three serves the competition better, and it spreads the experience amongst judges.

I kept the same panel of three judges for AE, and used my reserve judge to rotate judges off and on the panel for FS and VFS when each one needed a short break. This meant our judging machine never stopped until we finished, but judges received necessary breaks when required.

We had to be super efficient with our time, and to achieve this agreed to judge outside normal conventions without compromising the competition. Once we got going, we managed an average of 50 seconds judge processing time for FS and VFS, and an average of two minutes for AE. We achieved this by making our decision on one view as much as possible, kept discussion to minimum words, and only when necessary, punctual at all times, and quick when using the scoring system. These are just a few of the many changes we used to trim time.

I would like to specially acknowledge the iJudges for being a brilliant team who were diligent, decisive, and prepared to adapt to quick changes without fuss.

With tunnels now planned for the Gold Coast and Perth, there may be a tunnel coming near you. Anyone interested in judging Indoor Skydiving, I recommend that you be physically and mentally fit for the task, quick on the scoring system, and dedicated to good teamwork and long hours. If you are up to the task it's a fabulous way to judge.



Team Impulse and Jordan Bassett-Smith



Kids Freestyle winners: Amy Watson, Jordan Bassett-Smith and Shane Onis



Jordan Bassett-Smith







# World Cup in Canopy Formation

## PARACHUTISME NOUVEL AIR DZ, QUEBEC, CANADA

Team photos by Karine Provost  
Photos by Ronnie Perry and Jesse Warren

## From the Broom Cupboard

By Ronnie Perry Photos by

It's the end of the 8th FAI CP World Cup, and upon reflection, the Aussie Team did a sterling job. Four new dudes made it to the team this year, and all showed great decision making skills and progress for the two-week camp. It is amazing to think, five months ago, half of the team had never competed before, and now they are tearing it up on the world stage.

Between swooping, learning about Quebec tax and the T-word game, there was never a dull moment on the CP team. It was entertaining to see this game spread through the group with such notable players as Shelia Sharman, FAI Controller Mary-lou, and Karine!

There were very challenging conditions for the competition; strong and often turbulent on-limit head/cross winds, which made it tricky for everyone. The all-round standard from competitors was some of the best I've seen, and globally everyone is improving, bringing higher standards to every international competition, along with more information to keep the safety aspect up to standard.

The team utilised some in-house skill sets, Angry and Kevvy Kapow ran a clinic a day for two days – first day Distance, second day Zone Accuracy, with instant notable improvements. Fryzie put on some good Yoga sessions, which were enjoyed by the keen and bendy.

Special thanks go to Martin Lemay from Nouvel Air drop zone who ran the show in a formidable fashion. This gratitude is extended to all of the crew at Farnham, pilots, the very pleasant manifest girls and judges for an excellent two weeks.

Finally thanks to the APF for their amazing support and a set of uniforms, which made us all stand out for the right reasons. As usual, Rob Libeau's tireless action and support for the APF's competitors is great to be a part of.

CP Nationals 2016, April at York with Billy Sharman coaching. Do you want to improve your swooping? Do you want to be in the 2016 Aussie CP team and go to Canada? Next year's CP Nationals will be the place to learn from the best and prove yourself!

## Aussie CP Competitors

- Keven Walters
- Andrew Woolf
- Tom Gilmartin
- Glenn Farrell
- Ryan "Fryzie" Sanders
- Jesse Warren
- Tony Kellett
- Alex Horsburgh
- Team Manager – Ronnie Perry



## Ryan "Fryzie" Sanders



"Once upon a time, the magnificent Chris Talbert was sitting in our hotel room that was dubbed the "Aussie Bar" throughout the competition. People from all different lands were found to be in this room that was also called room 417. The Aussie Bar attracted judges, presidents of certain associations, and world class swoopers along with their delegates and certain representatives from different companies like Sunpath.

This Aussie Bar was well known by the end of the competition, where all swoopers and people alike grew bonds that would out last history itself.

So, in conclusion to an uncanny introduction, the 8th FAI World Cup of Canopy Piloting was an experience for us all. The Aussie team were all there a week before to train with a couple of skill camps being run by

Nouvel Air, we were all looked after, coached and videoed by Ronnie Perry himself who became better known later as Super Coach... Thanks Ronald!

When competition came around we were faced with some difficult conditions, with head winds being close to the limit, that challenged everyone competing. Seeing how everyone adapted was beneficial, and throughout the competition I personally enjoyed every jump made, even if it involved walking out of the pond. Every jump was a learning process. Half way through the competition I was starting to get more excited about coming home to train with all the new information I was learning while there. But of course, while there, we were all sucking in the experience and knowledge from everyone.

I would personally like to thank the APF for the incredible support and amazing uniforms they supplied! The support and effort they've put into building up the swooping scene has really blown me away. Along with Super coach, Ronnie – Thank you. It's been a pleasure to represent Australia on a world stage.

I'm looking forward to the future of swooping in Australia and for Australians, and hope to see more people at the Swoop Nationals next year." Ryan "Fryzie" Sanders



## Keven Walters



"The World Cup is done and dusted. I had a super fantastic time with a few new faces within the team this year. The competition conditions were tough and there were no medal placings for me; but it was good to watch the newer guys throwing it down with some great performances and progression made by all. I hope to see these boys keep up the good work. Next I'll be off to the World Air Games in Dubai to lay it down with the top guns in December, and am hoping to bring home the bacon for Australia.

As usual Ronnie was outstanding at keeping us on the right path. Thanks again, Ronwar. Also, I'd like to thank the APF for all their awesome support and super fantastic uniforms this year."

Keven Walters







Tony Kellett



Alex Horsburg



## Andrew Woolf



"Another World Cup has finished and I ended up eighteenth overall with a bad run in zone. I managed to get tenth in Distance and thirteenth in Speed, so all was not lost. It must have been all those push-ups for saying T\*\*\*\*m that helped me get back up! We had a few new guys this year coming up from Intermediate, and it's safe to say that Australian canopy piloting is looking good! Everyone learnt lots during this competition, especially in some very tricky conditions, but the World Championships are in Canada again next year so we now know what to expect!"

Massive thanks to all our friends and family, as well as the APF for all their help and funding for getting us there. Big thanks to the NQPC for all the help since the start, and Super Coach, Ronnie Perry, for all his coaching wisdom over the years. I couldn't have done it without you guys. Also a big shout-out to NZ Aerosports, Sun Path products, Cookie Composites, Vertical Suits, GLH Systems, HD-Xposure and Scody Australia for the continued help and support you all keep giving me! Back to training for next year, cheers!" **Andrew Woolf**



## Glen Farrell



"The 8th FAI World Cup of Canopy Piloting is now finished. It was a tough competition in very challenging conditions, which are reflected in all of the scores. My best event was Distance, finishing nineteenth, which allowed me to crawl back into the top 50 overall. I was super happy to score nine rounds on a parachute that literally arrived

the week before leaving for Canada; thanks to NZ Aerosports for making that happen.

I would like to thank all of the competitors, officials, judges, volunteers and Parachutisme Nouvel Air for an amazing event; the Australian Parachute Federation for their support of the Australian Canopy Piloting Team, and for another fantastic uniform that I was very proud to wear; Ronnie for your tireless efforts in supporting and looking after the Aussie CP Team; and a very special thank you to my beautiful

wife Rosemary for looking after our two boys and allowing me to continue pursuing my passion in this sport.

I hope to do it all again next year!"

**Glenn Farrell**



Tom Gilmartin



Alex & Kev



Tony Kellett



Glen Farrell



## Jesse Warren



**T**raveling to Canada for the 2015 World Cup of Canopy Piloting.  
**A**djusting to a new drop zone, weather conditions and pond site pictures.  
**N**ever thought I'd make so many new friends with the best canopy pilots in the world.  
**D**efinitely carried out my fair share of push ups.  
**E**veryone did a good job at running on the celebration night.  
**M**aking plans already to ensure I make the team next year.

"A huge thanks to Ronnie Perry, SQPC and Rob Libeau from APF for making it happen. Also a big thanks to all the team members for sharing all of their knowledge and experience without hesitation. See you all next year!"

**Jesse Warren**





Alex More



Andrew Woolf

## Tom Gilmartin



The 2015 CP World Cup in Canada was probably my favourite world level competition to date. Not my best competition result, but just a really good team to be a part of. There was a decent mix of people and personalities ranging from the highly experienced through to a

couple of guys only doing their second competition ever at this World Cup!

The team arrived eight days prior and started straight into the training, except me who'd made the mistake of flying Delta (Don't Expect Luggage To Arrive). The drop zone itself was already buzzing with various nationalities attacking the pond. As with all these competitions the first training day is quite intimidating. You see all these people flying super aggressive and attacking gates with so much power and skill, while you're still struggling with the basic set ups. You wonder how you're ever going to be competitive against them, but as you get into the groove, and the confidence builds, so too does the speed and precision.

Training was run with military-like planning by the mad scientist/mathematician, Ronnie Perry. Clinics on Distance and Accuracy were run by the discipline gurus, Angry Woolf

and Kev Walters. These were valuable days and great for everyone to focus on the one area of development. Progression was rapid and awesome to see the newer guys nailing skills that had taken us older ones years to develop.

Competition day, and I was second out on the first pass. The obvious downside of first pass is that you have no one else to judge wind strengths and direction off. Tough luck, get on with it! The competition itself was well run and with its usual thrills and spills. A constant cross/head wind over nearby trees produced some challenging conditions and there were Zero's aplenty. We managed to get through with one round remaining for the final day, which finished again in some strong head winds. There weren't any records broken at this event but it's still great to see what the top guys are capable of in marginal conditions. Medals and closing ceremony were the usual quite affair... nothing to report here...

The success of this year's team was largely due to the tireless work and efforts of Super Coach, Ronnie Perry, over the last twelve months. A huge thanks goes to him and the APF for their continued support and vision. Many thanks also to the WAPC, Skydive the Beach and Beyond York, and Performance Designs, for their support. Looking forward to next year!



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# World Cup in Formation Skydiving

## NATIONAAL PARACENTRUM TEUGE, NETHERLANDS

By *Lea Critchley*

Photos by *Dan Rossie, Luke Oliver & Mick Hardy*

## World Cup Diary

### Saturday, 5 September 2015

After 36 hours in transit, the Australian 2015 Intermediate Champions, Impulse, have arrived in the Netherlands for the 2015 World Cup and European Parachuting Championships at Nationaal Paracentrum Teuge in the Netherlands. Cold grey skies and drizzle greeted us for an hour's drive to our hotel in Apeldoorn, where members of Bellatrix have already landed. They've been in the U.K. for training and are looking pretty relaxed and happy. The afternoon is spent at the drop zone to register and do waivers. It's an impressive drop zone on a commercial airport and gliding field. The Dutch are very welcoming and there is plenty of excitement in the air.

### Sunday, 6 September 2015

Training jumps when the weather clears. There are showers for a while and then about midday both teams are up on loads for some practice. Team dinner tonight is at a local Sushi restaurant; there are skydivers everywhere, from all over Europe and the world.

### Monday, 7 September 2015

Both teams working closely with exceptional coaches: For Bellatrix is Bedford Bodyflight's Steve Hamilton of the U.K.'s famous **Sebastian XL**. They managed to overcome some challenges and finish training strongly and confidently. Joey Jones of **Deland Magic** is coaching

Impulse, his energy is infectious, and everyone is feeling good. He has worked hard on their exits and creeping, and they have responded with immediate improvements. The competition is strong and Impulse has realistic expectations, but the experience has been inspiring and invaluable. They have learned so much.

The FS 4-way draw is published. The teams are happy, the exits and blocks suit them, and many of the jumps have a nice flow.

With training complete we gather for the opening ceremony at Kasteel Cannenburg in nearby Vaasen, where Australia leads the march into the castle grounds, with our youngest delegation member Asher Jones bearing the flag. It's a proud moment and we are all together, two teams with a support crew of myself, Mick, Ursula, and a surprise visitor from Nagambie: Lozza. It's been a cohesive and happy delegation, mixing well, free of conflict, networking strongly with some of the top class teams and brainstorming team/competition development amongst themselves. Our APF uniforms are widely admired for looks and functionality. We are ready.

### Tuesday, 8 September 2015

Everyone is ready but the weather is not. A dense, dark fog descends and sits on the airfield all morning. It's so very damp and cold and the teams work hard to stay warm and focused. Finally lifting at lunchtime, and with three caravans running, the competition immediately switched to overdrive. With twenty Open and four women's 4-way teams, they punch out two rounds. Both teams start well and are thoroughly enjoying the opportunity for world-class competition alongside some of the biggest names in FS.

### Wednesday, 9 September 2015

There are still weather issues, but the competition now settles into full swing. Three jumps today and no bad ones. Bellatrix are absolutely neck-and-neck with the Russian team "Infra Red Band", and nose into second place. The incredible French women's team "VR4 France



Bellatrix

Feminin" is currently showing a 20-point average, which would place them second in Open competition to Belgium's Hayabusa! They are uncatchable in the women's division and are an inspiration to all female skydivers. Impulse are relaxed and positive and exceeding their goals, and having a nice little duel with the Spanish, Polish and Romanians. There is camaraderie amongst this group of developing teams, much like Impulse, having their first experience of international competition. Dale has a chop on Round 5, but fortunately the competition finishes early due to weather, which gives him time to sort out his gear and borrow a rig from the very generous Danish delegation.







## Impulse

- Dale Findlay
- Alan Deadman
- Asher Jones
- Travis Wood
- Camera: Luke Oliver



### Thursday, 10 September 2015

Today is warmer and the sunny breaks are longer. Everyone jumps up to Round 8 when the cut is made. Impulse has finished in eighteenth place ahead of Spain and Romania, and just behind Poland. They are ecstatic. They have exceeded their goal average, pulled off every exit, and had the time of their lives. There is a sense of disbelief that they have finished, and they'd actually like to keep jumping.

Bellatrix are now locked in battle with the Russian women and are only two points behind going into the last day. It's a nail biter and Impulse are looking forward to watching the final rounds.



### Friday, 11 September 2015

It's final day of competition and interest is huge in all disciplines. The Speed skydivers are going off, with times of over 500kms/hour being recorded. The Artistic events and 8-way are running strong, but all eyes are on 4-way, with crowds gathering for live judging. Belgium superstars Hayabusa are winners with an incredible 31-point lead and 25-point average, but the Russian and French teams fight tooth and nail for silver and bronze.



Asher Jones

Impulse were there to cheer home our chicks for their final jumps, and thanks to Lozza and Urs, there was a cake for Kate's birthday after the final round. Bellatrix came from behind to finish strongly and give Infra Red Band a red-hot

scare. There was some controversial judging, but it was easy to be impressed with the Bellatrix's performance, and incredible show of sportsmanship and dignity with accepting their third place.

There was some Friday night decompressing that night in nearby Apledoorm and Deventer!



Karen Hardy

## Bellatrix

- Karen Hardy
- Ann-Marie Jarzebowski
- Riss Anderson
- Kate Vaughan
- Camera: Dan Rossi



### Saturday, 12 September 2015

Long awaited sleep-ins and time to recover in the morning. Everyone is a bit exhausted but looking forward to the drop zone awards' ceremony and closing party. We only had eyes for Bellatrix as they took to the podium to receive their bronze medals and make us all so proud. The rain came down and the party came up, and the Australian team jacket and cap were the hot ticket items of the meet! Its was amazing to see so many Aussie uniforms out on the dance floor!

It was difficult to say goodbye at the end of the night, with more than half of the team on flights early the next day. This was a valuable mission for Bellatrix and Impulse, as an Australian presence is developing on the international competition circuit. Thanks to the Australian Parachute Federation for outstanding support of one of our best, and one of our newest teams on the world stage, and to family and friends of Bellatrix and Impulse who have watched and supported their journeys to World Cup competition.



## Draw

Round 1:	1-4-D
Round 2:	E-3-L-G
Round 3:	C-16-N-9
Round 4:	13-J-11
Round 5:	Q-2-A-14
Round 6:	K-7-8
Round 7:	P-18-21
Round 8:	15-12-F
Round 9:	B-22-O-10
Round 10:	20-5-M





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



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# SWOOP CHALLENGE 2015

By Brian Martin Rasmussen  
Photos by Max Haim, Martin Paldin & Stine Tidsvilde

THE BEST SKYDIVERS IN THE WORLD HAD AN EPIC DAY IN COPENHAGEN TAKING PART IN THE FIRST PROFESSIONAL FREESTYLE SKYDIVING CONTEST EVER HELD IN THE HEART OF A MAJOR CITY. THE SWOOP CHALLENGE CPH INVITATIONAL TOOK PLACE ON THE FAMOUS COPENHAGEN LAKES ON FRIDAY, 12 JUNE. A TOTAL OF TWENTY INTERNATIONAL ATHLETES FROM ELEVEN COUNTRIES PARTICIPATED, SIXTEEN OF THEM MAKING IT TO THE FINAL IN COPENHAGEN.





# SWOOP CHALLENGE 2015



70,000+ spectators created an intense atmosphere at the Peblinge Lake, whilst the live broadcast on national TV, and 200 million reached on Snapchat's 'Copenhagen Story', helped make the event a huge success, as the city took advantage of the first Danish summer day, basking in the sun and warm temperatures throughout the whole event.

The Swoop Finals were the culmination of five days of intense parachuting in Denmark. The Swoop Challenge consisted of a Swoop Qualifying at drop zone Denmark in Herning, the Swoop Night Lights, a spectacular air show in the Copenhagen Harbour on Thursday, and the climax, the Swoop Finals on Friday.

## AMERICAN SUPERSTARS LED THE WAY

The sunny and warm weather made conditions close to perfect for the spectator. However the wind direction and strength was a little unpredictable causing some problems for the athletes during the warm-up and two competition rounds. Many ended up in the water next to the landing platform – six meters wide and 25 meters long.

At the end of a dramatic and close two rounds of competition, it was American superstar Noah Bahnson, one of the top names of the sport, who took home the Swoop Challenge title along with a first prize of \$7,500. In a close second came Nick Batsch, U.S.A., earning \$5,000, and David "Junior" Ludvik, U.S.A., earning \$2,500 and rounding up the podium in third.

*"I have never swooped in front of this many people before and it's just amazing in this beautiful weather, and on a great course here in the middle of Copenhagen. We normally don't get to see this setup in skydiving because swooping competitions are held out on skydiving centres in the middle of nowhere on a small pond. It's fantastic what the organisers are doing, bringing the competition to a major city for the first time. Copenhagen is an amazing city from the sky. It is beautiful to see the city from above and landing on the big lake. We have all had a great stay in Denmark attending this fantastic Swoop Challenge event,"* the winner Noah Bahnson says and adds on live TV while watching his swoop freestyle trick after he was announced as the winner, *"My last swoop is up there among my favourite swoops of all time, it was too much fun."*

## WORLD PREMIERE OF A DIFFICULT AND DANGEROUS TRICK

Another American, Gage Galle, attempted something that has only been tried a few times, and never been released on camera before: The barrel roll swoop. A very difficult inverted manoeuvre, best performed over water, due to the high probability of a crash. Even though this trick has never been successfully completed, Gage chose live TV to make his attempt. He succeeded with the barrel roll, and despite crashing in the water exiting the trick, the judges gave him a high score, and the barrel roll was caught on camera with the crowds going crazy. It also makes for some interesting photos.

## THE WORLD TOUR DREAM IS ALIVE

The idea of Swoop Challenge and the motto 'Swoop to the People' was only formed in 2013. After a trial event last year, the big test of the setup was the Copenhagen competition. Next step is taking the concept to other major, spectacular cities around the world:

*"What a fantastic day. The 70,000+ spectators in Copenhagen had a giant party, and the crowd created a unique atmosphere around the lake. We have been working extremely hard to build this event over the past two years. It all became a little more complicated due to the weather forecasts, which made us reschedule on short notice, but despite that, Swoop Challenge was a great success, and we are thrilled and proud. 70,000 people chose to stop by the lake today, and this makes it clear to us, that it is possible to unite the beauty in extreme sports and the heart of a historical, cultural metropolitan. After today's success, we are dedicated to carry Swoop Challenge across the borders and create a world tour, but it is only attainable if others are willing to support us. Our athletes, whom are the among the best swoopers in the world, have all said, that it was amazing to jump in Copenhagen,"* says George Blythe, co-founder of Swoop Challenge.

*"Swoop Challenge was organised with great success. It opened our eyes and gave us world-class parachutists. With this great event, Swoop Challenge has succeeded in taking event planning to the next level, and shows us a new way to use spectacular arenas for sporting events."*

The international athletes tell us that they have, it is a beautiful place to skydive over Copenhagen, and it proves, that the concept of Swoop Challenge is on the right track," says Lars Lundov, CEO of Sport Event Denmark, the national sporting event organisation that works to attract major international sporting events to Denmark, and an organisation that supports Swoop Challenge financially.

Swoop Challenge head hunted Chief Judge Karine Leblond for her long history in Canopy Piloting Judging. She has been around since the first Freestyle competitions in the U.S.A., and helped write the rules that were accepted by the FAI. The other judging positions were filled by Australian helpers to ensure the job was done properly: Archie Jamieson, Bella Smart, Emma Keenan and Sharney Perrow filled those spots, while Peter "Irish" Sutton and Regan Tetlow kept the crowds entertained with the live MC'ing.



## TOP SIX

Total number of points attainable was 100 per round (200 total after two rounds.)

1. Noah Bahnson, U.S.A.: 140.80 points (60.60 and 80.20)
2. Nick Batsch, U.S.A.: 140.01 points (58.32 and 81.69)
3. David Junior Ludvik, U.S.A.: 133.49 points (58.75 and 74.74)
4. Patrick Kaye, U.S.A.: 126.28 points (57.00 and 69.28)
5. Curt Bartholomew, U.S.A.: 123.53 points (57.68 and 65.85)
6. Christian Webber, Denmark: 112.32 points (63.76 and 48.56)

## SWOOP CHALLENGE ONLINE

Website: [www.swoopchallenge.com](http://www.swoopchallenge.com)

Facebook: [www.facebook.com/swoopchallenge](http://www.facebook.com/swoopchallenge)

Instagram: [instagram.com/swoopchallenge](http://instagram.com/swoopchallenge)

Twitter: [www.twitter.com/swoopchallenge](http://www.twitter.com/swoopchallenge)

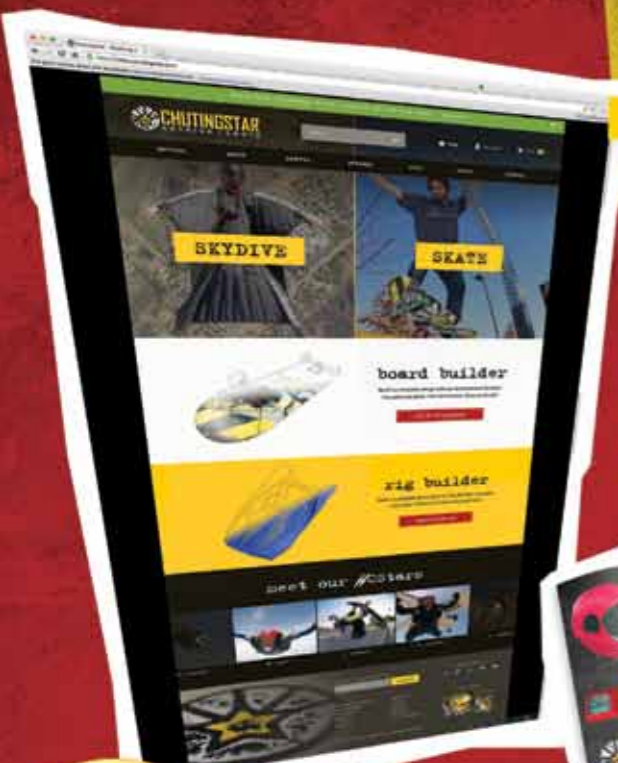
Social media hashtag: #swoopchallenge



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VERTICAL WORLD RECORD



brian buckland photography

By Jenny Gordon

EVERY RECORD I LEARN SOMETHING NEW. THIS 164-WAY VERTICAL WORLD RECORD HELD IN CHICAGO AT SUMMERFEST WAS NO EXCEPTION. THE STANDOUT LESSON FOR ME WAS THAT YOU'VE GOT TO BE READY FOR ANY CURVE BALL THAT COMES – WHILE STILL DOING YOUR JOB.

The easiest part of the record was flying the slot. I used to think the skills involved in being on a Big-way record that size were all about the flying skills, but there's much more to it. It's flying reaction time, thinking on your toes, improvising, and helping out wherever you can to make it happen.

The first record jump, I have to admit, I wasn't nervous. Maybe it was because I had been through records before. Or maybe it was because the oxygen setup was misrouted, and the majority of the planeload was hypoxic. Luckily, a weather hold meant I could catch up with our plane captain, Rhys, to work through the oxygen issues. Other curve balls included go-arounds, other planes not getting correct lights or height. We even had our plane door freeze shut on jump run, and this was the jump we got the record.

A few of the Aussies were placed in the same plane – the Rear-Right-Right-Trail, or was that the Right-Right-Right-Trail? Being together gave some familiarity for some, however the ultimate comfort really is to be docking on the people

you know. This record, the Aussie pod did an awesome job of being a standout. Questionable, but I'm pretty sure they were one of the first outer pods to build.

The Aussie Pod consisted of Kieren James on first stinger. Then Leigh McCormick and Erica (Noodle) Tadokoro as second stingers, with Lady Catherine Feathersword as pod closer.

Cath took the difficult slot of pod closing, which involved leading a group at track-off. As expected, of course she did all this with a broken foot. A stroll in the park really for Lady Feathersword – who, might I remind you, is a proper Lady.

Mike Swanson was once again the super floater exiting from the Lead Plane. One of the visuals from the record that got me every time was seeing his smoke flare straight off exit in freefall. Mike was docking on me as pod closer, so I enjoyed tuning my exits using him as a reference. I was also in the RRRT with most of the Aussies, however I was in the next pod over to the Aussie Pod.

The organisers were working through engineering issues throughout the formation. Over time, stingers between the pod lines were moved around, which had Scotty Hiscoe moved to a new slot.







Of course, he nailed it. But here I was, day three of a four-day record camp, and our outer pod still hadn't had a chance to build. The reality of this situation was that our pod could get cut to speed up getting the record. Finally, with much patience the opportunity came, but the second stinger in our pod was sitting in Mike Swanson's pod closer slot. So thinking quickly, both Mike Swanson and I closed the pod on her. This mid-air slot change was the first time we'd built and as I found out later, records are slot specific not people specific.

Once we were all settling into our slots, continually doing our jobs, it was important to stay focused. It became apparent that we were getting really close. With one or two people off for a few jumps, people started to not want to be the one to breakoff. Our breakoff unofficially became 7,500ft - 'ISH', of which pods were holding on for just a few more seconds in case that was the record.

The 164-way record flew for 4.8 seconds. There's something special about a convincing record – first jump of the last day, jump number thirteen. We were drinking Patrón by 10:30am.



## AUSSIERS ON THE RECORD

The Aussie contingent was the second largest behind the U.S.A. contingent.

**Kieren James**

**Scott Hiscoe**

**Leigh McCormack**

**Cath Comyns**

**Erica Tadokoro**

**Jenny Gordon**

**Paul Jones**

**Mason Corby**

**Matt Munting**

**David Nimmo**

**William Blackie**

## THANK YOU

There is an incredible amount of work put into the organisation of a record. So I'd like to thank:

**Bella Smart, Barbara Meister and Lozza Davids:**

Our Aussie Support crew! You think you did nothing, but it makes a massive difference. Getting water, stuff from the campsite, or food, is so helpful when you're caught up in a record.

**Summerfest and Skydive Chicago Staff:** Who were helping prior and during the record.

**Rook Nelson and all the organisers:** Tireless hours going through footage and working out how to achieve the record.

**All the pilots, ground staff, and plane captains:** Changing oxygen bottles mid-record, long hours of flying high altitude.

**Judges:** You confirmed the record so quickly.

I'd also like to thank those who supported our efforts with funding:

**APF Fi Fund and the APF:** Fiona taught me to jump and deep down she's in my heart every jump. Rob Libeau and the team worked hard to help out those in need of support. The support that APF provides is something that we are honoured to receive in recognition of our hard work to get where we are.

**South Queensland Parachute Club (SQPC) and Western Australia Parachute Club (WAPC):** Thank you for your ongoing support.



L-R: Jenny Gordon, Erica Tadokoro, Keiran James, Scott Hiscoe, Leigh MacCormack, Mason Corby, Cath Comyns & Paul Jones









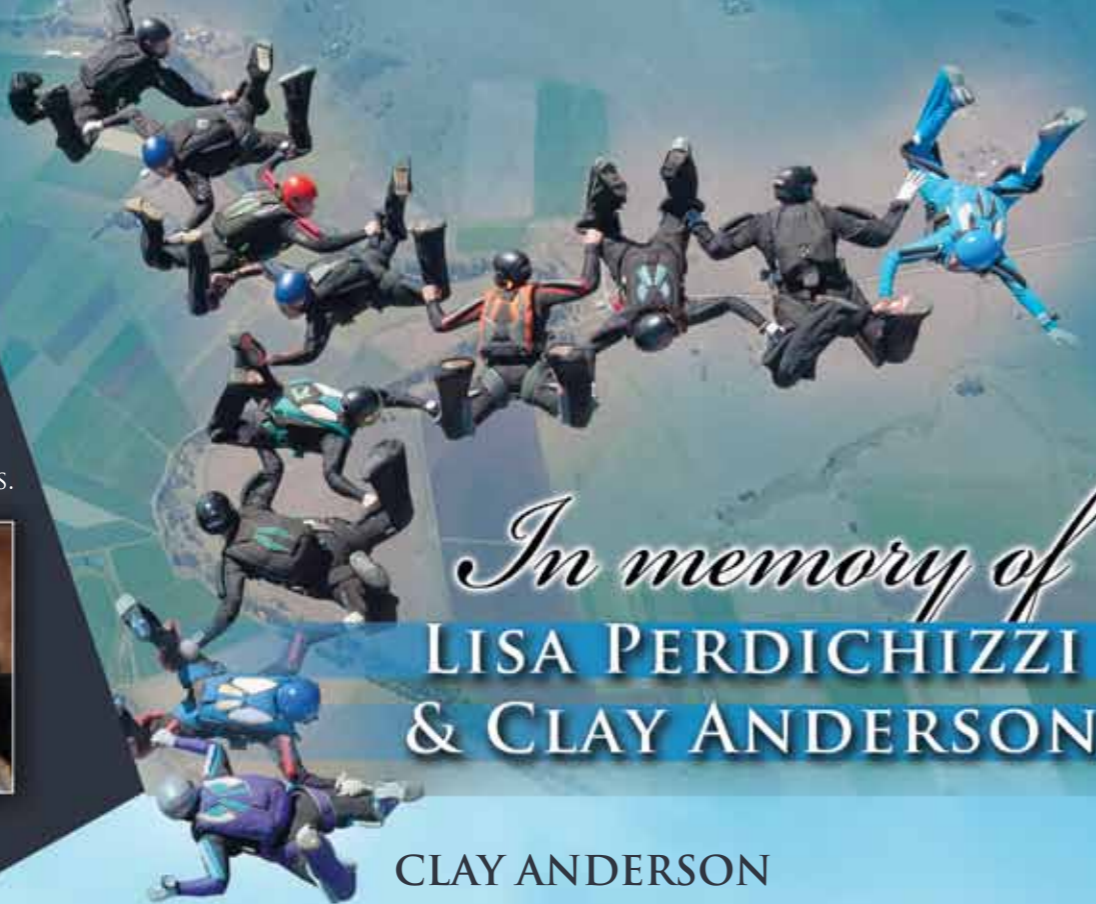
**164-way VFS Head Down  
Largest Formation World Record**

Joseph Abeln	USA	Aaron Johnson	USA
Javier Rojas Astorga	MEX	Thomas Johnston	USA
Karlee Ayers	USA	Karine Joly	FRA
Noah Bahnson	UAE	Donagene Jones	USA
Wade Baird	USA	Paul Jones	AUS
Thomas Baker	USA	Tomas Juozaitis	LTU
Brian Ball	USA	Everett Keating	USA
Cortney Bedeker	USA	Domitille Kiger	FRA
Anas Bekkali	UAE	Naomi Kotzee	ZAF
Vitor Benassi	BRA	Louise Kristensen	DEN
John Blackburn	USA	Alberto Lara Chavez	MEX
William Blackie	USA	Sam Lendle	USA
Chazi Blacksher	USA	Chad Leslie	CAN
Garet Bloodworth	USA	Claudio Lettieri	USA
Michael Bohn	USA	Andy Locke	USA
Patrick Boulongne	FRA	John Long	USA
Ellis Bourbonnais	USA	Austin Losey	USA
Henri Bourrellis	FRA	Melissa Lowe	USA
Steve Braff	BEL	Gregory Lu	USA
Amberly Brown	USA	Mikhail Malyshkin	RUS
Jessica Brownlow	USA	Gerald Martin	USA
Emmet Buchanan	USA	Leigh McCormack	ARG
Kaan Burcin Ozenmis	TUR	Timothy McMaster	USA
Eric Busto	USA	Colby McNeil	USA
Colby Butchereit	USA	Benjamin (B.J) Michaeli	USA
Mike Carpenter	GBR	Travis Mills	USA
Shawn Carter	CAN	Alistair Milne	GBR
Amy Chmelecki	USA	Codie Moffet	CAN
Taylor Cividino	CAN	Matthew Munting	UAE
Bradley Cole	USA	Anton Murashov	RUS
Catherine Comyns	AUS	Aaron Necessary	USA
Paul Cooper	GBR	Jacob Nelson	USA
Mason Corby	AUS	Matt Nelson	USA
Raphael Coudray	FRA	David William Wakey Nimmo	ESP
John Cragg	GER	Mickey Nuttall	USA
Gary Crisp	GBR	Sergio Ortiz O Farrill	MEX
Daniel Croft	USA	Catherine O'Sullivan	USA
Gregory Crozier	FRA	Lane Paquin	USA
Sara Curtis	USA	Melissa Pemberton	USA
Steve Curtis	USA	Richard Pendleton	USA
Amy Dannacher	USA	Damian Pietrasik	POL
William Dawson	USA	Marc-Olivier Pinault	CAN
Lawrence de Laubadere	USA	Natalie Pitts	USA
Dmitri Didenko	ITA	Rafal Poplawski	POL
Jacob Diliberto	GBR	Luis Prinetto	VEN
Maria Dmitrienko	FIN	Jeffrey Provenzano	USA
Stephen Downey	USA	Matthew Reilly	USA
Leonardo Elia	ITA	Ryan Risberg	USA
Philipp Exner	GER	Robert Roane	USA
Gerardo Fernandez Navarro	MEX	Ben Roane	USA
PAUL Ferriman	ESP	Martin Roberson	GBR
Dariusz Filipowski	POL	Thomas Robert	FRA
James Flaherty	USA	Tyler Roemer	USA
Arnaud Fletcher	FRA	Daniel Roman de la Blanca	UAE
Magali Folkner	BEL	Chad Ross	USA
Michael Friedman	USA	Francisco Ruiz-Velasco	USA
Matthew Fry	USA	Michael Russell	USA
Wade Gerencser	USA	Alexandra Salera	GER
Damien Germano	USA	Ryan Sass	USA
Bryan Gile	USA	Markus Schwarz	GER
Nathan Goodhard	USA	Ivan Semenyaka	UAE
Jennifer Gordon	AUS	Jennifer Sensenbaugh	USA
Daniel Guest	GBR	Ahmed Sferi	FRA
Johnny Gunn	USA	Gregory Shelton	UAE
Kevin Haddon	USA	Nathan Smith	USA
Cameron Haley	USA	Valentina Solis Jorge	MEX
William Halsey	USA	Jeshua Stahler	USA
Dustin (Dusty) Hanks	USA	Elizabeth (Weed) Stoodley	GBR
David Hanley	USA	Stephanie Strange	USA
Katie Hansen	USA	Michael Swanson	USA
Sharon Har-Noy	ISR	Erica Tadokoro	AUS
Jim Harris	USA	Michael Theile	GER
Sean Hennessy	USA	Marcel Thimot	USA
Scott Hiscoe	AUS	MARKKU Tolvi	FIN
Tim Hunckler	USA	Miguel Torres	USA
Kirby Hughes	USA	Kim Horst (video)	NLD
Brad Hunt	USA	Aaron VanDevender	USA
Zane Jaafar	USA	Alexander Vasilevskiy	RUS
Kieren James	AUS	Ted Volpendesta	USA
Kenneth Jaworski	USA	Thomas Wahlroos	FIN
Gunnar Jeannette	USA	Simon Whittle	UAE
Jacob Jensen	USA	Reese Willson	USA





TRAGICALLY IN JULY THIS YEAR, LISA AND CLAY WERE KILLED IN A MOTORCYCLE ACCIDENT IN THE UNITED STATES WHILST ON HOLIDAYS.



*In memory of*  
**LISA PERDICHIZZI & CLAY ANDERSON**

**CLAY ANDERSON**

Clay discovered skydiving later in life, just a few years ago in 2010, and quickly adopted the skydiving community as family, and the drop zone as home. He launched himself into formation skydiving, loving 4-ways and Big-ways, and enjoying the challenges of his new AFF Instructor rating. He was part of the Aussie record 3-point 54-way in 2012, and most recently became the president of the South East Queensland Skydivers Club. There is no doubt Clay was to be a skydiver for life and with 650+ jumps, the best was yet to come.

**LISA PERDICHIZZI**

Lisa was a long time skydiver with 3,600+ jumps; starting out in Western Australia in 1998 at a young age. She was an absolute dynamo in every aspect of her participation and contribution to skydiving in Australia. She was an energetic and active formation skydiver; competed at countless State and National championships, coached and videoed many up-and-coming teams at competitions and coaching weekends, represented Australia on a world level, and was Team Manager for a number of Australian teams at world events. Lisa excelled at the grass roots level as a proficient AFF Instructor and master of B-Rel basics. Her students, novices, and teams adored and respected her. She was a very talented skydiver.

Lisa took over from Fiona McEachern as APF Director of Competition plus lent a very helping hand in many behind-the-scenes APF related projects, chairing workgroups at numerous APF Conferences and Symposiums, assisting judges and organisers at competitions, and most recently was the driving force in the Woman in Adventure Sports mentor program (WIAS), encouraging experienced women to mentor newer female skydivers. She was extremely enthusiastic about the program's vision, purpose and success. Her opinion was highly regarded inside and outside of the APF framework.

At the Skysisters event in 2011, Lisa was the brightest light, earning her the Belle of the Boogie Award for her outstanding contributions to the event, the organisers, and the girls. As well as her behind the scenes work and fundraising efforts, she was plane captain for the 47-way record, she load organised the novelty jumps, B-Rels and Star Crests, she donned lingerie for promo jumps, and she took on the Student Skysister, personally instructing and mentoring her from 0 to 25 jumps during the Boogie. Her self-appointed Slave even had his own "Property of Perdichizzi" t-shirt made.

Lisa was one of those unique people who would tackle any challenge or task with intelligence and gusto, all the while making it look oh so easy and with a brilliant smile and genuine interest. Her sense of adventure,

passion, care factor, quality control, skill, talent, and attitude were above and beyond – she was in a league of her own and

an absolute treasure. She was loved by many and will be very sadly missed, both in and outside the sport.



Photos by Steve Fitchett



**TAKE THEIR WORD FOR IT**



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

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



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

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





# WINGS TANDEM



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Congratulations to all participants of "Flanders Select" for the first 2 FAI World Records Wingsuit !!

Photo: Willy Boeykens

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# Parallels *between* Skydiving and Aviation History

By Andy Keech

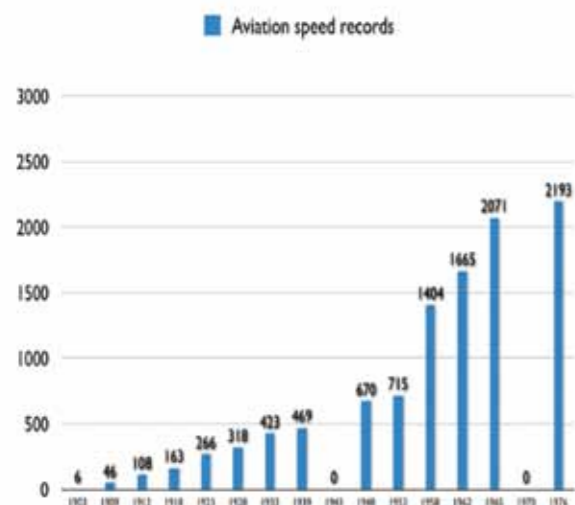
The recent visit and success of the Australian large formation team at Perris in May/June 2015 brought reflection and similarities of how similar progress between parachuting and powered flight has been historically. The lifetime of anyone my age bridges well over half the period from the first powered flight by the Wright Brothers in 1903 till now, and all of Australian sport parachuting since the first clubs were formed around 1955.

The first decade of powered flight was slow to take off. It took five years before anyone was killed flying in 1908, but things picked up quickly after that. This may be a peculiar yardstick although similar to fatalities in the early days of sport parachuting, but is indicative of how rapid and expensive progress is when people are interested. The years that followed showed that there were:

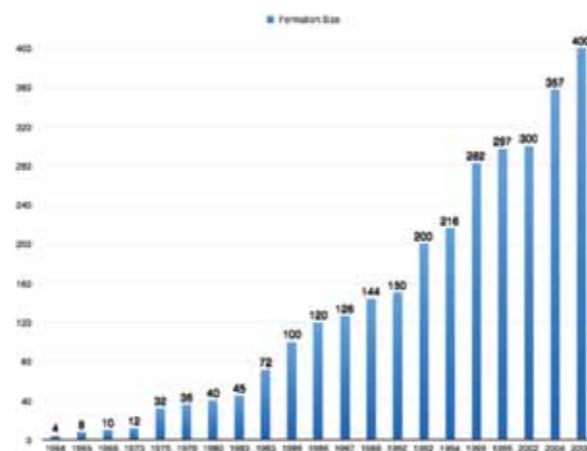
- 2 fatalities in 1909
- 29 fatalities in 1910
- 100 fatalities in 1911
- 142 fatalities in 1912
- 269 fatalities in 1913

The next year was the start of WW1 and the numbers accelerated. In WW2 the U.S. lost an average of 150 airmen per day just in training through most of the war's last three years. Progress was rapid and expensive.

It took only 44 years from the first powered flight until the first supersonic flight (100+ times faster) by Chuck Yeager in 1947, and another eighteen years until the SR71 that flew 3.2 times the speed of sound (round 360 times the Wright Brothers' speed). As time passed, leaps were made with long strides and great progress.



Similar progress was made in skydiving's large formation flying. Note the very similar rate of increase over a roughly similar period:



Leo Valentin, a French military jumper stumbled on stable freefall in 1946 and in the next two years set altitude records up to 20,000ft. Today those altitudes are unexceptional to the Australians on the recent record formation successes in Perris.

However, in early 1960, fourteen years after Valentin knew to fall stable, this was unknown in Australia. That awareness came to the jump club at Camden via Brian Murphy, one of the instructors who dated a stewardess from Air France. She brought a French Match magazine with a photo of a man in freefall spread in an arch. At that time our instructors were exiting the aircraft in a tight ball with hand firmly clenched on the ripcord for a few seconds of freefall. There was considerable trepidation for emulating the French way of exiting the aircraft with hands some distance from the ripcord. Andy Case was the first instructor to take on that challenge, and stable flight became the rule of the day. Within months, it extended to terminal velocity and within a year or so to an Australian record of 12,000ft. These were heady times for those at the dawn of this progress.

Little did we know that three years prior, the Americans were already well into stable fall, and the first contact between jumpers in the U.S., in the form of a baton pass, was made between Steve Snyder and Charley Hilliard in 1958. News did not travel quickly internationally. There was no internet, email, electronic transmission of moving imagery as is common today, and few had pen friends and the inclination or ability to write internationally. Certainly few could afford to make international telephone calls, even if they knew someone overseas.

But, within two years of first stable flight in Australia, baton passes had been made in daytime and at night. Australia had reached an international standard. Perhaps the last time anyone making his first baton pass with another also inexperienced jumper, ceased in Australia round 1963. Significant pioneering niches were closing. I doubt that there is an active Australian jumper today who made his first RW contact with a jumper who had zero RW experience. We learn from those before us.

As soon as John Landy ran the mile under four minutes, many others realised that it was possible, and did so. Once Australians understood that jumpers could manoeuvre to make contact in freefall, they began to do so. Today, younger jumpers could hardly imagine that doing that was once seen as impossible.

It would not cross their mind, just as supersonic flight today is taken for granted. However, before 1947, almost everyone knew of the sound barrier (emphasis on "barrier"). It was seen as an invisible wall that destroyed aircraft that approached that barrier. This view was held because it did destroy aircraft, and kill pilots who came too close.

In early 1964, a team of Australians tied the U.S. Army's 6-way baton pass record, which brought them to a world class standard.



A few months later in 1964, the first four-man formation was flown in California and photographed by Bob Boquor.



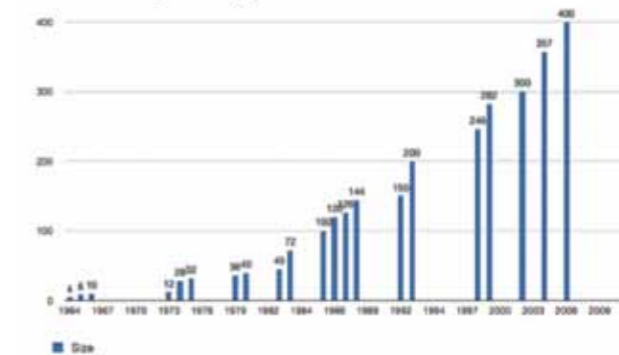
This was a world record formation at that time. Those of us in that formation hadn't even thought of the idea of world record formations. That mental reality had not formed till later.

At the same time, the piggy-back rig and the Para Commander (a pulled apex canopy) changed the nature of equipment and performance, with its appearance at world competition a few months later. Within five years (1969),

the first ram air canopies were being flown with immediate, explosive openings. The violent opening characteristics were eventually tamed with today's slider. It took time to engineer getting to terminal velocity.

In the meantime, formation sizes increased much as aviation speed records over the following four decades, and the numbers eventually reached 400.

Skydiving record formations



In both of these aviation pursuits, I see rapid progress in the pioneering periods, followed by high tech and increased performance.

In my 25 years in the sport, there were no automatic openers in the West, while the Iron curtain countries had them as compulsory safety equipment from the very early days. Bill Booth's 3-ring canopy releases became standard beginning the late 60s, and are still standard today. Throw-out pilot chutes replaced ripcord opened containers. The equipment has since been refined and miniaturised, and now is very reliable, made so by incremental improvements rather than revolutionary changes or breakthroughs.

It can be noted that the last aviation speed record by an operational aircraft is now almost 40 years old. For piston engine aircraft, the last altitude record was set at 56,046ft in 1938 by a rag-and-wood bi-plane. So, beyond the living memory of almost anyone who will read this, that record still stands, even though there have been over two million piston engine aircraft built since then.



The last large freefall formation record of 400 is almost a decade old at this writing. The road is so steep that further increases are far more difficult to achieve. Apart from the organisational difficulty, the increasing variety of skydiving options is drawing young jumpers away into Sit-flying/CRW/inverted flight, along with the marvellous experience of wingsuit flight. This shrinks the available talent down toward an irreversible flash point where a larger (belly-to-earth) formation will never be assembled.



The last man to walk on the moon was in 1972, 43 years ago. So more than half the world's population has never seen a moon landing. Some events have been seen for the last time and that may well include the 400+ formation.

However parachuting has seen an outstanding reversal of this trend in altitude records. Joe Kittinger's altitude record of 96,750ft stood for 52 years.



But was then reset twice in two years by Felix Baumgartner at 127,852ft in 2012.



And again by Alan Eustace at 135,890ft in 2014.



This is the only apparent anomaly from the trend that achievements slow down. All were made with funding from government or corporation sources, which are unavailable to regular jumpers who are self funded.

Almost certainly, future altitude records will be the domain of the very well funded.

From the very beginning, more than 84 years ago, this has been the case. An American, Samuel Herman in 1931 made the first significant record descent from 24,000ft in Russia at government expense.

For most present-day jumpers, the knowledge that stabilised flight was, until fairly recently unknown, would not cross their minds. Our frames of reference change over short periods as different generations move into jumping/skydiving.

That certainly applies to those of us from the earlier days. To witness the precision, teamwork, technique and expertise of modern day skydivers is a clear lesson of how far jumpers have made progress in the sport. It is an education and enlightenment to sit in on a large formation debriefing to see the discipline of a very large number of individuals working to pull off results we never imagined.

To see the ground rehearsal, the organisation of the stadium approach, the post jump analysis through expertly photographed videography with freeze-frame evidence of who did what, is a bow to the truth.

It was not always that way. Generally, the dominating personality's recall of what happened during the formation of the group was what stood, and was how decisions were made as to who was on the next lift. Today's precision and finesse is truly highly refined and professional.

## Wingsuits

Functional, and generally accepted wingsuits arrived relatively recently, around 1999. However, the idea was well established in 1917, with a series of experiments by intrepid pioneers, and evolved over the next 37 years into a lifting airfoil with a very shallow glide angle similar to that of today's wingsuits. But in those 37 years, these devices were more cloth extensions than wings. The fatality rate was almost total. One report indicates that nine out of the ten best known pilot/jumpers were killed using cloth extensions.



This activity and interest went extinct with its most successful developer, Leo Valentin, who died in 1955 while flying his well-developed, wooden gliding wings. In the intervening period of over 40 years, at least two generations of jumpers passed through our sport until a more satisfactory method and materials allowed man to fly in this most adventurous, skilful and thrilling way.



Many of us from the earlier period had only a passing awareness of that history. It was written before our era and would pass over us to be restarted after our time.

It would seem an anomaly that such a wondrous form of flight would go dormant for over four decades because of the death of one man. With Australian sport parachuting in its infancy, there was certainly no way it would continue in Australia.

We had small door four-place Cessnas that could not carry such a large dimension system, and certainly we could not clear anything of those dimensions through the doorway. We felt someone would have picked up the banner somewhere overseas where DC-3 type aircraft were being used. In fact, Valentin was killed because of a mis-launch from a DC3, and that was only one year after the C130 with a suitable ramp was first flown. Consideration of wing flight was not a priority for the future development of the C-130.

So, winged flight remained dormant until it was reintroduced by modern day pioneers, Carl Boenish in 1969 and Patrick de Gayardon in 1994, using modified, lifting cloth extensions. It took another 30 years for the current day wingsuits to develop.

The development of modern materials, miniaturised parachute components, which made the wings collapsible so that the idea could be re-launched using small jumper aircraft. After the initial reintroduction of this idea, a generally suitable-for-jumpers model was made available through advances by Jari Kousma of Finland and Robert Pecnik of Slovenia in 1999. This began to lift the reputation of wingsuit flight from one of the most dangerous ways to work in the sky, to one that appealed to an increasing population of alpha risk takers, who operate at very high skill levels in wide margins of uncertainty.



To very large surface area designs.



One can expect that in the remainder of the lifetimes of current jumpers, there will be advances unanticipated today that will parallel those of the pioneers of the past century. There will be pioneers, and there will be pauses in progress, because the challenges will at least be as steep and severe as in the past.





# 2015 Operational Regulations and Regulatory Schedules

## NEW OPERATIONAL REGULATIONS AND REGULATORY SCHEDULES

### STATUS: MANDATORY

Revised regulations are effective as of 1 October 2015, which include some significant changes and additions. These regulations are binding on all members of the APF and apply to all parachuting activities conducted or undertaken under the auspices of the APF.

### WHAT ARE THE CHANGES?

Go to the APF website [www.apf.asn.au/Members/2015-op-regs](http://www.apf.asn.au/Members/2015-op-regs) to download or view:

- The new Op Regs and Schedules
- Two short lists of the more significant amendments.

Running in parallel with the APF move to a Company Limited by Guarantee (CLG) has been a Notice of Proposed Rule Making (NPRM) process for updating our Operational Regulations and Regulatory Schedules. We thank those members who provided feedback. The Technical Committee and Board have now approved the new OpRegs, with changes highlighted in the two booklets for easy reference.

The key differences include:

- **O.R.:** Various changes and additions, including raised minimum 'open' heights, Freely requirements for Crests, Technical Directors titles – changed (as per R.S. 57)
- **R.S. 50:** Changed, and additional terms and definitions, including 'opening height' to 'open height'
- **R.S. 53:** First aid requirements for instructors, Tandem endorsement currency, Freely coach minimum requirements, Packer revalidation
- **R.S. 54:** Chief Instructor applications and appointments completely revised, including temporary appointments
- **R.S. 55:** Incident 'notification' in the field separated from incident 'report' by APF office
- **R.S. 57:** New "APF Organisational Structure and Accountabilities" covering national and regional hierarchy and oversight responsibilities, resulting in changes to some titles and reporting lines
- **R.S. 58:** New "Club Regulations and Applications" covering Club membership/renewals, a new or changed drop zone and Training status.

### FIRST AID FOR INSTRUCTORS: DOES IT AFFECT YOU? WHEN?

The new First Aid requirements exclude IDs at this stage. The timing differs:

- New instructor appointments of IC, IB, IA and MI – the qualification is to be held as a prerequisite for a new appointment

- Revalidations – only becomes effective for revalidations after 1st July 2016

Older first aid qualifications will not be accepted. For the time being, there are NO ongoing first aid/CPR currency requirements and nothing yet required of IDs. A one-off course will satisfy the new regulations. Area Councils may wish to support this.

### CHANGING RULES AND DOCUMENTATION

For consistency, changes to other APF documentation and processes will be progressively made and rolled out over the coming months.

These include an updated TOM, Procedures Manual, Misconduct Procedures Manual, forms, website links, other manuals, guides and exams. We are also working on regulations for the introduction of Instructor-Assisted Deployment (IAD) method of student training, which is currently operating as a trial under a waiver at two drop zones. The new Constitution will also be reviewed to ensure it aligns with organisational values and culture and may require further changes.

APF is evolving and we are doing our best to stay abreast of the changes within the skydiving environment whilst preserving existing values and culture. We ask that members take time to read and understand the changes and be patient whilst APF transitions to the new structure. As always, we appreciate your constructive feedback, and if you have suggestions on how APF can improve its services to members please contact us.

### NPRM – THE PROPOSALS YOU MAY WANT TO REVIEW

As these changes bed down through implementation, we expect to continue to further fine-tune our rules and regulations. As described by Dave Smith in the recent issue of ASM (Issue 76 Vol 3 2015), there will probably be further changes required to our Constitution.

There are a number of proposed rule changes in the pipeline that will soon be reviewed by the Technical Committee. When any of those are advanced for Member comment, you will be notified.



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# The road to becoming CHIEF INSTRUCTOR

THE POSITION OF CHIEF INSTRUCTOR (C.I.) IS ONE OF THE MOST IMPORTANT WITHIN THE AUSTRALIAN PARACHUTE FEDERATION STRUCTURE. DAWN TRATT IS THE WIFE OF ADRENALIN SKYDIVE GOULBURN'S NEW C.I., KOBI BOKAY, AND SAYS HIS NERDY LATE NIGHT HABIT REVEALS THE SECRET TO HIS SUCCESS.

Kobi has wanted to become Chief Instructor for as long as I can remember.

*"I don't want to own the business - just run it,"* he'd say to me at night. *"Will you help me do that?"*

I could barely see past my B-Rels at the time let alone imagine myself helping him run a skydiving operation.

But seven years after Kobi's first AFF jump, here we are a husband and wife team striving to make Adrenalin Skydive, Goulburn the drop zone to jump at - working closely with company Director and Goulburn Airport owner, John Ferrara, and Civil Aviation Safety Authority's Chief Flying Instructor, Teraya Miller.

The journey truly began when Matt Chambers retired as CI in Goulburn. Kobi then became the favourite and frontrunner for the job. His military background stood him in good stead and is an attribute both Director of Instructors, Ralf Jaeger, and Area Safety Officer, Grahame Hill, mentioned when recommending him in the role.

Born in Israel, Kobi enjoyed military service and went on to become an officer in the Special Forces. In his six years in the Israeli Army he did 48 Static Line jumps and led an elite group of soldiers into war zones surrounding Israel. During one of the operations his unit was ambushed and seven of his men were killed in gunfire. He was shot three times.

This event marked the end of his military career, which shattered his dreams of continuing to serve his country in the elite unit he had idolised as a boy - a bitter pill he had to swallow while also coming to terms with the death of his best mates.

*"I was devastated,"* says Kobi. *"The army was everything. It was the only place that I felt like I belonged. When I was six years old I remember the special unit making the news after a big operation overseas. I saw them as heroes. I remember saying to my dad 'I want to be in that unit'."*

A dalliance with telecommunications and trade jobs, travel throughout the States, India, South East Asia and finally Australia could never fill the hole that the military left, until he discovered skydiving.

Friends bought him a tandem jump, and soon after he signed up for the course.

*"When I started jumping I felt that sense of belonging,"* says Kobi. *"After I did my first AFF jump I knew I had found what was missing in my life. The excitement, responsibility, the opportunity to learn. Skydiving is an extreme job, it's interesting and it's not your normal nine to five."*

The first time Kobi asked to do the Instructor D course at Sydney Skydivers, the company director said he wasn't ready. Kobi needed more jumps, more experience. This was

a challenge Kobi was more than willing to meet and before long he'd racked up the jump numbers, completed the course and was tutoring new students and tandem passengers shortly after. Kobi's enthusiasm was unwavering, whether he was gearing up frightened and excited passengers or packing away equipment at the end of the day at Sydney Skydivers, he was always available to help.

Getting his Instructor B and A ratings were all part of his master plan - none of which were easy and involved a lot of research and late night studying. Fortunately Kobi is borderline obsessive when it comes to skydiving so the scholarly nerdiness came easy to the wanna-be Chief Instructor. The number of times I'd wake up to the light shining into the bedroom from the lounge to find Kobi intently reading the Training Operations Manual (TOM) still amazes me.

In my less supportive-wife times I'd address him with blurry eyes saying: *"Are you reading the TOM again? You are so weird."* And then go back to sleep. When I relayed this story to one of Kobi's closest friends, George Tang, his reaction was to burst into very loud laughter, pause, look at Kobi, and then laugh again. [Nerds of a feather, I say].

Director of Instructors, Ralf Jaeger, has put Kobi through his paces over the years, as a tough examiner during both his Instructor B and A courses. I have never seen Kobi look so tired as he did after those exams. Truly energy-spent.

*"The CI is the most influential person on the drop zone (DZ) when it comes to setting standards,"* says Ralf. *"These standards set the entire tone of the DZ, and ultimately of the whole sport - everything from the tidiness of the DZ to the safety of every parachutist."*

He says Kobi has proved to be a very committed person, and when given tasks always produces results at a high level.

*"Even in his earlier journey he was not fazed if he got a hard knock but used that energy to do better,"* says Ralf. *"His personal drive and commitment is unprecedented and he always puts his students welfare and training first and before himself. He can deliver strong views and stand by his beliefs - must be a military thing - but he also takes on constructive feedback and readily applies it."*

Throughout his journey to becoming CI, Kobi has been an active 4-way player. Greg Jack was Kobi's best man at our wedding, is his best mate in the whole world and our 4-way team mate. Greg attests to Kobi's enthusiasm and commitment to the sport.

## DON CROSS CI SKYDIVE NAGAMBIE



**“ Most jumpers see the CI as the grumpy old farts of the drop zone – constantly growling at jumpers doing stupid things. Alternatively this should be viewed as someone who has seen a lot of mishaps and trends over the many years and genuinely cares about the safety and wellbeing of their jumpers.**

**I see the CI's job as predominantly one of risk management – constantly identifying risks and minimising them.**

**I feel that most skydivers don't intentionally make mistakes or intentionally break rules, it's because they don't know. Especially the junior jumpers who find it difficult to navigate through all the do's and don'ts of safe skydiving, so his/her role isn't just discipline its re-education. ”**

## STU GOUGH CI SKYDIVE AUSTRALIA, TYAGARAH DZ

**“ Being a CI is a challenge especially when you start out, it's like being thrown in the deep end when you're learning to swim. It gets easier as you become more competent in your role but you'll need a great crew of Instructors to back you up, they are the best asset you could have. ”**



Photo: Stephan Kleinlein



“He is very approachable and responsive to people’s questions and concerns,” says Greg. “He’s compassionate, understanding of others’ desires and their goals. He’s very focused on the safety aspect of the sport and is able to speak out and provide considered opinion when the situation requires such action. Kobi is a great team player who takes into consideration the needs of others when making decisions.”

Alongside Greg Jack, Kobi is very proud to have taken part in the previous Australian Skydive World Record in Perris Valley in 2010. This year, we cancelled our trip to the 119-way event to stay home and run Adrenalin Skydive, Goulburn.

American Big-way and P3 Coach, Larry Henderson, is fond of Kobi, having jumped alongside him on several occasions including the last Aussie Big-way Record five years ago. He says Kobi fits the criteria needed to be a good CI due in part to both the professional and personal areas of his life.

“His skydiving knowledge and ability,” says Larry. “It is impossible to teach something that you do not know or understand. In my opinion the best instructors have outgoing personalities and are not afraid to reach out with an inclusive spirit. Kobi has that self-confidence and is in a position to help his students be successful.”

Area Safety Officer, Grahame Hill, better known as Hilly, sat on the interview panel for both Kobi’s Instructor B and A exams, receiving many insights into who Kobi is. As the former Director and CI at Sydney Skydivers, Hilly says being successful is about having the right people behind you.

“You have to get the good jumpers behind you and get rid of the ratbags. Like they do in the pubs - you want people who attract people to the place. And the best way to do that is to lead by example.”

“Kobi is pretty engaging with people, and you really need to be that as CI,” says Hilly. “You’ve got to know the rules, because you always have to make difficult judgement calls. I think he is suited to handle the pressure. His military background will help in that respect and in the future.”

Kobi has committed the next five years to running Adrenalin Skydive, Goulburn to the highest standard, with the aim of attracting more peak performance skydivers to mentor students and sporties.

## GREG ‘MIFF’ SMITH

CI SA SKYDIVING,  
LANGHORNE CREEK DZ



“ **Being the CI means you do the job of whoever doesn’t show up. If the pilot doesn’t show you fly, if the jump masters don’t show you jump, if the cleaner doesn’t show you clean!**

**Three rules to live by on a DZ. Respect yourself, respect others and respect property. I don’t think it needs to be anymore complicated than that.**

**The key to being a good CI is delegation. Delegation, delegation, delegation ”**

# THE CHIEF INSTRUCTOR

## Who he is and who he needs to be

By Ralf Jaeger, CSM – APF Director Instructors

The position of Chief Instructor is probably the most important position within the entire APF system and structure. Believe it or not, the Chief Instructor is the most influential person on the drop zone when it comes to setting the standards. These standards set the entire tone of the drop zone, and ultimately of the whole sport; everything from the tidiness of the drop zone to the safety of every parachutist. It is essential that Chief Instructors are people who can meet this challenge. A Chief Instructor must be a person whose integrity is above reproach, whose example setting in the area of safety is impeccable, and whose professional skills are unquestioned.

The CI is the Instructor who will take the hard knocks that come from shouldering responsibility, by juggling all the balls of training, student tests, equipment, administration, communications, discipline, and public relations without dropping any of them. They need to have the courage to make and stand by tough decisions. They are the person who is enthusiastic and cheerful when confronted with a hard task and inspire others to do a good job.

The CI is the one who respects the APF system, its regulations and Code of Ethics. The Chief Instructor is responsible to the club or centre for policy and administration matters, and is responsible to the ASO, AIE and Technical Directors for safety and training matters. These responsibilities include:

- Compile and implement the organisation’s Training Operations Manual
- Develop a Drop Zone Procedures manual covering all non-training related procedures; template available from the APF
- Compile and implement the training syllabus
- Supervise the instructional and support staff
- Ensure that safe, suitable training aids are available
- Act as DZSO or delegate this authority to a suitable Instructor ‘A’, ‘B’ or ‘C’
- Ensure that qualified personnel maintain the organisation’s parachutes and other operational equipment to a safe standard
- Ensure that all training operations are carried out in accordance with the CASA Specifications, APF Operational Regulations, the Training Operations Manual and the APF Code of Ethics
- Oversee the safety of all parachuting operations
- Ensure the forwarding of accident and incident reports to the Director Safety
- Ensure all required records are properly completed and filed, e.g. parachute packing records

The APF Operational Regulations grant Chief Instructors many privileges, some of these include:

- Approve of all equipment used, and that it is safe for use
- Approve and authorise members to pack Main parachutes for their own use
- Approve deliberate cutaway descents
- Recommending and approving authority for some APF ratings
- Authorise a Tandem Master to conduct tandem display descents
- Authenticate and approve applications for APF/FAI International Parachutist Certificates, Licences and Crests
- Supervise the conduct of night training descents
- Authorise and approve persons to act as Target Assistant (TA)

### CI LIABILITY

Instructors and Tutors have a duty to provide a certain standard of care. The level of this standard is obviously a matter of opinion in law, but the message for those involved in sport is an encouraging one.

**The law does not require you to account for the safety of other people, but only for your own behaviour in respect of their safety.**

This means that the ability to protect yourself against legal liability is in your own hands, and that to guard yourself against a charge of negligence you only have to prove that you have performed your duties to the same standard, as a reasonable, professional Chief Instructor would have.

Your duties as a reasonable, professional Chief Instructor include:

- Ensuring students are taught that which they should need to know to safely experience a jump.
- Ensuring that the equipment used is in a legal/safe condition.
- Ensuring that your knowledge and teaching standards are up to current standards of parachuting operation.

The Parachute Instructor Manual covers these points in detail and every instructor, not just the CI, should be fully conversant with its content. Just ask yourself these questions: Have I got what it takes to be a good and highly experienced Instructor, and have the qualities required to be appointed as a CI? Can I fulfil all of the above requirements? If you are unsure then maybe you should reconsider your aspirations of becoming a CI.

## WAYNE MCLACHLAN

CI SKYDIVE RAMBLERS  
SUNSHINE COAST, QLD



“**Stay in the cone. Don’t go past your target.**”

## TERRY KING

CI BATCHELOR DZ,  
NORTHERN TERRITORY



“**Just don’t break the rule.**”

## PETE LONNON

CI SKYDIVE JURIEAN BAY,  
WESTERN AUSTRALIA



“**Of course they want to downsize.**”





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# SURVIVING DEATH ONLINE:

## How to help your mates when the \$hit hits the fan



By Kate Vaughan

In both my personal and professional life, never did I imagine I'd be writing an article like this for a magazine. But I feel very strongly that something has to be said; even if only to stimulate people's thinking and chats over a (ginger) beer.

For context, I am a skydiver and I am Michael Vaughan's widow. In the non-skydiving part of my world, I've spent the last fifteen years working with businesses and helping managers to communicate with their staff, customers, and each other. It's a passion for me, helping people to communicate with each other in a constructive way. One that will help them achieve what they want, and cope with change in their environments. Sometimes my work has included advising and handling, 'crisis communications'. For example, how to handle communications should a fatality take place at an oil manufacturing plant.

Most of you will know that a few months ago, the \$hit really hit the fan for me and Stu Gough (Alannah Clarke's partner) when Alannah and Michael were both killed in a tragic accident.

I'm very aware of how far-reaching and deeply Michael's death impacted people from the many hundreds of messages I've received. He was a special one. When a tragedy happens in our skydiving community, it's raw, confronting, and horrid. But the reality is, the world keeps turning, and after a little while, life goes on. The tandems turn up at the drop zone, the fun jumpers get on another load, the tunnel keeps whirring away, and the police and APF cogs turn to work through the incident. The dust settles.

Since the accident I've been thinking a lot, observing, talking, listening, digesting, reading and of course, crying (obviously). There are many things that we can learn from this recent tragedy in Australia. One aspect that I'm feeling more passionate about than ever is: how we communicate with each other in the immediate aftermath of an incident.

When an accident happens, in skydiving or otherwise, communicating the right information to the right people becomes a time-critical, life-or-death task. In the case of Michael and Alannah's accident, this was a task that a number of people bravely took on. Most were ^volunteers, stepping forward from their beautiful day of canopy flight to handle the situation unfolding in front of them.

The access to information that we all have today through our various mobile devices and the Internet is unprecedented; in both its immediacy and its power. In particular, social media platforms provide not just a source for us to obtain information but to broadcast it too, whether intentionally or unintentionally. And its reach is truly global.

The APF have done a great job of teaching our instructors how to handle an incident and the media. So how about the rest of us? It's in this area that Stu and I would like to most (most, most, most!) humbly provide insight into our recent experiences, in the hope that we can *all* learn something.

So, I'm talking about:

1. What can we all learn from the way we all communicated with each other after this particular incident?
2. What could we do better next time, should any of us be thrust into this situation again?

I know that I would like to do my *absolute personal best* to prevent *anyone* from enduring any more distress or pain than they are already experiencing, if they were to be me in a future scenario. So although this is a potentially emotive topic, I hope that you will all accept my words in the spirit in which they are offered... to share and learn – certainly not for any egotistical need to induce further sympathy or pity from anyone. Heaven knows, so many of you have already expressed and shown me so much love these last three months.

### Let's look at a few typical reactions that we might have after an incident.

'Something' has happened and you think a friend of yours is injured. Things you might choose to do could be:

1. Posting statements or questions on your friend's Facebook page.
2. Posting statements or questions on your friend's partner's Facebook page or sending them messages, texts etc.
3. Sharing information, which you have seen/heard/obtained from people at the scene of the accident with others via texts, Facebook, messenger services, Whatsapp, etc.





## SURVIVING DEATH ONLINE:

How to help your mates when the Shit hits the fan



**Do you know if these actions will help or hinder? Here's a view from inside the storm and some questions to consider.**

### 1. Posting statements or questions on your friend's Facebook page

*Question: When a friend/loved one is a skydiver and is involved in a serious accident, will they be checking/answering/looking at Facebook?*

Let's be honest, they're probably not. If they have the capacity to do anything, they will be trying to get a message to their nearest and dearest that they are ok, through whatever channels they normally use.

So, if we post something on their Facebook page, such as: "Oh no it can't be true!" "Are you ok mate?" "What's going on?" ... we are pretty much walking into the living room of their mum/dad/aunt/spouse/best friend/cousin/anyone who knows them, plus the media, with an enormous *blinking neon sign and a loud hailer* saying, "Your son/husband/nephew/friend might have been really badly injured, even dead, but I don't know anything about it, or have any other information for you about when, how, or where they might be."

#### The potential lesson here?

This action doesn't help anyone. In fact, in the case of Michael's accident, it hurt a lot of people whom he loved. It created panic and a spread of misinformation. It also fed information to the media.

### 2. Posting statements or questions on your friend's partner's Facebook page or sending them messages, texts, etc

*Question: When your friend's loved one is a skydiver and is involved in a serious accident, will your friend be checking/answering/looking at Facebook?*

From our experience, they are not going to be looking at Facebook. Stu shared with me that for the first 24 hours, from his side, he was busy managing the accident site, handing over CI duties, speaking to Alannah's and his own family, dealing with police and trying to avoid intrusive media people. Not once in that first 24hrs did he check Facebook or voice messages on his phone.

Your friend's partner (if they know anything yet) is in a highly stressful situation and needs to be able to use their phone to establish contact with emergency services, immediate family, make travel arrangements, etc. Don't expect them to respond to you unless you are a very close mate. If they do respond, you'll know they need you.

The consequences of contacting this person in a publicly visible forum like Facebook are exactly the same as the

first example, above. But now you've entered another family/friend circle with that loud hailer and neon sign.

#### The potential lesson here?

This activity doesn't help. In the case of Michael's accident, I'm willing to share with you all that it caused me and my immediate family and friends a lot of distress.

### 3. Sharing information that you have seen/heard/obtained from people at the scene of the accident, via any communication channel

This one's the kicker peeps... Passing on information from an incident *when you are not performing a role in the incident* is extremely dangerous as it becomes uncontrolled.

*Question: Why do you need to share this information? Are you authorised to share this information? Is the information already public knowledge or not?*

Here are a few examples of how damaging this action can be:

- As I waited to board a plane in Sydney, desperate to get to Michael's side, and having just spoken to the surgeon standing next to him in the operating theatre, an experienced skydiver working in the industry in a different State tried to tell me over the phone that Michael was dead.
- In the meantime, another individual in a senior role, also in a different State, announced Michael's death via group email (bizarrely including Michael and myself in the email too).



Now, I am an atheist, but I prayed for an hour solid whilst flying from Sydney to Coolangatta that night. When I landed, I didn't know if he had survived that hour or not. As I turned my phone on to establish a call with the hospital, I started receiving an avalanche of communications from people sending me condolences.

The people mentioned above felt they knew the facts because information had been passed on to them from

others\*. Neither of them were at the scene, nor performing any role in the handling of the incident (then or since), nor even in the same State. The onwards spreading of the mis-information that took place created immense distress to me, Michael's family, my family, and many of his, and our, close friends who are located all over the world and in different time zones.

#### The potential lesson here?

*This action can really hurt people unnecessarily when incorrect information gets out.* Furthermore, it can rob people of the opportunity to inform their family and friends of a death when it does happen.

(BTW I'm desperately trying to find a way to tell you these stories honestly, but sensitively, in a way that helps people to understand what can happen, but without any bitterness, blame, or judgement on my part.)

I'm sure we can all spot the themes here. So what can we all learn from what has happened? I had a chat with Stu about this and here are a few things that you could choose to do...

Scenario: If you...	Things you can do to help...
<b>Believe that your friend may be involved in an accident:</b>	<ol style="list-style-type: none"> <li><b>1. Take a breath, STOP and think:</b> how is the best way to get hold of this person? In particular, if I choose to communicate on a public social forum, what repercussions might that have?</li> <li><b>2. Call your friend by phone.</b> If this fails, text them. Try to establish communications with them directly, one-to-one. If they are ok, they will answer. If they are not ok, be prepared for the fact that they won't answer.</li> <li><b>3. Physically go to your friend's</b> house/the drop zone/where you believe they are. When you get there, find out who's in charge. If you're up to it, volunteer to help.</li> <li><b>4. Otherwise, wait for news from official channels.</b> This means the police, an APF Area Safety Officer or the APF office. Or if you are in their inner circle, from their partner, parent, sibling, etc.</li> </ol> <p>It's <i>really</i> hard but the main things you might need to do in this situation is to <i>wait</i> and be <i>patient</i>.</p>
<b>Know the spouse of a person involved in an accident. (I mean really know them, as in, you are in their inner circle of 3-5 closest friends):</b>	Same as above.... call them and find out where they are, and ask what you can do to help. Physically get to them if you can because they will be <i>out of their mind</i> with worry and panic, and potentially, grief. They will need your practical/physical help, a ride to the airport maybe, cash, a toothbrush, clothes. They will neither see nor care about a message you've sent them via Facebook. (A friend of Stu's flew down from Mission Beach because Stu didn't answer his phone! What a champ.)
<b>Know an accident has taken place and you want to find out information about who, what, why, where:</b>	<ul style="list-style-type: none"> <li>• <b>Take a breath, STOP and think:</b> why do I need this information? What am I going to do with it? Are there other people who should receive this information before me?</li> <li>• <b>Ask yourself:</b> if I choose to communicate on a public social forum, what implications would that have? Wait ten minutes to consider the consequences, then take your chosen action.</li> <li>• <b>If you can't get any info</b> through private channels then you are far enough removed that you can wait for official reports to come out.</li> </ul>
<b>Know a fatal accident has taken place and you feel you want to share information about it with other people:</b>	<ul style="list-style-type: none"> <li>• <b>Take a breath, STOP and think:</b> are you performing a role on behalf of the APF, the drop zone or the police/emergency services? If not, you need to think carefully about who you share information with, how you share it, and what the repercussions may be, e.g. media leaks, incorrect information reaching families.</li> </ul>
<b>If you are at the drop zone when an accident takes place:</b>	<ul style="list-style-type: none"> <li>• <b>Let your loved ones know you are ok!</b> If you must use Facebook, just a simple, "I'm ok" on your status is a good idea.</li> <li>• <b>Stay close to the Police, your CI and other instructors</b> who will direct you to support available if you need it. Or, talk to a close friend or family member.</li> </ul>

What this all comes back to for me, is the view that the only people who are really qualified to announce a death, via social media or otherwise, are the deceased person's immediate family, or the police. That's my personal opinion. I respect that you will all have your own. I also respect that everyone has a right to grieve, however they choose to do so, and that the human need for comfort from others is a powerful natural response. After Michael died, it was lovely to scroll through the photos and stories about him that people shared on the Facebook memorial page. It was even more lovely to personally receive a card, letter or email from people; that contact brought me a lot of comfort in the initial period afterwards.

I think I've said more than enough. Before I go, please take a moment to think, and consider this: if you were badly injured or killed in an accident, how would you want the information to reach your partner, your parents, your sister or brother, cousin, mates...?

I hope you will accept my thoughts on this topic with my very best intentions. Please continue to look out for each other, on the ground and up in the beautiful blue room.

*Please, please be kind to each other.*

*\*The content of this article is in no way intended to infer that any person who was on site at the accident on 27 March took part in any improper action, nor intentionally spread misinformation. The author acknowledges that in the contextual examples above, individuals may have believed they were acting on correct information, and did so without any intended malice.*

*^I will never forget, nor be more grateful, to the man who took on the task of calling me to tell me that an accident had taken place. David Gerraty, you brave soul. I'm forever in your debt.*



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safety matters



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

"And wow! Hey! What's this thing coming towards me very fast? Very, very fast. So big and flat and round, it needs a big wide sounding word like... ow... ound... round... ground! That's it! That's a good name — ground! I wonder if it will be friends with me?" Douglas Adams

## DO YOUR HOMEWORK

It's safe to say that it's extremely important for aircraft pilots to have a thorough understanding of all of the systems on their airplanes that affect the safety of their flights. After all, if a pilot is unfamiliar with his equipment and takes the wrong action in an emergency, it could be fatal. The same is true of skydivers and their equipment, but you would never know it judging from the approach some jumpers take toward their gear.

Container manufacturers have done a good job standardising the location and operation of their Main pilot chutes, cutaway handles and Reserve ripcord handles. On solo equipment, the location and operation of the three handles is fairly standard across the board, but that doesn't mean that the emergency procedures jumpers should use are exactly the same for each system. Most parachute containers manufactured today include complex systems, some of which require specific actions when the jumper performs his emergency procedures. You don't need to have the skills and knowledge of a parachute rigger, but you do need to have a thorough understanding of how everything works on your personal gear. Is your container equipped with a Reserve static line or a Main-assisted-reserve-deployment device, and do you understand how these systems work? Do you understand everything you need to know about your automatic activation device? How do any of these things affect your emergency procedures? Many jumpers seem to put more thought into choosing the colours of their containers than they do the size of their Reserve parachutes, or what to do about pilot-chute-in-tow malfunctions.

In addition to knowing how your gear works, you also need to know when one of its components is in need of repair or replacement. If you pack for yourself, you have the opportunity to regularly look over your gear and catch problems early. If you use a packer all the time, you can hope he's keeping an eye on things and will let you know when it is time for maintenance. However, most packers are too busy just trying to keep up with the demand for their services to remember to tell you about a worn-out brake line or a tired pilot chute. Although a rigger will probably be able to sort out all of your gear's problems after your cutaway, there is no need to let it get to that point. Keep an eye on your equipment; don't rely on someone else to do so for you.

Your parachute system is the only thing that will save you once you jump out of an airplane. With so much riding on it, it is really a no-brainer to make sure that everything is in working order, to fully understand how your equipment works, and to know without a doubt what action each type of malfunction requires. Read your owner's manuals, check with your rigger or the manufacturer if you need more information about your gear, and practice your emergency procedures frequently using a training harness. A cautious airplane pilot will always check out his airplane before flight and will frequently review critical systems and practice emergency procedures. As a skydiver, you should be doing the same.

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The following are taken verbatim from a selection of licensed member incidents received mostly since May 2015, as reported to the APF, and are published in the interest of safety education. 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.**

## DEPLOYMENTS/MALFUNCTIONS

**Certificate D, jump 262.** After a 3-way tracking jump, the jumpers broke off at 5,000ft separating from one another and tracking away. One lost height awareness during the track and deployed his Main canopy (Crossfire 145) under 1,000ft. The AAD fired deploying the Reserve (Optimum 143) as well. The two canopies flew in a bi-plane. The Main was in the front and the Reserve at the back. Both canopies were flying straight – without problem. He did not release any brakes. According to the jumper, on final approach he tried to flare with the rear risers on the Reserve, which caused him to drop an estimated 10-15ft. The impact resulted in a broken fibula, tibia and dislocated ankle. The jumper also forgot to take his audible altimeter (which he normally takes on every jump). He admitted losing height awareness and was waiting for the audible to beep.

**Certificate F, jump 4,740.** Participating as instructor on AFF jump. Jump five of the day, previous four jumps were as TM. Earlier I was advised by manifest that I was manifested for an AFF jump on load five, I packed my sports rig between earlier loads and placed it in easy reach for the jump and briefed my student for an AFF Stage 4 jump. On landing from Load 4, another staff member took my Tandem rig and allowed me to move quickly to the loading area for Load 5, I collected my rig from where I had positioned it earlier, I quickly checked for 'Pro' in the Vigil Window and the security of my pilot chute, put my rig on and made my way to the aircraft to check my student, his gear, and run through the jump.

The AFF jump went well with the student stable and altitude aware throughout. He deployed at 5,000ft, I briefly tracked away and deployed my Main that opened normally, my Neptune indicated my opening was complete at 2,600ft, I looked up, checked my student's canopy (for colours as there was a second student out of the plane after us and the canopies are similar. I noted that my student was red with yellow end cells and the second student was red with two yellow cells towards the centre) This is important information for two reasons, I had a radio and was assigned TA duties, and demonstrates the length of time I was under canopy prior to the incident. I then collapsed my slider brought it down over my toggles and released my brakes. Being above 2,000ft, I then took my front riser loops in hand and started to descend to the student landing area. Shortly after I was aware of an unusual sensation above my head, stopped my turn, looked up to see my Reserve had opened. I had a two-out situation. I stopped my turn, was flying straight, and examined the canopies very carefully, the Main line set was longer than the reserve and the canopies were clear of each other.



The Main above and in front of the Reserve, I remembered the two-out report spoke of leaving both canopies to fly and control with one of them, but admit I couldn't recall which. The two canopies were moving a little relative to each other but not significantly, I was fearful the current "calm" nature of the flight could change, and with the difference between the line lengths, and they looked spaced apart with a clear path if I released my Main, it seemed logical to cut away my Main, I did this and it released cleanly. I was still above 1,500ft, set myself up to land and landed uneventfully at the student cross. Took my rig off and performed the TA duties. The free bag and Main were recovered separately. As the skyhook would not be expected to remain attached, the jumper recovering the Main commented on the stowed slider and released brakes.

I have reviewed both the two-out manual and vigil user manual. I admit I don't recall switching the unit on that morning, only the check of the Pro indication prior to the jump. Irrespective of any other issue, it seems very wrong for the unit to fire when I am under canopy and have been for some time, and am not descending at a significant speed.

**Action:** Unit was sent to the manufacturer for inspection. It was confirmed that the unit worked exactly as programmed, with its pre 2013 software. The jumper had left the AAD on after leaving his previous drop zone. For two weeks the unit then considered itself still in 'flight mode', remaining activated. It activated at its pre-set altitude, during its next use at a drop zone that was 2,000ft lower in altitude. This could have been avoided by turning it off, and then on again at the new drop zone.

**APF Note:** The jumper's experience of the AAD activating after he had already been under a Main canopy for a period, is likely due to the fact, that despite the AAD had activated, the Reserve pilot-chute did not drag its canopy out until later, because the Main was deployed and the jumper in a vertical position.

This is another example of the busy skydiver being caught up in the events of the day and not running through an equipment inspection prior to the start of the day's operation. The other bigger point here is that there is still a large population of skydivers that do not understand the operating parameters of their AADs. Reading the instruction manual will give the information needed to operate safely and eliminate these almost always preventable near disasters.

Vigil owners are reminded again that though newer models no longer have this 'flight mode' issue, if they have a pre (2013?) model they must:

ALWAYS manually shut down their Vigil at the end of the day.

ALWAYS check the display before each jump

NEVER switch on the Vigil in the plane

When in doubt about when or where the Vigil was powered on – ALWAYS REBOOT.

READ the manual for YOUR Vigil.

TALK TO YOUR Rigger.

Advanced Aerospace Design (AAD), is quite prepared to make upgrades to older units, with the only cost being getting the unit to Belgium and back. Contact your local Vigil dealer for help.

**Certificate E, jump 2,978. Vector/Crossfire2 99/Techno 115.** Climbed out 15,000ft. Checked pilot chute as I was climbing out. Normal 2-way Freefly jump. Tracked away at 5,000ft. Flared out of track at 3,500ft. Strong pitch, felt nothing, reached and touched my riser covers, which were still closed. Glanced over my left shoulder to see bridal and pilot chute trailing. Grabbed emergency handles, pulled

cutaway, pulled Reserve. Reserve opened. Then I noticed that the Main was trailing behind still in the bag. I could see that it was connected by the RSL only, so I pulled it in and stowed it under my jacket. Landed at the drop zone.

Video shows the pilot chute was entangled with the bridal. (See Pic right)

It is unclear when the Main pin released or when the bag launched, but it is likely that the Main bag did not launch until the Reserve had opened.

The Main system disconnected, but was still connected via the RSL, which was connected by the Velcro™. The lanyard then ran around the front of the Reserve riser to the connection point on the Main riser. Because the force was not pulling the Velcro™ at the right angle it was unable to disconnect. (See pic below)



The pilot chute most likely entangled with the bridal during packing or as it was being deployed. The Main bag stows deployed except for the last three with grommets. The last stow was set as normal. The lines and stows were messy but there was no sign of any line entangled with another line, material, bag or rubber band. Approximately half of the lines

had come out of stow number three, and possibly a few had also come out of number two. When the lines were pulled as one group they would not move. I estimate that I used 22 pounds of force and they did not budge. When I pulled on the stows individually they released with minimal force.

My theory is that as the Main bag fell away it caused enough drag to release the three rings, with the left hand riser becoming completely free, it then provided no resistance for the remaining stows to release for that line group. However the right hand riser was still attached by the RSL and its lines kept deploying until it could go no further due the left hand lines still stowed.

This situation is "pilot chute in tow." Reserve deployed past the pilot chute. Main bag exiting the container, causing the Main risers to release but still connected via the Velcro™ on the RSL because the lanyard is correctly routed around the front of the Reserve riser. This one riser hang-up then caused the deploying stows to bag lock.

Having a low drag Main disconnect after the Reserve has opened is an unusual situation. However to remedy this situation you can either release the lanyard by the tab or by peeling the Velcro™. If the Main canopy started to inflate it would cause enough drag to disconnect itself.

**Action:** The Jumper has demonstrated his method of packing the pilot chute, and has been asked to use the Vector manual recommended way. He has been asked to demonstrate his throw and been reminded of the importance of the proper technique.

**APF Note:** It is known that the RSL can cause some hesitation on release with low drag malfunctions.

The APF has notified the manufacturer (UPT) of this incident and will advise of any response.

**Certificate F, jump 2,900. Canopy – Stiletto 150.** After normal break off from seven person RW at 4,000ft deployed at approx. 2,700ft into left handed hard spiralling turns... fully open canopy... unclear as to cause. Back Risers couldn't stop turns. No Line twists. Elected to cut away



to a normal Reserve opening and landing. **Action:** On inspection of recovered Main canopy, one brake had come off prematurely. On reflection popping both brakes would probably have sorted the issue. Discussed with peers as to how to best handle a recurrence. More care with stowing toggles.

**Certificate A, jump 19.** First jump on new rig. Pulled at 5,000ft. Canopy opened fine, reached up for toggles and the right toggle was in my hand with no lines attached. Did not have enough experience to use risers so made the decision to use emergency procedures. Cut away at 3,500ft. Landed Reserve fine in landing area.

Canopy was relined then reassembled. Mistake made during assembly. **Action:** Full debrief. Discussed assembly techniques and preventative procedures with packer Bs.

**Certificate C, jump 176.** Canopy – Sabre 135. Jumper was using borrowed gear, as her personal equipment was due for Reserve repack. Deployed, released toggles, and realised canopy had been connected backwards. Cutaway with plenty of altitude and landed Reserve on drop zone without incident. **Action:** Jumper was asked why she released brakes – took a little time to realise that the canopy was backwards. Video evidence taken by the jumper indicated a slightly back to earth Reserve deployment. This is probably due to the forward speed (backward speed?) of the canopy at time of cutaway. Jumper has been briefed on the importance of caution when borrowing gear. Also researched the dangers of Reserve deployment from cutting away a backwards flying canopy. Owner of the equipment will undergo remedial training of packing and reconnecting procedure of equipment, particularly the importance of taking the canopy out of the bag for a full repack rather than reconnecting the canopy while still in the bag, plus ensuring that someone else always check the reconnection.

## CANOPY CONTROL/LANDINGS

**Certificate C, jump 155. Canopy – Pilot 188.** First load of the day on a Freefly camp - 5-way belly carving jump was designed to cater for the skill levels of the group. After an uneventful jump and safe deployment, jumper was observed from the ground facing into wind ahead of the others in the group – all attempting to make ground back to the drop zone on a short spot. Without looking, jumper was observed making a 120° right hand turn, partially downwind, heading straight into the line of flight of another canopy. The canopies knocked end cells and upper left hand A-Lines, causing line twists and a partial collapse on the receiving canopy. The receiving canopy recovered in full flight. Both jumpers landed without further incident. **Action:** Jumper limited to 4-ways for the rest of the day, only after being debriefed heavily on the importance of awareness under canopy.

A number of jumpers on the ground commented that that jumper had cut them off before, and displayed poor canopy awareness. Jumper to attend a canopy course to increase his awareness and safety under canopy.

**Certificate A, jump 52. Canopy – Storm 230.** After an uneventful solo skydive, deploying cleanly at 4,000ft, the jumper headed downwind for too long – finding himself above a tree line at around 2,000ft. He opted to continue facing the tree line despite having open paddocks both sides of the object. The jumper landed in a tall tree, suspended at about 30ft. Emergency response teams were contacted in case the parachutist fell. A Cherry Picker arrived to remove the jumper and gear from the tree about an hour later. Given the time suspended under the harness – the paramedic's onsite checked him over. No injuries sustained. **Action:** Debriefed on the importance of picking alternative landing areas and making the decision at a reasonable altitude. Flight planning to take place over the next twenty skydives. Jumper is to be on the next available canopy course.

**Certificate D, jump 336; E, jump 999; D, jump 1,020** were both participating in a 7-way CRW jump. Built to 4-way diamond with first wing dock for Box formation. At approximately 9,000ft, canopies 2, 4 and 5 wrapped, with canopies 1 and 2 escaping the wrap. All three people wrapped were clear of canopies and were spinning horizontally like a carousel. Order of chops 4, 5 then 2. No injuries. All Reserves deployed correctly above 6,000ft. All equipment recovered. **Action:** Debriefed jump. Determined that dock on formation was not ideal and would have been better to have not taken the dock. Continue with established procedures.

**Certificate B, jump 57. Canopy – Pilot 210.** 2-way Flat RW, normal separation and deployment. Good circuit. Little late with flare, but completed. Slid on feet and sat down. Left thumb caught ground under top of leg and bent back. **Action:** Landing looked soft and uneventful. Jumper did not mention he had bent his thumb as he thought little of it at the time. Swollen and painful the next day, sought medical follow up. X-ray revealed small fracture in thumb.

## MISCELLANEOUS

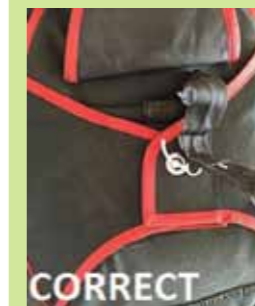
**Certificate B, Jump 74.** Jumper knowingly jumped a camera (Go Pro) while only holding a Certificate B. He lost the camera from his helmet on opening. He then posted the incident on Facebook later in the week, where the DZSO discovered what had occurred. Subsequently, when questioned by the DZSO, the jumper misled him by claiming that another jumper had been wearing the camera. After investigating these claims they were found to be false. Jumper in breach of OR 9.7.1 (a) and OR 9.7.2 (c). **Action:** Jumper grounded for a fifteen day period. Other CIs at local drop zones were informed. Others, whom aided in the jumper's misdirection were reprimanded by the CI.

## CLOSING-LOOP LENGTH

The owner of this rig replaced the closing loop but did not properly adjust its length. Consequently, the Main container was very loose – posing the risk of a premature Main canopy deployment – because the overly long loop applied very little tension to the Main closing pin. On this brand of container, the Main container's grommets align on top of each other



when the loop is at the correct length to hold the closing pin securely in place.



Check with the manufacturer of your container or a parachute rigger if you are unsure of how long your closing loop should be. Some rig designs require the flaps to overlap while other designs do not. The most important consideration is that the loop puts the closing pin under sufficient tension to keep the Main canopy secure in the container until the jumper deploys.

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# HAVE YOUR SAY IN W.A.

By Richard McCooey

EVERY YEAR, THE TRADITIONAL TECHNICAL CONFERENCE IS HELD IN A CENTRAL LOCATION AND TO IMPROVE ON THIS FORMAT, A NEW SYMPOSIUM STYLE OF CONFERENCE WAS DEVELOPED.

The idea being, that one year we would hold the safety and training conference and the alternate year would run the more entertaining style of symposium. In a further bid to find new and interesting ways to improve collaboration with members, the APF recently added the concept of regional technical conferences – with the first of its kind, held in W.A.

The concept of taking Technical Conferences to regional locations has been discussed for some time, mainly because we know the main conference succeeds in attracting the more senior instructors and business owners, but has not been able to attract regular jumpers or newer instructors.

W.A. was open to the idea and welcomed the prospect of an opportunity for normally geographically challenged members to participate in the development of our sport. The turnout was fantastic with 54 W.A. members attending when only 30 or 40 were expected.

Making the long haul over from the National Office was, Brad Turner (CEO), Richard McCooey (Safety & Training Manager) and Brett Newman (Director Rigging). The W.A. delegates included a great spectrum of packer B's to CI's, which was an excellent outcome!

The presentations and workshops were an extension of the main conference, and all who attended participated and interacted with some great suggestions and ideas; enhancing what had already been discussed earlier in Sydney.

Presentations included: Risk Management, Safety & Training, and Careers in Skydiving; while the workshops covered off on advancements, incidents and improvements for Freefly, B-Rel, Wingsuiting, Tandem and Packing.

Special thanks go to Dave Ciccirelli, Christine Sparrow, Vance Henshall, and Clint Dadson for facilitating the workshops; each of them encouraging great interaction. Outcomes from these sessions have been collected and will be reviewed along with all other recommendations from Sydney, so that change can be implemented as suggested by the members.

Highly successful, the APF would like to broaden this concept to other States in coming years. It may be that we put more resources into a large Symposium every second year, and Regional Technical Conferences in various locations, the alternate years.



## UNWANTED ACTIVATIONS WITH AADS

The ability to exceed activation speeds with an AAD (automatic activation device) under canopy is not a new issue. With canopy designs that are capable of higher vertical speeds, advanced landing techniques and higher wing loadings, AAD activation while under canopy is something that should be in the forefront of people's minds.

We want to remind everyone that it's important that you understand the parameters under which your AAD operates. Keep in mind that if you are doing high performance landings, it is possible to achieve descent rates under canopy that may activate your AAD.

Even though an AAD may be performing as intended, unwanted activations under canopy have led to fatalities in the past. This is an issue that should not be taken lightly.

Most AAD manufacturers have developed options with increased activation speeds to accommodate jumpers who are doing high performance landings. It is important to know when you should be using these units, but also to understand the tradeoffs. Consult with your AAD manufacturer if you have questions regarding your AAD settings, and with your canopy manufacturer for any questions about your canopy.

**FOR MORE INFORMATION, CONTACT:**

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support@performancedesigns.com



## UPT RELEASES SERVICE BULLETIN FOR SPECTRA RESERVE RIPCORDS

In June, United Parachute Technologies released a product SB regarding Spectra Reserve ripcords manufactured between January 2014 and April 2015. The bulletin states that excessive polyurethane coating on the ripcord may cause pull forces to exceed the maximum allowable 22 pounds of force. The bulletin includes instructions for lubricating the cable as a temporary fix until the ripcord can

be replaced at the next scheduled re-pack. The SB also includes the lot numbers for the affected ripcords. The SB and instructions are available at [uptvector.com](http://uptvector.com)



# Got Questions? Get Answers!



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Brooke Kilburn clowning around Photo: Belgium Steve Geens



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# TEAM Impulse

## AN IMPULSE TO LEARN

### B-REL ACADEMY WITH TEAM IMPULSE

By Asher Jones

Do you remember wishing you had your B-license so you could finally fly with your friends? I felt like that a lot when it took me more than a year from the time I started my B-Rels to the time they were finally completed. With Team Impulse's new event "The B-Rel Academy" and a blue sky, there is nothing stopping novice skydivers from completing their B-Rels anymore.

I've heard people say they don't have their B-Rels because there are never any coaches around. Well that wasn't the case on 9 and 10 May at Skydive Ramblers Toogoolawah, where the first B-Rel Academy was held. Lisa Perdichizzi, Archie Jamison, Tim Ragdale, Leanne Critchley, Alana Bertram, Clay Anderson, Alan Deadman, Dale Findlay and I were coaches for the event and saw thirteen B-Rel students improve their skills, and five complete all of their B-Rel stages.

To make B-Rels more affordable, the B-Rel Academy charges a one off payment of \$100. After that, students and novices only have to pay for their slot in the plane and the coaches. The two-day event kept everyone super

current, and there was even a landing seminar at night led by Archie who videoed all the landings.

The B-Rel Academy gives beginner skydivers an opportunity to get their B-license, and once they have that they will be skydiving more regularly. They can jump with friends and even join a skydiving team if they want to.

Team Impulse have received amazing support from iFLY Downunder, Sunpath Products, Downward Trend, Cookie, and the Australian Parachute Federation who are helping us become the best skydiving team we can be. It's cool that through the B-Rel Academy we get another way to give back to the sport and teach others some of the things we've learnt – to help others develop as a skydiver too and be the best they can be.

The B-Rel academy would not have been possible without the fantastic support from the APF Fi Fund, South Queensland Parachute Council, Skydive Ramblers, Cookie Composites, Downward Trend, and the generous donation of time and skills from the RW tutors and instructors.

If you would like to know more about Team Impulse, or get involved in the next B-Rel Academy weekend, like us on Facebook ([www.facebook.com/skydiveteamimpulse](http://www.facebook.com/skydiveteamimpulse)). We would love to hear from you!

### WHAT IS THE B-REL ACADEMY?

By Alan Deadman

The B-Rel Academy is the brainchild of Dale Findlay and myself. We were trying to work out a way of helping skydivers progress quickly and cost-effectively. It'll take at least the minimum number of jumps to complete all stages of course, but we try to make it as efficient as possible to get you there as soon as possible.

Too often do we see people who (for varying reasons) skip their B-Rels for a little while to just go do a few jumps by themselves and then struggle to get back into them. Or they complete their B-Rels and go off for some fun jumps with some friends, then reach the stage where they want to do bigger things but need to get their Starcrest – and then have to relearn some of the techniques they've forgotten.

The plans we have put in place are to scoop up people as soon as possible after their AFF, and progress them through their B-Rels with a dedicated coach who will be available for at least one weekend per month. After they have completed their B-Rels we encourage them to work towards their Starcrest before moving onto other disciplines, purely



due to the cost effectiveness of continuing their flat flying progression whilst they are current. Of course, that bit is usually ignored with the excitement of finally being able jump in small groups with your friends!

Personally, I got off my belly as soon as I could and started Head-up flying until I had enough jumps under my belt to Skysurf. I had zero interest in 4-way or any kind of flat flying back then. That was a long time ago, and I do regret not taking the time to get those skills solid first! I do appreciate that people want to try all other disciplines and I encourage them all!

The APF Fi Fund and SQPC kindly sponsored the first B-Rel Academy, by covering the slot for the coach *in full*. That meant every participant received four B-Rel jumps for the cost of their own slot plus \$52 rego. That was a huge saving for each of the registered participants!



### TUNNEL TRAINING WITH TEAM IMPULSE

It's hard to miss the fact that we spend a fair amount of time at iFly Downunder, and we will of course be spending even more time at iFly Gold Coast when it opens later this year.

Alan Deadman and Dale Findlay already have an IBA Formation Competition Coach rating, and most of us are either an APF RW Tutor or an AFF Instructor. We can organise to take you from whatever level you are currently at, right up to being awesome at 4-way (and everything in between). If its belly/flat – then you need look no further!

As mentioned in a previous article, we don't just go and do a whole heap of 4-way – we work on specific individual flying skills, which enable us to improve quickly. This is the type of training that can help you improve dramatically at all things Flat – AFF, B-Rels, Starcrests and of course 4-way/8-way/Big-way.

A whole new way of flying is introduced to you (compared against what you typically learn in your B-Rels, unless you did B-Rels with Team Impulse of course!).

We will be introducing regular camps at iFly Gold Coast specifically tailored for non-skydivers looking to do AFF, for current AFF students, for skydivers doing their B-Rels, and for anyone who wants to improve their flat flying skills in the best way possible.

Of course, we will still be doing beginner -> advanced 4-way camps too! We will be a regular fixture at iFly Gold Coast, and will also continue to do camps at iFly Downunder every few months (or by appointment).

Watch out for a huge event being organised by us around the opening of iFly Gold Coast. If you are a skydiver in the South Queensland region, you will really want to be involved (and no, it won't just be geared towards 4-way/flat/belly!)

Get in touch for more information!

[www.facebook.com/skydiveteamimpulse](http://www.facebook.com/skydiveteamimpulse);  
[skydiveimpulse@gmail.com](mailto:skydiveimpulse@gmail.com)





# 4W4E

By Alan Deadman

ANOTHER YEAR, ANOTHER 4-WAY-4-EVERY-1. WE FOLLOWED THE SAME FORMAT AS THE PREVIOUS YEAR AND ONCE AGAIN MANAGED TO ACHIEVE TWELVE 4-WAY TEAMS. I'M GOING TO SHARE THE WAY WE WORKED OUT THE TEAMS – MAINLY BECAUSE OF AN OBVIOUS CHANGE, WHICH WASN'T SO OBVIOUS BEFORE THE DAY ITSELF!

- 1 Get everyone's jump numbers, 4-way jump numbers, and weight.
- 2 Split all the people into three groups based on jump numbers. Lowest group considered "Novice", next lowest considered "Inter", highest considered "Experienced".
- 3 Sort each group into highest exit weight to lowest exit weight, take the top one from each group to build a team, and work down the list until all twelve teams of three are built.
- 4 Assign a coach to each team.
- 5 Completely forget some of them have done a few hours (coached) in the tunnel and put them in the same team!

Once again it was a phenomenal day. Leanne Critchley as Meet Director was sensational, as were all of Skydive Ramblers. All twelve competition loads required were fully manifested in advance with a couple of fun loads thrown in between. Even with a slightly delayed start, the machine worked well and the competition charged on.

There were some *amazing* prizes offered from Downward Trend (Most Improved Novice Award), iFly Downunder, Mee Loft, and Cookie Composites. In addition to that of course we had the fantastic support and sponsorship from Skydive Ramblers (Dave McEvoy has always been a huge supporter of this event, and we are so grateful!) and significant funding from SQPC.

Our primary source of funding, which is the key to making this event possible, was by the incredible APF Fi Fund (Sports Development Funding). This fund covers such a wide variety of events across our region and Australia, and it is very hard to emphasise just how much of an impact it has. The fact we had both Shane Pieschel and Rob Libeau from the APF present (and coaching/competing) was great to see.

A special thank you to Faye Cox for pointing out that the draw, after being viewed by four people with extensive competition experience, wasn't valid due to too many points per round. After a couple of facepalms a new one was made quick smart! You have to love the watchful eye for detail that those judges have!

There are so many people to thank: Sponsors, coaches, judges, cameraflyers, all the Ramblers Staff, Maureen's kitchen, and all the volunteers who helped make this event a complete success. Especially the participants – it couldn't have happened without you. See you next year – maybe we'll do more than one, let us know if you are keen!

## RESULTS

**1st Place:** Hellbound: Shane Pieschel (Coach), Brendan Green, Rob Libeau, Chris Clemente, Lisa Perdichizzi (Camera)

**2nd Place:** Unfortunate: Grant Christie (Coach), Alex Cattaneo, Steve Halligan, Stephen Tamsett, Justin Frame (Camera)

**3rd Place:** Spinout: Shane Pieschel (Coach), Regan MacDonald, Jamie Cooper, Kian Bullock, Lisa Perdichizzi (Camera)

**Most Improved Novice:** Brooke Kilburn

Shortly after this event, two of the participants, Lisa Perdichizzi and Clay Anderson, sadly passed away. Lisa was involved with SEQs Club events for a very long time, with Clay being the President of SEQs Club immediately prior to myself. Needless to say, the shock of what has happened is without compare. Our memories of SEQs 4W4E1 and all SEQs activities will always include their energy.

*Rest in peace Lisa and Clay.*





# DZ DAYZ



## WEST AUSTRALIAN VERTICAL STATE RECORD ATTEMPTS

By Paul Jones Photos by Mark Gazley

The weekend of 13-14 June was the culmination of much planning and herding of W.A. freeflyers into one place at the same time. In fact, it was a great turnout of sixteen keen flyers. A lot of people work a fly-in-fly-out roster, which means they are not in Perth when these events are on.

The scene was set early on the Saturday morning, with sixteen of the State's best ready to go. A small delay early in the morning due to cloud was perfect for getting the briefings and dirt dives out of the way. We split into two groups with KJ taking a group of eight, and myself with the same. The idea was to do two loads in the smaller groups, and fine-tune the positions for the bigger formation before the Cresco arrived. These jumps went great and everyone started the day flying strongly.

At about 1pm, the Cresco turned up for our formation loads and all W.A. 16-way vertical record jumps. It was great to be able to have formation loads on a weekend in Perth instead of the usual Boogies. After another quick briefing and dirt dive, it was gear on and go time. We had ten jumpers, including the Base, in the Caravan, and six in the Cresco. Climbing up to 15,000ft everyone was pretty quiet, running

through the jump in their heads. Lining up the planes on the run-in took a bit of practice, as the Caravan was a little bit slower than the Cresco.

Orange light on, door opened, green light and everyone climbed out in perfect fashion. The superfloater/camera (Mark Gazley) went first, and then we all exited. The timing was a little bit off and we had to do a bit more of a dive than expected. We got there and everything was not quite as expected; the Base had a few issues and fell apart. This ended up as a campfire jump, and everyone stayed mostly on level until break-off. We landed and packed, had a quick debrief and were off again for another 16-way. This went a bit better, but came nowhere close enough to build.

The axe came out and we cut down to a 14-way. Another dirt dive and we were back up for the next formation load. The first 14-way was getting closer than the 16-way; only two or three grips short; another quick load but still no joy.

Then it was down to a sunset load 14-way. This jump felt like it was going to be the one. The planes were set up perfectly and the super floater timing was right on the money. Everyone came out without any issues and

started to build. It felt really good and looked like we had it. Unfortunately, later video evidence showed we were one grip short of the record. So close!

It was a bit disheartening that we didn't get a new record; it still stands at thirteen, which is still the largest State record in Australia. Maybe we will try again later in the year at the Sundowner, when we have even more W.A. flyers in town. Until then KJ and I are off to the World Vertical Record in Chicago and will bring those skills back to W.A.

I would like to say a big thanks to all the flyers for turning up and being so keen to learn about Big-way flying. Thanks to KJ for putting it all together behind the scenes. Thanks to Skydive the Beach York for allowing us to use two planes, and manifest for getting the loads in the air. Big thanks to the APF and Fi Fund for helping to fund the event and cover some of the costs.



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## CANOPY COURSE, S.A. SKYDIVING

By Nicki Dowden Photos by Andy Horton, Janna Fitzpatrick, Greg "Miff" Smith and Bryce Sellick

A huge thank you to the APF, SAPC, SASPC and S.A. Skydiving for supporting the Jules Mc Connell, Intermediate, Pro, and Tandem, Canopy Coaching Camp that ran last weekend here in S.A. We are pleased to say that the event was a huge success on many levels, and the feedback we received from the participants was phenomenal.

We were very lucky to get great weather and nil wind conditions that were perfect for optimum canopy coaching. The first day consisted of fourteen loads of straight Hop 'n' Pops from 5,000ft, and set the tone for the weekend. All the setup's and landings were filmed, and debriefed, and the learning curve was huge, especially for a lot of our younger jumpers.

We had quite a few female jumpers of all experience levels who came specifically for Jules's expertise, and gained a lot of confidence from having her there. Jules replaced fears surrounding canopy landings with knowledge, and many walked away with more confidence, understanding, skills, and motivation to keep jumping!

The streamer jumps were very popular too; this method was suitable for all jump levels and numbers. It gave the participants a much greater level of understanding on how a canopy flies, and was a great team building exercise as some of the jumpers had not jumped with one another previously.

Jules taught the participants to learn from others' flights and landings too. It's easy to become complacent with not taking note, or showing interest, in others' landings. Watching and debriefing is such a great tool in skydiving, and being reminded and taught this by Jules was absolute gold.

A formatted cross-country jump was enjoyed by all, and certainly opened some of the participants' eyes to the potential canopies have to fly, and the realms of possibility that skydiving offers.

Over the course of the camp, 100th, 200th, 300th, three first solo jumps and Tandem ratings were also achieved.

On a personal note, I can't even begin to explain the confidence and skills I gained from the event. In previous years, my 200 Tandem setup's have all been 400ft straight



Janna Fitzpatrick and Nicki Dowden

in approached with little speed, and in return, an average flare. After pushing through my fear barrier of landing Tandems in nil wind over the weekend, and learning how to come onto finals at 150ft with a 90-degree approach, I ended up nailing my landings. My understanding of how Tandem canopies fly and perform best has increased dramatically. I'm a firm believer that knowledge dispels fear, and walking away from this event has certainly done that. Greg Smith and Jules ran a seminar on the Saturday night and drew a big crowd. Greg covered everything from deployment through to landings, and everything in between, and Jules covered canopy collisions, entanglements, and two canopies out. The crowd engaged well, asked lots of questions and the conversation grew into an information-packed gathering.

Jules also taught gear maintenance, including the participants disassembling, cleaning, and reassembling their three-ring system. Jed Smith took us through the process of how a Skyhook works, and I feel a lot of people's misunderstanding or fears surrounding this system were dispelled.

A countless number of landings were filmed and debriefed in detail and open for discussion for everyone. They have also been archived for participants' future reference at the drop zone.

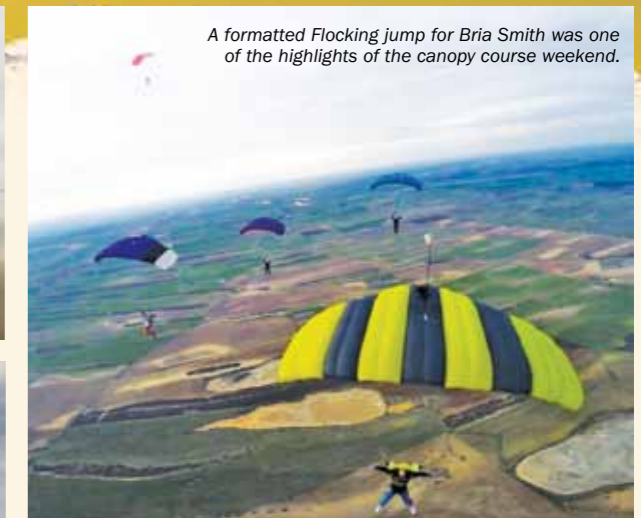
Overall, I am very happy with how the event went and the effort the participants put into it. We gained well over the expected amount of participants and I can confidently say that our goal was reached to make South Australian skydiving a safer and more knowledgeable place. Well done, everyone. What an epic four days at Langhorne Creek!



Shaun "Skipper" Henderson giving Dave Telfer a hand to complete his Tandem rating over the weekend.



Jed Smith swooping into land at Langhorne Creek's Lake Spot.



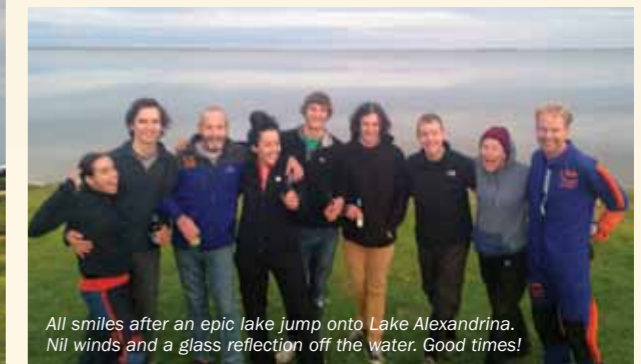
A formatted Flocking jump for Bria Smith was one of the highlights of the canopy course weekend.



Vinnie "Vin-star" Jarvis about to complete his 300th skydive off Bryce Sellicks shoulders with a smooth as gainer Mr Bill.



Jed Smith flaring out as the 206-a-licios comes in to land behind him.



All smiles after an epic lake jump onto Lake Alexandrina. Nil winds and a glass reflection off the water. Good times!



Travis McNaughton showing off his canopy skills instead of his horizontal prolonged freefall skills for a change!



Shaun "Skipper" Henderson coming in using a bit of leg to navigate his landing!



Gary Scheepens bankin' in for a smooth-as swoop!

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**RECENT CRW ACTION AT SKYDIVE ELDERSLIE WITH JULES MCCONNELL** *By Julia Beck*

The lead up to the 50-way Diamond canopy formation record attempt later this year has seen a resurgence of people keen to bump canopies, and Jules McConnell has been at the forefront, leading heaps of CRW camps to help people up-skill in time.

With Big-ways in mind, a dozen hopeful CRW Dawgs from near and wide fronted at Elderslie on 20 June 2015, hoping that the weatherman was just in a bad mood when forecasting ordinary weather for a weekend of CRW action. Jules was as enthusiastic as ever and everyone was sure of having a great weekend despite a long delay due to fog and cloud on Saturday.

On to a safety briefing we went. No matter how many times you've been briefed on avoiding and/or escaping carnage, there's nothing better for your confidence in yourself, and each other, than a refresher. Amongst other gems we refreshed how to avoid wraps (smooth docks, level wings on the sides of the formation), how to proceed if/when a wrap occurs (good canopies keep the wrapped canopy aloft, generally the bottom person (the wrap-er) chops), the importance of communication (a benefit being that under canopy, you can yell at each other and actually be understood), maintain altitude awareness, maintain navigation (especially when heading out over the ocean at Moruya).

Of course, Jules' now-famous safety summary from the first Elderslie CRW camp back last September was front of many minds: "don't f\*\*\* up or you're f\*\*\*ed"; a mantra the Elderslie Dawgs repeat pretty much every time we take the CRW rigs to the skies.

Some video debriefs provided live examples from recent camps of what can go well – stylish approaches, being in good waiting positions ready to dock quickly, and some on what not to do – wrapping up your team mates and getting clear being the most visually compelling.

Once we got our knees in the breeze, the first challenge was matching differing experience levels, currency, and wing loadings. This stuff is harder than it looks! After

all participants completed a couple of jumps, the winter solstice insisted that we crack open the beers and red wines to get the evening started.

Sunday saw things get fun quickly, attempting a 9-way Diamond on the second jump. Whilst good in theory, things got pretty gnarly and we settled for an impromptu 4-way Diamond and some random stacks.

Last load of the day, just before one of Elderslie's famously stunning sunsets: what better way to stack it up and end a great camp with heaps of learning, no injuries (despite my unique landing technique), no wraps, no cutaways and smiles all around.

Big thanks go to Jules for being a legend and putting so much time and effort into getting us progressing towards the Big-way record, the APF Fi Fund, and the N.S.W. Parachute Council for providing funding for the event, and Gordon Reyburn for organising the event.

The last equally awesome CRW camp at Elderslie in March was with Jules and the late legend Mr Michael Vaughan. I'm sure I wasn't alone in having Michael in my thoughts throughout the weekend and saying G'day whilst trying to put some of his teachings and attitude into the jumps.

Elderslie is cranking these days with heaps of camps, turbine aircraft, and all-round good times. Come and join us for a weekend soon!

CRW Dawgs preparing for action: Sam Mehan, Yijun Huang, Charles Pope, Louie Schena, Steve Dines, Tracey Sgroi, Mike Watkins, Jules McConnell, Gordon Reyburn, Julia Beck, Cam Ranford, Rod White, Stami Donovan.



Louie Schena on approach.



Diamond with Jules McConnell, Stami Donovan, Mike Watkins and Sam Mehan.



Jules leading a dirt dive. With (L to R) Mike Watkins, Sam Mehan, Charles Pope, Louie Schena, Gordon Reyburn, Rod White, Julia Beck, Stami Donovan.



Vying for position: Jules McConnell, Gordon Reyburn, Julia Beck, Tracey Sgroi and Mike Watkins.



Sunset over Elderslie.

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# Parapenalia

## SUNSET SWOOSH

"A cool photo of a sunset swoop I did whilst dialling-in some 270's at a Canopy Course in Moruya."



## COOKIE APPAREL

**COOKIE COMPOSITES**, manufacturer of the popular G3 and Fuel helmets, recently released a line of apparel. The design features the Cookie loop logo, which showcases the cycle of a skydiver from take-off to landing.

**COOKIE TEES** retail for USD 25 and hoodies are USD 40. Order online at [www.flycookie.com](http://www.flycookie.com).



## FOCUS UP

4-way Vertical Formation skydiving team, **FOCUS**, **SCOTT HISCOE**, **KIERAN JAMES**, **KYLE CHICK**, **NATHAN SMITH** AND **CAMERAMAN DAN SMITH** training at Picton recently. Photo: *Manny Jacobs*



## ANGLES

**BRETT SHERIDAN**, **KYLE CHICK** and **NATHAN SMITH**, running some angles at Picton. Photo: *Manny Jacobs*



## THE DANGERS OF BEING A HERO

World-class cameraman, **NORMAN KENT**, has produced a video addressing the growing concerns of people wearing cameras without thinking about the consequences. In the program he not only address the problems, but also offers solutions, which he hopes to help us become safer in skydiving.

<https://youtu.be/sn2BCmnDUUM>

## WILD ONESIES

**SOUTHERN SKYDIVERS** in Busselton took part in the WWF-Australia's "**WILD ONESIE WEEK.**" Twenty jumpers helped raise \$1,000 for the conservation of endangered species. Photos: [??]



## STAFF FUNNY

**ARCHIE JAMIESON** and **JAMES "THROBBA" THROSBY** hard at work! Photo: *Steve Fitchett*



## JUMP PIG

Here's **RONNIE PERRY** celebrating his 10,000th jump over Mission Beach. Photo: *Austin Lawson*



## Skydive Owner's/Operators

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AARONS AHERN ALLAHVERDY ALLWOOD BAILEY BALCHIN BATHJA BAUER BAUER BAWDEN BEASLEY BEGER BLACK BOGATEK BOWERMAN BROOMIE BUSCOMBE BUSTIN CALLAGHAN CANNON CAO CARVALHO CAULFIELD CHAPLIN CHEN CHOI COLEMAN CROWTHER DAVIES DE GROEN DEE DENGATE DUMAS DURIGON DUXFIELD EVANS FABRIS-PESARINI FORSTER GARLISS GOODBURN GREGO HADET HALL HARRIS HARRISON HAY HERTAN IPSA JOHNSON JOHNSON JOLLY KEANE KELLY KIM KNEES LAVOO LIBBY LIDDICOAT LIN LUTTON LYONS MANN MARSHALL MASON MATHESON MCNEILL MEIKLEJOHN MILLER MEZGER MOORE MULHERON MULLENS NEAL NG NICHOLAS NORMAN NORMAN ONISHI PEACOCK PEARSE PERT PHILLIPS PINTEGNE PLIMPTON PRESNELL RADFORD RAGUSED RAVENSCROFT REDMAN REINERT RICHARDS RUNDLE RYAN SALAME SCOTT SELLEN SHEATHER SINNI SMITH SMITH DANIEL MORGAN JOSEPH JESSE BENJAMIN BRENDAN ANDREW CHRISTOPHER SHANE JONNEKE CHRISTIAN IAN JAYKE FANG MARC RYAN JERRY ARIEL JOHN DAVID YEONWOO LAI JIE

**CERTIFICATE 'B'**

ROBERT MARK MATTHIAS LEONARDO BECKY ALEKSANDR JAPHY LUKE GORDON SHANE MICHELE DARREN WADE JAKE JOSH ADAM AUSTIN REBECCA SNEH JOSEPH SHANE BEN SAM PATRICK MATT STEVEN DAVID SAIED MATTHEW TIMOTHY STEVEN MARSHALL BRIAN JULIAN MICHAEL ANDREW CRAIG STEFAN MINSEONG DOMINIC AYAN NAOMI DANIEL AMANDA MARTY CEDRIC LEON TAMARA BRAD WAYNE MARK PAUL KEITH NEIL JOEL AARON ZACHARY RYAN RICHARD CHRISTOPHER DION MARI NATHAN HARVEY LUKE JASON HEBER NICK DAMIEN DANIEL MITCHELL CRAIG MICHAEL SHANE ZAC STEFAN LUKE TRACY SULA KALAN CHRIS MICHAEL ANNIIKA JAY THIAGO LEONARDO PAUL DANE BRENTON JOSH BEN KEVIN MATT PAUL DARRAGH SCOTT JULIAN MARTIN BRIAN MATTHEW MICHAEL XAVIA JULIAN SANGYEUL TONSON-OLDER ANDREW TOOMATH TRIVETT TURNER VAN DOOREN WADHAMS WALKER WALTERS WANG WARREN WEATHERLEY WEE WHITE WINNING WOLF YU YUOI ZHAO

AHERN ALLWOOD BACHE BARION BARKER BARLOW BENNETT BONE BYRNE CAMPBELL CAVAGNINO CAVALLARO COOK COSTER CREEVEY CROSSBIE DAVIS DEAN DENGATE DESAI DIESENDOF-YOUNG DILLEMA DIXON DRURY DUNNE EAKIN FLANNAGAN FRAMPTON GHIASSY GIBSON HAIR HALLIGAN HARDY HARVEY HUMBLE KEANE KEIR KELLY KEYSER KNIGHT LACHISH LAMBIE LAUGHTON LAVIS LEWIS MARC MARRIOTT MATTHEWS MATHURIE MEIKLEJOHN MOORE NEW NORCOTT O'CONNOR OLIVER OLIVER PEAPELL PEARSE PERT PHILLIPS PINTEGNE PURU RABA RAVENSCROFT SALAME SANKEY SCHLOSS SMITH SMYTH STEVENS STUTLEY SYMES THOMAS THOMPSON TURNER TURNER-PURVIS VERSLUIS WALTERS WHITE WHITMORE WOODMAN WORDEN YOUNG ALA-KURKI ALVAREZ BARBOSA BARION BARKER CALLAGHAN CASTLE CROSSBIE DIXON DODD EAKIN EAMUS FLYNN GODWILL GRAHAM HALE HARVEY HERMAN HERRON HILL HUMBLE JEONG KILVINGTON LEONARDO ALEX ANDREW DANIEL NYUNGMOOK WILEY ANTON KENNITH BEN MATTHEW CHLOE LAURA MINSIK SANGYEUL JASON SKYE

**CERTIFICATE 'C'**

MELANIE FLORIAN HARRISON DANIEL RICHARD KYLE ZAC PETRUS KARSTEN WARE TROY ISAAC KALAN AKI BARION BARKWAY BROOKS BROOKS IAN SCOTT DAVID JOSHUA LUKE SAMIR NYUNGMOOK JASON ROB JASON JAMIE FRAMPTON CHRIS JAY JANA JAMES SUZANNE SCOTT BRENDAN JANELLE CALLUM MINSIK MARK RICHARD NICOLE YONG MARTINA RAUNO NICK MATTHEW JORDAN RICHARD ADRIAN DANIEL TOM DANNY PHIL ALEX NICHOLAS SCOTT NIKOLAS NIALL DWAYNE ADRIANO ROB FARIO MARK LIAM MITCHELL BRIA MATHEW JOJO ZAC MARIETTE BAEK BELMONTE IAN CHRIS JAMES SIMON ADRIAN BEN DAVID VANCE JESSE TAI DANIEL CHRIS SEAN ADAM BEN ADRIANO ANDREW GERMAIN JASON RICHARD CRAIG TOM MICHAEL ABE GRAEME BENSON CHAPERON KNOWLES ALLENDER ANGUS BARION BARYLA CATLOW COCHRANE DRONSEIKA ENRIGHT GARNSEY HERMAN HERRON JAMES JAMES JEONG JEONG JUDERJAHN KALMS

**CERTIFICATE 'D'**

MINSEONG YONG SAM RAUNO MATTHEW TARA ANDREW GEORGE ALEX CHRIS RICHARD JONNO ADRIANO MARK BRIA MITCHELL ZAC KAI WARE TROY KIM KWON LANGFORD LEHTSALU LODDER MANFIELD MCGRATH MOMCILOVIC NEWTON NICKEL OLIVER PHILLIPS POST RODRIGUES SALTON SMITH SYMES TURNER-PURVIS WALLIS WANO WATT BAIRD GILLIES GREALY JOHNSON RODRIGUES THOMAS ANGUS BAIRD BAKER BELMONTE LAY MCCULLOCH MERINO PITTARD ROGERS WORRRALL THOMAS BRUCE COCHRANE COLMER CROSSAN LANCE JAMES BEN STACEY SIMON VANCE SIMON LAURA DANIELLE MINSIK MARK RICHARD SAM YONG TUUKKA DAVID ANTHONY BRETT JONO ADRIANO SEAN STEVE ANTHONY FRANKLIN NEWTON ROLLISTON MATT SMITH TRATT GEORGIADIS JAMIESON

**CERTIFICATE 'E'**

FREEFLY CREST HEATH STEWART KEITH SELWYN ADRIANO CRAIG WINGSUIT CREST MIA HEATH JULIAN LOUIS ALEX DANIEL ADAM MATTHEW LUKE ANTHONY CRAIG THOMAS PACKER B DAVID SAMIR WILEY SIMON NEAL LANCE JAMES BEN STACEY SIMON VANCE SIMON LAURA DANIELLE MINSIK MARK RICHARD SAM YONG TUUKKA DAVID ANTHONY BRETT JONO ADRIANO SEAN STEVE ANTHONY FRANKLIN NEWTON ROLLISTON MATT SMITH TRATT GEORGIADIS JAMIESON

# Timing The BELL

Compiled by the APF at ASM deadline time.

**CERTIFICATE 'A'**  
ALANA NATHAN DANIEL WILEY BEN IAN SAM FLOYD LUKE ADRIANO DAWN  
**CERTIFICATE 'B'**  
PHILIP SUSAN BEN  
**CERTIFICATE 'C'**  
WAYNE TOBY  
**CERTIFICATE 'D'**  
BERTRAM BROWN CARTER COCHRANE GARNSEY JOHNSTON KOROSTILEW MUELLER RICHARDSON RODRIGUES TRATT  
**CERTIFICATE 'E'**  
BISHOP IRLAM MCLACHLAN TIDMARSH MCLACHLAN TURNER  
**ENDORSEMENT AFF**  
ALANA NATHAN DANIEL WILEY JEAN IAN SAM LUKE ADRIANO DAWN  
**ENDORSEMENT TANDEM**  
NATHAN BEN FLOYD ADRIANO DAVID DAN  
**TANDEM SUB-ENDORSEMENT - STRONG**  
GORAN TURK  
**TANDEM SUPERVISOR**  
CLIVE MEAKINS  
**DISPLAY GENERAL**  
ALA-KURKI BARKER BUGEJA FRANKLIN GIDDINGS HENDERSON HINZE JAKOBSEN MAKELA NEWMAN PERKINS PITTARD SALTON WALLIS WATT WOODWARD  
**DISPLAY PRO**  
NICK WILEY JASON DANIEL PHILIP STUART ELODIE ADRIANO NATHAN MICHAEL  
**DISPLAY ORGANISER'S LICENCE**  
TOM KENNY  
**JUMP PILOT AUTHORISATION**  
STEVEN GORDON JAMES HAYSON ALEXANDER HOLDEN MICHAEL KINCH ABDUL NASIR LESTER NEIDACK WAYDE QUINLAN MATTHEW SALAME WALKER

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Kane riding Zsolt. Photo by Brody Johnson

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# az directory

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

Source: APF Database as at deadline time.

## AIRCRAFT LEGEND

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

## NORTHERN TERRITORY

### DARWIN PARACHUTE CLUB INC. (DARWN)

GPO BOX 3114, DARWIN NT 0801  
 CHIEF INSTRUCTOR: TERRY KING  
 CLUB 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 & Cessna 206

### 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 & Cessna 206

### TOP END TANDEM (TOP)

PO BOX 692, SANDERSON NT 0813  
 CHIEF INSTRUCTOR: ASHLEY SMITH  
 Club & DZ Ph 0417 888 645  
 email: topendtanDEM@bigpond.com  
 Drop Zone Location: DARWIN - LEE POINT BEACH  
 web: www.topendtanDEM.com.au  
 Aircraft: Cessna 182

## QUEENSLAND - NORTH

### 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

### 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

### MACKAY SKYDIVE (MACSKY)

PO BOX 4089, MACKAY AIRPORT QLD 4740  
 Non-Training Operation  
 Drop Zone Location: Palmyra Airfield  
 Club Ph: 0458 213 523  
 email: info@mackayskydive.com.au

### 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.australianskydive.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 & MISSION BEACH

web: www.australianskydive.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, YEPPOON & MACKAY

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: AYR AIRPORT & THE STRAND, TOWNSVILLE.

web: www.skydivetownsville.com

Aircraft: Cessna 182

### TANDEM CAIRNS (CAIRNS)

PO BOX 753, BUNGALOW QLD 4870

CHIEF INSTRUCTOR: ADAM DAVIES

Club Ph 07 4015 2466

Fax 07 4041 7724

email: support@sydneysskydivers.com.au

DROP ZONE LOCATION: INNISFAIL AIRPORT

web: www.tandem Cairns.com.au

Aircraft: Cresco XL, de Havilland Beaver, Cessna Caravan, Cessna 182 & Cessna 185

## QUEENSLAND - SOUTH

### AUSTRALIAN PARARESCUE TEAM (RESCU)

PO BOX 86, SOUTHPORT QLD 4215

Non Training Operation

Club Ph 0416 611 499

email: paulweir56@yahoo.com.au

Drop Zone Location: CAREFLIGHT ACADEMY, ROBINA

### BRISBANE BEACH SKYDIVING (ASQ)

PO BOX 166, GEEBUNG QLD 4034

CHIEF INSTRUCTOR: PAUL TURNER

Club 07 3314 3664

email: info@skydivebrbie.com.au

Drop Zone Location: RAGLAN & WOORIM BEACH BRIBIE ISLAND

web: www.skydivebrbie.com.au

Aircraft: Cessna 182 & Cessna 206

### GATTON SKYDIVERS CLUB INC (GATT)

38 AVIATION STREET, OXLEY QLD 4075

Non Training Operation

Club Ph: 0438 198 372

Email: gattton.skydivers@gmail.com

Drop Zone Location: TOOGOOLAWAH

### 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: TOOGOOLAWAH

web: www.goldcoastskydive.com.au

Aircraft: Cessna 182 & Piper Chieftrain

### RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID McEVoy

PO BOX 136, TOOGOOLAWAH QLD 4313

Club Ph 07 5423 1159

email: skydive@ramblers.com.au

Drop Zone Location: KIRRA BEACH & LEN PEAK OVAL

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.australianskydive.com

Aircraft: Cessna 208

### 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 GEEENS

Club Ph 0418 218 358

email: rainbow@skydiveforfun.com.au

Drop Zone Location: RAINBOW BEACH

web: www.skydiveforfun.com.au

Aircraft: Cessna 182 (Super)

### SKYDIVE RAMBLERS SUNSHINE COAST (SKRAM)

PO BOX 178, MOFFAT BEACH QLD 4551

CHIEF INSTRUCTOR: DAVID MCEVOY

Club Ph 07 5448 8877

email: jump@skydiveforfun.com.au

Drop Zone Location: COOLUM BEACH & BLI BLI

web: www.skydiveforfun.com.au

Aircraft: Cessna 182 & Caravan 208

### 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

### TOOGOOLAWAH SKYDIVERS CLUB INC. (RASPB)

40 SWORD ST, WOOLLOONGABBA QLD 4102

Non Training Operation

Club Ph 0418 154 1119

email: bennord@ozemail.com.au

Drop Zone Location: TOOGOOLAWAH

## NEW SOUTH WALES

### ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN NSW 2580

CHIEF INSTRUCTOR: KOBBI BOKAY

Club phone: 0422 585 867

email: bookings@askydiver.com.au

Drop Zone Location: GOULBURN AIRPORT, NSW

Web: www.askydiver.com/

Aircraft: E110, Cessna 182

### 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 & 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

### 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 & WITTINGHAM AIRFIELD, SINGLETON

web: www.nspc.net.au

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.australianskydive.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 & Cessna 182

### SKYDIVE MUDGEE (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: MUDGEE AIRPORT, BOMBIRA

web: www.skydivemudgee.com

Aircraft: Cessna 182 & Cessna 210

### SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA NSW 2537

CHIEF INSTRUCTOR: PAUL SM



