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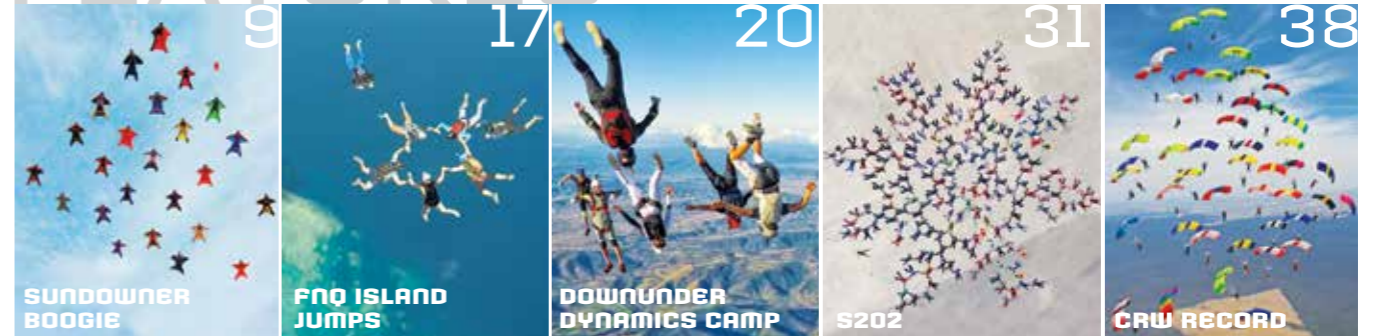
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# FEATURES



EDITORIAL

Canopy Formation & Wingsuit RECORDS. Sundowner BOOGIE. Dynamic CAMP. 200-way SEQUENTIALS – this issue has some big ticket items!

It feels like the Issue of Achievement with national records owning the front and back covers and the centre spread too!

Congrats to the Crew Dogs and organisers for their great achievement of claiming three record jumps. Vaughny would definitely be happy with that. Tom Begic's account of the journey to the record is compelling, it hurt to cut his 18-pages in half, and you should see all the cover-worthy photos on the cutting room floor!

Imagine turning two points on a 200-way... that must look and feel pretty damn good!

From all accounts and from every angle, Mason Corby's Dynamic Camp was a rip-roaring success. My heart was racing and I was pumped just watching some of the videos! All the moving and changing of axis and angles and speeds ... dynamic indeed... so many places this awesome stuff is going.

Switch your Go Pros to still photos on your next jumps and send in your happy snaps for a feature in the next issue.

Susie EDITOR

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FRONT COVER



The ultimate selfie! Capturing all the action from inside the formation during the national Canopy Formation Record, over Nagambie, Victoria. Photographer: Tom Begic

BACK COVER



The national Wingsuit Formation Record building over York, Western Australia. Photographer: Willy Boeykens

## [ WANTED FOR NEXT ISSUES ]

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

## [ Next Deadlines ]

<b>Issue 79</b>	Deadline 15th Jan, 2016
Mag Out	19th Feb, 2016
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Mag Out	4th May, 2016
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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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.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.

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Kane riding Zsolt. Photo by Brody Johnson

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Since August, DJ work has fallen into two categories: Judging and Planning.

## JUDGING

Judging has been all about State Championships in W.A., S.A., N.S.W. and S.QLD, and The Masters Games in Adelaide. These were followed by record attempts.

### CF 44-Way Record

I was the Chief Judge on site for the mighty 44-way Canopy Formation Australian record set in Nagambie on 30 October. Remote Judges included Jenni Plumridge, Lindy Rochow-Williams, Faye Cox, and Peta Holmes, while Ray Williams was also on site. On 29 October, the CRW Camp achieved a 40-way, which broke the previous record of 36. Technical difficulties presented in submitting 300MB of video to the remote judges in this internet-constrained area, as the Diamond was too tall to judge from a static picture.

Jenni delivered technical expertise, and we were able to award the record Thursday night, but with a bigger record the goal for the next morning, it was only quietly celebrated. On Friday, the marvellous teams did two 44-ways, swapping names in and out so everyone got a chance at the record. The rules state that if the same record is achieved on the same day, everyone in all records get to claim the status of record-breaker. Thus we had 48 names in a 44-way record and this is correct.

Judges on this panel were very excited. They were delivering answers in the required 30 minutes, and a lot of emails went back and forth. All could feel the atmosphere as the Aussies made history. It was just great.

### Wingsuit Large Formation Record

The following weekend at W.A. Sundowner, a Wingsuit Large Formation record and Head-up Large Formation record were scheduled. In the end, the Head-up did not proceed, but 23 Wingsuit fliers flocked together and were seeking new Aussie record status after the rules were posted and clarified in this new discipline. Peta Holmes was in charge, and communicated exceptionally well with the Organisers, the Judges – Sheena Simmonds, Kelly Seal, Ray Williams, Lindy Rochow-Williams, Faye Cox, Erika Wiszniewski, and me – and the IPC Wingsuiting Committee for clarity on the new rules.

## PLANNING

I've been busy writing the Strategic Plan for Judging, to mesh with the objectives of the APF Strategic Plan and take Judging into a whole new vertical. With the APF's goal being to increase the number of jumpers 20% year on year, I need to increase the number (and ratings) of judges 20% too. Some of the bullet points from the Plan may interest you. They include:

## Strategy

- Promote, encourage and train new Judges
- Cross-skill existing Judges to diversify across disciplines
- Upskill existing judges by offering maximum local and international opportunities
- Provide first-class training at all levels and disciplines
- Create an environment that encourages communication and friendship
- Improve perception of Judging as a professional team
- Make Judging desirable
- Assist our elite to perform at world-class standards.

## Values

- Uncompromising professionalism
- Be the best
- Respect for all
- Thrive in our team.

These high-minded statements are followed by fourteen Objectives about how these will be accomplished.

Of course, a Plan is just a piece of paper unless you actually do something about it. Starting with Training this year, I've trained two new FS Judges in VIC and they achieved high passes in their written and practical assessments after three months of classes. As soon as Craig Vaughan and Jan Nejedly can be spared from competing, and have judged one competition, they are eligible for their Judge rating.

Three in Queensland are a work in progress in FS and who will attend the Nationals and potentially earn their ratings there. I intend to start an FS course in N.S.W. probably on 13-14 February 2016. This is yet to be confirmed, but expressions of interest from suitable N.S.W. candidates should now be sent to me. I have four on this course already and can only take two more.

In Accuracy, Dean has trained and qualified Leanne Connor, Courtney Butler, and completed the written examination of Erika Wiszniewski after many years of her judging it. Courtney Butler was also examined and passed in Canopy Piloting. Welcome, Courtney!

### 2016 Nationals:

<b>Wingsuiting</b>	20-21 February	Goulburn, N.S.W.	CJ: Sheena Simmonds
<b>FS, CF, AE, ACC</b>	25-29 March	Nagambie, VIC	CJ: Gail Bradley
<b>Canopy Piloting</b>	15 April	York, W.A.	CJ: Craig Bennett

Panels of Judges are assembled and Event Judges are being named; interested Trainees must contact these Chiefs now to attend.

Thanks skydivers for keeping us busy, happy and motivated. We are there to support you and applaud your achievements.

Fly safe. Hug your loved ones.

**Gail Bradley, National Judging Officer**



## JOB VACANCY

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# WEST COAST SUNDOWNER

YORK, WESTERN AUSTRALIA 31 OCT - 7 NOV 2015

By Courtney Butler and Krishna Strickland Photos by: Ash Geneve, Scott Hiscoe, Willy Boeykens, Tamsyn Snyman

In it's third year, Sundowner 2015 did not disappoint. Sixteen load organisers, over 200 participants, three Caravans, one Cresco, 305 loads, 4,323 slots, some awesome parties, and most importantly, some of the best jumping this country has seen.

Our load organisers came from far and wide and brought an awesome mix of experience, skill and personality. Leading up the flatties were internationals Pete Allum and Lise Nansen, and local coaches Gary Nemirovsky and Riss Anderson. The freefliers were organised by Matt Hill, Katie Hansen, Tom Baker, Domi Kiger, Maria Dmitrienko, Peds Rumbo, Kieren James, Red Ferguson and Milla Kuitunen. Last but certainly not least, the notorious wingsuiters. This lot were headed up by international Jarno Cordia, local Scott Paterson, and new to the team, fly-like-a-butterfly W.A. local, Bruno Reis. What a Dream Team! As organisers, we feel blessed year after year to get to work with these professionals.

Over 200 people descended on York for eight days of high quality load organising and skill-building opportunities, whether it be up in the air, or learning a thing or two about life in the Dungeon.

Following dinner every night were a variety of seminars including flight cycles with Pete Allum; XRW with Tom and Katie; Valuable Lessons We've Learnt in Skydiving by Matt and Domi; Packing Tips and Techniques by Hans from PD, and the Psychology of Champions with Lise. Safe to say our educations continued well after the last load landed.

Irish the MC was back for a third year and with him came some awesome nightly wrap-ups and those hilarious skits. Whether it was the Spit or Swallow marshmallow binge with the coaches (we feel like proud parents, local drop zone lad Peds Rumbo took it out fitting 26 marshmallows in his gob), or Vancy Pants in the kitchen/crossing the border/driving a tractor - Irish had us laughing so hard our stomachs hurt. But the tables turned on the last night with our local, and fellow Irish nutter, Darragh taking the piss out of our lovable MC - over, and over again. We feel some payback coming on next year... Watch out Darragh!



# WEST COAST SUNDOWNER

Shortly following Irish each night were the Day Tapes, and there's not an adjective decent enough to describe just how good they were. A huge shout-out and thanks to Ryan for all his effort throughout the event – you kicked arse! Also to the cameraflyers and footage contributors who gave us such quality skydiving to froth over. We'll be watching these for our fix until the next Sundowner rolls around.

Another man of great talent was DJ Luke Scarrabelotti – if you haven't seen this guy in action, you haven't lived. Check out his final night rap on our Facebook page; he was awesome on the last night and every night before that spinning tracks in the Dungeon. Lukey, you have some major fans in W.A!

The theme nights were a hit, with Halloween the first Saturday and S Party on the second. The costumes were genius. We had everything from Suicide Bombers to Sumo Wrestlers and everything in between. The winner of the best costume went to the tastefully dressed Graham Cook – the most scantily clad ASO we've ever seen!

But back to the jumping – we had it all! A National Wingsuit record, formation jumps, XRW, Dynamic flying, a myriad of Crests achieved, and everything in between. You just have to take a look at the Day Tapes (check out [www.facebook.com/westcoastsundowner](http://www.facebook.com/westcoastsundowner)) to see the talent cultivated throughout the week. The flatties were pushing themselves with some awesome big and nifty small-ways, the freeflyers were hungry and ripping it up in Head-up, Head-down, Angles, Girly-wayz - you name it - and the wingsuiters were continuing to build the huge following they now have in WA. There were the standard off-landings-in-cornfields left, right and centre (there was one two-hour recovery mission, **\*\*cough\*\*** Brenton; all in the name of following a mate's chop. Now that's friendship!) The wingsuiters' hard work paid off on day six with a 23-way record achieved – such an awesome way to cap off a stellar week from them!

The drop zone was also spruced up by the semi-naked bodies of, no, not the Red Bull girls – well, they were there too – but Hans and Fabien from PD and Boogie Man. These guys not only wowed us with their post-European Summer tans but also their products, with PD having an impressive 44 canopies available to take for test-flights. Hans was an absolute asset to have on-hand; imparting so much knowledge from packing and downsizing tips, to how to skilfully apply coconut oil to maximise abdominal definition. Similarly, Fabien from Boogie Man had his suits on display and was a joy to have around. Shannon from New Zealand Aerosports had demo canopies to try, and Willy from Vigil was on hand to answer anything and everything on AAD's and a tonne of awesome Vigil merchandise to match.

The Sundowner crew would like to send out a massive thank you to our sponsors: major supporters the Australian Parachute Federation Fi Fund, the W.A. Parachute Council and the Department of Sport and Recreation.



# WEST COAST SUNDOWNER

Major prize sponsors included New Zealand Aerosports – providing a free canopy to lucky winner Jack Mason (whose reaction was priceless once he realised it was 100% off, not 10% off... gold!) and Sally Warren who won 30 minutes in the tunnel thanks to iFLY Downunder. Thank you to all the other sponsors who provided awesome prizes throughout the week, we couldn't run such an event without you!

This year was without a doubt our best year yet, and we had the dream team of staff around us to make that happen. Manifest, headed-up by Weaver, had the aura and calm of a Nepalese Monastery; the Pilots, led by outgoing W.A. Senior Pilot Mark Whaley (who will be sorely missed – all the best Geezer!) worked their butts off to get us, and keep us, in the air. The kitchen and bar staff led by Harry and Sean kept us fed and watered; Rauno's Packers were lean, mean packing machines; and the ground crew in Jumps In and Freddy kept our drop zone fuelled, clean and manicured (not an easy task, have you seen the Dungeon at 8am?). A special mention must also go to our brand new CI Dave Ciccirelli – in the job only two weeks prior, what an initiation! Dave kept us safe, informed and in check – and for that we thank and congratulate him on a stellar inauguration. An equally special mention and big thanks goes to Tom Gilmartin for making Sundowner happen each and every year – he keeps outdoing himself. Also to Bowie, Tim and Ant for being the men that allow the madness, and make Sundowner possible for us all year in-year out.

But, without the participants there wouldn't be a Sundowner. So the biggest thank you goes out to you! You are what make this event. This year we had people from Thailand, Vietnam, Singapore, the U.S., New Zealand, Scotland and South Africa come to experience everything the west coast of Australia has to offer. Not to mention the huge east coast contingent, and of course, our W.A. locals who support us throughout the year each and every weekend.

With that we leave you for another year. You heard it from the horses' mouth on the last night: Sundowner will be back for another year in 2016, and it will be the Biggest. One. Yet. Records will be attempted and smashed, load organising will be pumping with our biggest team of world-class coaches to-date, and the Dungeon will stand at the top of the hill, sparkling in its finest form... We await you in 2016, start planning a trip to the West Side!



## COACH PERSPECTIVE: FREEFLYER, MARIA DMITRIENKO

West Coast Sundowner 2015 will be in my memories forever, without a doubt. My mission was to come to Australia for the first time to visit a good Finnish friend of mine, Milla Kuitunen, who also happened to be one of the coaches at Sundowner. But through some lucky plot twists and the open minds and arms of the organisers, I ended up coaching there too, and starting a trip to explore the whole country.

I got to York and immediately fell in love with the drop zone; filled with warm-hearted people, great facilities and an overall good vibe. That day I overcame my jet lag, without being in the role of a coach, jumping with a sweet ninja group of freeflyers (whom you can certainly spot doing pretty cool jumps on all the Boogie videos, you should check it out!). For the rest of the week, I was mainly organising beginner and intermediate level vertical jumps.

What I really liked about this Boogie was seeing the variety of skydive disciplines: there was something for everyone from any skill level, so I would definitely recommend this event to anybody who wants to have one of the best experiences of their lifetime. As a freeflyer, I have mostly been to Freefly related events, so it was refreshing and enjoyable to see the best of other disciplines too in terms of coaches and flyers: advanced belly flyers doing formations, and wingsuiters getting a national record done was pretty impressive.

The structure and schedule of the Boogie was clear: coaches and disciplines were announced on a white board each day outside the hangar. We started the mornings with breakfast at 07.00, and the first loads went up around 07.30; continuing all the way until sunset at about 18.30. The manifest was doing a great job juggling the three caravans, multiple groups, and formations. A big thanks also to the pilots for taking us up to the skies safely! Lunch was provided by the kitchen, so everybody's energy levels were kept high enough during the long day of jumping and fun. Students were eager to jump a lot, which was fantastic from a coach's point of view!

In the evenings we would have dinner at the drop zone, listen to really good mini seminars run by the coaches, and of course, watch the fun daily Boogie videos. I will have to admit I managed to escape all the evening parties this time, but I take it the Dungeon will still be there next time if I have the chance to return! During the week we were weathered out only twice for about a half a day, so everybody got to jump a lot. Together with my students, we concentrated a lot on technique and body position, nailing exits, and being safe. Through

good briefings before jumps, enough repetition at mock ups, and feedback with video debriefs, at the end of the Boogie there were quite a few freeflyer students with smiles on their faces and confidence levels literally sky high.

I certainly hope to be back to this Boogie again one day – the only sad part about the event was that the week was over so quickly! I bet we would have all wanted to stay for another week. The whole Skydive the Beach and Beyond crew greeted and treated us all so warmly, it was a pleasure to be there. Thank you everybody who came to Sundowner to make it such an amazing experience!

## LISA'S MEMORIAL JUMP



# WEST COAST SUNDOWNER

## WINGSUITER PERSPECTIVE: TAMSYN SNYMAN

The decision to travel to Sundowner from South Africa happened on a whim, really.

Having planned a trip to Prague at the same time, the little travel bug was already excited, and when that fell through it was an easy choice to transfer our trip to Sundowner. Jarno Cordia had given the event a great review in 2014, and seeing the all-star line-up of organisers was all the persuasion we needed!

On arrival in Perth, the well-oiled organisational machine of Skydive the Beach kicked into action, and within two hours we had been picked up at Perth Airport, arrived in York, completed registration and gear checks, signed the cloud manual (very important!), and were ready to jump. The week that followed was one of spectacular jumping across multiple disciplines, with incredible flying standards evident in every area.

Being involved in the Australian Wingsuit record was a huge privilege. The average skill level of the Wingsuit pilots at the Boogie was nothing short of insane, and was demonstrated not only in achieving the record, but also across the smaller, more dynamic flying formations. Scotty and Jarno did a great job of challenging everyone in the group, putting together jumps that allowed everyone to develop their own skills even further and work on Back-flying, Dynamic carving and slot flying, with Willy Boeykens, photographer extraordinaire, capturing a lot of the jumps in his own inimitable style.

On the FS side, things were equally as exciting with the legend, Pete Allum, inspiring everyone with his infectious enthusiasm. A week of great flying culminated in some great 26-way formations on the final day, expertly led by Pete, Lise and Gary, and once again everyone involved showed incredible discipline and flying skill in completing these in a calm, zen, disciplined manner.

As for the rest of the week, it was a blur of fun Freely jumps (yes, wingsuiters do cross over to play occasionally!), fantastic food (the catering team outdid themselves slaving to keep us fuelled), a tad too much alcohol, raucous fun times, and parties to remember. The week passed all too quickly... but we will be back next year!



## AUSSIE RECORD







Happy Holidays!

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# FAR NORTH QUEENSLAND ISLAND JUMPS

By Jason "Rangry" Colless  
Photo grabs by Rangry,  
Corey Ronalds & Ben Cuttler

HAVING RECENTLY ACHIEVED MY PRO DISPLAY LICENCE, WHICH WAS A NERVE WRACKING EXPERIENCE, I WAS FROTHIN' AT THE OPPORTUNITY TO JUMP IN NORTH QUEENSLAND ONTO DUNK ISLAND AND TALOR CAY. I IMMEDIATELY CONTACTED THE ORGANISER, ISSY DORE, TO SEE WHAT WAS NEEDED TO JOIN IN ON THE ACTION. THE INSTRUCTIONS WERE SIMPLE:

**GET ON A PLANE AND BRING YOUR RIG AND LOGBOOKS.**

SEPTEMBER, 2015

I arrived on the Thursday afternoon, so I wouldn't miss the first load on the Friday. Picking up the Angles' coach for the weekend, Keith Grealy, we drove to Tully; arriving in the evening, already with a couple of cartons in hand, to be met with friendly welcomes from the locals, and a few faces from Territory Rel Week. Beers went down, beds were sorted and we turned in skydiver style.

The next morning, more jumpers arrived. We were debriefed on the area, and the jumping began by jumping out of the Caravan from Cairns.

Running a few Angle groups, it cracked-off to a slow pace; and then as the day progressed, they became steeper. With the help of Keith, even a few beginners like me were flying along long nicely.

Over lunchtime, a makeshift Cay Island was made up of witch's hats, into which everyone needed to land four times before they were cleared to jump into the real thing. There were a few steeper Angle jumps and most jumpers notched off two crosses towards the Cay jump.

The evening was soon upon us; the bar opened and the cooking began. Watching the day tapes with some quality debriefing from Keith we also enjoyed an awesome

spaghetti cooked by Issy. Afterwards, she explained the plans for the following day. Tully jumps, cricket ground jumps, showground jumps and then a jump onto Mission Beach. With a good vibe abound, and many cartons put on, came the end to the first day in Tully.

The next day, Keith explained that the Angles were going to step-up a notch, and that we would be jumping into the cricket grounds next door. Keith once again stepped up the pace of the Angles, and it was on this jump that I realised how good some of the jumpers were. The Angle was a bit quick for me, pretty much a Head-down Angle, and I had trouble keeping up. Nonetheless, it's always awesome when you get to watch it in the air rather than on a TV. We then split the Angle groups, and jumped into the cricket grounds. I am pretty sure everyone landed in, and it was nice to see our fans, the cricket players, sitting idly waiting to start their game.

After the wind picked up for a bit, the decision was made to skip the showground landing and jump back into Tully, and to hope the conditions would be right to jump into Mission Beach. Eventually, the wind dropped, and the all-clear was given to go to the beach, so everyone began to prepare for the jump.

A few of us decided it was time for something different, so a double-stacked 3-way wagon wheel was chosen, and the mock-ups began. On the second load a meagre 30-40 second stack-up started off an interesting jump. Catching a shoe mid-flight, and trying not to let Tim steal it from me; then a couple of our group landing down the beach made for a hilarious jump. Still buzzing from the jump, I then met Issy's more serious side. The late stack-up and some people landing out of the makeshift Cay on Mission Beach made for some good debriefing, and slight begging, and after a few beers on the beach we headed back to Tully to open the bar! Dinner was prepared, this time with Chef James Fry cooking up an absolute feast; after which more debriefs took place, including more of the wagon wheel jump, and once again we were allowed to jump the Cay.



# FAR NORTH QUEENSLAND ISLAND JUMPS

“IT WAS SURREAL OPENING MY CANOPY, LOOKING DOWN TO SEE NOTHING BUT A COUPLE OF BOATS, A SMALL ISLAND AND THE REST WATER.”



The next day, most of us awoke to find they were having problems with the plane. After a few hours of anxious waiting, the awesome mechanics came through; better late than never. Our two groups split up, everyone rubber-banded their pluggers to their toes, and we were ready to jump into Dunk Island.

Being the first group, a Roundie was decided; I jumped on outside flyer. Flying over Dunk Island, getting prepped to jump was a buzz in itself. The last time I was here, it was on my honeymoon, and even though I got a lot more sex last time, being able to jump back on the island was just as pleasing. After a solid jump from everyone, a smaller Roundie was made and it was time to land. Flying over, and around the island before landing was picturesque, and it was great that not one person landed off. We packed up and waited for the next group to land, with no one letting the team down; all landing on, it was time to head to the Cay. I must mention that whilst everybody else walked to the runway, Trip hitched a ride with the staff on the golf buggy, politely waving at us as he buzzed by.

Climbing onto the plane from Dunk Island, the excitement started to build. A twenty-minute flight to the Cay, a quick sighting, and the door opened. Out of an 8-way Roundie we managed six, and had some incredible views. It was surreal opening my canopy, looking down to see nothing but a couple of boats, a small island and the rest water.



The feeling of watching my whole group land, and land on, was very similar.

With high-fives and an esky, we had around twenty minutes of drinking and exploring the small island before the second load landed. Watching other skydivers land behind the smoke looked amazing with the ocean as a backdrop. With everyone now on the island, and due to time constraints, it was time for a few more beers before heading for the boat for our lift home. With even more beer, and food, provided for the 1.5-2 hour boat ride home, it was a barrell of laughs knowing we were the first group of skydivers to ever land on that island; with Trip being the first jumper ever.

This was the first time, “carton,” I had ever done jumps of this calibre, and it was good to see a few other jumpers, even some with below 200 jumps, be able to jump with us onto the island.

Everyone had the same rules placed upon them regarding landing on the makeshift Cay, regardless of what their jump numbers were, or Display Licences said; Display G was a must.

“WITH HIGH-FIVES AND AN ESKY, WE HAD AROUND TWENTY MINUTES OF DRINKING AND EXPLORING THE SMALL ISLAND BEFORE THE SECOND LOAD LANDED. WATCHING OTHER SKYDIVERS LAND BEHIND THE SMOKE LOOKED AMAZING WITH THE OCEAN AS A BACKDROP.”



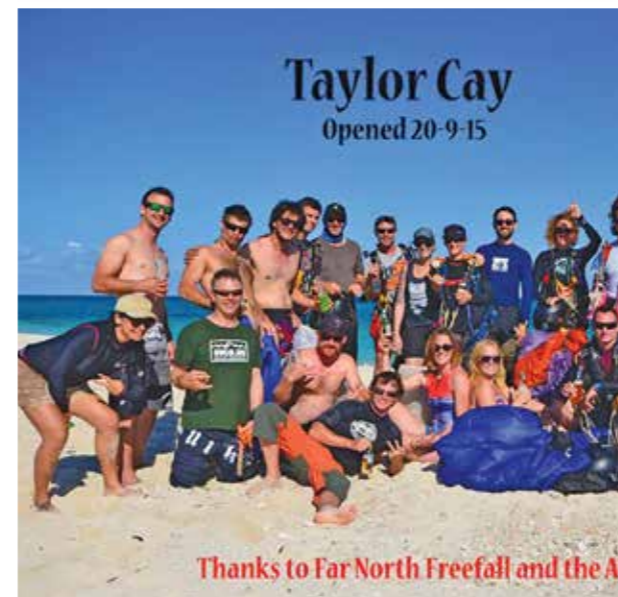
“THIS WAS THE FIRST TIME, “CARTON,” I HAD EVER DONE JUMPS OF THIS CALIBRE, AND IT WAS GOOD TO SEE A FEW OTHER JUMPERS, EVEN SOME WITH BELOW 200 JUMPS, BE ABLE TO JUMP WITH US ONTO THE ISLAND.”

A big shout out to Issy Dore and her husband, Brownie, for getting it happening and making sure we were all safe and looked after. Also to an awesome manifest chickie, Kaaja Che, who helped make things happen; she even got her knees back in the breeze.

I had an absolute ball. If anyone ever gets the time to jump with Keith Grealy, either in the tunnel or in the sky, make sure you do as he is an awesome coach and a laid-back dude, even if he can't speak Australian.

I left Tully wanting to move there. It is such a great place to jump, and has such good quality people to jump with. I have already started banking-up some time off for next year to spend up there with the family.

I highly recommend anyone wanting to join the fun to get their Display Licence sorted, and to make sure their accuracies are up-to-date so that next year they can get on a plane and enjoy one of the great joys of skydiving.



# DOWNUNDER

# DYNAMICS CAMP

RAMBLERS DROP ZONE, TOOGOLAWAH - OCTOBER, 2015

By Mason Corby Photos by Kian Bullock Grabs by Danny Helmy and Joe Grealy



WHAT AN EPIC WEEK OUT AT RAMBLERS IN TOOGOLAWAH. THIS WAS THE FIRST OF HOPEFULLY MANY DOWNUNDER DYNAMIC'S. THE IDEA AND STRUCTURE OF THE CAMP WAS THOUGHT OF WHILE I WAS LIVING AND WORKING OVERSEAS. THE TWO STANDOUT EVENTS THAT I HAVE EVER BEEN TO WERE THE ONES ORGANISED BY HAVARD FLAAT AND LUIS PRINETTO. THEY SEEMED WELL ORGANISED AND WELL STRUCTURED FOR LEARNING, NOT JUST PARTYING. I WANTED TO BRING THIS PROFESSIONAL STYLE OF JUMPING BACK TO OZ, WHILE TRYING TO ADD TO IT.

To begin, we divided everyone up into four groups with pretty much the same skill level (varying a little). Day one was all about slot flying and fast flying – learning and honing new techniques and skills. Day two was about flying in groups or as teams. Day three was for individual flying, getting more creative with the type of jumps. Day four we took it back a bit and prepared for a 16-way. Then day five and six were about doing some nice, tight and creative 16-ways.

Most nights we held seminars, and on one we held a workshop. Ty Baird did the first seminar on the beginning of the first day to prepare people for the type of style we were looking at doing. Night two, and it was my turn on how to lead, and what things to look for other than the spot. Some of the topics I brought up were; learning to judge the group as a whole, seeing the different types of skill level within the jump and adjusting to them on the fly. As a leader, these days it isn't enough that you can just



hold a position. You need to be able to fly, avoid collisions, and avoid putting the other members of the group in dangerous situations where a collision, or accident, may occur. Afterwards, I added some myths and facts about body positions. Day four it was Matt Boagsy's turn to do a seminar on knowing your level.

In the workshops a couple of topics were discussed. The general and most discussed topic was, of course, the APF Freefly Table and its structure; Head-up break-off (in a group and in a mess) and also where we would like to see the progression of the discipline. The general consensus on the Freefly Table was that at the moment it should stay the same with minor changes later, but a Leader Crest be introduced to help with the current issues of Angle flying and group Freeflying. For the Head-up break-off, there was a consensus of recommending people to raise their break-off height to 5,500ft, or above when in groups; and also to



first turn and Track in the Head-up orientation to clear airspace before transitioning into a normal Track. Raising the break-off height allows people to do this more comfortably and without rushing.

Regarding the future of the discipline, the general consensus was that more workshops, based similar to this, should be held; making it easier for jumpers to relax during Boogies, with their focus no longer needing to be on progression, but on having a good time.

Another point that was discussed during the camp was Spotting. This needs to be a higher focus on all jumps, and for all members of the Freefly community. While there is a lot of emphasis on it at the moment, it needs to be broken down and taught more. This will be the subject of main focus on the Train the Trainer camps next year, which the APF is supporting.

Overall, it was a successful week with everything completed that was planned. Over 60 loads went up, with only one chop with no injuries. The aim of this camp wasn't just to do some sick jumps, it was also to try and build more of a structured learning system for bigger-way Dynamic and Freefly jumps, while passing the knowledge on through all the participants. Hopefully this will be the start of bridging the gap.

*"I've never done that much Head-up in a row (twenty-three straight, I think). Flying all week in the same group allowed everyone to have a good level of trust in each other, allowing us to focus on the flying. The vibe each day was electric, and everyone was in a good mood and psyched over the jumps being done. Mason, Ty, Keith, Boagsy and Jo worked awesomely together, and did a great job of sharing heaps of quality knowledge to improve the flying and keep it safe. They were really creative with the jumps they were organising, which made for some insane visuals and footage. Looking forward to sharing the knowledge with jumpers from my local drop zone and doing it again. Run." – James Garnaut*



# DOWNUNDER DYNAMICS CAMP



"Downunder Dynamic was set to be an opportunity for the Aussies to get a taste of what has become common place in the overseas jumping scene. We arrived on day one expecting to follow the typical slow start to any Boogie/camp, only to find the entire week organised and written up on the white board down to each detail. Mason had sent out detailed surveys for each participant to fill out on their skill level, so the groups were already divided before we arrived. There was a quick safety seminar and the coaches outlined the expectation, goals and plan for the week, and we got straight into it. Even from the first warm-up jumps we were already pushing and developing our skills.

Mason, Keith, Ty and Boaggs as coaches, shared their skills and enthusiasm with the groups, and there was a coach rotation every day to keep things fresh and moving. Danny Helmy helped everyone to find their spirit animal, Dave Hyndman was frothing behind the camera and at the editing desk producing awesome day-tapes with Helmy and Joe Grealy. Joe, fresh off the boat from Europe, took a while to get back into the Aussie culture and found he was left hanging from time to time, but seemed to enjoy the quick trip back home.

This was one of the best organised events I have been to. A massive thank you to Mason and the team for all the hard work that went into the success of the event. There is a certain humour and communication that only Aussies get, and it was awesome to be coached by kickass Aussie coaches in Australia. The forward planning and thought that had been put into the event ensured that we didn't waste a single second of any jump. The jumps were challenging and structured with safety and development as their focus. Looking back at what we accomplished throughout the week, it is exciting to see what is going to happen in the Aussie jumping scene." - Jill Grantham



"Downunder Dynamic was the most forward thinking camp I have ever been too. I feel the skills survey each participant filled out was fundamental. We flew with the same groups all week, which allowed us to progressively push ourselves in a safe environment. The lead organisers shared the same goal and promoted the same techniques, which helped when we combined groups later. Events like this will have Australia leading in the Freefly scene globally." - Zackary James Forte Yusaf



SA SKYDIVING  
**OCTOBER 16-18**  
**SPRING BREAK**  
**B-RELS**  
 S.A. SKYDIVING, LANGHORNE CREEK

**THE EXCITEMENT HAD BEEN BUILDING FOR MONTHS WITH TALK OF A TURBINE COMING TO GRACE THE SKIES OF SOUTH AUSTRALIA ONCE AGAIN. IT HAD BEEN ALMOST THREE YEARS SINCE THE LAST TURBINE BOOGIE, AND PEOPLE WERE READY TO GET THEIR FIX.**

**By Travis Naughton Photos by Travis Naughton, Jon Norman and Bryce Sellick**

We invited Ralph and the Bridgy crew over to help us have some fun South Australian style, and with a few phone calls and lots of organising, it was turbine time. We were lucky enough to have some great talent from interstate

and a few locals to help organise some great jumps. Scott Paterson came from W.A. to help the wingsuiters. Dave Giuliani from Victoria was on hand to help run the ever growing Angles and Freely crew. Locals Travis Naughton on Wingsuits and Cullen Habel on Flatfly were there to make sure everyone got their fix.

Friday started off with the groups building some smaller formations and honing their skills, but by mid-afternoon the weather gods had decided enough was enough and that was it for the day. Smiles all round and the anticipation for another big day of jumping and good weather was the talk around the bar that night.

Saturday morning started with some overcast conditions but it quickly turned and blue skies were on show for the rest of the day. There was every discipline catered for, and with beginner Wingsuit groups, Big-way Angles, B-Rels, Star Crests, movement Wingsuit jumps, and freeflyers, there was one busy drop zone. The day was finished off at last light with a beautiful sunset jump, and twenty-one loads

later, Day two of the Boogie was done. We were also lucky enough to have Koppel Solomon on hand who was working hard all weekend making sure people were staying in the air, and even ran a Monthly Maintenance Seminar for all, which was a big hit with everyone who attended. After a few beers and an awesome Day Tape, it was time to sing Happy Birthday to Bryce who was lucky enough to cop his cake to the face, which made for some good laughs.

Sunday morning it was time to run again, and once again smiles and new skills were on display all over the drop zone. We managed to make use of the good weather again and keep smashing out loads all day, which included a Wingsuit first flight for Dan Heard – nice one mate.

Overall, a very successful weekend; I can already hear the calls for Spring Break 2016! Thanks to everyone who attended the S.A. Boogie this year. We had people from all over the country attend, which was great for such a small skydiving State. We had Territorians, West Australians, Queenslanders, and Victorians!

Huge thanks to the APF Fi Fund, the SAPC, and the SASPC for the financial support to help make this happen. Thanks to Miff and all the crew at S.A. Skydiving for hosting the event and making everyone feel at home. Thanks to Ralph and all the Bridgy crew for coming over and for making sure that the plane kept going all day. Thanks to all the super coaches we had, Koppel for his hard work, Bria for her Day Tapes, my beautiful wife for her long hours in the manifest office, Erika for catering, and to each and every person who attended. You all helped make this an epic event. Until next year!



**Got Questions?  
Get Answers!**



Photo by Steve Fitchett

**2016 Learning Curve Camps**

- 25-29 January (Australia Day)
- 4-8 April LCC (School Holidays)
- 6-10 June LCC (DZ Anniversary)
- 8-12 August (Ekka LCC)
- 3-7 October (Pre Nox Get Current Camp)
- 21-25 November

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Flight Performance

IT'S FAI OFFICIAL

WINGSUITING HAS FINALLY COME OF AGE, AND AN INTERNATIONAL GROUP OF FLYERS CELEBRATED BY SETTING A NEW WORLD RECORD FOR LARGEST FORMATION. THE PRECISELY FLOWN 61-WAY WAS JUDGED COMPLETE UNDER FAI (FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE) RULES ADOPTED IN FEBRUARY OF THIS YEAR. THE FORMATION HAS ALSO BEEN SUBMITTED AS A U.S. OPEN NATIONAL RECORD.

# 61 WINGSUIT PILOTS SET NEW WORLD RECORD

By Taya Weiss Photos by Taya Weiss and Mark Harris

While there have been larger formations (71-way, 2008, Skydive Elsinore; 68-way, 2009, Skydive Elsinore; 100-way, 2012, Skydive Perris), none were judged by the same standard. The rules for judging unlinked Wingsuit formation records have been evolving since the USPA became the first organisation to create such a category in 2009. Under the current rules, the 61-way is the largest formation that meets the FAI criteria.

The first record set under these rules was a 42-way European (and world) record in Belgium in June. Stephane Zunino ("Zun") and Willy Boeykens, organisers of that event, and a group of their record flyers joined the global team in Perris. As the lead organiser, I was excited to work together with Zun, Scott Callantine, Lawrence de Laubadere, Matt Blank, and Michael Swearingen,

who flew Base. One of the most promising developments resulting from the FAI standard is a renewed enthusiasm to do more projects that bring together European and American wingsuiters and organisers, with the hope of also including more flyers from Australia and Asia next time.

On Tuesday, the group warmed up with 2-plane formations after registration was complete, moving quickly Wednesday to 77-ways all day. On Thursday the formal declared record attempts began, but weather moved in and the team only achieved two jumps, neither of them a record.

With no jumps due to clouds on Friday, by Saturday morning the pressure was on. The organisers put together



## 61-WAY RECORD FLYERS:

- |                    |                       |
|--------------------|-----------------------|
| WILLY BOEYKENS     | MATT BLANK            |
| DOMINIC BRICAULT   | RYAN BLUNK            |
| BLAIR EGAN         | JEREMY BRANSON        |
| OLIVIER GAGNE      | SCOTT CALLANTINE      |
| CHRIS GIESBRECHT   | ROMULO DA ROCHA       |
| REGINALD HURLBUT   | RANGEL ANTUNES        |
| CHRIS KOTSCHA      | LAWRENCE DE LAUBADERE |
| DOUGLAS STOSKI     | MATTHEW DIAZ          |
| DUSTIN TELLIER     | HEATHER HARER         |
| MARKO MÄKELÄ       | NICK HENNENFENT       |
| HARRI VARTIO       | MICHAEL HOLDING       |
| ZUNINO STEPHANE    | JOHN KALLEN           |
| DAVID BUTTERELL    | KYLE LOBPRIES         |
| PETER COVILLE      | STEVE MEGISON         |
| BRIAN CUMMING      | STEPHEN MEGISON (JR.) |
| GARETH JONES       | ROBYN NICKS           |
| NIGEL THURSTON     | DEREK PARKS           |
| MATHIEU FOURNEL    | NICHOLAS PEARISO      |
| ALEXANDER MUKHIN   | JOACHIM PFAHLER       |
| JANUSZ PALISZEK    | ANGELA PROUDFOOT      |
| OLIVER NOTHEN      | WESLEY SANDLER        |
| VLADIMIR AFANASEV  | TREVOR SAYRE          |
| VERONIKA BYKOVA    | RANDY SEIB            |
| ANTON GILEV        | BEN SHEEHAN           |
| FILIPP KUZNETSOV   | JOEL STEVERSON        |
| PETER PSURTSEV     | MICHAEL SWEARINGEN    |
| ALEXEY SHATILOV    | DAN THAMES            |
| IRINA TUZIKOVA     | SYLVIA TOZBIKIAN      |
| SHELLIE ANDERSON   | TAYA WEISS            |
| DAVID BAKER        | DANIEL WILSON         |
| MATTHEW BARRIENTOS |                       |
| PETER BISSON       |                       |

a 50-way formation to beat the 42-way, and form the base of something bigger. While it was a difficult decision to break the team into two groups, the goal of setting a new world record took precedence. The 50-way completed on the second attempt but the group went up again while waiting for the judges to reach a decision. The third attempt was later also judged complete. The 50-way group was highly motivated to get it done to open the door for more people and a bigger attempt.

Once the good news about a new 50-way record was confirmed, the group prepared for a 61-person jump, which completed on the second try just before sunset. The Wingsuit flyers exited from three airplanes (a Skyvan and two Twin Otters) at 13,500ft and flew together until the beginning of a staged break-off starting at 5,500ft, covering a distance of over two miles. Three judges, one on-site and two remote, chose the best photograph taken by an aerial photographer during that window to determine whether all flyers were in position.

The record event overall included participants from twelve countries: Canada, the United States, the United Kingdom, Israel, Russia, Finland, Poland, South Africa, Belgium, Australia, Luxembourg, and Norway. Videographers Mark Harris, Dan Dupuis, Matt Hoover, and Norman Kent recorded the action.

Lightning Flight, the Wingsuit school at Skydive Perris, in conjunction with other like-minded organisers, will be hosting structured camps starting in 2016 to share new and rapidly developing techniques in dirt diving, visualisation, and performance, with many thanks to the wise mentorship of Dan Brodsky-Chenfeld. Not only are we already looking forward to an even bigger record, but also to using these techniques during challenge events for advanced flyers to explore the possibilities of what will come next in Wingsuit formations. The future is finally here, and it is fun!



AUSTRALIAN PARACHUTE CHAMPIONSHIP

WINGSUIT PERFORMANCE FLYING 2016

**DATE:**  
The competition will take place from the 20th-21st of February 2016

**DISCIPLINE:**  
Wingsuit Intermediate  
Wingsuit Open

**VENUE:**  
The venue of the competition will be Adrenalin Skydive Goulburn NSW

**TOTAL OF ROUNDS (JUMPS):**  
2 rounds speed  
2 rounds distance  
2 rounds freefall time

**MORE INFO:**  
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WINGSUIT PERFORMANCE FLYING 2016

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## A FRENCHMAN, AN ENGLISHMAN AND A GERMAN MARCH ONTO AMERICAN SOIL...

By Laurence "LG" Garceau Photos by Willy Boeykens & Andrey Veselov

Well that could go anywhere, couldn't it?

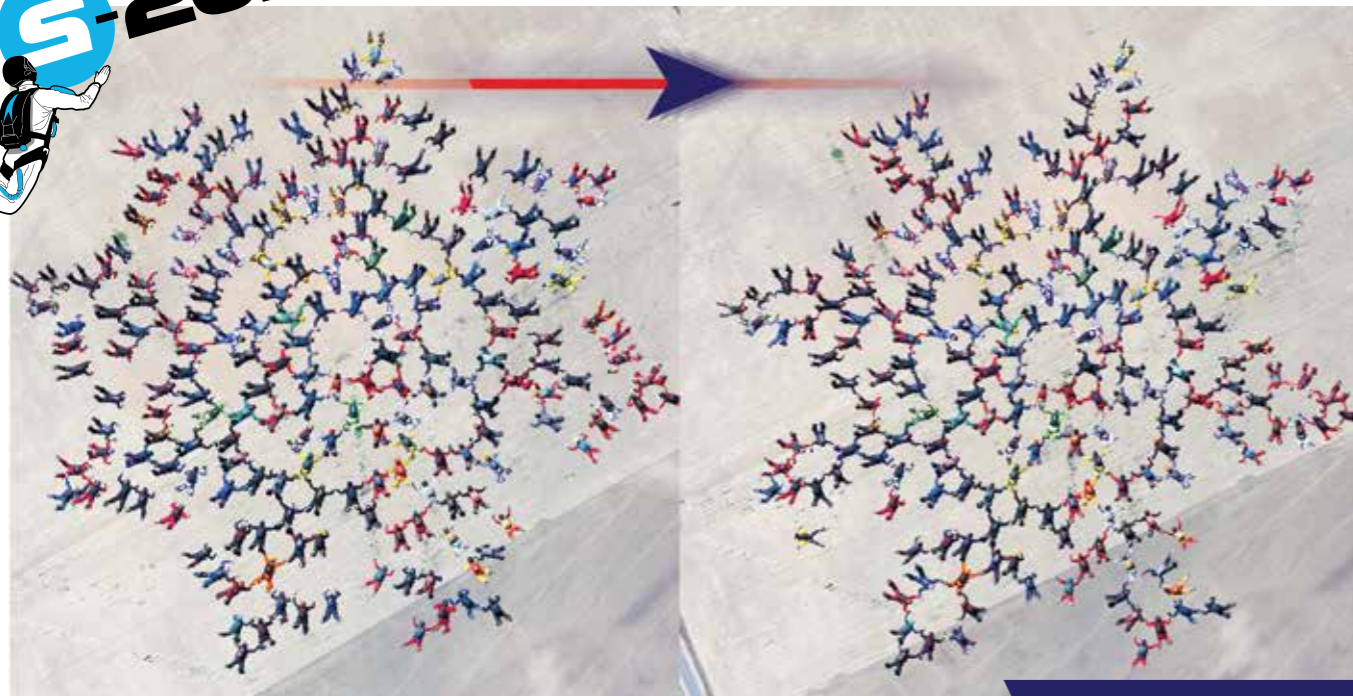
Lucky for the couple of hundred troops in their wake, it went all the way to a new World Record. Five years in the making, the new largest sequential formation: a 2-point 202-way (S202).

### COLLABORATION IS THE NEW COMPETITION

The best show of sportsmanship I've ever witnessed. The event was led by the Terrific Trio of Patrick Passe, Dieter Kirsch, and Milko Hodgkinson; assisted by plane captains of the highest calibre from around the world and held at the incredible Perris, California drop zone. Attempts had been made by various competing Big-way master organisations in the previous five years, but fallen just short, and left many disappointed and hungry for success. So they all got together and made it happen.







### THE PLAN

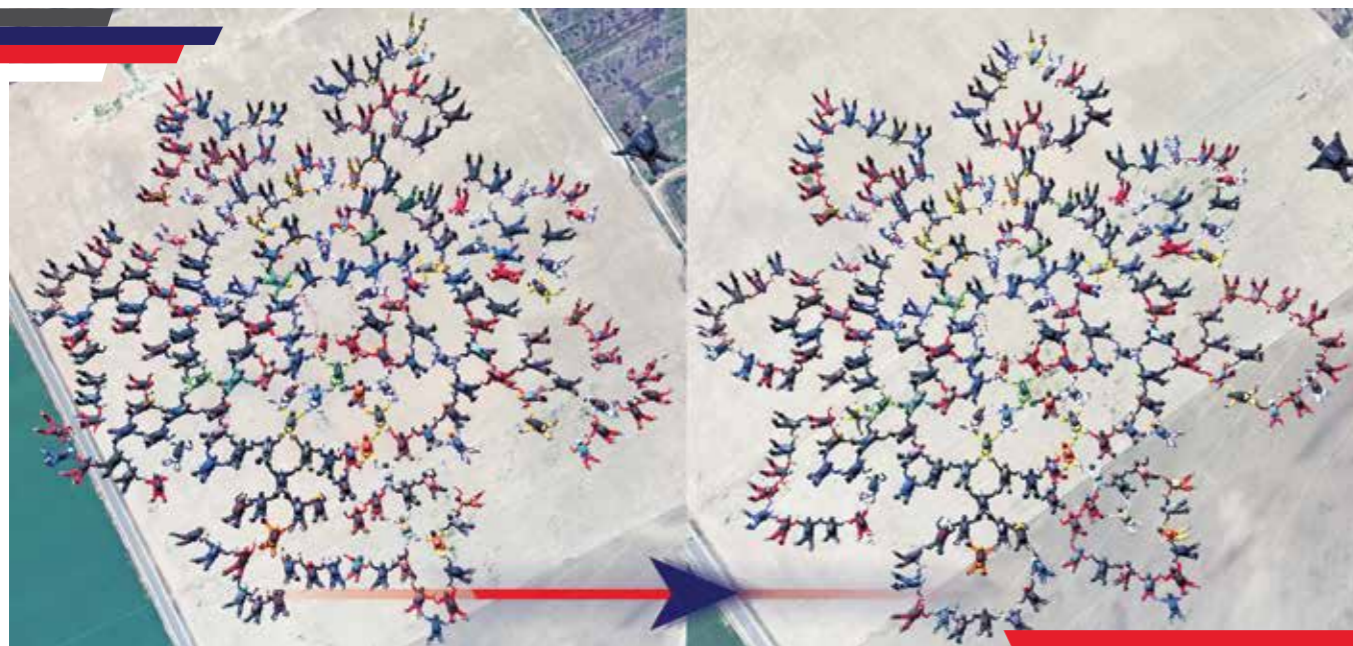
Ahead of the event, participants were sent the S202 Manual and the S202 slot assignment (four pages worth!) As soon as the email arrived, that was all I could think about. First, look at the formations; second, find my slot, which plane, which captain, what's my job? Who's in the Base, what's line of flight, who am I docking on, who's next to them, who can I not overtake on the way there? Ha, great process when you know the people around you. Fresh from the Australian 119-way record where I knew everyone, I was slightly frazzled to realise that from the twenty names in Sector 1, I only knew three, and that included my own. Following some frantic Facebook stalking, I at least figured out whom I was docking on. And luckily, I remembered our Sector captain, the wonderful Lise Nansen, from the Women's World Record the year before.

### THE AUSSIE CONTINGENT

Alison Bawden, Heather Little, Sean Walsh, Richard Wilkinson, honorary Aussie Yukari Hashimoto and I, all spread out across the formation and were adopted by various 'national' sectors as only Aussies know how.

### THE OPENING SPEECH

I wouldn't do the event justice if I didn't share some of the opening words from lead organiser Patrick Passe. First, he tells us they have assembled the best group of skydivers ever. Did that gulping noise really come from me? I look around, anyone else feeling the pressure? Then he tells us the story of numerous records and how they were all made (apply thick French accent) *"on the last f\*\*\*ing jump of the last f\*\*\*ing day"*; and that this time, he would really like it to be different.



### THE JUMPS

Two days of three training jumps each, in smaller sections. I consider myself one of the super lucky ones as I did three different exits and three different slots, from last diver of a second right trail Otter on a 90-way, to being part of the Base out of a Skyvan on a 64-way. *"Because you know, I'm all about that base, 'bout that base, no treble"*. Like a kid in a candy store, I had an absolute ball humming along to my already-favourite tune.

Then came Day two, with four jumps in our assigned slots, and the start of sector competitions: who built, who didn't build, etc. We ended every debrief with, *"Well done, sector 1"*. The highlight of the day was building a 201-way from 16,500ft – pretty happy with that.

Day three started earlier to try and avoid some of the heat. These were our first attempts at the transition to the second point, going to 18,500ft. The awesome speech from Patrick meant spirits were high, and everyone was ready to do their job. He said he could feel it.

### AND WE DID IT!

On the third jump of the day. 202 people: check. Point 1: check. Separation: check. Point 2: check. Weehee! Turns out that was four State records in one jump: California State Record for largest formation, CSR sequential, USPA Open sequential and, the most important: Sequential World Record. Cheers, claps, hugs, high fives, tears; what a moment.

### LET'S PARTY!

Small on that day, actually, as we had three days and five jumps left up our sleeves. We didn't beat our own record, but we equalled it, a couple of times. So when the planned party time arrived, and the ridiculously awesome 80's Flash Pants band started to play the unmistakable opening notes to Devo's Whip it., we were ready for the celebration of a lifetime.

### THE HIGHLIGHTS

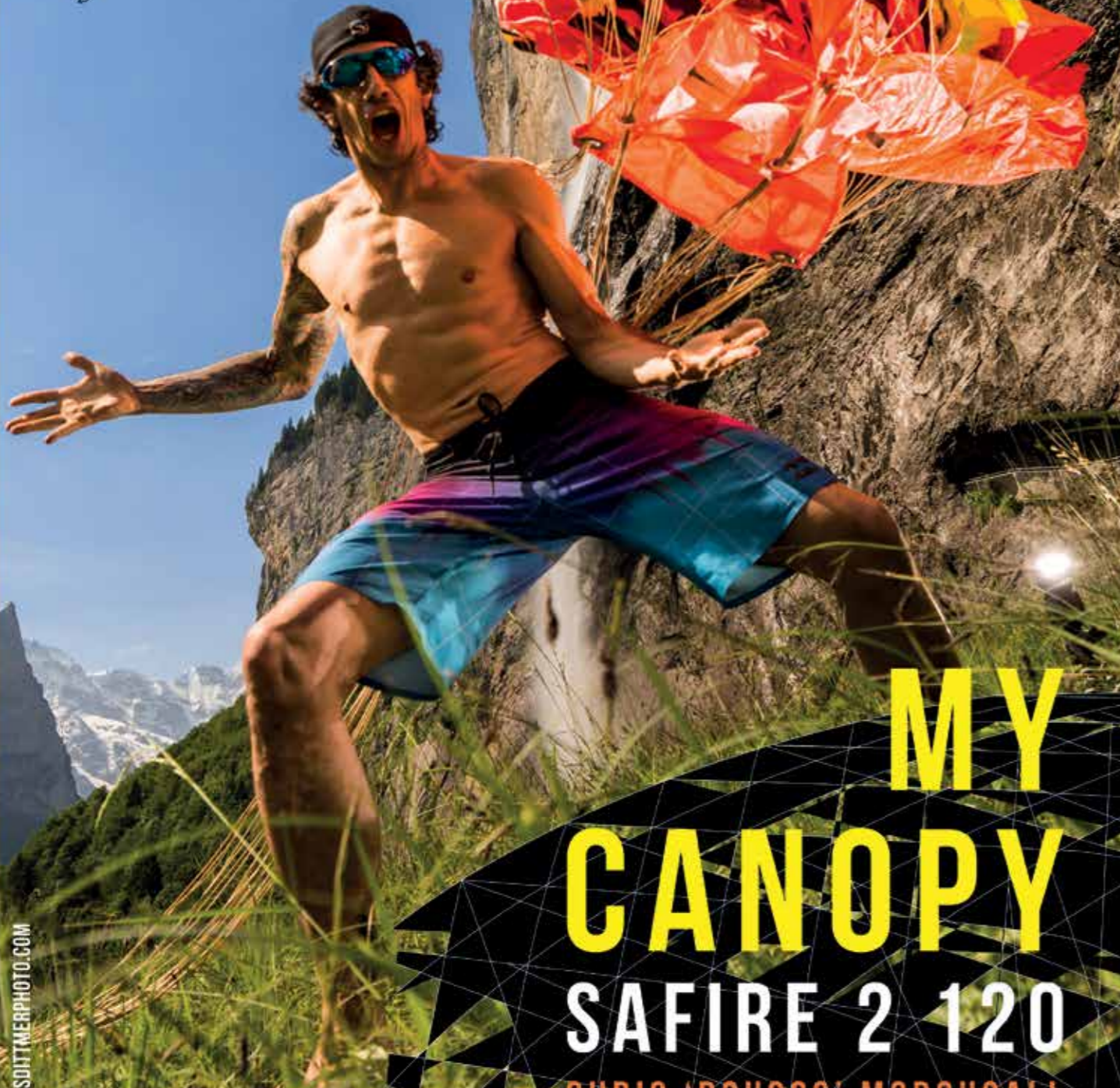
Obviously, setting a new world record takes the cake, frosting, and cherry on top. The camaraderie, shared passion, and journey between jumpers from over 30 countries also mean that it was one of the best weeks of my life. Heartfelt thanks to all who helped me get there.



Icarus  
CANOPIES

Daedalus  
PROJECT

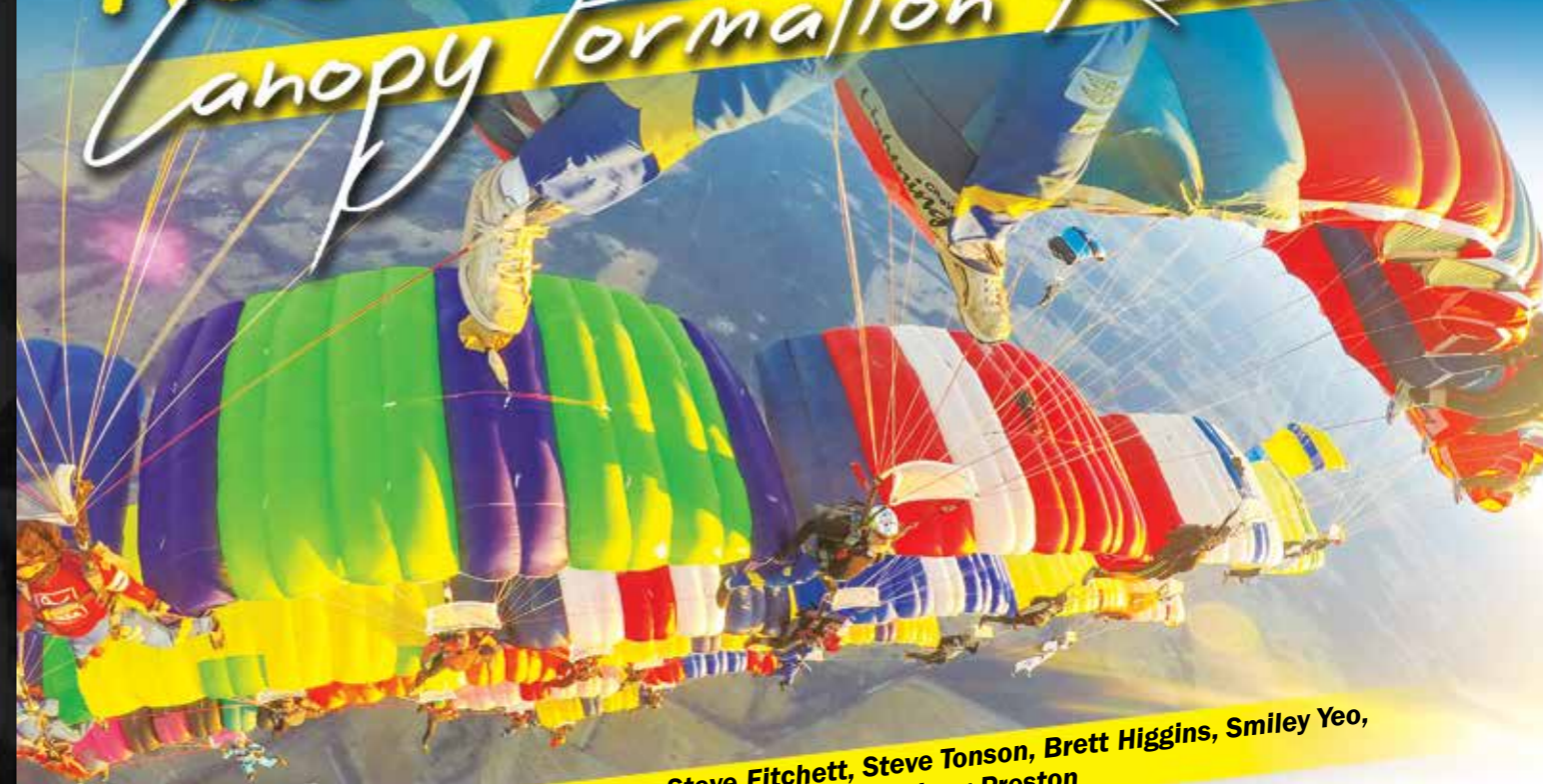
*Chris 'Douggs' McDougall*



MY  
CANOPY  
SAFIRE 2 120  
CHRIS 'DOUGGS' MCDUGALL

PHOTO: CHRISDITTMERPHOTO.COM

# 2015 AUSTRALIAN Canopy Formation Record



By Tom Begic Photos by Steve Dines, Steve Fitchett, Steve Tonson, Brett Higgins, Smiley Yeo, Tom Begic, Shane Sparkes and Andrew Preston



**ON 7 MARCH 2009, 36 PEOPLE AND THEIR MATES GATHERED TOGETHER TO CELEBRATE AFTER LANDING FROM A SUCCESSFUL 36-WAY AUSTRALIAN CANOPY FORMATION RECORD. A MEDIA CONTINGENT WAS FILMING THE CELEBRATIONS WHEN SOMEONE ASKED THE QUESTION, "WHAT'S NEXT?" A QUIET CHANT STARTED AMONGST THE GROUP, 49, 49... IT BECAME LOUDER UNTIL EVERYONE IN THE GROUP WAS DEMANDING THAT IT HAD TO BE DONE. SINCE WE WERE GOING FOR SOMETHING THAT BIG, WHY NOT MAKE IT AN EVEN FIFTY? GAME ON!**

Several years later, 2011, and the old organising team of Andrew "Sarge" Preston, Mitch McMartin, and Brett "Higgo" Higgins, were desperately trying to secure not only the jumpers, but equipment, infrastructure, and most importantly of all, a fleet of aircraft with sufficient lift capacity to get the next record flying. Alas, their wonderful efforts were to no avail on this occasion as no aircraft owner could guarantee their planes. Big-way CRW went into a hiatus for a number of years and the ringleaders of the previous years decided to take a break from organising. In the meantime, Oookoonono (Jules McConnel, Michael Vaughan, and Crash Bennett) were establishing themselves as one of the premiere 2-way sequential canopy formation teams in the world. In their spare time, they would travel around our Great Southern Land, teaching the magical

art of canopy relative work and canopy piloting to newbie jumpers and experienced people alike. As they ran more training weekends and camps, people started attending more often whilst developing higher levels of skills; creating a need to provide a bigger, more exciting goal for the participants of these camps. What better way than having another crack at building Australia's largest canopy formation? And so, the 2015 Australian Canopy Formation Record Attempts were born. Julia "Jules" McConnel became the driving force behind this record attempt, with Michael providing technical advice and support in running the weekend CRW seminars. Having been involved in and understanding the workload of a number of large formation records, both for freefall and canopy formation, I offered to assist Jules with the organisation of this record, thereby becoming her Admin B\*\*ch, err, Assistant.

# 2015 AUSTRALIAN Canopy Formation Record

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## THE BUILD-UP

Don and Louise Cross from Skydive Nagambie in Victoria, offered their new world class drop zone to host our event. Over time, we also secured two PAC 750XL aircraft from Skydive Nagambie and Sydney Skydivers, as well as a Caravan from Australian Skydive at Bridgewater on Loddon. Fortunately, the size of our large Canopy Formation still meant we could get sufficient aircraft in Oz. Just.

Meanwhile, Jules, Vaughany, and others, were traversing all corners of Australia, teaching and coaching numerous people at CRW and canopy piloting camps, all of which were very well supported by the Australian Parachute Federation and the various State Parachuting Councils. Other people were also helping out with coaching and training in various States around the country; and a group of up-and-coming CRW dogs were building skills and experiences in preparation for the coming Big-ways.

Things were ticking along nicely through 2014 and early 2015. Tragically, Michael Vaughan's life was cut short in a parachuting accident at Byron Bay in early 2015. Despite the sadness and shock that reverberated around the whole skydiving community, there was no hesitation but to continue with the camps and the record attempts. His legacy would best be honoured by teaching, learning, going bigger, and getting a new Australian record. Then hopefully continue on with competitive CF skydiving afterwards.

The final preparation event at Bridgewater drop zone was probably the most successful with many multiple point completions of formations up to 13-ways. It gave us the confidence that we would be able to achieve at least some of our goals: To have safe, successful, and fun skydives; to arm each participant with better and safer canopy flying/piloting skills, and then to share this knowledge with other jumpers at our local drop zones; to spread CRW skills amongst all the newcomers so more people can do CRW safely at their local drop zones. To foster interest in competitive CRW; and to break the Australian record by building a 37-way or bigger. The ultimate goal was a 50-way formation.



## RECORD EVENT INTRODUCTION

On Friday, 23 October, the bulk of the record team turned up for the initial briefing and presentation given by Jules and I. It was great catching up with the characters and legends of the past and meeting all the new CRW pups; the future of our sport. We had participants from all over Australia and from various parts around the world attending. We had a full range of skills, experience, medical conditions, and currency to deal with. This all added greatly to the complexity of trying to achieve all of our goals safely.

We completed registrations, gave an outline of what was planned during the week, assigned equipment to each participant, gave an emergency procedures briefing talking about wraps and entanglements in particular, thanked the APF Fi Fund and the State Councils for their assistance, and thanked everyone for making the effort to turn up for this record attempt. Cl Don Cross also gave a Nagambie drop zone induction to newcomers. We also planned the groups for the jumps the following morning and dirt dived the jumps.

Building successful large canopy formations requires complex design and engineering. You also need a skilled group of individuals moulded together as a team to execute clearly choreographed instructions. Wing loading, canopy size, glide ratios, forward speeds and descent rates, exit weights, pilot skills and techniques are all design considerations. Based on these criteria, we assigned specific parachutes and their setups to each participant. This meant borrowing, swapping, and reconfiguring the equipment. The whole packing area was taken over for the next few hours getting everything rigged-up based on our initial design. And several more changes were to come over the coming days.



## JUMP TIME: FINE TUNING, TECHNICAL ANALYSIS, PARTICIPANT REVIEW

Saturday, 24 October was the first jump day, and we were there to break records and make some history. Most people were put into groups, and were sent up to do either 3-way Snake dives or 4-way Diamonds. The snakes are a good way for people to get current again and to practice wing docking on either side of the formation. The 4-way Diamonds were for those who were a bit more current and whom we needed to start practicing their intended slots on the final formation. The 4-way Base (Diamond) also started practicing immediately.

From the very first jumps, we reviewed each person and each piece of equipment to see how everything was performing relative to our pre-event plans. We already had slots assigned based on all the information we had collected over the previous year.

Super coaches Chris Gay and Brian Pangburn arrived on the Saturday and they wasted no time in reviewing the initial jumps and adjusting the formation design. We changed a few slots in the Base and also switched a few canopies, sliders, and risers around. The APF could have signed off a bunch of new Packer A and Rigger ratings based on the experience a lot of people were getting with equipment changes at this event. We continued to practice these smaller formations over the weekend and making adjustments where required.



Early on the Sunday morning we dirt dived the 16-way Base. At the time, we only had the PAC 750XL's flying, so it was a struggle to fit all of the Base into the aircraft and then to fly that sucker up to altitude. The stack-up in the plane was so tight trying to keep aircraft centre of gravity forward, that we could hardly breathe, as the rig in front would push hard up into our abdomens. So we took a 15-way up. Apart from a few long split times from some individuals; the performance of most people was progressively improving. Meanwhile, all the people who were not a part of the Base continued practicing in formations ranging from 4-ways to 16-ways. There were a few wraps due to some less than perfect docking and minor issues on some break-offs.

## MAKING GOOD USE OF DOWNTIME AND POOR WEATHER

Due to intermittently poor weather, we had a fair bit of downtime. We lost all of Monday, 26 October, due to excess winds and low clouds. We were also unable to put up any bigger formations after lunchtime on most days due to turbulence up to around 9,000ft. One of the afternoons made some of our more experienced people particularly nervous as the formations started taking on a life of their own; breathing, pulsating, and just becoming less stable.

We had planned to run a number of seminars about various aspects of CRW and parachuting in general. Chris Gay ran a seminar for nearly two hours straight on how to get full use

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## JUMP TIME – THE BUSINESS END OF OUR RECORD CAMP

The forecast for the week included more bad weather. With a small window forecast for the following morning, we decided to meet early and get onto the planes as soon as the local curfew allowed. We started the following morning with the 16-way Base. Chris wanted us to make two clean builds in one jump before moving to the next level. Again, most people performed well, but the first jump had a couple of longer splits that needed fixing. The next jump went well enough for Chris to start dirt diving the 25-way Base. Game on.

The Base was getting bigger, and everyone that docks on the formation as it grows is a part of the Base. Large Canopy Formations are also generally built as Diamonds due to the inherent stability and symmetry of this shape. This means that with enough jumpers, the formation increases in squared multiples: 4, 9, 16, 25, 36, 49-ways, and so on.

The 25-ways were progressing well in terms of the builds so we decided to move onto the next level. Richie and Splitty were current and in good form, but they had never had the

out of your risers and toggles. I was amazed as I looked around the room. Every single person was attentive the whole time. We had so much experience in terms of time in sport, qualifications, and achievements, that I would have thought that at least some people would have got bored; but no, we all learned so much. That seminar alone was worth bringing our coaches over.

For those unfamiliar with our coaches, Chris and Brian, bringing them out for each of our record attempts and coaching camps has been extremely worthwhile. Their achievements include World Championships, organising World Records, holding competition and performance World Records, specialist training contractors to military and civilian organisations around the world, excellent teachers, coaching various teams to the highest levels, achieving the aims of each record camp, and they are just plain great guys.

Other seminars that were run were: Landing PD Lightning CRW canopies. How Big-way Canopy Formations are designed/engineered and why? Separate seminars were run on each stage of building a CF Big-way: setting up inside the aircraft, exit, flight planning, flying back to the formation, setting up in the echelon, setting up to dock, docking, catching, flying in formation, break-off (starbursts), post formation flight (canopy traffic), and landing. Emergency procedures. How people are selected for various slots in the formation (canopy size, wing loading, skill and experience), and The future of CRW/CF – competition, Big-ways, and equipment.

We had also organised for one aircraft to be available for higher altitude exits, thus requiring oxygen systems. Ralph Hamilton-Presgrave obtained all approvals to conduct these higher altitude exit jumps from his drop zone aircraft, and ran a training seminar for all people who we thought may be required to make these jumps (CF jumpers and camera crew), as well as training myself to run the system if required. Ralph also installed, checked, and monitored all the oxygen equipment in the aircraft.

There were a lot of one-on-one and small group coaching sessions from all of our coaches and tutors throughout the camp, assisting people wherever required.



“Michael Vaughan, rest his soul, introduced me to CRW about a year ago at an introductory CRW course at Moruya. I enjoyed the experience so much I purchased a new Lightning specifically for the record. I chased the CRW seminars held by Jules around N.S.W., trying to improve my skills so I could make the record.

Over the week prior to the record, I learnt everything I needed from Chris Gale and Brian Pangburn, approaches, lanes, control techniques. There are simply no better CRW teachers than Chris and Brian. My thanks go to Tom Begic and Jules for bringing them over so that I, and everyone else, could benefit from their experience.”

**Rod White**

After completing several 25-ways, a 29-way, and an incomplete 36-way, we engineered and dirt dived a 40-way. The initial few 40-way jumps were purely for practice and to allow the Row 7 Wings and their lock offs a look at

the formation. It was also a test to see how the 36-way Diamond part of the formation would fly. Since this was bigger than our 36-way record, we decided to nominate it and the following few 40-ways as official record attempts; just in case we nailed it unexpectedly.

The afternoon turbulence arrived after the first 40-way attempt, so we took the afternoon off and then came back in the late evening to have another go. The turbulence had dropped off in the previous few days in the hour before sunset. However, as we ascended to altitude this evening, we noticed a few light bumps. The setting sun created a dramatic backdrop for our cameramen and it was up to us to give them something to photograph.

The jump itself did not build smoothly at any stage. The right-hand side was particularly prone to movement throughout the jump. We were a fair way into building the 36-way Diamond when some of the lower canopies started coming around. The turbulence we had noticed on the flight up had started affecting the formation as well. A breakdown call was initiated in one sector of the formation and this was matched with the Starburst call. Several people had been involved in a wrap and had to cutaway.

The jumps were now progressing reasonably well. We were, however, encountering problems with the Starbursts. Every other Starburst would result in a canopy wrap or entanglement. They were all being dealt with, but it was a concern. We held discussions after each video debrief and practiced the Starburst during every dirt dive. Michael Tibbits had the most experience at cutting away and packing Reserves at this record camp. He had two, but like the trouper he is, he packed his own Reserve and just got on with it. He formed a close relationship with Richie in particular on some of the jumps!



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“The CF Big-ways? I wasn't going to go. I had an accident and my right leg had to be reattached. Long story. Tom rang and said he had a slot for limb-challenged CRW dog like me. I was in. I was not sure of my current ability but I had to try; and it worked out well. There is a science behind the Big-ways. You may not know it, or even beware of it, but they have a plan for you. For the first five days you might only be doing 4-ways while you watch others do 16-ways. Then 25-ways and you are still doing 4-ways. Don't be disheartened, even if the others do a 36-way. Your weight, size, and canopy will determine your slot. A 44-way can't build if the Base 4, Base 9, Base 16, Base 25 or 36 don't get together. Trust the organisers and thank the Base.”  
 Jaak “Sharky” Saega

All freebags and canopies were closely followed. Two canopies that were tangled were heading for open paddock throughout the descent and then started heading for a very tall lone tree in a paddock below. As per Murphy's law, the mess landed in the top of that tree. The following day, one of the local jumpers, Simon, who was also a big wall climber, came out with me to get the canopies down. We thanked him with a free jump ticket and some guiding in the Blue Mountains of N.S.W! Barter at its best.

The next day we started the 40-ways in earnest. A detailed dirt dive and discussions about each aspect of the dive and we were on our way. The general demeanour of the group was excitable, optimistic, nervous, and keen to get the job done. Some out of fear, some out of desire for beer, others just because that is what they came here for.

Three planes took off for the well-choreographed record attempt. The first plane would drop most of the Base 16-way out at 14,500ft, the second plane would come in 90 seconds later at 13,000ft, and the final plane a further 90 seconds afterwards at 11,500ft. Managing plane and parachutist interaction is a simple but interesting experience in Big-way CRW. If you are getting out before the last plane,

you have to keep all the airspace just above and in front of the building formation clear, otherwise you are going to get your hair shaved off. If you are in one of the following planes, you have to rely on your pilot being high enough to miss the building formation, and that all of your formation colleagues are moving out to the sides of the drop-off corridor. No matter where you are, it is yet another mind-blowing experience. The people higher up in the formation are building when all of a sudden you here the loud motor noise approaching. It seems like it could be coming from anywhere and it is about to chew you up. Stay low, and do your job. As you are docking, the loudening noise suddenly becomes a visual flash of aircraft flying past you. Seconds later its payload starts dropping out and forming up on the sides of the formation, ready to merge as one.

The visuals from people exiting the later planes are just as unreal. The exit count is given and you are still in your plane, heading towards a vacant sky. Very soon the dots in the horizon start becoming a canopy formation. There are echelons of parachutes lining up on either side ready to join. The plane is climbing as it approaches and it feels like you are going to smash into your buddies. You buzz only hundreds of feet overhead. Seconds later you have exited and turn around to see



parachutes everywhere, another plane approaching, and the formation building. Wow! You quickly refocus and start working on your decisions and the overall plan.

The jump was progressing well. The 9, 16, and 25-ways were building slowly but deliberately. The Row 6 and 7's were lining up and doing their thing. It is hard to see everything that is going on in a formation. From the top, this one felt good and was flying well, but did not seem to complete. Starburst was called and the countdown commenced. Everyone broke-off and the people lower in the formation were making some positive noise. We built it and that is a new record, maybe?

We had some issues with the main camera; just prior to exit we switched the digital still to video mode. We had also taken one less camera to allow Kate Vaughan to come up and fly with us. The remaining two cameramen were doing creative rather than judging camera. A rookie mistake never to be repeated!

Gail Bradley was the chief and onsite judge for this event. We presented her with screen shots from the main video and had a look at all the creative camera shots. Between her and the cameramen Steve Dines, Fitchett, and Tonson, we collected all the video and photo's we had. The angles were not conclusive and two of the offsite judges had questions on two grips. Another problem we encountered was Internet access reception. Sometimes we had a great signal, but most of the time nothing. We ended up having to send a large video to the offsite judges to verify the record.

In the meantime, confident we did get the record, we re-slotted the formation

to allow the other participants to have a crack at getting a record as well. We had another two goes that morning before the turbulence hit.

The second jump we missed out by only one person. The third jump was affected by turbulence on the flight up and more so during the jump. The Starburst was called very early. We landed and decided to call it a day. Tomorrow we would attempt a larger formation. We once again re-slotted the formation and organised for everyone to dirt dive. An early start was planned for the following morning, Friday, as the weather forecast for the weekend was very poor. We released everyone to relax and enjoy the rest of the afternoon.

Gail pulled Jules and I aside early in the afternoon to tell us the great news. All the judges had confirmed that the first 40-way attempt in the morning was in fact, the new Australian Canopy Formation record.

It was an emotional moment in the back rooms for all of us, but particularly Jules. Years of hard work, teaching, organising, many people that we were relying on not turning up to this record attempt, and dealing with the tragic death of her team mate and dear friend who had started in this journey with her. A tight and tearful 3-way hug followed; and then more smiles. One of the goals had been achieved, a new Australian Largest Canopy Formation record. We decided to break the news at the morning briefing to everyone in person, and in the meantime, tell people that the judges had a three way split. Gail was happy to wear that for us in the short term. Thanks Gail. The beer flowed, a little. The talk was cheap. Mark Edwards kept harassing me for a logical answer and conclusion; but to no avail.



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**RECORD #1 40-WAY**  
 Photo by Steve Fitchett

**RECORD #2 44-WAY**  
 Photo by Steve Tonson



*Record Camp Participants*

- |                        |                          |                     |                         |
|------------------------|--------------------------|---------------------|-------------------------|
| Paul Archibald         | Richie Dronow            | Julia McConnel      | George Chi ho Tang      |
| Paul Baker             | Mark Edwards             | Robert McMillan     | Mike Tibbitts           |
| Dean Barrowcliffe      | Christopher Gay          | Sam Mehan           | Brad Turner             |
| Tomislav Begic         | Allan Gray               | Jan Nejedly         | Chris Warnock           |
| Craig Bennett          | Ralph Hamilton-Presgrave | Bernardus Nordkamp  | Tommaso Liccioli Watson |
| Matthew Berens         | Guy Hanby                | Sandra Northey      | Rod White               |
| Scott Brown            | Greg Hays                | Brian Pangburn      | Don Woodland            |
| Brendan Buell          | Mike Howell              | Yuliya Pangburn     | Vlastimil Zamecnik      |
| Michael Collins        | Yijun Huang              | Andrew Preston      | Steve Dines (Cam)       |
| Cameron Cooper         | Simon Kube               | Kenneth Richards    | Steve Fitchett (Cam)    |
| Andrew (Danny) Daniels | Gerrit Lambert           | Jaak (Sharky) Saega | Brett Higgins (Cam)     |
| Derec Davies           | Martin Letch             | Louie Schena        | Steve Tonson (Cam)      |
| Ashley Davis           | Pete Lonnon              | Tracey Sgroi        |                         |
| Stami Donovan          | Henk Lunshof             | Shane Sparkes       |                         |



**RECORD #3 44-WAY**  
 Photo by Steve Fitchett

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The following morning we all circled up ready to start the morning brief. Jules took the 40-way formation dive sheet and started reading off the names; one, by, one. "You are all new Australian Canopy Formation record holders." Everyone cheered, and then Jules announced the other exciting news, "and every one of your slots has been paid for by Vaughany". The whole room smiled whilst concurrently shedding a tear. Everyone raised two fingers in a victory sign and then called out in unison, "V for Vaughany". The V's were held aloft and the room went silent for a short time. Kate looked upon the group. Jules rushed to her and gave her a huge hug. Kate has been so supportive of this record attempt, and it was an honour and privilege to have her with us.

Back to business. We wanted more records and we wanted everyone to be a part of it. We had kept our exit heights at the legal, no oxygen limit for the primary reason that we had sufficient time to build these records as long as everyone did their job properly. On each jump there were improvement opportunities, which if rectified, would allow time to build the records. Jules and I had a chat about this the previous evening. We considered the turbulence altitude, the fact that we had the equipment and capability to exit at a higher altitude to give us more time, the fact that all this gear was paid for, a few extra people on the formation, that today was probably the last day that we would be jumping, and decided to consult with Chris and Brian about going to higher altitudes.

By this time, the freefall Big-way camp participants that Kelly Brennan had organised to run alongside our record had become involved in supporting us whenever we were heading to the planes or coming back from landing. As were the jump-start students and other jumpers at Nagambie drop zone. There was generally a good camaraderie. Two of our camp participants had to leave the previous day due to a personal family issue and a prior commitment. That left 48 record participants.

On the way to the emplaning area, we noticed a massive ice halo in the sky above us. When we were actually doing the jump, the spectators on the ground watched as our formation flew with the halo surrounding us. We had special company on that jump...

We took off for the first 44-way attempt. The flight was smooth, the air was stable, the feeling amongst the group was really positive as we had just found out that we had a new record and this was just going to be icing on the cake. I personally felt really flat, and it showed in my performance. Jules told me later she felt similar. We both



had some not so great docks that day. It had been a long week and it goes to show how important it is to manage your health during record camps.

The formation flew well. Any hiccups were managed by the jumpers with some slot swapping and some faster split times from others. We got to the Starburst call once again; many were excited whilst others had no idea. We all landed and the onlookers told us that it looked really good. We were all high-fiving, hugging, and kissing once again. We got together for a group photo. Just as in the team chant prior to the jump, we called everyone in together to join in the celebration. This was a team effort. The photo was submitted to the judges. The second 44-way attempt was re-slotted with the four remaining people called into the formation. We wanted to get this one into the air as soon as possible so that we had time to do a third jump if required.

The second jump was not successful, with only a few people missing out. We got to review the videos from the morning's jump. Gail got the results from the first jump and Jules stood in front of the group and announced another new Australian record. The results were coming thick and fast now.

We headed to the aircraft for the third and final attempt for the day. We got so close on the last one and we wanted our four jumping mates to get a record as well. Again, the jump went well, with any problems rectified with some slot swapping and improved split times. Dean did a great job taking the Row 6 Wing. Sharky, who had nearly lost his right leg earlier in the year, was later happy to say that Martin took his slot and he got to finish off the formation.

Everyone had docked and the countdown to Starburst had started. Martin Letch on one of the canopies in the Row 7 Echelon moved up and in, rather than down and out, due to a mistimed grip release. At the same time, Derec Davies, two canopies above, turned sharply into Sam Mehan in between. Sam's canopy started shutting down as Derec's body came through his top skin. The shutdown caused a rapid increase in descent rate causing both of them to hit into Martin's canopy.

All other parts of the formation had cleared at this stage. We all looked around and some of us noticed what was going on now well below us. The combined wrap and entanglement now involved all three jumpers. There were now lines and canopy material everywhere and the mess was starting to descend at a faster rate. After assessing the situation and freeing most of the mess away from himself, Sam managed to cutaway and deploy his Reserve. The remaining mess and two jumpers were now descending faster and faster. The situation was becoming more desperate. Everyone was getting more and more concerned at the potential outcome. People started yelling out loud: Cutaway! Cutaway!



A tangled mess of bodies, nylon, and string was plummeting towards the Earth at frightening speeds. After an initial feeling of déjà vu as another starburst ended in a canopy entanglement/wrap situation, this time involving three people, the ecstasy of a third Australian Canopy Formation record was fast becoming a nightmare. Screams of, "Cutaway!" reverberated around the Victorian countryside as onlookers from both the ground and the air were anxiously watching the impending doom. The shadow of the wrap could be seen on the ground moving closer and closer to the actual wrap. Several of the people on the load were already spiralling at a rate of knots to get to the ground quicker to deal with... More screams of "Cutaway!" which seemed more and more helpless. People standing at the drop zone could see the bodies fast approaching the level of the hill in the distance.

When finally, Martin managed to cutaway and deploy his Reserve, followed seconds later by Derec. The canopy rides on the Reserves were both extremely short. They both landed and lay on the ground whilst other jumpers landed soon after; a few long hugs and sighs of relief at the realisation of how close they had come. We were so glad that they had made it.

Everyone met back at the hanger. Jules and I had a private meeting to discuss the incident. We had just broken our third Australian record. Everyone got the opportunity to be on a record. Everyone had learned a lot and progressed. We all experienced all emotions on this camp, ranging from fun to fear. But we did not achieve a 50-way, and we could in theory go bigger than 44. It was a no brainer. We had achieved success beyond what anyone would have expected, and the only question mark remaining was the health and safety of our team mates. We called it there and then with a view to better preparing people for a future attempt at a 50-way.

Once again, the judges did an awesome job in delivering us a quick unanimous result for a third Australian Large Canopy Formation record. Everyone there had achieved a record and it was time to celebrate.



**“** The Australian Canopy Formation Record camp and attempts, and the lead-up camps, reinvigorated my enjoyment of skydiving. The lead-up to the camp gave me more focus for my skydiving career, with a Canopy Formation emphasis. I have now left the camp wanting to do much more in this discipline. Having approximately 70 Canopy Formation jumps prior to the Record camp, most of which came from lead-up camps and training with the few S.A. Canopy Formation people, it was amazing to be given the opportunity to be on a successful record. I learnt so much from Brian, Chris, and the host of other highly experienced CF jumpers and coaches this country has to offer.

To be honest it was one of the most enjoyable, but also daunting experiences of my skydiving career. I wouldn't change any of the events (well, maybe the wrap and chop on the last record). I learned a lot, and met a large group of great people. The only piece of advice I could give is train hard, listen to your coaches, and finally believe you can do it. **”**

**Martin Letch**



# 2015 AUSTRALIAN Canopy Formation Record

23-31 OCTOBER 2015

## WHERE TO NEXT?

2017 Australian 50 Way Canopy Formation Record Attempt!

Jules and I have already decided to get that magical 50-way happening. A 50-way would be the largest national record in the world. That would be a great effort from our small nation. Before then, we all need to get out there and practice.

A number of people from this record attempt have offered to help too. If you are interested, let us know. We need people to organise and/or coach preparation camps, help with admin, media, equipment, aircraft, sponsors, and most importantly of all, to up-skill and get current well before the next record attempt.

Jules said it best after the event, "The odds were stacked against us 48:1. We had current jumpers with low experience, and un-current jumpers with experience, plus injured and experienced; all racing to beat the weather. Determination, passion, and teamwork got us through. We're winning! Thank you for joining us and making Australian history!"

All things considered, everyone at the 2015 record did an awesome job to achieve what we did. But we can be better. Much better. And bigger! See you on a 50-way Canopy Formation in 2017!

For more detailed information about the record, visit: <http://www.canopyformation.org/>

## THANK YOU

**Drop Zone:** Hosts Don and Louise Cross at Skydive Nagambie, plus the drivers, packers, manifest, fellow skydivers, and all Nagambie locals.

**Supporters/Sponsors:** The APF Sports Development Fund – The Fi Fund. State and Area Parachuting Councils from N.QLD., S.QLD, N.S.W., VIC, S.A., and W.A. for supporting their local members. The estate of Michael Vaughan, which paid for all the slots on each of the three records via sales of his personal parachuting equipment!

**Camera Crew:** Steve Dines, Steve Fitchett, Steve Tonson, Brett Higgins, Smiley Yeo.

**Judges:** Gail Bradley (Chief Event Judge), Jenni Plumridge, Lindy Rochow-Williams, Ray Williams, Faye Cox, Peta Holmes. Also thanks to Craig Bennett for stepping in on the initial 40-way attempts.

**Aircraft and their Pilots:** Aircraft 1 = Cessna N208 Caravan (MMV) - Jason Powell, Aircraft 2 = PAC 750XL (XLS) - Dan Martin, Aircraft 3 = PAC 750XL (XLC) - Jade Atkinson.



V for Vaughny

**Aircraft:** A huge thanks to Skydive Nagambie (Don and Louise Cross), Sydney Skydivers (Phil Onis), and Australian Skydive - Bridgewater on Loddon (Ralph Hamilton-Presgrave) for supplying their aircraft for this record. Champions! Thanks also to Kelly Brennan for organising freefall Big-ways to be run alongside our record so that we could put bums on seats and make the supply of aircraft more viable for the owners.

**Coaches:** CRW Specialty Services, Chris Gay, and Brian Pangburn.

**CRW/CF Tutors / Formation Pilots:** Jules McConnel, Scott "Split" Brown, Richie Dronow, Craig Bennett, Ben Nordkamp, Cameron Cooper, Danny Daniels, and anyone else who organised jumps and attended the camps.

**Riggers and Packers:** Ben Nordkamp, Jan Nejedly, Andrew "Danny" Daniels for helping with the equipment registrations, and some repairs and modifications. Packer A's Mike Tibbits, Ben Nordkamp, Tom Begic, Greg Hays, and others for packing Reserves during the week.

**Equipment Providers:** Everyone who brought their own gear or borrowed off their mates. But we particularly need to thank Andrew "Sarge" Preston, Ben Nordkamp, and AASPA for providing a lot more gear than everyone else. Thanks also to PD, Chris, and Brian for the PD BASE canopies. Thanks to the tree hunters for getting canopies out of the trees

**Oxygen Systems Training and Supply:** Ralph Hamilton-Presgrave.

**Catering:** Bertram and Smiley Yeo's Coffee Van.

**Media:** Kelly Brennan, Jules McConnel, and Kate Vaughan for spreading the parachuting word out to the general community, resulting in some good coverage.

**Organisers:** Chief Organiser Julia "Jules" McConnel and her assistant, me, Tom Begic.

**With Us In Spirit:** A big "V for Vaughany". Michael Vaughan.

**Supporters:** Our family, friends, employers, and fellow skydivers.

**The Participants and Our New CF Record Holders:** And most of all, each and every person that registered and turned up to the event, listened and learned from all our coaches and tutors, and put all that skill and newfound experience into practice in order to make three new national Canopy Formation records!



## RECORD TRIVIA

**Formation:** Wedge shape. A 36-way Diamond with a Row 7 Wing and three lock-offs on each side.

**Canopies Used and Sizes:** Performance Designs' Lightnings. 218 = 2, 193 = 4, 176 = 6, 160 = 14, 143 = 19, 126 = 4, 113 = 1.

**Exit Height and Timings:** Aircraft one dropped the Base at 16,000ft AGL, aircraft two at 14,500ft AGL, and aircraft three at 13,000ft AGL. There was approximately 85 seconds delay and 1,500ft altitude between each aircraft dropping.

**Break Off:** The Starburst call would come at 4,500ft, if not initiated earlier for other reasons. All parachutists would break-off approximately fifteen seconds later in unison.

**Build Time:** Both 44-way formations took eight minutes and 35 seconds to build from the initial exit. Each complete formation was held for 22 seconds. Formation Descent Rate: Average of 1,250ft/min from exit to break-off.

**Formation Weight:** Both were 4,300.5 Kg. Average exit weight was 97.7 Kg. The Base 9-way weighed 1,040.5 Kg, an average of 115.6 Kg.

**Formation Dimensions:** Eleven canopies high and seven canopies wide, approximating 45m high and 35m wide.

**Number of Attempts:** Three attempts produced two successful 44-ways. The second attempt missed out by only one slot. We also had a number of 40-way attempts prior, producing one successful record.

## PARTICIPANT DATA

**Number of People:** Fifty registered for the event. Forty-eight people were jumping on the final day of the records. All 48 got onto a record!

**Youngest:** Stami Donovan and Simon Kube, 23 years old.

**Oldest** – but youngest at heart: Don Woodland 60 years old.

**Least experienced/jumps:** Stami Donovan, Brendan Buell, and Sam Mehan had around 275 jumps at camp begin.

**Most experienced/jumps:** Chris Warnock, Rob McMillan, and Chris Gay have over 16,000 jumps.

**Male's vs. Females:** Increased female participation by 400% compared to the last record. Well done to our five ladies.

**Percentage from Previous Record:** 35%. Fifteen were on the 36-way record.

**Home States/Countries:** 82% Australian: N.S.W. = 14 (1 China), VIC = 13 (1 Canada), QLD = 8 (1 N.Z.), S.A. = 5, W.A. = 4, U.S.A. = 4, Namibia and Netherlands = 1.





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# XV AUSTRALIAN MASTERS GAMES ADELAIDE, 3-10 OCTOBER 2015

By Rob Libeau Photos by Jason Colless

**HOT ADELAIDE WEATHER... UNFORTUNATELY COMES WITH WIND! BUT, ONWARD AND UPWARD, THE SHOW MUST GO ON AND, THE SHOW DID! WITH THREE DAYS OF JUMPING PLANNED, CLASSIC AND SPORT ACCURACY WOULD BE SHOWCASED TO THE PEOPLE OF ADELAIDE – RIGHT IN THE MIDDLE OF THE CITY INTO VICTORIA PARK.**

The practice day was all but gone, until finally – a couple of loads went up. Some plane issues caused an abrupt cease to the day, but the competitors were in good spirits and came to day one ready for competition.

With weather playing a major factor in the completion of the competition, Meet Director, Mark Gazley, was quick to set about getting the competition off to a quick start, and from there, well – six rounds of Classic and five of Sport... Competition done and dusted in one day! As it turns out, this was a good outcome. The following days were hot, windy and, did I say hot?

With special thanks to the SAPC, especially Pete Miell, Adelaide Tandem Skydive, S.A. Skydivers, and Coastal Skydive – the Australian Masters Games Parachuting event was well received by the people of Adelaide and the Masters Games' organisers.

Congratulations to the competitors and to the winners of each category.

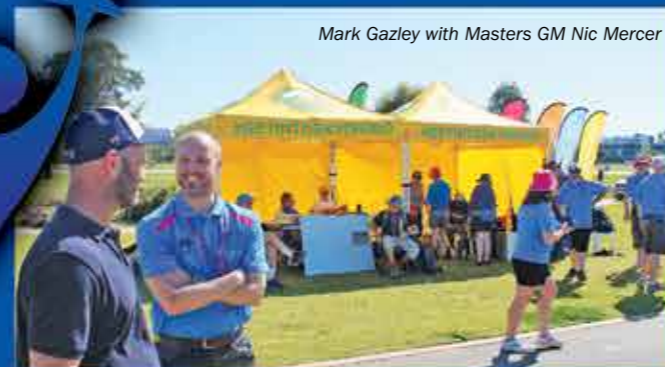




John Friswell



Graeme Windsor



Mark Gazley with Masters GM Nic Mercer



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L-R: Travis Naughton, Paul Newberry, Ian Robbo, Keith Perrot, Fabrizio Gianelli, Vlasto Zanecek and Jake Perrot



Judge Kirsten McWatters and Erika Wiszniewski



## By Jason Colless

After finding out that you only needed to be 30 years old to compete in the Masters Games for Parachuting, at age 36 I thought I would give it a crack. With fifteen Classic Accuracy jumps under my belt, the second of which I had to chop due to a line-over, I pretty much figured I was competition ready. Before I knew it, I was on a plane bound for Radelaide and competing in two Accuracy competitions: Classic and Sports; in the middle of the city.

Meeting the other skydivers made me feel a lot more comfortable with competing as there were only a few youngsters like myself, and you instantly think that youth will succeed. With Mark Gazley coordinating debriefs, it was time for the first two loads of the practice day. I opted to start with Classic, with a few others going for Sports. In the other plane there were all old school Classic skydivers. With a short 45-minute drive to the airport, we jumped into the plane, and off we went for some Hop 'n' Pops.

Unfortunately a short Hop 'n' Pop flight turned into about 45-minutes in the air before we exited. Everyone landed safely, and had already packed their rigs when we, unfortunately, got to watch the other load of skydivers crash land in front of us in the middle of Adelaide. I can't really comment on what the problem was. All I can say is how grateful I felt for everybody surviving.

With that, the first practice day, while eventful and frightening, was over. Everyone who wasn't in the plane and taken to hospital, went to the hotel bar where it was voted unanimously that if the Masters Games' coordinators would allow the competition to continue, then we all wanted to keep jumping.

The next day, the winds kicked up and the Classic guys decided to call it, but as I also had my Sports rig, and a few others were still keen to jump, so we did. Mark gave us a heads-up to not worry about the competition and to

focus on landing safely, as there were going to be television crews everywhere after the incident the previous day. This time there was only one small hold and out we jumped. Forgetting what Mark had said I was completely target orientated and forgot to flare on landing. I can safely say I landed pretty hard on target, but remembered what Luke Oliver had once told me on a canopy course, so stood up, high-fived everyone, smiled and pretended that my ankle was good.

As the wind picked up again, another day was called off. With my ego and my ankle bruised, I thought it was time to get some rest. It was only lunchtime, so I went straight to the bottle shop, bought my Masters Games' carton, and went back to the hotel room, which I was sharing with Fabrizio; now ready for the opening ceremony. By the time the opening ceremony commenced, I was certainly in a celebratory mood. With a mask in my pocket, I headed to the Convention Centre. Being in fine form, and since we were parachutists, it was a long wait from the letter A to P. I decided to make it a bit more interesting, so donned my mask and proceeded to walk in with five other sports, starting with archery, boxing, netball, parachuting, and then had to come back for softball. The atmosphere was amazing and they put on quite a good show.

Next morning, trying to get a taxi to the event was impossible. With two rigs in hand, I tried hitching. After that didn't work, I started showing some leg and was promptly picked-up by a lovely lass called Kelly, who happened to be fellow competitor Travis Naughton's wife. What a champion! Arriving at the ground, I found out that I could only compete in one sport. I chose Classic Accuracy as it was something I wanted to get into. Our group, with legend Peter Meil driving us to the airport, started competing. After three jumps, I thought our fourth was to be our last, so I decided to don the full body lycra suit, and look like the rest of the

Accuracy jumpers. As it turned out, it was a pretty bad idea, at least for the hands, as lycra makes you a bit unstable, and when you have line twists, it is extremely hard to grab hold of anything. Nevertheless, with two out of four jumps landing on the tuffet, I was pretty happy. I then found out that the Accuracy competition was going for six jumps, so I packed my rig back into Pete's car, whilst he and Travis went to get some water. I think they must have gone to Melbourne to get that water, as I missed my next load and was unable to compete again; although really, I was coming a solid last in the competition, so was happy just to have the chance to watch the others jump.

If you have never seen Classic Accuracy jumpers; it's something of a sight. Watching these guys, fifty years and older (except for Fabrizio), drop from about five to ten meters in the air and smash their bodies onto a blow-up tuffet, is pretty amazing, considering they were nearly hitting the centre each time. After six jumps and a long day, the competition was over; with Fabrizio Gianelli's first place nudging out Keith Perrot on the last jump, and Vlasto Zanecek who came in third.

Respect to all those who were released from hospital to go on to win medals at this event, showing great

courage; particularly as it was so soon after the plane crash.

A massive thanks to Rob Libeau from the APF, and all the judges and organisers who helped get a bunch of skydivers together to land in the middle of Adelaide City, as it wouldn't have been easy.

Due to the weather blowing out the next couple of days, we were lucky that the competition continued. I was fortunate to be able to enter this event, meet such great people and hang out with the old school skydivers who have more stories than you can imagine.

Big thanks to everyone involved, and for letting me have such a great time. Although I thought the completion was going to be easy as everyone else was older, I basically got my butt kicked in my Classic competition, and I know Robbo Robertson took out the Sports Accuracy competition. I doubt I will ever underestimate the power of the old school Masters again!



Sports Accuracy winners - Ian Robertson, Paul Newberry & Travis Naughton



Classic Accuracy Open (30+) winners - Fabrizio Gianelli, Keith Perrot & Vlasto Zanecek

## RESULTS

**Classic Accuracy: Open (30+)**  
1st place – Fabrizio Gianelli  
2nd place – Keith Perrot  
3rd place – Vlasto Zanecek

**Classic Accuracy: Open (50+)**  
1st place – Keith Perrot  
2nd place – Vlasto Zanecek  
3rd place – John Friswell

**Sport Accuracy: Open**  
1st place – Ian "Robbo" Robertson  
2nd place – Paul Newberry  
3rd place – Travis Naughton



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# STATE CHAMPIONSHIPS

## NEW SOUTH WALES

By Jules McConnel Photos by Steve Tonson

SKYDIVE OZ TURNED IT ON AGAIN OVER THE OCTOBER LONG WEEKEND HOSTING THE NSW STATE CHAMPIONSHIPS. THERE WAS A GREAT TURN OUT OF PEOPLE REGISTERED IN MULTIPLE EVENTS TO MAKE UP OVER 90 COMPETITORS DOING OVER 500 JUMPS!

The vibe was high all weekend, and the learning curve was steep, thanks to Steve Smith and Stretch coaching the FS teams.

Everyone's tummies were spoiled all weekend with quality food from the Ice Creamery, including a huge fruit platter, which was devoured Saturday afternoon. Ben the Coffee man was flat out with his amazing brews and smoothies and cooked up a great stew on Saturday night, only to be topped by Kylie's fresh Thai cooked up on her wok made to order on Sunday night.

**There was a big increase in attendance in all events registered:**

- Ten 2-way Novice FS teams (up from four teams last year)
- Five 4-way Intermediate FS teams (up from four last year)
- Three 2-way Intermediate VFS
- Four 2-way CF teams (up from three last year)
- One 4-way Rotations team
- Thirteen Sport Accuracy (up from five last year)
- Unfortunately the weather was unfavourable to run Canopy Formation, but we were there!

**Notable achievements:**

- Mark New: 100th jump and C Licence
- Steve Johnson: 100th jump and C Licence
- Blair Norman: 50th jump and B Licence
- Ollie Boyd-Lambert: A Licence
- Rod White: E Licence

Quote of the weekend from Stephen 'Bax' Baker, Monday morning before jumping, "I need a Berocca, toast and a gold medal." He was pretty close with a silver in Sport Accuracy!

**Big thanks to:**

- Superstar Chief Judge, Craig 'Crash' Bennett, doing it old school style whilst keeping with the blistering pace.
- Legend coaches, Steve Smith and Mark 'Stretch' Szulmayer, for ground support during the 4-way FS and in-air support in 2-way FS.
- Newcastle Sport Parachute Club for letting us use the Beaver when the Caravan fell threw at the last minute.
- Skydive Oz for hosting another awesome event.
- N.S.W. Parachute Council for their support.



Crimea River

# 2015 N.S.W. STATE CHAMPS



Ollie's Team

"All I can say is, it was a great Meet. I could've been video for Disqualified and got a gold medal, however went with Rod White's scratch team; and while we came third, it was fantastic being part of it. What a great drop zone too."  
**Ian "Robbo" Robertson (4-way Inter FS)**

2-way Novice FS Third Time



Matt Scott



Shana



Taran Laval



Cormac Reidy

"What started out as a bit of a joke turned into a great day with some gold bling to match! Team Feel The Rush, aptly named to reflect the sponsorship from Skydive Oz, started out quite seriously nine months ago. After three jumps with each other, and one hour in the tunnel, we were on fire and thinking we were in for a chance (yes, this is tongue in cheek)... until momentum died off and we got busy. So, on the day of the State Championships, we were undecided if we should enter or not, and then decided, "Hey why not!?"

As the day went on, and our smiles grew along with our point score, we realised we were in with an actual chance of winning this competition. How funny!

Team captain Shana Harris, Bec Smith, Matt Scott (Kiwi) and Pete Wake would like to throw out a huge thanks to our wonder coach Steve Smith for his time and expertise. Our lack of commitment and training didn't put him off, and our win can really only come down to one thing – dedication from him! Thanks Steve."

**Bec Smith  
 (4-way Intermediate FS gold medallist)**



Steve Baker



Cheif Judge Crash and Jules



Sam Mehen getting a 15m penalty

# 2015 N.S.W. STATE CHAMPS



2-way Novice FS Blurry - Bronze



2-way VFS Wet Willies - Bronze



2-way VFS Team Attention - Gold



4-way Open FS Crimea River - Gold



4-way Inter FS The Rush - Gold



2-way Novice FS Ollie's Team - Silver



4-way Inter FS Relalicious Defence - Bronze



2-way VFS The Stunning Mullets - Silver

## RESULTS:

### 2-way Novice FS

- Gold:** New Kids on the Block – Mark 'Stretch' Szulmayer, Mark New, Richard Phillips (*camera*)
- Silver:** Ollie's Team – Steve Smith, Oliver Boyd-Lambert, Steve Tonson (*camera*)
- Bronze:** Blurry – Matt 'Kiwi' Scott, Blair Norman, Sam Mehan (*camera*)

### 2-way VFS

- Gold:** Team Attention – Nicki Parnell, Nathan Brown, Cormac Reidy (*camera*)
- Silver:** The Stunning Mullets – Holly Godwin, Chas Gutman, Simon Fox (*camera*)
- Bronze:** Wet Willies – Peta Thompson, Shana Harris, Richie Dronow (*camera*)

### 4-way Intermediate FS

- Gold:** The Rush – Shana Harris, Bec Smith, Matt 'Kiwi' Scott, Pete Wake, Same Mehan (*camera*)
- Silver:** The Planeteers – Peta Thompson, Meagan Wilson, Nathan Brown, Nicki Parnell, Adam 'Kestral' Phillips (*camera*)
- Bronze:** Relalicious Defence – Holly Godwin, Ian Brooks, Rebecca Lacey, Richard Phillips, Simon Kube (*camera*)

### 4-way Open FS

- Gold:** Crimea River – Mark Higgins, Nicole Flynn, Phong Nguyen, Adrian Lloyd, Steve Tonson (*camera*)

### Sport Accuracy

- Gold:** Chas Gutman
- Silver:** Stephen 'Bax' Baker
- Bronze:** Taran Laval



Ollie



Sport Accuracy  
Stephen 'Bax' Baker - Silver



2-way Novice FS New Kids on the Block - Gold



4-way Inter FS The Planeteers - Silver



Sport Accuracy  
Taran Laval - Bronze



Sport Accuracy  
Chas Gutman - Gold

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## QUEENSLAND

By Leanne Critchley Aerial & ground photos by Steve Fitchett Grabs by Shea Convery & Myles Treadwell

THE OCTOBER LONG WEEKEND BROUGHT QUEENSLAND'S FINEST TO RAMBLERS FOR THE STATE CHAMPIONSHIPS. FIFTY COMPETITORS TOOK PART IN THE FINEST WEATHER THAT RAMBLERS COULD PROVIDE. THANKS TO OUTSTANDING EFFORTS FROM TEAMS AND THE RAMBLERS' CREW, TEAM COMPETITION WAS COMPLETED ON SATURDAY. THE JUDGES WORKED HARD INTO THE NIGHT AND THE AWARDS CEREMONY AT 10:00PM WAS WORTH THE WAIT. SPORT ACCURACY WAS COMPLETED ON SUNDAY FROM THE CARAVAN AND EVERYONE HAD A BALL!



Full Tilt exit

While Eminence completely dominated the competition, there was some great Intermediate skydiving amongst the four teams competing. NQPC Open team, Aybrushed, came all the way from up north and elected to compete as a guest team in Intermediate 4-way FS; thank you for being great sports. And welcome again to the members of Hervey Bay town who set up their amazing tent city. You owned the Accuracy competition and gave Archie and Wayne, two of the best Display jumpers in the State, a run for their money. A couple of dead centres on the last round made an exciting finish with Archie and Wayne having their own private competition for first and second place. Steve Goodrope showed his consistency by medalling two years in a row.

WD40 showed great form, and Wade and Amandine enjoyed having Justin and Brooke from JFBS to compete with in Freestyle. Alongside the Artistic 2-way Freestyle Full Tilt and Wu Tang Clan, and Intermediate VFS Take the Money, we had a broad coverage of all disciplines.

Acrobatic wingsuiting, such a new and exciting competition discipline, suffered from some late withdrawals due to a clash of events, but the three teams registered gave a

# 2015 QLD STATE CHAMPS

Full Tilt high five



show of strength in Queensland wingsuiting, with Chris and Royce from Leading Edge (now Elevon) making the local media and national breakfast television the next day; fantastic representation of our sport.

The following people need to be thanked: Ramblers Parachute Centre, cast and crew, every one of you. Nicole on upstairs manifest who kept everyone jumping till the competition was done. Judging team of Sheena, Faye, Cole, Paula (trainee), Bec (dubbing) and Frank (Accuracy course assistant). Gary and Grant from Team Eminence who generously provided ground coaching for FS. Our wonderful pilots, and our brand new packing team under the guidance of the godfather of Ramblers packers, Roeland.

Special mention to SQPC State Coach, Alan Deadman, who spent hours of volunteer time recruiting competitors and building teams, and who did most of the groundwork and logistics in the week preceding the event, having just got off the plane from the World Cup.

Our sponsors really came to the party: Cookie Helmets provided 50% off a Cookie helmet to all members of the gold medal teams, and 50% off a camera cube for the gold medal cameramen. Mee Loft provided three fabulous prizes: 50% off a Wings Container won by Ian Johnson, Stowless D Bag won by John Grisinger, and \$150 of rigging won by Greg Maskell. Thank you Koppel! LVN provided t-shirts and sports wear and 15% off for everyone present on the weekend, and Team Emu Defence added to the fun with lots of ADF recruitment merchandise – go see Dave if you want to sign up! iFly donated ten minutes of tunnel time in the Sydney Tunnel won by Kyle Johnson.

There was some great skydiving and the mood was vibrant throughout the event. Looking forward to seeing lots of Queensland teams at the Nationals in 2016.

V for Vaughny



Sport Accuracy



Hervey Bay Sports Accuracy participants



Sport Accuracy



Jake and Shane



Jokers



Sport Accuracy group



## RESULTS:

### 4-way FS Intermediate

**Gold:** Eminence – Mariska Folley, Natisha Dingle, Grant Christie, Gary Nemirovsky, Ben Nordkamp

**Silver:** Emu Defence – John Grisinger, Ian Johnson, David Hails, Greg Maskell, Steve Fitchett

**Bronze:** Gotabiton – Jamie Cooper, Matthew Scott, Brendan Green, Alexander Cattaneo, Justin Frame

### Guest Team 4-way FS

**Silver:** Ayrbrushed – Jonny Goss, Anita Perryman, Mathew Cryer, Ben Cuttler, Luke Oliver

### 2-way VFS

**Gold:** Take the Money – James Shotton, Victoria Mutton, Brad Geysen

### Acrobatic Wingsuiting

**Gold:** Leading Edge – Chris Byrnes, Royce Wilson, Myles Treadwell

**Silver:** JoKers – Jacob Elms, Kirsten Moriarty, Myles Treadwell

**Bronze:** Power Glide – Kyle Johnson, Guy Hanby, Frank Klaus

### Freestyle

**Gold:** WD40 – Amandine Genin, Wade Edwards

**Silver:** JFBS – Brooke Sylvia, Justin Frame

### Intermediate Freely

**Gold:** Full Tilt – Richard Convery, Shea Convery, Keith Freely

**Silver:** Wu Tang Clan – Zach Morton, Kane Landon, Rob Morrissey

### Sport Accuracy

**Gold:** Archie Jamieson

**Silver:** Wayne McLachlan

**Bronze:** Steven Goodrope



### SPORT ACCURACY

Competitor	R1	R2	R3	R4	R5	TOTAL	RANK
Archie Jamieson	0.30	15.50	0.13	15.50	0.00	31.43	1
Wayne McLachlan	2.97	24.10	5.30	0.00	0.00	32.37	2
Steve Goodrope	18.90	7.30	0.46	0.90	12.30	39.86	3
Shane Hutchison	2.50	13.97	4.61	2.68	30.00	53.76	4
Alec Page	16.60	5.03	5.57	30.00	11.60	68.80	5
Luke Oliver	3.90	45.00	19.36	0.72	2.00	70.98	6
Jake Edwards	30.00	0.76	15.85	30.00	11.80	88.41	7
Craig Marriott	30.00	26.94	30.00	30.00	7.75	124.69	8
Greg White	45.00	30.00	29.01	3.06	25.14	132.21	9
Oliver Toplis	45.00	4.05	45.00	25.70	15.73	135.48	10
Scott Perkins	30.00	45.00	16.84	23.72	30.00	145.56	11
Mikesh Patel	30.00	30.00	30.00	30.00	30.00	150.00	12
Alex Carr	30.00	30.00	30.00	30.00	30.00	150.00	13
Dayle Marriott	30.00	30.00	30.00	30.00	30.00	150.00	14
Sara Cullen	45.00	22.60	30.00	45.00	45.00	187.60	15
Sam Korostilev	42.97	w/d	w/d	w/d	w/d	w/d	w/d

Event Judge: Faye Cox

### 4-WAY FORMATION SKY

Team Name	R1	R2	R3	R4	R5	TOTAL	RANK
Eminence	17	20	14	14	20	85	1
Gotabiton	4	7	7	6	7	31	2
Emu Defence	5	6	4	4	7	26	3
***Ayrbrush	8	7	6	6	10	37	***

\*\*\*Guest Team: Not eligible for Inter

### VERTICAL FORMATION

Team Name	R1	R2	R3	R4	TOTAL	RANK
Take the Money	0	2	2	1	5	1

Event Judge: Cole Rutherberg

### WINGSUITING

Team Name	R1	R2	R3	R4	TOTAL	RANK
Leading Edge	300.00%	300.00%	294.60%	300.00%	100.00%	1
JoKers	125.10%	205.10%	259.90%	103.80%	53.81%	2
Power Glide	101.50%	60.70%	113.92%	82.00%	42.70%	3

Event Judge: Sheena Simmonds

### FREESTYLE

Team Name	R1	R2	R3	TOTAL	RANK
WD40	5.8	6.8	7.1	19.7	1
JFBS	2.1	2.8	2.2	7.1	2

Event Judge: Faye Cox

### FREEFLY

Team Name	R1	R2	R3	TOTAL	RANK
Full Tilt	5.70	6.00	7.00	18.70	1
Wu Tang Clan	0.80	1.40	1.60	3.80	2

Event Judge: Faye Cox



# APF MANDATES NEW SINGLE POINT RESTRAINT (SPR)

## The G025 SPR



SPRs have evolved over time based on user feedback, the introduction of new aircraft types and operational experience. Early SPRs used a parachute quick ejector snap which was later banned when discovered a person suspended outside the aircraft - or when the aircraft overturns - is unable to release themselves. Alternative SPR anchor methods were needed with the introduction of Cessna Caravan aircraft and the Davis® floor track. Further, use of bench seating meant jumpers are off the floor and the restraint needs to be longer – but should be just long enough. The current B050 SPR is adjustable-in-length but, users seldom adjust it to the shortest-possible-length to achieve proper restraint.

A new version, now available, has been designed to enhance safety and overcome what are seen to be shortcomings of the current approved design. The new G025 SPR is:

- Easier to locate, attach, remove and stow when already seated in the aircraft
- Of fixed length to reduce throw forward or rearward travel in an emergency
- Design better aligns with aviation industry requirements for passenger restraint



Top SPR – buckle connected. Bottom SPR – Buckle disconnected. 3 x alternate attachment types shown.

While the new design might still attach to a floor/side wall track, seat belt anchor point or anchored to a cargo ring, and be intended for sitting on the floor or a bench seat, the extension that attaches to the parachutist's harness



no longer is of adjustable length. It now has a fixed-length-loop, just long enough to surround the front lift-web above the leg-strap junction

and have the tongue plug into the buckle.

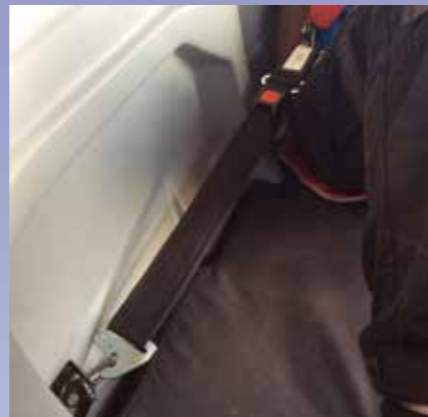
In other words, the loop is as small as practical so the SPR, itself, can be made the minimum possible length. This is important to minimize

forward throw if the aircraft aborts a takeoff (or during a crash soon after takeoff) and limit rearward travel if the aircraft pitches up abruptly on takeoff. Both scenarios have occurred in recent times and resulted in parachuting fatalities.

When the aircraft reaches 1000ft above ground level (AGL) it's customary to disconnect the SPR from the parachute harness and leave it on the floor. This presents a hazard to jumpers when moving around prior to exit. There have been instances of persons getting feet entangled with a SPR. So, what often happens is, SPRs are stowed under the mat and out of sight, discouraging their use on the next load. This is although SPR use is *mandatory* for takeoff, during turbulent conditions and in any case until the aircraft reaches 1000ft AGL.

On the new design, the free end stows to the side wall of the aircraft so it's visible to the jumper, a jumpmaster, and in most cases the pilot, when not being used. On reaching 1000ft AGL the SPR is disconnected from the jumper's harness and the tongue is plugged into the buckle. A Fastex® fitting on the SPR allows the free end to plug into a matching fitting on the side wall of the aircraft. Some aircraft installations will have the matching Fastex® fitting installed elsewhere but away from people's feet.

The point being the new design should reduce the possibility of jumper entanglement with the SPR.



There are a couple of other differences that are worth mentioning - particularly for those who maintain and operate jump aircraft. When purchasing the new SPR, the overall length needs to be specified as - the optimum length depends on if the user will be seated on the floor, a bench, or a ledge. There could be several different length SPRs for a particular aircraft. The positioning of the restraint dictates the jumper's position. SPR anchor points used – and thus positioning of jumpers – should be such that aircraft loading fits within the Centre of Gravity limits for the aircraft. The jumper should be beside or forward of the restraint anchor point - but never aft.

The air transport industry has moved from 9G rated seat belts for passengers and crew to 16g rated restraints on the basis that passenger weight has, over time, increased from an average of 70kg to 77kg. The new design SPR assumes the same average weight increase over time applies to jumpers. Accordingly it is tested to a higher standard than the current in-service design.

While the new SPR is a CASA-approved article it requires a separate installation approval by the maintenance organization that looks after the aircraft. There are two documents which will accompany newly-purchased SPRs. Firstly, Installation Instructions for the G025 SPR and, secondly, an Authorized Release Certificate for the article itself which is to be kept with aircraft maintenance data. Both documents need to be given to the aircraft maintainer for safe keeping.

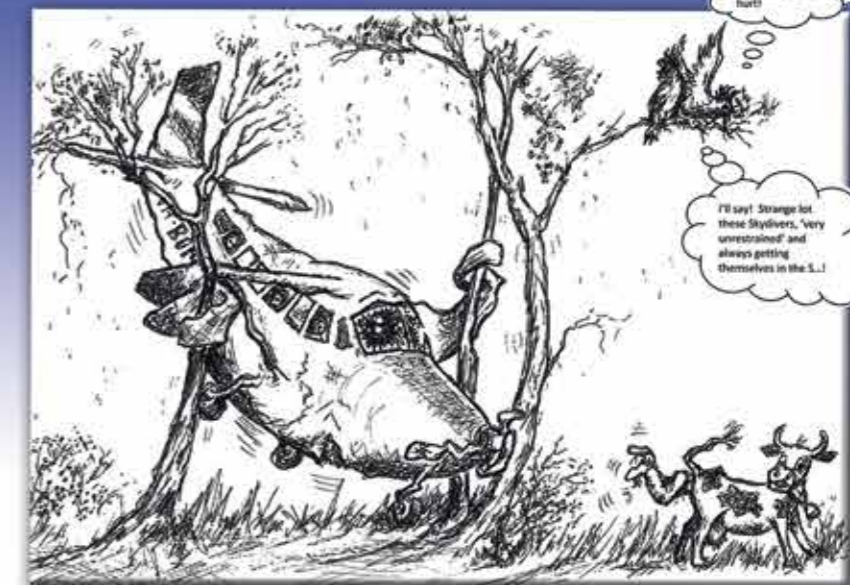
### APF SB 060307 Rev C (Excerpt Only)

APF mandatory Service Bulletin 060307-C regarding SPRs, was issued on the 1st of October 2015, superseding APF SB 060307 Rev B. Rev C of this SB advises that according to CASR Part 21.305A, the only SPR that meets the new standard has been designed by Airsafety Solutions.

The SB identifies effective dates that all jump aircraft are to be fitted with SPRs that comply with the approved standard.

# APF SMS

'Taking Safety Seriously'



## BE SMART, SHOW RESTRAINT & BUCKLE UP!

A Safety Message brought to you by the APF Safety Team

### Action 1: Effective 1st January 2016;

All NEW SPRs fitted to jump aircraft must comply with the approved SPR standard.

### Action 2: Effective 1st January 2017;

FULL IMPLEMENTATION. ALL jump aircraft are to be fitted with SPRs that comply with the approved SPR Standard.

The full Service Bulletin and the Installation Instructions are available on the APF web site at <http://www.apf.asn.au/Rigging-and-Equipment/RAC-s-and-SB-s/New-SB-s/default.aspx>

Contact Airsafety Solutions director Craig Morris on 0418 258 105 or [info@airsafetysolutions.com.au](mailto:info@airsafetysolutions.com.au) to make enquires and for ordering. Currently priced at \$100 + GST.

# CYPRES

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# Safety matters



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

*"When breaking down an incident, It is imperative to go in with an open mind, discard any preconceptions, and treat obvious causes with caution. It is just as important to eliminate possibilities as it is to find definitive causes of an incident. Often you cannot come up with a definite answer; sometimes the only conclusion is that there are several possibilities."*

### PRODUCT SERVICE BULLETIN

Vigil PSB 01-2015 Affects 1,900+ Units Issued 9th November 2015

Advanced Aerospace Designs, manufacturer of the Vigil AAD, issued a new Product Service Bulletin that affects more than 1,900 Vigil AAD units with cutters manufactured this year.

The PSB is a mandatory cutter inspection requiring each cutter to be sent back to Vigil America or AAD. The inspection is due to the occurrence of a severed closing loop due to rough edges inside a Vigil cutter. The manufacturer will be inspecting each of these cutters for sharp or rough edges for repair or replacement, and then return to each skydiver.

Go to the Vigil website to view the full PSB 01-2015, including affected S/N and the on-line form to complete if you own one. <http://www.vigil.aero/>



*The following are taken verbatim from a selection of incidents received mostly since August 2015, as notified 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 forms as received.*

**Please use these incidents 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.**

### FREEFALL

**AFF Stage 5 Student, jump 5.** The student exited the aircraft with no problem. JM released the student, who then performed a 360° turn and was hovering well. As time went on, the student got to deployment altitude and slowly let her legs bend as she waved off to deploy. She threw the p/c as she tipped over backwards. P/c and bag went through her legs and a line from the rear riser line group caught her left ankle giving her a slight line burn. The student landed the parachute next to the target with no issues. **Action:** Student was briefed on importance of stability during deployment. Showed student a video of Stage 5, de-briefed on legs and importance of locking on altimeter at 6,000ft, and asking themselves "How's my arch and body position", before deploying at 5,000ft. Student understood and worked on legs and stability for next jump.

**Certificate D, jump 326.** Three-way Head-down exit, one person grabbed jumper's wrist on exit, and altimeter was pulled from it. Alti was later recovered in a field near the drop zone. After checking the strap we found that the hand mount was unacceptable and asked the jumper to replace it. **Action:** Advised jumper to ensure altimeter is secure on wrist before exiting the aircraft.

**Certificate D, jump 487.** Solo Sit-fly. At 6,000ft, Main parachute opened prematurely and the riser slapped jumper's arm resulting in minor grazes. Normal canopy ride and landing on drop zone. **Action:** Rig has been given to a master rigger for inspection. BOC was replaced, as was loose and the likely cause of

the premmie. Advised jumper on the importance of making sure every part of his rig is in good condition.

**Certificate C, jump 136.** Jump was a 2-way Head-up from 14,000ft. Jump was going fine until the jumper experienced a premature opening; feeling his bridle wrap around his arm at around 6,000ft while in a Sit, with the pilot chute inflated above him. He lifted his arm and shook off the bridle. The Main canopy opened hard. He was open by 5,000ft and landed on the drop zone without further incident. **Action:** The rig, which was a borrowed set of equipment, was inspected by the DZSO. It was found to have a very worn out (loose) BOC. The DZSO had the owner of the rig notified, and it was put out of service until a new BOC was fitted. Also the jumper was told the importance of proper gear checks and maintenance before jumping his own or borrowed gear, and was lucky it didn't happen while climbing out the aircraft or below any other jumpers in freefall.

**Certificate D, jump 495.** Jumper was training as the instructor as part of an ID AFF instructor course. This jump was a planned Stage 4 skydive where the instructor is to deploy the student. At 7,000ft, the acting student on purpose stopped checking the altimeter. Training instructor lost height awareness, gave signals to acting student to open the Main parachute. Trainee Instructor deployed his student immediately at 3,500ft when actual height was noticed.

Trainee instructor was under a fully inflated Main parachute at 2,500ft over the drop zone. Feeling slightly flustered over the loss of altitude awareness, and being responsible for TA, he became target fixated on the arrow and struck his left leg on the tip of the arrow on landing. Sustained bruising just above the left knee. **Action:** Discussed the importance of landing safe on all jumps. Not allowing a bad jump to cloud judgment on remainder of jump. Ensure runway is clear of hazards.

### DEPLOYMENT PROBLEM/MALFUNCTIONS

**Student AFF Stage 3.** Canopy: Safire 240. Everything went well and the student waved off at 5,000ft and deployed very stable. The canopy opened hard, and the end cell on the right tore about two inches in from the seam. And tore the top and bottom skin from nose to tail, and the only thing holding the cell on was the stabilizer lines and the tail and nose trim tape. The student identified the malfunction and performed his EP's around ten seconds after opening, and was under his Reserve by about 3,000ft, the container was Skyhooked. **Action:** More care taken on packing, and canopy will be sent to manufacturer for inspection.

**Student jump 26.** Student was performing a solo jump. Freefall was uneventful up until deployment. At 5,000ft, student went to deploy. He experienced a hard pull, and then dug his elbow into the container to pull again as per malfunction procedures. At this point, he felt he may have been slightly unstable as he attempted the second pull. He is unsure whether he managed to extract the pilot chute on the second attempt. He felt the bag start to lift off his back, then saw the canopy start to deploy but in a streamer style configuration. He did not believe this was going to deploy normally, and therefore started to commence emergency procedures. He safely landed his Reserve on the drop zone.

On inspection, it was noticed that only the Reserve handle had been pulled, and the cutaway remained seated on the rig. Further discussion with the student ascertained that this was an out of sequence emergency procedure. The cutaway was performed by the Dual Action Operating System (DOS) student system.

**Action:** The packer concerned was checked on pilot chute folding techniques. These were found to be as per established procedures. Packer was reminded of importance in ensuring these were followed at all times. It is not possible to determine whether the hard pull was caused by packing or student error. Student has been fully revised on the correct emergency procedures prior to being cleared to jump again.

**Certificate E, jump 776.** Exited Aircraft second at 5,000ft on planned low altitude jump. Deployed stable after five-second delay. Did not feel bag release after BOC deployment, reached for pilot chute however realised immediately it was a packing error and went to emergency procedures. Deployed Reserve without incident and landed safely without injury. I had recently changed bridle routing however was uncomfortable with new method. Whilst I did ask another jumper (who had shown me the new method previously and was a packer), if I had routed it correctly, the check was not done closely enough. **Action:** Will continue with original method of routing bridle and seek more information on bridle routing methods. When asking someone to check gear, ensure they are giving their full attention and have actually checked and are also sure. Check gear twice before getting on a load.

**Certificate D, jump 450.** Normal 2-way Freefly jump, exit from 14,000ft. Break off at 5,000ft, deployment at 3,500ft. At 3,000ft noticed left toggle was popped, so continued to release right to stop a spin. After viewing the footage, the left toggle was out of the keeper and the tru-lock but toggle was still through the finger trap of the brake and jammed against the ring. So by popping the right toggle I gave myself a brake fire, and a spin up. Now having line twists and a canopy in full drive, the twist were unsalvageable. Executed EP straight away and under a Reserve by 2,000ft. Made it back to drop zone with no further incident. **Action:** Rigger to inspect and alter toggle keepers. Continue with established procedures.

**Certificate E, jump 1,564.** After an uneventful freefall, on opening, had a rapid turn to right then spiral to left. Attempted to fix, cutaway approaching hard deck, under a good Reserve by 1,900ft. Landed on drop zone, nil injury. **Action:** Video evidence of opening shows right hand toggle had released. Gear inspection, Velcro on toggles has worn out. Risers to be taken to a rigger for repair before further jump. (New container on order)

**Certificate A, jump 49.** Exited caravan aircraft at 8,500ft, practiced fall rates and turns. At 4,000ft I deployed my pilot chute. After counting three seconds, noticed that Main had not deployed, on looking over shoulder saw pilot chute in tow with the Main still not deploying. Pulled cut away handle then pulled on Reserve handle. During the process of cutting away felt the Main canopy come out of the container. I then landed on the Reserve with no further incidents. **Action:** Pilot chute was cocked, the delay may have been due to packing too tight or pilot chute hesitation. Possibly a bit rushed with three second count, maybe reacted quickly with EPs not allowing pilot chute time to inflate after checking over shoulder. Positive reinforcement given, however, for appropriate execution of EPs given his assessment of the situation.

**Certificate E, jump 2,699.** Canopy: Petra 66. Second jump for the day, and second jump for this new canopy. Deployed approximately seven seconds after exiting the aircraft. Canopy came out of the bag in 'Bag Strip', remaining in the folded position for around four-five seconds. Pulled on risers to try and alter the airflow and get the parachute to start

opening. The parachute finally started to open, but had line twists. Started to kick the line twists out, but accidentally ended up kicking the wrong way. By this stage it was around 3,500ft and I decided to cut away by 3,000ft and deploy the Reserve. **Action:** Ensure that the tail of the canopy is not tight when packing.

**Certificate D, jump 268.** Freefly 2-way exited from 13,500ft. Exited in Head-down position. At 9,000ft jumper transitioned to his feet when his jump partner noticed his bag had deployed, causing a horseshoe malfunction. Soon after the pilot chute deployed by itself and the Main proceeded to fully open. Jumper landed on the drop zone without further incident. **Action:** After repacking the Main it was discovered that the jumper's Main closing loop was too long. The loop has been changed and set to the correct length. He has been informed on the appropriate length for his Main closing loop. Also he has been informed about having compatible equipment, right canopy size for right container size. Gear sent to rigger for inspection as container may be too large for canopy size.

### CANOPY CONTROL/LANDINGS

**Certificate D, jump 365.** Canopy: Mamba 150. Last to exit, had very deep spot and decided to do a 5-knot downwind landing, got some turbulence when coming over gravel runway. Causing canopy to surge faster forward, combined with downwind landing increased speed further. Started a two-stage flare. Flared halfway, held for a second. Then flared all the way followed by a slide landing. Had fast forward speed. Landing position was about 500m away. Feet dug in to the unmaintained, rough surface landing area. Followed by couple of rolls.

### TURBULENCE

Impossible to see and difficult to predict, air turbulence is a real hazard for skydivers of any experience level. Thankfully, most encounters with turbulence under canopy occur high enough above the ground that they result in nothing more than a light bump. But occasionally turbulence close to the ground can lead to a scare or even injuries from a hard landing.

Pilots have plenty of tools available for predicting turbulence, but skydivers generally don't have to worry much about the types of turbulent conditions that affect aircraft. A wind shear at 2,500ft – a condition that is rough for an airplane pilot flying at high speeds – usually causes a skydiver flying a canopy at about 24kph/13knts to just feel a slight bump for a second or two. Turbulence close to the ground is the skydiver's enemy. Since you can't see turbulence, your best defence is to understand how it occurs and avoid flying your parachute where you're likely to find it. Turbulence occurs:

- Downwind of trees, buildings and other tall obstacles.
- Above areas where two different surfaces are next to each other, such as grass next to asphalt.
- Behind the spinning propellers of airplanes running on the ground.
- Behind other parachutes.



After crossing over trees, tall buildings, or other structures, jumpers under canopy may find that smooth winds suddenly

turn chaotic. The stronger the wind and the higher the obstacles, the worse the effect will be. You can expect to feel the effects of turbulence at a distance as far as 10 to 20 times the height of the obstacle that the wind is blowing across.

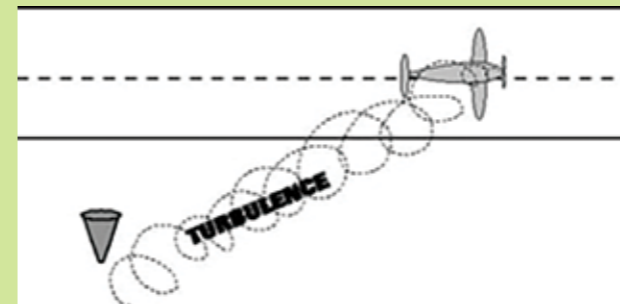


So wind coming across 50-foot-tall trees might cause turbulence as far as 500 to 1,000 feet downwind of the trees.

Assess your landing area and the direction of the wind to help choose the best area to land. Some drop zones have known problem areas when it is windy, so ask the drop zone manager or staff whether there are spots you need to avoid when the wind is blowing.

Turbulence also results when the sun heats two dissimilar surfaces to different temperatures and causes columns of air to rotate upward. In some cases, dust devils – essentially mini-tornadoes – form. The type of turbulence resulting from uneven heating occurs even when winds are calm, so keep that in mind when you are planning your landing pattern.

Also watch for turbulence if a running aircraft is loading jumpers or taxiing beside the landing area. In these cases, turbulence will be behind and traveling downwind from the airplane.



Of course, it's never a good idea to land anywhere near a running airplane just from the standpoint of avoiding the propeller, the boarding jumpers and other hazards. But if for some reason you are unable to select a clear, open landing area away from the running aircraft, keep in mind that the area directly behind and downwind of it could be turbulent.

One of the most common causes of a jumper experiencing turbulence at a low altitude is also one of the least obvious: flying behind and above another parachute. As a canopy descends through the air, its wake will trail behind it and above it. The farther behind the jumper you are, the higher its wake will be. Though skies are often congested at pattern altitudes and you may need to fly relatively close to other jumpers, try to avoid the turbulent air above and behind them. Passing through another canopy's wake is a recipe for canopy collapse.

Turbulence can cause problems for even the most experienced canopy pilot. It might be invisible, but that doesn't mean you need to be blindsided. Knowing the causes of turbulence and where it lurks can help you avoid it.

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Author Jim Crouch, USPA Director of Safety & Training

**Certificate D, jump 850. Canopy: Alpha 110.** Jumper had just completed a 4-way WS jump and was flying canopy back to drop zone. However, due to having a head cold with runny sinuses, he experienced a sneezing episode, which covered the inside of his visor (Bonehead Raptor) with mucus, obscuring his vision by ~50%. Was more concerned with getting his slider down and unzipping WS than opening his visor and clearing his vision. He overflowed numerous clear areas where he could've/should've landed, but elected to land in a small horse paddock, which has numerous volcanic rocks strewn about in it. Subsequently, he hit one of the larger rocks and sustained a broken ankle and toe.

**Action:** DZSO spent considerable time with the jumper at his hospital bed and discussed the events leading up to this accident.

Hindsight is always a marvellous thing, however here a few things that we came up with, which might have reduced the chance of this happening again;

1. Concentrate on canopy flight, instead of wasting time getting slider sorted out
2. If wearing a full face helmet, to open the visor if vision is obscured
3. Identify a suitable landing area @ 1,000ft, not at 100ft
4. Remember, that a green paddock (crop) will always be better than a dusty brown one (rocks)

Jumper has advised that he intends to get rid of this helmet and get a more suitable one. And, that he will not jump with a head cold again, without first taking appropriate medication.

**Certificate D, jump 1036. Canopy: Safire 129.** Second load of the day. Skydiver's fourth jump of weekend. Completed 5-way Angle jump with coach. Normal opening and descent. Had legs out to slide in on landing, left leg collected grass tuft and flung body into ground impacting left knee hardest. Sore but walked back to packing area, packed rig and left drop zone with intent to return later in day. Two hours later, walking around (possibly twisted) and knee swelled. **Action:** X-ray and ultrasound revealed bruising and slight muscle tear. Rest to recover. Discussion with canopy coach revealed need to have feet and legs in a position to run on landing, better flare start and finish flare properly.

**Certificate B, jump 95. Canopy: Safire 170.** Jumper's incident occurred on landing after a successful 4-way RW jump. Upon final approach for landing he misread the windsock and was, contrary to his belief, facing downwind for landing. He failed to flare fully resulting in a hard landing, where he rolled to absorb impact and hurt shoulder area. He was in pain and taken to hospital, the results showing he had dislocated his left shoulder and incurred fracture to his clavicle. **Action:** In light winds to be more aware of what the ground winds are doing, use other indicators to determine landing direction as well. Finish off landing with a full flare. Jumper has been counselled on his misreading of wind direction and how to avoid this problem in the future.

**Certificate D, jump 433. Canopy: Crossfire 119.** Downwind leg was too close to hangar, resulting in a late turn onto base. Front riser 90° onto final was also too late, resulting in a collision with ground. First jump back in roughly two months. Attempted to plane out on rear risers but was far too close to the ground. Bounced off ground on right buttocks and managed to land parachute following bounce on feet. Sustained End-plate compression fractures of T2, T4, T5, T6, T8 and T12. **Action:** Discussion with DZSO about alternatives to my approach.

# AUSSIE CRW

## record lead-up camps

**INNISFAIL CRW August 2015**

By Mark Schafer Aerial photos by Pauly Baker Ground photos by Tracey Scott

**FOR MOST OF US UP HERE AT TANDEM CAIRNS, FAR NORTH QUEENSLAND, CRW WAS NOTHING MORE THAN AN IDEA – AN INTIMIDATING, SLIGHTLY TERRIFYING IDEA. WHEN IT WAS ANNOUNCED THERE WAS TO BE A CRW WEEKEND HOSTED BY THE GREAT JULES MCCONNELL IN THE LEAD UP TO THE AUSTRALIAN RECORD ATTEMPT, NATURALLY SOME OF US WERE IN TWO MINDS ABOUT IT. NEVERTHELESS, WITH ENOUGH PEOPLE REGISTERING TO HOLD THE CAMP OVER FOUR DAYS, AND COOPS' PROMISE THAT IT WOULD BE "SICK WITH WRAPS AND CHOPS AND SHIT," THE EXCITEMENT (AND NERVES) WERE ON THE RISE.**

The first two days of the camp were amazing! The weather was clear, and there were a whole bunch of successful first time jumps with Jules, and even 4-ways and 5-ways, we couldn't believe how well it was going, with everyone coming back to the shed after ten-minute skydives with huge grins and stories. Everyone else who weren't on the jumps were commentating from the ground and loving it! Under the guidance of Jules, and with the assistance of radio communication, sixteen skydivers from 'B' License all the way up to experienced instructors got involved, and were put way out of their comfort zones with huge success.

Day three was finally my turn, and after spectating for two days, and seeing how much fun everyone was having, I couldn't have been more excited! In great Cairns fashion, it rained. Half a day waiting and watching some of Jules' CRW videos until I finally had my first taste of CRW – a one-on-one with Jules, and with Paul Baker on outside camera. Just like everyone else, I couldn't believe how awesome it was! Jules made it almost easy to overcome the initial fear of aiming a canopy at someone else, and catching lines with your feet while they do the same.

Fourth and final day and the weather was back to the nice Queensland sun. Everyone from the last few days, and even some instructors who had until then been watching and too scared to get involved put their name down. There was a good vibe and everyone was super excited to get some quality jumps in. Personally I did five of the best jumps ever that day, including a 4-way rotation jump under Coops' tutelage, a 2-point 6-way Stack, and the final jump of the weekend – a very successful 2-point 8-way in which five of us gained our CRW Crest!

At the end of an amazing weekend, CRW was no longer just a scary idea – we had eleven first-timers overcome their fear, gain some much needed knowledge, and even prompt some CRW jumps for fun over the coming weeks after the camp was over. I mean, who doesn't love a ten-minute skydive? Talk about value for money!



“Just like everyone else, I couldn't believe how awesome it was! Jules made it almost easy to overcome the initial fear of aiming a canopy at someone else, and catching lines with your feet while they do the same.”

So on behalf of all the jumpers and staff who participated and made this weekend go smoothly (without any wraps or chops!) a big thanks goes out to Jules for imparting her infinite knowledge and guiding us through a very intimidating time in our skydiving career; Paul for the great camera work and positive (frightening) docks on the bottom of formations to get that perfect shot; and Coops for motivating us and showing us how it is done and how fun it is. Not to mention all the manifest and ground staff who made it happen and especially Jade, our Pilot for doing a great job and actually letting us in the plane with all our horrible looking CRW packs.

Thank you to Tandem Cairns, North Queensland Parachute Council and APF Fi Fund for supporting the event.



# AUSSIE CRW record lead-up camps

“Wow! Did we really do that?  
Yep, it's on video so it must be true!”

## BRIDGEWATER CRW September 2015

By Sandra Northey Aerial photos by Tom Begic Ground photos by Nicole Denovan



**THIS CRW LEAD-UP CAMP HAD ALL THE RIGHT INGREDIENTS – A PERFECT BLEND OF BEAUTIFUL WEATHER, A BUNCH OF KEEN EXPERIENCED CRW JUMPERS, A NICE BIG CARAVAN TO TAKE US TO HEIGHT, AND A PINCH OF GOOD FORTUNE. WE COOKED UP SOME MILESTONES INCLUDING A 2-POINT 9-WAY, A COUPLE OF 12-WAYS AND A 2-POINT 11-WAY. WE EVEN TOPPED IT OFF WITH RALPH'S 15,000TH AND TRACEY'S 1,000TH JUMPS.**

Day one began early on Friday morning with a bright, sunny day, and gentle winds blowing in from the Northwest adding a chilly bite in the 8:00am air and not helping to get the first load off to an early start. We had an awesome turn up on

the first day with myself, Danny, Louie, Jules, Ralph, Jan, Dean, Tom and Derek. The first jump went well and involved all of us practicing our wing docks with snake formations: The top person takes a dock on the wing of the next person, who takes a dock on the opposite wing of the third jumper. We then rotate positions during the jump. On the second jump, we had two groups: a 4-way Diamond and a 5-way Diamond with number five as a Stinger on the bottom.

After the success of these first two jumps, Jules had us heading into a 9-way Diamond on the third. Jules was on top of the Diamond with her 143 canopy; I was on Row three Wing with Dean on the opposite side – a position I had never flown before. Amazingly we built two complete 9-way Diamonds in one jump! Derek received his CRW Crest on a 2-point 9-way Diamond formation – what a way to get your CRW Crest! It didn't come easily though. Dean and I had to have a lot of front riser trim on the wings to stop them from folding into the middle of the formation – a lot more than Row two. I developed a new-found appreciation for those who had gone before me in this position – no wonder they had been prone to initiating a few wraps in the past. What an amazing first day of CRW – we were all stoked and pumped for the upcoming action on the following day.

With the fine weather holding, we all got together around 8:00am the next day with a few new players, Mick, Tracey and Vlasto. Matt Hill also showed up to have a crack at video. The locals told us they had never seen so many people at the drop zone so early in the morning! With twelve CRW Dogs ready to rock and roll, we started by building three 2-way Diamonds on the first load. All went smoothly, continuing the trend from the previous day, but with Ralph bailing out for a while to throw a few drogues.

Our next jump consisted of two groups of four making 4-way Diamonds, and a group of three doing Snakes. CRW camera has its own challenges and Matt found he needed to pick up some new camera skills on these first two jumps to get us all in the picture. A little bit of cloud was slowly rolling in but we gave it another crack with two groups. Unfortunately, things began to look a bit hairy on the way to height and we had to get out at 10,000ft due to the icy cloud that had built above. Tom left the plane first, and as he hit the ice, he said later that he was worried we wouldn't follow him out! As we left the plane we struck ice for about 500ft, then some showers. Despite the conditions, our team managed to build the Box almost twice during the jump.



Jules' group however, didn't get very far through the jump. She was splashed by water during a dock and they ended up building a stack. We waited a few hours for the weather to clear and watched some video footage of the pros at work building bigger formations, including footage of the 36-way record. With Ralph now back in the picture, Jules and Tom planned to build a 12-way formation for the next jump. This was big, as most of us had never attempted a formation bigger than a 9-way before. We built the 12-way with no real drama by 5,500ft. Then we headed straight for home, as we were on a long spot from the drop zone – all managing to get back somehow. Luck was still on our side!

With enthusiasm running high, a second 12-way jump was planned for a sunset load. With a sliver of orange left on the horizon at take off, we were in for a race against the approaching darkness. People removed their sunnies in the plane as we climbed to height, except for Ralph who needed them, as they were prescription. Somehow we all got together again to create a perfect 12-way by 4,000ft in near darkness. All landed safely at the drop zone. What an amazing day!

All good things eventually come to an end, and day three saw us into the last day of the camp, but the good times just kept rolling on. Jules and Tom planned the first jump of the day for Ralph's 15,000th jump, so it had to be an awesome plan, and it sure was. Meeting at 7:30am for 8:00am wheels off, we stuck to the agenda and walked through an 11-way formation. Not only did we nail the formation by 9,000ft with Jules then turning the whole thing around 180 degrees back to the drop zone, but we then built another 11-way by 4,000ft – Wow! Did we really do that? Yep, it's on video so it must be true! We were on a real high after that one, and Ralph had a most memorable and enjoyable 15,000th jump – I am so glad to have been a part of it.

Second jump of the day saw a 10-way planned with a few positions swapped around. The sides were swapped around and Tom replaced Ralph while he left us to toss a few drogues. Since we were having such a good run and giving CRW such a good rap, with no cutaways and only one off drop zone landing by Matt Hill across the road,

Jan decided he would change all that. On exit, he forgot how to do a Hop 'n' Pop, and left the plane unstable. The result was a messy canopy, and an inevitable cutaway more than two miles from the drop zone. No one else but Jules noticed this happen, and after assessing the situation and seeing that Jan appeared to be going OK on his pink Reserve, she decided the best course of action was to build the formation and then do a run back to look for him. The formation built but no one missed Jan as he was supposed to be on the bottom of it. On the run back, Jules couldn't find him. There is a good reason why we CRW Dogs carry a mobile phone, and Jan certainly was prepared with his one, which helped Kingsley find him quickly. All the gear landed together and nothing went missing.

What an awesome time we all had! People travelled so far to be there – Vlasto and Dean came all the way from Adelaide, and Tracey flew in from Newcastle. We all learned a few new skills and brushed up on some existing ones. Some keys points from the weekend were to keep your inputs small when you are close to the formation; lock ups need to get in quick to stabilise the build; don't be afraid to use a lot of front riser trim on the wings to stop it folding in, and to use the B line to make it easier on the arms; stay within the "cone"; try different inputs like cross control to get where you want to be in the formation; plan the formation well with compatible wing loadings; and set yourself up before coming in for the final dock. I can't wait to take part in the 50-way record – bring it on! Yoo-hoo!

A big thanks to the APF Fi Fund, Victorian Parachute Council, Australian Skydive, Ralph, Jules, Tom, and all the dedicated CRW dudes who made the effort to turn up and play.



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## TUNNEL QUIZ

By Johnny Tan and Emma Jane Warrender

WE'VE POSED SOME QUESTIONS TO JOHNNY TAN, ONE OF iFLY DOWNUNDER'S EXPERIENCED TUNNEL INSTRUCTORS FROM THE POINT OF VIEW OF A FIRST TIME FLYER TURNED FREQUENT TUNNEL FLYER AND SKYDIVER.

**Q: How did you get involved in the world of tunnel flight?**

I fell into it. No really, I just walked up looking for work. I'd seen the Hollywood tunnel before because I was looking for the ice skating rink on the Universal City Walk – it had been replaced by the tunnel. Later when heading to the movies, I walked by and wondered if they were hiring. It seemed like a fun job and I wanted something that was active and interesting.

**Q: Was the job what you thought it would be?**

No. It was much, much, more. And now it's taken me overseas so... I love it! But the training was much harder than I expected. I almost quit. I just about raised the white flag of surrender in the third week of training. But I didn't, and it has paid off! I never intended it to last this long.

**Q: How long has it been?**

Six years.

**Q: What was the most difficult part of your training?**

Catching my trainer. Over, and over, and over, and over again. Until I got it right. Oh, and pushing through the pain of small injuries. I wasn't exactly in shape at the time.

**Q: What keeps the job interesting for you?**

The fact that it's still growing rapidly, that the advent of tunnels has exponentially sped up the progression of the sport of skydiving, giving a sense of, 'wow, where else will this go?!' I want to be a part of that.

WE ALL KNOW THE TUNNEL CAN BE CAPTIVATING. THOSE THAT HAVE NEVER SEEN IT BEFORE STAND THERE, MOUTHS AGAPE WITH PARALYSED CURIOSITY. EVEN THOSE WHO ARE NO STRANGERS TO THE TUNNEL WILL SOMETIMES STAY PAST THEIR BEDTIME TO KEEP WATCHING. MOST SKYDIVERS TODAY HAVE HAD SOME INTERACTION WITH TUNNELS, BUT WHAT ABOUT THE PEOPLE THAT WORK THERE, THE INSTRUCTORS WHOSE LIVES REVOLVE AROUND THE WHOLE THING? WITH THE OPENING OF iFLY GOLD COAST SOON WE THOUGHT IT WOULD BE A GOOD IDEA TO GET AN INSIGHT FROM THEM. WHAT ARE THEIR EXPERIENCES LIKE, AND WHAT LIGHT CAN BE SHED ON THE SPORT BY SEEING THINGS FROM THEIR POINT OF VIEW?



**Q: So you are a skydiver as well?**

Yes. But I wasn't before I found the tunnel.

**Q: How long were you an instructor before you started skydiving?**

One and a half years.

**Q: Why did you decide to take it to the sky?**

Everyone at work talks about skydiving. And tons of customers ask you if you jump. You get tired of saying 'No', and hanging your head when they ask.

**Q: And how did that first skydive feel?**

Well, I had done a tandem jump once before, about seven years before I started the tunnel job. But the first AFF jump, where I flew my own parachute and landed it, was possibly the single most exhilarating thing in my life. I was giddy with laughter after opening, dangling my feet at 5,000ft.

**Q: I bet you put your AFF instructors to shame with a year and a half of tunnel time under your belt?**

Shame is a strong word. I didn't approach things like that. I was very humbled and was warned about the dangers of being a smarty-pants tunnel flyer turned skydiver (premature openings in Sit-fly with sloppy student gear, etc). Nobody likes that guy. Plus, in this sport, arrogance leads to complacency, and complacency kills.

**Q: How did you handle your first flyer freak out?**

It takes some time before you realize that everyone you take in there has different expectations, and is therefore experiencing it very differently from the next person on the bench. I've learned that if I'm truly calm, I can usually pass that energy off to them, whether before entering the wind, or after. It's pretty amazing in the wind when I give the relax hand signal and I feel the person completely relax in my arms. They usually get a big thumbs up from me after that and we move forward from there.

**Q: Do many AFF students come to the tunnel?**

Yes. For most skydivers, the tunnel is a tool for learning. Some people have been told by their instructors that they should visit the tunnel to work out some kinks. Others have

decided on their own it's a safer way to go about it and have come to the tunnel before they start their AFF. And still others have no idea about skydiving until they come to the tunnel and have since gone on to complete AFF programs or more! There's a whole spectrum.

**Q: Do you experience a proud moment when one of your students achieves a new flight goal?**

Oh yes! With much fist pumping and high fiving! And maybe a little shake of the booty.

**Q: Since becoming a skydiver, don't you find the tunnel a little mundane?**

No way. Yes, there are similarities that each possess, but really they are quite different beasts, each with their own set of challenges to overcome. But tunnel flight is eternal freefall, and a skydive is fleeting glory. It's a toss up. Like a good parent, I love each of them.

**Q: There are skydivers who are already quite advanced with their flying technique. What more could they possibly learn?**

There's always more! That's the beauty! Never stop learning.

**Q: Has everything you've learned in the tunnel made skydiving a more enriching experience for you?**

Well, there's an issue of awareness. Learning to fly your body first, allows for less attention to be paid to your body while in freefall, so you can pay more attention to important things like altitude, gear, exit order, stack ups, getting a good grip on your hackey, other people about to take you out! The list gets bigger. In this way, I was fast tracked a bit. Call that enriching if you will. Because I had the body awareness first, I was then able to go on much more advanced jumps with very low jump numbers, but, like most tunnel flyers turned skydivers, my canopy skills are way behind. But I am aware of this and I stay within my skill limits and away from others under canopy. I'm working towards becoming a more well-rounded skydiver.

**Q: If you could put one tunnel myth to rest, what would it be?**

"You can't learn to track in the tunnel."



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# TIM BATES AWARD

## WINNERS ARE GRINNERS

By Kelly Brennan

Craig 'Crash' Bennett has already collected plenty of medals and international achievements in his stellar skydiving career. But he was, as he put it, 'absolutely humbled' to be the latest winner of the Tim Bates Award

Crash is one of our most experienced performers when it comes to standing on a winner's dais. So it was funny to see his surprise on APF Awards night. He was so gobsmacked that he managed to drop the glass award!

Once the win sunk in, he was able to sum it up. "I regard the Tim Bates Award as the Aussie "Skydiver of the Year", and getting that kind of recognition from your peers is priceless," he said.

"Medals and records are just stuff that you accumulate along the path of getting better at something, if you follow it with commitment," Crash explained. "An award like this can't be worked for.

His feelings are similar to other past winners. Jules McConnel said she was ecstatic, honoured and very humbled. Issy Dore said it was amazing. Greg Jack said it was a very special award.

Simon 'Sas' Di Sciascio was stoked. Like Crash, he felt the award had a special meaning, very different from medals and records. "Awards like this come, not from beating an opponent, but by your peers being impressed and inspired by the way you go about it," said Sas. "These kinds of awards are not so much about your ability, but more of a comment on your character."

Jules McConnel agreed. "This award tops all the medals and records I have achieved over the years because it is way more than what you can achieve in competition," she said. "To me it is recognition of putting back into the sport through all I have learnt through competition and record attempts."

The other thing in common for past winners was their surprise at winning. Crash had no idea, even though he was a member of the APF Awards Validation Unit. Somehow, they'd managed to keep the nomination totally secret from him and they assessed it without him suspecting a thing.

Michael Vaughan had been the first Tim Bates Award recipient, followed by Jules, so Craig Bennett's win was a clean sweep for their CRW team. "I know that anything I do pales into insignificance compared to how much they've put into the sport over the years," said Crash.

It meant heaps to him that all three Oookoonono members had received the award. "Especially as I was being recognised for all the other stuff that I've been doing for years, not just for following around two superstars for a while!"

### What is the Tim Bates Award?

This award was set up by the Bates family to celebrate Tim's spirit and skills, and it was soon adopted into the APF awards system. Tim died from the effects of Diabetes in 2005. He'd been passionate about the emerging discipline of Canopy Piloting, and he ran canopy courses for skydivers

of all levels to improve their skills and safety. His family provides a trophy and cash prize each year, and the winner's name goes on a spectacular honour board in the APF Office.

It has the following criteria:

- A passion for the sport, and for developing the sport
- Demonstrated ability to, at times, put the sport before individual ambition
- Willingness to help and nurture others in the sport, and to work towards inclusiveness
- Desire and ability to excel within their chosen area(s) of endeavour within the sport
- Ability, skill and desire to put more back into the sport

Jules McConnel is grateful that somebody cared enough about her passion and commitment to look into her history and spend time putting together her nomination.

"It makes it all the more special that I knew Tim Bates personally, spending many competitions and training camps with him, sharing a passion for canopy flight and coaching others to be better alongside him," said Jules.

For Tim's parents, Rob and Ann Bates, the award has meant far more than they expected. "We sense that the grass roots skydiving community has embraced and values the esteem that the recipients of the Tim Bates Award receive," they said. "Such recognition is both humbling and a cause for celebration."

### The nomination process

Do you know somebody who is passionate about their skydiving, excellent at what they do, and deserving of national recognition? Have you often thought, "He really should be awarded for the work he does"? Well, YOU can do something about that. Get off Facebook and get onto the APF awards page. Invest a few hours into researching and praising a worthy individual and send your nomination to the APF.

Gail Bradley is Chair of the AVU, which assesses the submissions. "In ANY award nomination, I am looking for nominees who certainly meet the criteria for the Award but also who have demonstrated consistent patterns and are not just one-hit-wonders," she explains.

Gail wants to see numerous examples of the nominee's work. "These need to be supported by a cross-section of referees, not just the 'fan base'."

If you pull together a nomination, never assume that the awards' committee knows the person. It's important that



YOU provide the list of achievements, the references, and the reasons why that person is worthy of this award. Most importantly, outline HOW they specifically meet the criteria for this award.

It might take a while to gather a few references. Three to five references would be good, each of them should be a page or less, just to summarise why this person is so highly regarded. You might have to be a bit sneaky to get the nominee's background details. But imagine how much the surprise will mean to them when you pull it off.

"I am looking for evidence that the parachuting community supports this person, and that no one, or very, very few, would be left scratching their head wondering how THAT person won an Award," says Gail.

Don't be deterred by the level of support required for a nomination. It is essential for the credibility of the awards system, but your effort really means a lot to the person at the receiving end.

Greg Jack has come to appreciate the rigorous selection process for the Tim Bates Award. "It is such an award that requires efforts above and beyond those of someone who has been demonstrably successful through ability and dedication," he says. "It is also about long term effort and giving back to our sport."

Frankie Molnar says her own heroes, like Fi, Greg, and Vaughny never cared about medals or sponsorship. "They wanted to see our sport flourish," she said. "And it is because of them that Australian skydiving has progressed!" Issy Dore says volunteer work is sometimes a grind and all the hard work often goes unnoticed. "Awards like this make me realise that some individuals do take notice and those cool cats are the reason I keep doing it," she says.

### Other Awards

Check out the list of available awards on the APF website. There are a wide variety of honours for our members, and the Awards Validation Unit would love to see more nominations.

"We know who our heroes are and I love to celebrate their achievements; remember that these Awards also support our long-term, consistent worker-bees," says Gail Bradley.

Have a think about the person that you have in mind and consider the best award to nominate them for. Perhaps they're one of those people who give up spare time every week, year after year, to make things happen behind the scenes. This person could be a good candidate for an APF Service Award.

A Service Award takes a little more work to nominate somebody for, as you have to get the approval of your local council. But, once again, it will mean so much to the person who receives it. Those who do a lot of volunteer work know all too well about the effort it takes, and their appreciation will be overwhelming.

### The future of the Tim Bates Award

Tim's parents have been part of every recent APF Awards night, proud to hand over a trophy and a cash prize to each year's deserving recipient. They love catching up with friends and being made to feel welcome. "It means more than words can say that we now feel part of the community that was such a significant part of Tim's life," said Rob and Ann.

"We see the Tim Bates Award remaining alive for some time to come and we are delighted to be part of this collective energy."

### List of Tim Bates Award winners

#### 2007 Michael Vaughan

– For his leadership in Canopy Piloting and his medal winning performance at the World Canopy Piloting Championships, following his success as an FS competitor.



#### 2008 Julia 'Jules' McConnel

– For her passionate leadership as a canopy coach, Instructor/Tandem Master, CRW Competitor, CRW multiple record holder and for setting a remarkable example as an ambassador for women in skydiving.



#### 2009 Isobel 'Issy' Dore

– For her generous commitment as an administrator, competitor, coach and event organiser, demonstrating particular passions for nurturing newer skydivers and developing freeflying.



#### 2010 Steven 'Belou' Geens

– For his continual excellence in nurturing newer skydivers and teams, and initiating countless programs to develop the sport.



#### 2011 Simon 'Sas' Di Sciascio

– For outstanding achievements as an Australian Champion FS competitor and world record holder, as well as his passion for coaching skydivers of all levels to improve their skills.



#### 2012 Francisca 'Frankie' Molnar

– For her zealous pursuit of having sports parachuting formally recognised by Defence and her hard work for the Australian Defence Parachute Championships.



#### 2013 Greg Jack

– For his outstanding leadership and enthusiasm, taking Aussie skydivers to new records and reinvigorating their participation in large formation skydiving.



#### 2014 Craig 'Crash' Bennett

– For his exceptional performance as a national and international CF competitor, as well as his mentoring work and many APF volunteer roles.





**CERTIFICATE A**

MICHAEL SATYAJEET JACKSON  
 RHYLS PHILIP CURTIS SAM OLIVER CHRISTOPHER ADAM TRAVIS MATT CLOE DAVID DAVID CHERYL DAVID ELISH CHRISTOPHER ADAM JOSHUA BRANDON JOSHUA RHYS KANE DANIEL ZACHARIAH JORDAN DAVID DYLAN DARCIO CALLUM JAY BRADEN TIM DANIEL LINDSAY MATTHEW JAKE JONATHAN AARON ZHIAO CHENGJUN IN CHUL JESSICA MICHAEL KAVAN OWEN JOHANN MIKE PRIIT KERRY BALTHAZAR SEUNG PETER JADE MICHELLE JAMES LI LUCA BRUCE RYAN WINSTON CHRIS MARTIN MICHAEL BEN ZETH LYDIA GEOFFREY ROBERT ELLEN DARREN MICHAEL SHALUN DALE ASHLEIGH STEVEN ASH LINDSAY DIEGO ANTHONY BEN DANIEL JEVGENI JAY JONATHAN JAMES RAYMOND JENS CHRISTOPHER VALENE SOON RONGXUAN SIMON CASSANDRA RYAN VANESSA JOSH MARCEL JARON JAMIE MEGAN CHRISTOPHER ANDREW HANAFI

**CERTIFICATE B**

DASUN ERIC ANDREAS DANNY MICHAEL ALESSANDRO STEPHEN JARRED MICHELLE SACHA LEO TOBY STUART FERN DANIEL BRADLEY ROBERTO STACEY OWEN QIANGMU BEN TOBIAS CALE NATHAN SAM

PETER MATTHEW MARINA CATHERINE TOM ANDREW BIRD SAMUEL HARRY BOYD-LAMBERT BRENNAN BROWN CAMPBELL CARPENTER VINCENT DAKOTA DANIEL CHING CLARKE CONLON COOKE DOUGLAS CUMMINS DELANDRE DOLBEL DOWDEN DURY ESAM FORDHAM FRAZIER FREEMAN FRICKER GARCIA GEDDES GELDENHUYS GRACIE GRANT GRAY GUYVATT HAYWARD-WRIGHT JAKE HITCHMAN HOLOHAN HORVAT HU HUANG JEONG JOHNSTON JORDAN KARIMI KEARNS KOCH KOENS KUDU LANG LE BRET LEE LEEMBRUGGEN LOMAX LU LYELL MA MAREMMI MARKS MARTIN MCCALL MICHAMARA MERSMANN MESSIH MORCOM MORGAN MULLER MURPHY NORMAN NORTHCOTT O'BRIEN O'CALLAGHAN PARKER PAULSEN PERRY PHILIP PHILLIPS PIHACH QUEVEDO RISCH ROBINSON RYAN SAMOLOV SAMUEL SANDOVAL CASTILLO SCHMIDT-LINDNER SEIBELAN SIMON SMITH SPENCE TAN TEO VALASTRO VAN ZYL VENABLES VENTURA VERKAART WHY WILLIAMS WINTER WOODING WOODS ZWART

**CERTIFICATE C**

ROBERT DASUN CRAIG MARK LACHLAN JARRED AARON STUART LUKE DARR LINDA MICHAEL SAM RUARRI DARVYL JACK TOM RODRIGO JONAH SARAH SAMUEL LAURA MICHAEL DAKOTA DAVID TRUDY DOMINIC ALEX LEON ANDREW JONATHAN KOB I WAYNE TONY MARK MARY CHRISTOPHER ALEXANDER AARON NICK RICHARD CHRISTOPHER DANNY SUDHIR ALEXANDRE HARVEY LARI ADAM ALEX DANIEL MITCHELL MICHAEL OZZY SHANE PETER ADAM JAYKE GEOFFREY

**CERTIFICATE D**

KONSTANTINOS REBECCA ANDREA PAUL LACHLAN JARRED DAVID LEE JOSHUA JOSHUA ADAM MATTHIAS ANNABELLE JOSH KEVIN JACOB MARISKA CHANSOO

FARNHAM GALAZ GERVAIS GODFREY GREGO JONAK CAMERON TOM BRENTON CRAIG DANIEL JONATHAN BEN JONO MATHEW ISAAC ALEX DAVID BROOKE NICHOLAS VIKTOR WILL TOMMER KOK HON SUZANNE NG NORMAN PIHACH RADFORD RAE RAO READER REFLINSKI RIVAS ROGERS ROZNSERSKI RUNDLE SEAN SCOTT SENASINGHE SNOW HORVAT ALEX SULLIVAN THOMAS THOMSON TOMCHAK LIMA TRIVETT VAN DER RYKEN VENTURA VLAJIC WALSH WEBB WHISTLER WILLIS

**STAR CREST**

AHERN AITCHISON ALLINDER ALLWOOD BECH BINGHAM BONFADINI BURNESS BYRNE COOMBS DEVONSHIRE DONALDSON DRURY FAIRWEATHER DARYL JACK TOM GEORGIOU GODFREY HERNANDEZ MOGUEL HOGAN INACIO JAMES KEANE KEEN KELLY KEYS KNIGHT KRUGLOW MATTHIAS MCGREGOR-DEY MOORE MURRAY NEW NGUYEN ORRELL PAGE AARON PETTITT PHILLIPS PINTEGNE RADFORD RAO RONDELAERE SALAME SCANAGATTA SLOT STUART STUTLEY SYMES THOMPSON TURGIT TURNER WAKE WALSH WALTERS WHITMORE

**CANOPY CREST**

DEREC STAMI MATTHEW TERRY JACK COLIN ANDREW MARK

MISCHA LUKE SHANE SANGYEUL MICHAEL BENJAMIN KANE CAMERON TOM BRENTON CRAIG DANIEL JONATHAN BEN JONO MATHEW ISAAC ALEX DAVID BROOKE NICHOLAS VIKTOR WILL TOMMER KOK HON SUZANNE NG

**STAR CREST**

AKI ALLUM AVISON BARLOW BRUCE BUNFIELD CHRIST ANNABELLE KEVIN SIMON JACK MATTHEW CALLUM DAISY MICHAEL DAVID NAOMI KANE CAMERON ANDY CRAIG JOHN ZACH MATTHEW MATHIAS MURRAY PETER REBECCA BECKY DAVID JOSHUA MATTHIAS ANNABELLE KEVIN SIMON JACK MATTHEW CALLUM DAISY MICHAEL DAVID NAOMI KANE CAMERON ANDY CRAIG JOHN ZACH MATTHEW MATHIAS MURRAY PETER REBECCA BECKY DAVID JOSHUA MATTHIAS ANNABELLE KEVIN SIMON JACK MATTHEW CALLUM DAISY MICHAEL DAVID NAOMI KANE CAMERON ANDY CRAIG JOHN ZACH MATTHEW MATHIAS MURRAY

**NIGHT STAR CREST**

ANNABELLE CORJEON DAVIES DONOVAN GIDDINGS MARKS OTTAWAY PARKINSON PRESTON SCHAFFER

HODALIN HUTCHINSON JEONG KEANE KIRKLAND LANDON LANE LAPHORN MANNING MARRIOTT MATTHEWS MCGREGOR-DEY MCKAY RIDE ROSS SHEPHERD STUART STULTZ SYLVIA TEATHER THORBJORNSEN TYRER VARDI WONG ZWART

**STAR CREST**

CHRIST COLEMAN ELDFORD GALLAN GALLAN GALLEGOS GIDDINGS GOUGH HARDWICK JOLLEY KOROSTILEW LONGO LYNES OCKENDEN OUTTRIM PARKINSON ROLLISTON RUTTAN STRANGE TOMMER VARDI WHITE WILCOX

**FREELY CREST**

MATTHIAS ANNABELLE JACK TAYNE JOE DAVE AMY LARI LEE STEPHEN BRODIE

# Timing The Bell

Compiled by the APF at ASM deadline time.

**CERTIFICATE E**

MATTHIAS ROLAND JACK CRAIG LOUISE ENRIQUE MATTHEW DAVID JAMES DOMINIC SAM LUCIO ANDY PAUL KENTON COLIN JACK TRACY STEPHANIE TOMMER ROD JORDAN

**STAR CREST**

PETER REBECCA BECKY DAVID JOSHUA MATTHIAS ANNABELLE KEVIN SIMON JACK MATTHEW CALLUM DAISY MICHAEL DAVID NAOMI KANE CAMERON ANDY CRAIG JOHN ZACH MATTHEW MATHIAS MURRAY PETER REBECCA BECKY DAVID JOSHUA MATTHIAS ANNABELLE KEVIN SIMON JACK MATTHEW CALLUM DAISY MICHAEL DAVID NAOMI KANE CAMERON ANDY CRAIG JOHN ZACH MATTHEW MATHIAS MURRAY

**NIGHT STAR CREST**

ANNABELLE CORJEON DAVIES DONOVAN GIDDINGS MARKS OTTAWAY PARKINSON PRESTON SCHAFFER

**PACKER B**

STEVEN BOWERMAN IAN BRUCE BUNFIELD MAGALISTER SARAH DANIEL KEVIN DARAGH ANDREW JANELLE WOONSUNG DAKOTA ANDY SAM ZACH KENTON CORAL MATTHEW ISAAC GERMAIN DANIEL STEVE MICHAEL JAYKE GRAEME

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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. (DARWIN)

GPO BOX 3114, DARWIN N.T. 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 N.T. 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 TANDEMS (TOP)

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

## QUEENSLAND – NORTH

### ALTITUDE SKYDIVING MISSION BEACH (ASMB)

PO BOX 56, MISSION BEACH QLD 4852  
 CHIEF INSTRUCTOR: ALAN MOSS  
 DZ Ph: 07 4088 6635; Email: dezewing@hotmail.com  
 Drop Zone Location: SHRUBBERY CENTRAL  
 Web: www.altitudeskydive.com.au  
 Aircraft: Cessna 182

### 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  
 Club Ph: 0409 520 526;  
 Email: secretary.skydive@gmail.com  
 Drop Zone Location: MARIAN AIRFIELD

### MACKAY SKYDIVE (MACSKY)

PO BOX 4089, MACKAY AIRPORT QLD 4740  
 Non-Training Operation  
 Club Ph: 0458 213 523;  
 Email: info@mackayskydive.com.au  
 Drop Zone Location: PALMYRA AIRFIELD

### PAUL'S PARACHUTING (OSBO)

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

### SKYDIVE AIRLIE BEACH (AIRLE)

PO BOX 5361, WOLLONGONG N.S.W. 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 N.S.W. 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.australiaskydiver.com  
 Aircraft: Cessna 208

### SKYDIVE CAPRICORN (SKYCAP)

29 AGNES ST, THE RANGE QLD 4700  
 CHIEF INSTRUCTOR: LLOYD COFIELD  
 Club Ph: 0429 044 224;  
 Email: skydivecapricorn@icloud.com  
 Drop Zone Location: HEDLOW AIRFIELD,  
 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@sydneydivers.com.au  
 Drop Zone Location: INNISFAIL AIRPORT  
 Web: www.tandemcairns.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 Ph: 07 3314 3664;  
 Email: info@skydivebribie.com.au  
 Drop Zone Location: RAGLAN & WOORIM  
 BEACH BRIBIE ISLAND  
 Web: www.skydivebribie.com.au  
 Aircraft: Cessna 182 & Cessna 206

### FUNNY FARM (FUNFAR)

BURLOO, BUNGUNYA QLD 4494  
 CHIEF INSTRUCTOR: ROGER MULCKEY  
 Club Ph: 0429 630 897; Email: rmulckey@gmail.com  
 Drop Zone Location: FUNNY FARM - BUNGUNYA  
 Web: www.funnyfarmaustralia.com  
 Aircraft: Cessna 182

### GATTON SKYDIVERS CLUB INC (GATT)

38 AVIATION STREET, OXLEY QLD 4075  
 Non-Training Operation  
 Club Ph: 0438 198 372;  
 Email: gatton.skydivers@gmail.com  
 Drop Zone Location: TOOGOOLOOWAH

### GOLD COAST SKYDIVE PTY LTD (TGOLD)

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

### RAMBLERS PARACHUTE CENTRE (RAMBL)

PO BOX 136, TOOGOOLOOWAH QLD 4313  
 CHIEF INSTRUCTOR: DAVID McEVOY  
 Club Ph: 07 5423 1159;  
 Email: skydive@ramblers.com.au  
 Drop Zone Location: TOOGOOLOOWAH

Web: www.ramblers.com.au  
 Aircraft: Cessna 208 & Cessna 182

### REDCLIFFE CITY SKYDIVING (RED)

PO BOX 5361, WOLLONGONG N.S.W. 2500  
 CHIEF INSTRUCTOR: JOHN COOK  
 Club & DZ Ph: 1300 663 634; Fax: 1300 338 803;  
 Email: info@skydive.com.au  
 Drop Zone Location: SUTTONS BEACH - REDCLIFFE  
 Web: www.australiaskydiver.com  
 Aircraft: Cessna 208

### SKYDIVE BYRON BAY (BYRON)

PO BOX 5361, WOLLONGONG N.S.W. 2520  
 CHIEF INSTRUCTOR: JOE STEIN  
 Club & DZ Ph: 1300 663 634; Fax: 1300 338 803;  
 Email: info@skydive.com.au  
 Drop Zone Location: TYAGARAH AIRFIELD  
 Web: www.australiaskydiver.com  
 Aircraft: Cessna 208

### SKYDIVE HERVEY BAY (HERVEY)

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

### SKYDIVE RAMBLERS - RAINBOW BEACH (RAINBO)

PO BOX 7, RAINBOW BEACH QLD 4581  
 CHIEF INSTRUCTOR: STEVE GEENS  
 Club Ph: 0418 218 358;  
 Email: rainbow@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: WAYNE MCLACHLAN  
 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

### TOOGOOLOOWAH SKYDIVERS CLUB INC. (RASP)

40 SWORD ST, WOOLLOONGABBA QLD 4102  
 Non-Training Operation  
 Club Ph: 0418 154 119;  
 Email: bennord@ozemail.com.au  
 Drop Zone Location: TOOGOOLOOWAH

## NEW SOUTH WALES

### ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN N.S.W. 2580  
 CHIEF INSTRUCTOR: KOBİ BOKAY  
 Club Ph: 0422 585 867;  
 Email: bookings@askydiver.com.au  
 Drop Zone Location: GOULBURN AIRPORT  
 Web: www.askydiver.com/  
 Aircraft: E110, Cessna 182

### AIRBORNE SUPPORT SERVICES (3RAR)

11 YANDERRA ROAD, TAPITALLEE N.S.W. 2540  
 CHIEF INSTRUCTOR: LEIGH SHEPHERD  
 Club & DZ Ph: 0487 505 800;  
 Email: shep@airbornesupportservices.com  
 Drop Zone Location: NÓWRA AIRFIELD  
 Aircraft: Cessna 185 & 182

### COASTAL SKYDIVERS (COAST)

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

### COFFS CITY SKYDIVERS (COFFS)

PO BOX 4208, COFFS HARBOUR N.S.W. 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 N.S.W. 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 MAITLAND (NSWTS)

PO BOX 202, RUTHERFORD N.S.W. 2320  
 CHIEF INSTRUCTOR: JASON CLARKE  
 Club Ph: 0456 830 864; Email: nswts@outlook.com  
 Drop Zone Location: MAITLAND AIRPORT, RUTHERFORD  
 Aircraft: Cessna 182

### SKYDIVE MUDGE (MUDGE)

15 AMARANTHUS PLACE, MACQUARIE FIELDS  
 N.S.W. 2564  
 CHIEF INSTRUCTOR: BRYAN YOUNG  
 Club Ph: 0410 788 589; DZ Ph: 0410 885 867;  
 Email: jump14000@gmail.com  
 Drop Zone Location: MUDGE AIRPORT, BOMBIRA  
 Web: www.skydivemudge.com  
 Aircraft: Cessna 182 & Cessna 210

### SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA N.S.W. 2537  
 CHIEF INSTRUCTOR: PAUL SMITH  
 Club Ph: 1300 185 180; Email: fun@skydiveoz.com.au  
 Drop Zone Location: MORUYA AIRFIELD,  
 MORUYA BEACH & TRANGIE  
 Web: www.skydiveoz.com.au/  
 Aircraft: Cessna 182 & Cessna 185

### SKYDIVE THE BEACH AND BEYOND – CENTRAL COAST (SCC)

PO BOX 5361, WOLLONGONG N.S.W. 2520  
 CHIEF INSTRUCTOR: MAX MOTZO  
 CLUB & DZ Ph: 1300 663 634; Fax: 1300 338 803;  
 Email: info@skydive.com.au  
 Drop Zone Location: WARNERVALE AIRPORT  
 Web: www.skydive.com.au  
 Aircraft: Cessna 182 & Cessna 208

### SKYDIVE THE BEACH & BEYOND – NEWCASTLE (SBN)

PO BOX 5361, WOLLONGONG N.S.W. 2500  
 CHIEF INSTRUCTOR: MAX MOTZO  
 Club Ph: 1300 663 634; Email: info@skydive.com.au  
 Drop Zone Location: LAKE MACQUARIE AIRPORT  
 Web: www.skydive.com.au  
 Aircraft: Cessna 206 & Cessna 208

### SKYDIVE THE BEACH & BEYOND SYDNEY/ WOLLONGONG (SBS)

PO BOX 5361, WOLLONGONG N.S.W. 2500  
 CHIEF INSTRUCTOR: MAX MOTZO  
 CLUB & DZ Ph: 1300 663 634; Fax: 1300 338 803;  
 Email: info@skydive.com.au  
 Drop Zone Location: STUART PARK, WOLLONGONG  
 Web: www.skydive.com.au  
 Aircraft: Cessna 208, P750 & Cessna 182

### SKYDIVING N.S.W. DROP ZONE (NSWDZ)

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

### SYDNEY SKYDIVERS (SYD)

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

### TANDEM SKYDIVING (TANDY)

25 COMARA CLOSE, COFFS HARBOUR N.S.W. 2450  
 CHIEF INSTRUCTOR: RICHARD PETERS  
 Club & DZ Ph: 0418 275 200;  
 Email: rpeters@ozemail.com.au  
 Drop Zone Location: CAMBEWARRA  
 Aircraft: Cessna 180

## VICTORIA/TASMANIA

### AUSTRALIAN SKYDIVE (AIRS)

PO BOX 839, TORQUAY VIC 3228  
 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE  
 Club Ph: 1800 557 101; DZ Ph: 0434 174 773;  
 Email: info@australiaskydiver.com.au  
 Drop Zone Location: BRIDGEWATER ON LODDON

Web: www.australiaskydiver.com.au  
 Aircraft: Cessna 182, 206 & 208

### AUSTRALIAN SKYDIVE (TORQ)

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

### COMMANDO SKYDIVERS INCORPORATED (CDO)

3260 SOUTH GIPPSLAND HWY, TOORADIN VIC 3980  
 CHIEF INSTRUCTOR: CRAIG TRIMBLE  
 Club Ph: 1300 555 956; DZ Ph: 03 5998 3702;  
 Email: info@commandoskydivers.com.au  
 Drop Zone Location: TOORADIN AIRFIELD &  
 PHILLIP ISLAND AIRPORT  
 Web: www.commandoskydivers.com.au  
 Aircraft: GA8 Airvan

### RELWORKERS INCORPORATED (WORK)

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

### SKYDIVE NAGAMBIE (CROSS)

PO BOX 311, NAGAMBIE VIC 3608  
 CHIEF INSTRUCTOR: DON CROSS  
 Club Ph: 03 5794 1466;  
 Email: jump@skydivenagambie.com  
 Drop Zone Location: NAGAMBIE  
 Web: www.skydivenagambie.com  
 Aircraft: XL 750 & Cessna 182

### SKYDIVE THE BEACH & BEYOND – GREAT OCEAN ROAD (GOROAD)

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

### SKYDIVE THE BEACH & BEYOND – MELBOURNE (SBM)

PO BOX 5361, WOLLONGONG N.S.W. 2520  
 CHIEF INSTRUCTOR: GREG HAYS  
 Club Ph: 1300 734 471; Fax: 1300 338 803;  
 Email: info@skydive.com.au  
 Drop Zone Location: MORAN RESERVE, ST KILDA  
 Web: www.skydive.com.au  
 Aircraft: Cessna 206 & P750

### SKYDIVE THE BEACH & BEYOND – YARRA VALLEY (VPC)

PO BOX 5361, WOLLONGONG N.S.W. 2520  
 CHIEF INSTRUCTOR: GREG HAYS  
 Club Ph: 1300 734 471; Fax: 1300 338 803;  
 Email: info@skydive.com.au  
 Drop Zone Location: LILLYDALE AIRPORT  
 Web: www.skydive.com.au  
 Aircraft: Cessna 206, Cessna 182 & P750

### SKYDIVE VICTORIA (TOOR)

PO BOX 16, COROWA N.S.W. 2646  
 CHIEF INSTRUCTOR: FRANK SMITH  
 Club Ph: 02 6033 0489;  
 Email: enquiries@skydivevictoria.com.au  
 Drop Zone Location: COROWA AIRPORT  
 Web: www.skydivevictoria.com.au  
 Aircraft: Cessna 182

## SOUTH AUSTRALIA

### ADELAIDE TANDEM SKYDIVING (SAJ)

PO BOX 1014, GOLDEN GROVE S.A. 5125  
 CHIEF INSTRUCTOR: ALLAN GRAY  
 Club Ph: 08 8261 4161; DZ Ph: 08 8520 2660;  
 Email: info@adelaideskydiving.com.au  
 Drop Zone Location: LOWER LIGHT  
 Web: www.adelaideskydiving.com.au  
 Aircraft: Cessna 182 & Cessna 206

### COASTAL SKYDIVE S.A. (COOL)

PO BOX 333, GLENELG S.A. 5045  
 CHIEF INSTRUCTOR: MARK GAZLEY  
 Club Ph: 0448 148 490;  
 Email: jump@coastalskydive.com.au  
 Drop Zone Location: GOOLWA AIRFIELD  
 Web: www.coastalskydive.com.au  
 Aircraft: Cessna 182, PAC Fletcher FU-24

### S.A. SKYDIVING OPS (SASD)

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

## SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC (SOUTH)

PO BOX 884, NORTH ADELAIDE S.A. 5063  
 Non-Training Operation  
 Club & DZ Ph: 0405 167 493;  
 Email: committee@sasp.asn.au  
 Drop Zone Location: LOWER LIGHT, LANGHORNE  
 CREEK, GOOLWA  
 Web: www.sasp.asn.au

## WESTERN AUSTRALIA

### FOR LOVE OF SKYDIVING (FLOS)

HANGAR 1, 2 MUSTANG ROAD, JANDAKOT AIRPORT  
 W.A. 6164  
 CHIEF INSTRUCTOR: ROBIN O'NEILL  
 Club Ph: 08 9417 9400; DZ Ph: 08 9531 1433;  
 Email: wasac@inet.net.au  
 Drop Zone Location: PINJARRA  
 Aircraft: Cessna Grand Caravan 208B; Cessna 182

### HILLMAN FARM SKYDIVERS INC (HILL)

