

Australian

skydiver

magazine



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ASM AUSTRALIAN SKYDIVER MAGAZINE
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION





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FEATURES

9	17	20	31	38
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EXTREME MAINSTREAM

The results of marketing are generally hard to quantify. When the movie Point Break was released in the 80s, the positive impact was enormous and felt overnight. It was a rip-roaring success for the skydiving orb, particularly as it came not too long after the advent of the Tandem. Drop Zone operators worldwide instantly ordered multiple tandem rigs and the numbers of people introduced to our sport by this method spiked, and continued to go through the roof for years, decades. The flow on effect was varied and many – more students, more fun jumpers, more instructors, bigger planes - greater participation in every aspect on every level. “Thank you Mr Swayze” was an everyday statement of gratitude I heard from my father during those many good years, and very regularly ever since. Point Break was the single most effective marketing campaign ever.

A few decades on with the release of the new Point Break movie, the Operators from that era have been anticipating and hoping for another similar boost to numbers. Hats off to the Coffs Harbour crew for making the release of the movie a fabulous promotional opportunity, and kudos to the new proactive APF for backing their unique “Cash Drop” promo, complete with hilarious trailer. See the article on page ?? and the great back cover.

A lot has changed in the couple of decades since Point Break’s first release – namely the video technology, smart phones and the social media platforms, enabling us all to easily and comfortably watch masses of sensational skydiving footage from around the globe. Plus, skydiving (and BASE jumping) are common to our eyes these days, the sports have crept into so many blockbusters and television commercials these days, that our sport doesn’t feel so extreme anymore, it feels somewhat mainstream, and that spike from the new Point Break movie doesn’t seem to have eventuated.

That’s ok, as it seems to me that we have our “Point Break” marketing effect by way of all the Wingsuiting and particularly Wingsuit BASE jumping that is hitting our televisions with commercials and videos downloaded on YouTube. Jeb Corliss is almost a household name, non-jumping acquaintances are now asking me “did you see that “Grinding the Crack” video, and when I talk to new students about their “why” most answer along the lines of “I want to go Wingsuiting or BASE jumping.”

While the ASM is a skydiving magazine for the membership and the APF does not condone BASE jumping, we all realise that in order to go BASE you must first go skydiving, they go hand-in-hand. It’s in our interest to support skydivers in their quest to BASE and promote the safety message, now more than ever before. Thanks always to Douggs for his unique style in getting the message across (page ??) and to newcomer Chris Ops for his words of wisdom.

What’s your why? For the next issue, send in your Who, What, Where and Why with a couple of photos, by the 20th of March, 2016. Come on, get your mug in the mag!

Susie

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

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

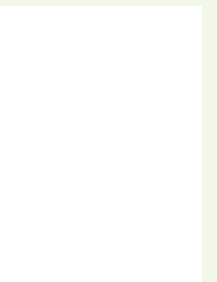
The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them. Note: The ASM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

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

p>6 Directors Direction

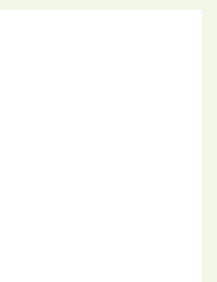
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FRONT COVER



????????????
Photographer: Tom Begic

BACK COVER



????????????
Photographer: Tom Begic

[WANTED FOR NEXT ISSUES]

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

[Next Deadlines]

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

Issue 81
Deadline 10th June, 2016
Mag Out 10th July, 2016

Issue 82
Deadline 25th Aug, 2016
Mag Out 29th Sept, 2016

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info and Sporting Code
(competition rules)

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directors direction

It's all happening this Summer and Autumn. I've just come back from the IPC Meeting in Frankfurt and we Judges are forging ahead into three National Championships, E-Leagues and Judge Training.

The IPC is the International Parachuting Commission, one of 11 Air Sport Commissions that exist under the umbrella of the FAI (Federation Aeronautique Internationale) which is based in Lausanne, Switzerland, and is the peak rule-making body for all Air Sports. Over one hundred years old, the FAI is an international, non-profit-making, non-governmental organisation, whose main aim is the development throughout the world of sport aviation and astronautical activities. It has over 100 member countries.

My interest in attending lies in learning first-hand about potential rule changes and bringing those home for our competitors and Judges. As IPC Delegate I also get to vote on whether rules should be changed or not, and represent Australia in presenting bids from our wonderful country for IPC Meetings and World Championships. On this latter topic, it's hard to prise them out of Europe when most of them live one hour's flight away from any event, but we will persevere.

The President of the IPC has been Graeme Windsor from Canberra until this year, while Claude Gillard also was an illustrious past-President. Both are now termed "Presidents of Honour", having done exemplary work at the IPC level to be granted this title.

Australia is represented by Mark Szulmayer, Alternate Delegate, and me. Mark was elected Chair of the Formation Skydiving Committee, a perfect fit for his skills and currency with competition. These IPC Committees, one per discipline including now a new "Indoor Skydiving" IPC Committee, are the expert groups who take inputs from competitors, attend events to review how rules are working, consult with the Judges and make recommendations to the IPC. If the IPC Plenary, comprising a majority of IPC Delegates, votes on these rules they come into our rule books from 1 March in that year.

Craig Bennett, Director Competitions, will shortly be reviewing the rule changes, and at Competitors' Meetings around the country you will all choose whether to incorporate them into our Sporting Code or adapt them to fit. We usually follow the IPC rules as closely as possible, for the benefit of our international competitors, but for instance, the IPC does not deal with Inter comps and we do, so we make our adjustments accordingly.

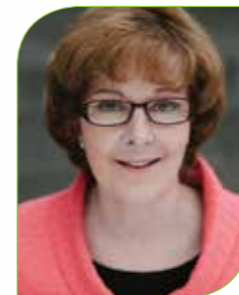
Anyway, that's just a quick update on the roles of the various parties in the rule-making process. Next time I hope to be talking about Judging again.

Please enrol in one of the E-Leagues for FS and CF, and please come to all the Nationals you can for a great time, good learning, amusing companions and keen competition, to me the essences of our sport.

Don't forget Nagambie Nationals is going to be filmed by a professional TV crew and made into a show for Skydive TV, so it's your chance to get your face on camera if that's your bag.

See you there. Blue skies...

Gail Bradley
IPC Delegate/National Judging Officer



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بطولة العالم للرياضات الجوية
WORLD AIR GAMES
الإمارات العربية المتحدة
2015 United Arab Emirates **الدبي**



WORLD AIR GAMES

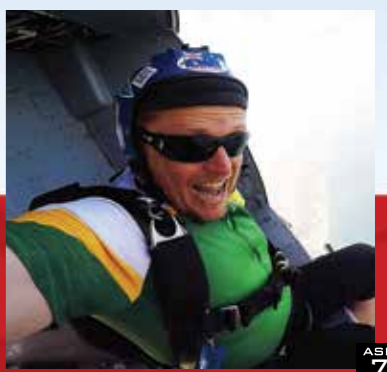
By Brad Jones Photos by Rhys Kempen, Naomi Kotzee, Robbie McMillan, Palle Nygren, Billy Sharman, Skydive Dubai Staff



For two crazy weeks Dubai hosted the World Air Games, which as the name suggests is all things air related – planes, helicopters, gliders, hot air balloons, microlights, paragliders, model aircraft and parachutes all ascended and then descended on various locations around Dubai. In parachuting, Australia was represented by Rotor Out in 4-way FS; and Kev Walters, Brad Jones and Robbie McMillian in Canopy Piloting. Selection was based on the 2014 World Championship results with a field of 39 of the world's best canopy pilots swooping it out for the medal, as well as a new team event for the six countries (Australia, U.S.A., U.A.E., France, Denmark and the U.K.) who had three individuals competing.

The Aussie boys, and most of the other competitors, showed up a little early for the first round of the Dubai International Swoop League at Skydive Dubai's Desert drop zone. A full competition just before the World Air Games was most welcome for us Aussies who had between a little and bummer-all training in the lead up. After three warm-up jumps it was into the DISL, and as the familiarity with our canopies returned, the Aussies started improving scores and posting some decent results.

From the desert, our attention shifted to the main event at the Skydive Dubai Palm drop zone – CP Luckily, the Aussie boys had trained because after one practice jump we were straight into the competition with scheduled time slots due to the variety of other events competing at the Palm drop zone. We flew through the competition with perfect weather for swooping and plenty of time to enjoy watching the other Air Games' competitors such as the acro-gliders and the model combat aircraft.





WORLD AIR GAMES
2015 United Arab Emirates
DUBAI



Kev again showed why he is the Accuracy king with a fourth place finish in his pet event, and only just missing out on the bronze by a lousy three points. Brad and Robbie took advantage of their natural swooper physique to power through the Speed course for a 10th and 13th placing respectively; and all three boys ended up with decent overall scores considering the lack of training.

The team event consisted of totalling the three team members' results for an overall score. The Aussies finished fourth and only 30 points behind the bronze medal winning Danes; but more importantly, we beat the Pommie team and therefore lay claim to the inaugural CP Ashes. The team event is an interesting concept and could lead to some interesting tactics and strategies in future competitions.

Once the objective competition was done, it was time for three rounds of the subjective Freestyle competition. All three of the Aussie boys threw themselves into it with glee. Brad showed that if you can't do difficult moves, do simpler moves with a lot of time on the water to somehow snag a seventh placing. The highlight was Robbie's last round Running Man. The crowd went crazy as Robbie did his best Usain Bolt impersonation down the length of the pond.

With the competition done, we had a few days to enjoy some of the other events in addition to what Dubai has to offer. The highlights were:

- The hotel buffet for breakfast and dinner and lunch at the drop zone – perfect for working on your wing loading and absolutely delicious.
- The opening ceremony.
- The daily air shows including Zoltan's aerobatic team flying in formation with the Jet Men.
- Hanging out with all of your friends that work and live in Dubai and you haven't seen for ages.
- Afternoon beers at the poolside bar.
- Flying around under canopy with a bucket load of hot air balloons and a backdrop of the Dubai skyline.

I know it all sounds like a blast, but I can give you a couple of tips if you are planning a visit to Dubai:

1. If you hire a car, whatever you do, don't let Robbie be the driver and navigator unless you're prepared for your drive to take four times longer than necessary.
2. If Mike Milton shows up in town and has a suggestion for a day trip, politely decline. No matter what he says, do not, I repeat do not think it could be fun... unless you consider a closed down wave pool and looking at the border fence of Oman a fun day out.

That's it, so as you can see the positives far outweigh the negatives. All-in-all a great time was had by all and some decent results were posted by the Aussie team.

Thanks to Dubai and the World Air Games organisers for a fantastic event; and to the APF for their continuing support of those who have earned the right to represent Australia.

About the Competition

Held under the patronage of His Highness Sheikh Hamdan Bin Mohammed Bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of Dubai Sports Council, the fourth edition of the World Air Games was held in 23 different disciplines at various drop zones in Dubai. The main venue for the competition was the Skydive Dubai drop zone where activities were held daily till the finals on December 12.



From Steve Smith (First World Meet ever)

“RotorOut has a new lineup and has been training hard since last Nationals. The World Air Games was a great opportunity for us to get competition experience and the only excuse I could find to get away from the kids. (Thanks Nicole). The WAG in Dubai was huge, skydiving was only one of thirteen disciplines in the games covering basically everything that flies. It was a hectic place and visually spectacular, with things happening in the sky wherever you looked.

This was my first International competition and it was awesome! Jumping against HayaBusa and AirSpeed along with all the top teams in the world was something I've dreamt about for a long time. While we were never any threat to the professional teams, we put up respectable scores and I was happy with the progress and final results (we finished 9th). We went to Dubai to learn, and you just can't beat watching the best in the world do their thing. I learned a lot about how cool, calm and focused those teams are, and just how many of the points they get come from areas other than speed. Jumping over the Palm and tracking towards skyscrapers were some of the best jumps I've done. A huge thanks to Skydive Dubai and the APF for making it all possible.”

From Robbie McMillan

“I gave Steve Smith, who was an AFF student of mine, a bucket hat from a World Meet about ten years ago and I said he could keep it until he went to his first World Meet, and then he would have to return it. It was great to be at the World Air Games with him to see the Aussies in action and that all the hard work had paid off. He gave me the hat back but I told him he could keep it and add it to his collection.



WORLD AIR GAMES
2015 United Arab Emirates



RESULTS

	DISL			World Air Games			
	Overall	Distance	Accuracy	Speed	Overall	Team	Freestyle
1st	Pablo Hernandez	Cornelia Mihai	Curt Bartholomew	Nick Batsch	Curt Bartholomew	U.S.A.	Nick Batsch
2nd	Justin Price	Guillaume Bernier	Christian Weber Jensen	Curt Bartholomew	Nick Batsch	France	Gage Galle
3rd	Curt Bartholomew	Pablo Hernandez	Nick Batsch	Cornelia Mihai	Cornelia Mihai	Denmark	Abdullbari Qubaisi
Aussie							
	18. Brad Jones	26. Brad Jones	4. Keven Walters	10. Brad Jones	18. Brad Jones	4. Australia	7. Brad Jones
	19. Keven Walters	31. Robbie McMillian	21. Robbie McMillian	13. Robbie McMillian	21. Robbie McMillian		12. Robbie McMillian
	25. Robbie McMillian	34. Keven Walters	30. Brad Jones	31. Keven Walters	31. Keven Walters		24. Keven Walters



AUSSIE BRUCE DE CHASTEL TAKES GOLD IN THE AEROMODELLING F3T OR SEMI-SCALE PYLON RACING

Bruce de Chastel claimed gold in the Aeromodelling F3T division as Australia got its name on the medals table at the 2015 FAI World Air Games.

In Pylon Racing, pilots go head-to-head in their radio controlled model aircraft that fly through a course of pylons, similar to what occurs in a full-scale Red Bull Air Race. The aircraft literally scream around the pylons located at either end of the pond at 300km/hr. It is truly a race to be seen and heard. Each pilot goes through a knock-out competition with the best two meeting in the final, while the other two semi-finalists battle for the bronze medal.

Bruce De Chastel's win came against a tough competition and an even tougher challenger from the blustery winds literally cut down activities at the World Air Games. His main aircraft crashed and Bruce De Chastel had to use his back-up model to win the gold medal. In fact, the back-up model helped him post the second fastest time under really tough weather conditions.



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-SKYPLAY-

2015

Absolute Beginners: Goulburn's first Boogie - SKYPLAY

28-31 December 2015
By Dawn Tratt

THE DAY AFTER DAVID BOWIE DIED, I WENT TO A FUNERAL. IT WAS TOM VROOM'S.

HE DIED SKYDIVING AT THE AGE OF 44 AT ADRENALIN SKYDIVE ON THE FIRST DAY OF THE DROP ZONE'S VIRGIN FOUR-DAY SUMMER EVENT, SKYPLAY!
CONDOLENCES AND LOVE TO HIS FAMILY AND FRIENDS, IT WAS ABSOLUTELY DEVASTATING. PRIOR TO HIS FATAL JUMP, SPIRITS WERE HIGH.



The disciplines were covered, with superstar Freely, Flat, Big-way, Relative Work, Canopy Piloting and Wingsuit coaches.

iFly Downunder Instructor Zac Forte Yusaf's main focus was to bring the Dynamic movement element of Freely to Goulburn.

The event began with Angles and quickly progressed to Carving jumps.

"Later in the week we started to blend static Head-down exits and points with Angles, Carving and Snakes," says Zac. "In small groups I also brought in Head-up movement, which was a first for some of the jumpers."

Leon Capaldo is Goulburn's newest staffer, and grabbed every opportunity he could to jump with Zac. The 20 year old has recently taken up a mentoring program at Adrenalin Skydive, and is well on his way to becoming AFF and Tandem endorsed. "I did about 20 jumps at SKYPLAY. We did Angles and Big-way, Head-down formations (8-ways)," says Leon. "Zac was an awesome coach - super chilled out and explained everything really well. I learnt to be heaps more solid on my back and head, and did my first Big-way Freely jumps."

Zac says Leon had a really progressive week.

-SKYPLAY- 2015



"He benefitted from having someone with more experience push him to test his abilities and unlock some of that potential. Working as a packer with 600 jumps and no tunnel, Leon is a young and talented flyer."

The Freely fanatics continued to be well-catered for at SKYPLAY with the addition of D4W's Maria Dmitrienko, plus members of Australian VFS Team Focus all lending a coaching hand.



Maria is a fitness firebrand. The Finnish female freeflyer and yogi, is in charge of the PR for D4W (dynamic 4-way). The concept involves flyers competing as a team against other teams in a wind tunnel, in Speed and Free routine rounds.

But it was the three members of Team Focus, Kieren James (KJ),

Kyle Chick (Chiko) and Nathan Smith (Smithy) who stole hearts. With the ultimate goal of representing Australia at the 2016 World Meet, these guys are brimming with knowledge and enthusiasm.

Leanna Lewis, 301 jumps from Sydney, had the good fortune and savvy to jump with the coaches mentioned above, and more. She made huge gains at SKYPLAY. Maria taught Leanna the importance of not flying her arms too much, and introduced her to back tracking. "The results were instant," Leanna says. KJ helped Leanna with her overall technique, the importance of small movements and introduced the Daffy for slow fall. "I by far learned the most from Chiko!" says Leanna. "He taught me the basics of a Head-up exit, and reassured me that it is an art in itself."

Multiple large formation record holder and inspiring 4-way and 8-way player and coach, Melissa Harvie left a lasting effect on SKYPLAYers working on their belly proximity flying under her wing.

Matt Lutton has 90 jumps and is a drop zone regular at Adrenalin Skydive, designing the SKYPLAY t-shirts, and posters for upcoming events at the drop zone. He says being coached by Melissa Harvie was a highlight of the event. "Melissa has such a wealth of knowledge and genuine passion for developing new skydivers," says Matt.

"I obviously learnt a lot about flying my body, and beyond that, I learned how amazing the skydiving community is."

Mary Nguyen only started skydiving last year with her partner David Kelly, and is determined to get on the next Australian Big-way Record planned for 2019, with the help of Melissa Harvie. "Melissa is so incredibly passionate and methodical in her approach," says Mary. "She tells you how it is, and as a female, gives us no excuses to even think about being second best. She has been so supportive of our progression and even now emails us about tips and useful videos to watch." Mary says the words "Stronger for Longer" will forever be in her vocabulary, thanks to Melissa. "My skydiving has definitely improved since having a session with her. I know that whatever I put into my session with Melissa she will give back ten-fold."

Another superwoman on hand to impart knowledge was

4-way and 8-way flyer Kate Vaughan. Most of the people who jumped with Kate had less than 100 jumps. The World Cup 2015 bronze-winning skydiver organised some fun, small formations (three to six people) with a mix of linked exits and extra floaters and divers at SKYPLAY. "We focused on proximity to each other, introduced the idea of individual centre points and worked on good grip taking and docks," says Kate. "It was obvious that a few in my groups were ready to and capable of trying for their Star Crests, so I sent them off to Dave (Loncasty)."



Melissa Bourke was one such person. Her goal for the event was to complete her Star Crest, do her 100th jump, and get her C Licence signed off. All were achieved by event's end. On day one, Melissa says she felt lucky to be coached by Kate Vaughan. "What an amazing chick she is!" says Melissa. "I felt an instant connection with her and basically hung off every word she said. I could only hope to be as awesome in the air as she is one day." Melissa says Kate's calm demeanour and willingness to teach was an inspiration. "And the fact that she is so humble and approachable really made me understand why she is such a superstar in this sport."



It was under Dave Loncasty's guidance that Melissa found Star Crest success at SKYPLAY. The Big-way aficionado, much-loved 4-way camera flier, and anything Rel-work related skydiver was both a fountain of knowledge and pillar of strength to Melissa. "I started my first Star Crest with Dave, and it was one of the best jumps I have ever done," says Melissa. "We managed three points and got three people through their Star Crests." (Congratulations also to Danny Radford and Sean Coll.) "I found Dave to be very enthusiastic and passionate, and I took everything he told me on board and used it to help my jumps improve each time. He made me feel like I was part of the group even though I was the least experienced."

Dave was rapped with the jumpers' progress. "Their improvement over the three days was phenomenal," says Dave. "They grasped the concepts offered, and worked hard to improve. All-in-all we made 20-plus-ways out of the Bandit and everyone benefited."

Melissa Bourke says Dave Loncasty played a pivotal role in her finding the courage to jump again, after Tom Vroom hooked himself into the ground on Day one. She was very shaken after the incident having been on the same load as Tom, and returned to the drop zone the next day feeling anxious and extremely nervous. "Dave Loncasty took me aside and gave me some amazing advice and really helped me to put everything into perspective and trust in my skills and abilities," says Melissa. The Canberra resident went on to do a 3-way fun jump with two experienced players to help clear her head and move forward. And it worked.

Similarly, Chief Instructor Kobi Bokay made it compulsory for all Adrenalin Skydive staff, including himself, to get on the first load the day after Tom's death, knowing what impact such tragedy can play on a jumper's mind. "The best thing to do after something like this is get back in the air - to stop people getting cold feet and quitting the sport out of fear, and to honour the person who died doing what they loved," says Kobi.

On Day two of SKYPLAY, all jumpers walked out to the landing area for a minute's silence, pre-planned for Tony Rokov, who died doing a tandem skydive at Goulburn only six weeks before. An extra minute was added for Tom.

Everyone stood in a circle, heads lowered, in memory of Tony who bore the brunt of the impact caused by a whirling dust devil that collapsed one side of his canopy on final approach, sending him and his 14-year-old passenger Elijah Arranz plummeting to the hard earth. Tony died on impact. Elijah is making good progress and recovering in hospital.

Adrenalin Skydive Director John Ferrara laid a bunch of flowers on the spot Tony died, before the SKYPLAY attendees walked to Tom Vroom's place of death.

Tandem Instructor Adam Barlow was best mates with Tom, and gave a heart-wrenching, off the cuff speech in memory of Tom. After laying flowers down for Tom, Adam added words of advice for all standing in attention, to sign up for canopy courses and to always be vigilant in the sky.

As the late Freddy Mercury says: "inside my heart is breaking... but the show must go on." And that it did.



-SKYPLAY- 2015



UPCOMING EVENT

**Wingsuit Performance
Flying Championships
Adrenalin Skydive Goulburn
20-21 February 2016**



Roger Hugelshofer took up the helm as Wingsuit coach for the festival, doing one-on-one and group sessions. The avid wing suit competitor has recently earned his AFF rating at Adrenalin Skydive, and now enjoys working alongside another Wingsuit specialist and Goulburn AFF instructor, Alex "Nugget"

Joannou. "It's always great working with Roger," says Nugget. "His main focus is always about safety and he does an excellent job of getting his students in the right habits. It's great to see everyone's progression throughout the Boogie. SKYPLAY gave us a taste of what's to come at the Wingsuit Nationals this year in Goulburn."

Meanwhile Canopy Piloting coach, Cameron "Putz" Jarrett, was all about "set up, set up, set up". He reiterated the need to fly a proper pattern and to always be prepared to avoid getting caught out low. Goulburn Tandem and AFF instructor Nathan Brown aka "Brownie" says Putz' coaching style resonated with him. "I loved how raw and real Putz explains things without fluffing around the point," says Brownie. "I worked on trying to be more precise and smoother when driving around the sky."

Each day was capped off with a dip in the pool, and a showing of the Day Tape. The pool was also the pinnacle and party central location of New Years Eve festivities. There may have been a multiple-person roof top jump into the pool at midnight, however no photographic evidence supports such activity. But we can confirm that the majority of the people seeing the 2016-in at the pool, jumped in, holding hands at the stroke of midnight, then blissfully hugged one another scantily clad. NIGHT JUMPS ROCK!

All of this could not have happened without the generous support of the Australian Parachute Federation, The N.S.W.

Parachute Council, the Goulburn Mulwaree Council, iFly Downunder, Icarus Canopies, and Meeloft.

The Fiona McEachern Sport Development Fund contributed a massive \$15,000 toward the event to cover coach slots, fees, flights, and accommodation; as well as \$1,000 from the local Goulburn Mulwaree Council and \$1,500 from N.S.W. Parachute Council.

A big thank you also goes to the APF's Rob Libeau for always being on hand and contactable, even on weekends, to help us. You go above and beyond, mate, truly.

Bless all of you for believing in our festival of awesomeness. Goulburn is well on its way to becoming "the" drop zone to jump at for sporties in the Canberra-Sydney area.

It seems fitting to end with a quote from David Bowie's latest single Lazarus, summing up so beautifully the events of SKYPLAY 2015. "Look up here, I'm in heaven. Nothing left to lose... free like a bluebird."

RIP Tom Vroom, Tony Rokov, and all our audacious skydiving friends who have passed on to the great wide open. Fly free.



Got Questions? Get Answers!

Learning Curve Camps



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- 4-8 April LCC (School Holidays)
- 6-10 June LCC (DZ Anniversary)
- 8-12 August (Ekka LCC)
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POINT BREAK CASH DROP PROMOTION

THE APF COINED IT "AMBUSH MARKETING" WELL, IT CERTAINLY TOOK PEEPS BY SURPRISE. WHO'D HAVE THOUGHT \$5,000 WOULD RAIN DOWN FROM THE SKY? BUT THAT'S EXACTLY WHAT HAPPENED ON THE 24TH OF JANUARY THIS YEAR. IN CONJUNCTION WITH THE POINT BREAK LAUNCH AND THE APF'S NEW MARKETING CAMPAIGN, COFFS SKYDIVERS CREATED A PROMO TO LAUNCH OUR NEW WEBSITE, CORPORATE LOOK AND NAME FROM COFFS CITY SKYDIVERS TO COFFS SKYDIVERS. THIS WOULD SET OUR LITTLE CITY ON FIRE AND WOULD REACH PEOPLE ALL OVER THE COUNTRY.

By Coffs Skydivers Point Break Collaborative Photos by Gerri Whittaker



Firstly, we decided to make a trailer, a piss take of the Point Break trailer, you can view it on YouTube, "Point Break Cash Drop". The APF, our major sponsor, sent Christian Whyte to us to film and produce the trailer. This was the funniest two days I can remember. Being creative, filming, directing and laughing our butts off.

We decided we needed a couple of girls in the trailer, so we jumped in the van, went to the backpackers and grabbed two German backpackers, told them we were making a little movie, and asked would they come to be a part of it? They ended up moving in two days later and have stayed for a month!

Once we had done this, we went to local businesses and asked for their support and backing to raise the \$5,000. Along with \$1,500 from the APF and \$1,500 from Coffs Skydivers, we raised another \$2,000 and a major prize valued at \$1,750, which was an accommodation and attractions package in Coffs Harbour.

With a bunch of really clever digital marketing, mainly through Facebook, we were able to create an interactive, fun competition, which ended up with a reach of 150,000 people from all over the country, just through our own platform, not to mention all our key stakeholders digital platforms, as well as a number of national radio slots, a FREE \$4,000 TV ad campaign donated by NBN television, print media and more. Not bad for a little drop zone in Coffs.



**SKYDIVERS
COFFS**
**POINT
BREAK
CASH DROP
PROMOTION**



The day came, the weather prediction was poor but in true Coffs fashion the Sunday turned on a spectacular day with 10-15kts blowing from the south east; perfect for throwing money onto a beach. We did two Tandems with licensed skydivers and released \$5,000 down to the 77 people who had successfully made it into the cash drop arena. Nevertheless, the wind had other ideas and blew the second drop of cash all over the place, in the arena, into the trees and all through the spectators, so many people were giggling and scampering for their share in the 1,000 \$5 notes fluttering above them. One little fella, 14 years old, managed to scamper about and collect \$125; he was stoked.

From here it was into the Hoey Moey local pub for a well-earned beverage and the after party, at which the major prize was drawn.

The promo was a great success bringing the community together for some good clean fun, spreading the word about the skydiving lifestyle (fun) and promoting skydiving to the public all over the country.

A big huge thanks to our awesome sponsors who could see the vision including the Australian Parachute Federation, Hoey Moey, NBN Television, The Legendary Pacific Coast, Opal Cove Resort, Dolphin Marine Magic, A1 Coffs Coast Tours, and of course, all the legends at Coffs Skydivers.

TAKING RESPONSIBILITY AT THE DROP ZONE LEVEL TO PROACTIVELY PROMOTE THE SKYDIVING LIFESTYLE TO THE PEOPLE.

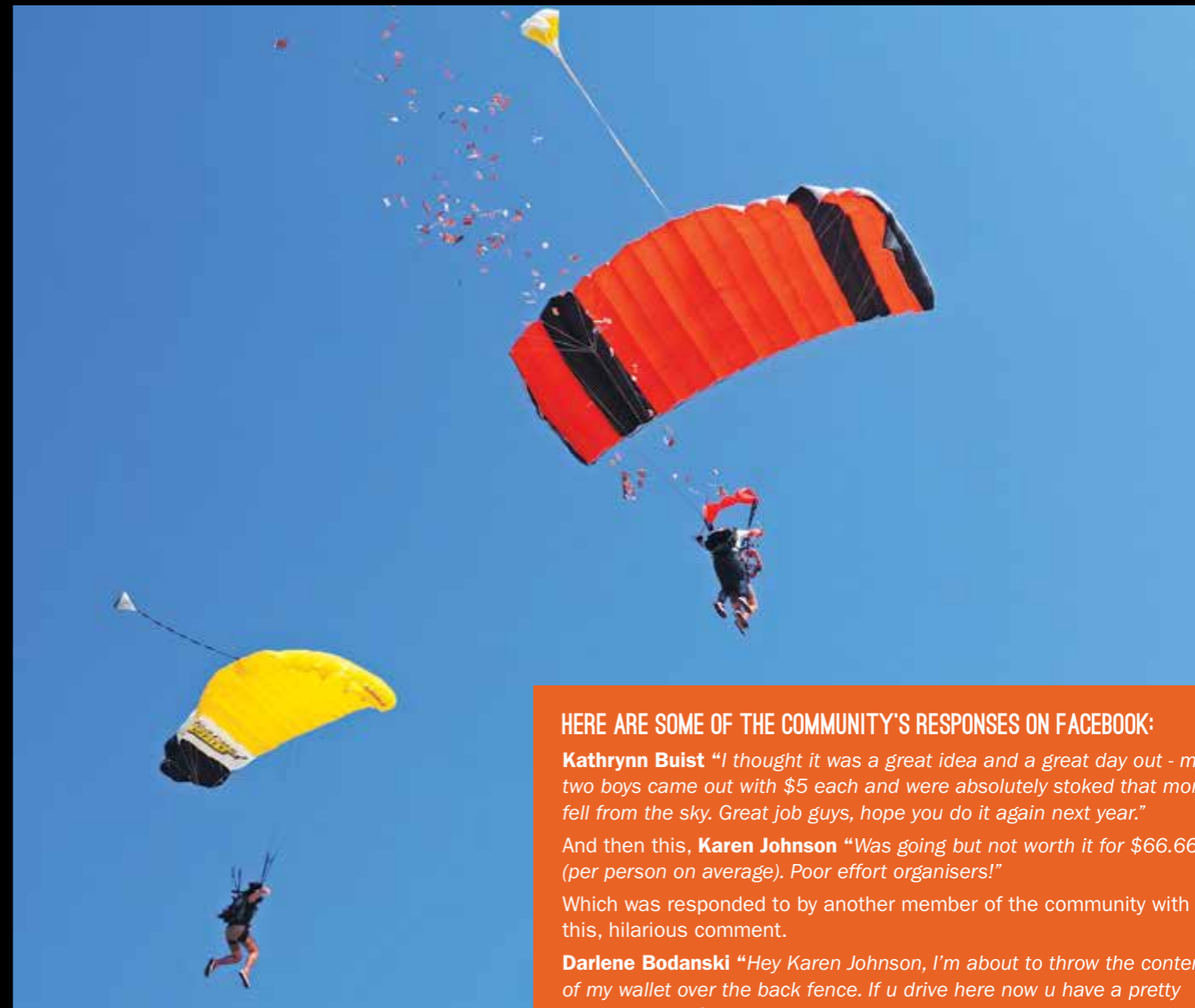
We believe promoting the skydiving lifestyle and skydiving community is fun and a powerful marketing tool. Let's promote who we are and how we live. That's what excites people, the idea of living a life less ordinary. Harley Davidson promotes the riding lifestyle, freedom, wind in your face, not mainstream, instead of selling motorbikes. Very successful marketing.

Let's promote a group of professional sportspeople who get paid to have fun. Let's promote outrageous characters whose antics leave other people amazed. Skydivers who have decided to unplug from the matrix and follow their dreams. Their idea of a good time is to fall out of a plane with their friends. Let's promote a community whose friendships are forged by trusting each other with their lives on a regular basis. The intensity and connection felt within the skydiving community is incredible.

To be connected to positive thinking, open-minded, excited people who I can share my life with, is something that people would love to feel and be a part of. Hey, they would probably jump out of a plane to be one of us!

Let's create amazing, quirky, exciting promotions and events that reflect who we are and how we live.

What are you doing?



HERE ARE SOME OF THE COMMUNITY'S RESPONSES ON FACEBOOK:

Kathrynn Buist "I thought it was a great idea and a great day out - my two boys came out with \$5 each and were absolutely stoked that money fell from the sky. Great job guys, hope you do it again next year."

And then this, **Karen Johnson** "Was going but not worth it for \$66.66 (per person on average). Poor effort organisers!"

Which was responded to by another member of the community with this, hilarious comment.

Darlene Bodanski "Hey Karen Johnson, I'm about to throw the contents of my wallet over the back fence. If u drive here now u have a pretty good chance of taking the lot. U just have to compete with all the other cows in the paddock."





17th *asia*asia Parachuting Championship & China International Open

By Keith Perrott

During the month of September, I had the opportunity to attend the annual Asiana Meet, which was held at a brand new Aviation Sports Centre in Taiyuan City, Shanxi Province China.

We had three Australian Judges (Faye, Sheena and Ray) attending, and one competitor, which is a small group, but I feel that it is important for Australia to always have a representation present and show our support for this regional association. The event was set to run for fourteen days. Getting there with connecting flights was challenging, and thanks to Dave Boulter, I had my first opportunity on his bungee training setup in Melbourne during one of those flight delays.

Once on site, it was a quick settle in to the accommodation building, which was a multi storey block of a very good standard, and only a short walking distance to the catering block, and the delegated hangars for competing teams and judging facilities etc. All the teams were housed on-site, so it was very easy to socialise before and after the days jumping with a very friendly staff of university students to assist with any administrative enquiries that you may have.

The aircraft used were a Porter, Caravan and Otter, which we are all familiar with and easy to exit from for any event. My prime event is Classic Accuracy and I was put in a mixed international team to assist with the running of that event. I was also offered an opportunity to do



some Classic Style, which I had not prepared for, but every jump was gladly accepted.

There was a large screen in the main hangar, which showed some real time judging with scores and progressive placings, along with a lot of footage on past and present day activities.

There were some drones with cameras giving an aerial view of the activities in progress.

The weather conditions were quite varied and challenging, with a 48-hour continual rainy period, which made for very slippery landing areas and some mud to be cleaned off for the unfortunate.

All the events were completed in the allocated time frame with several jump-off's to decide the eventual winners. For me, it was a great opportunity to observe



some very good jumpers performing at a high level, while being able to share some conversation with international coaches in an endeavour to increase my knowledge and improve my performance in the future.

All the results of events held, and competitors attending, are available on the Asiana website

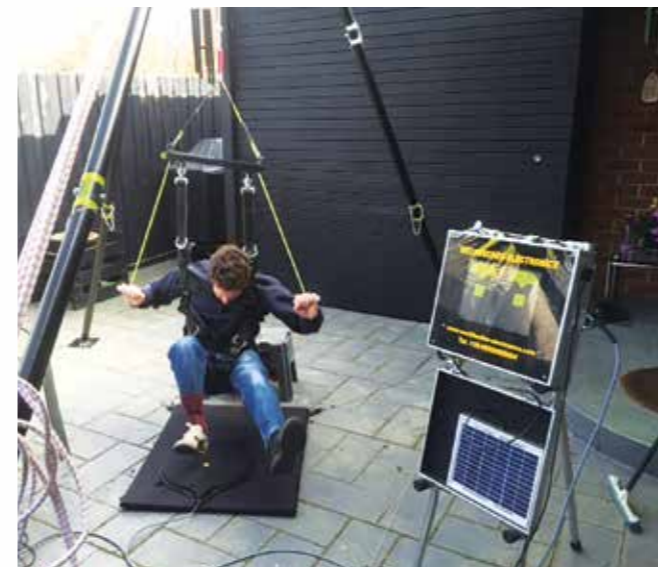
Another part of the Asiana Association is the EMAX Video event, whereby teams submit a tape of their performance in a chosen event for judging and placing against other member countries.

I was very proud and privileged to receive gold medals for the 2-way CF Team 'Ookoononoo' (Michael Vaughan, Jules McConnel and Craig Bennett) on camera, and bronze medals for the 4-way FS Team '4mula4' (Greg Maskell, Liza Perdicizzi, Steve Geens, Dale Findlay and

Justin Frame) on camera. I believe that the medals have returned to Australia and been presented to the respective teams at State events. Very sad to say that a team member from each event are no longer with us due to recent tragic separate events.

In the future, I look forward to competing at the Asiana Parachuting Championships to continue to build on my skydiving skills and enjoy the company of so many international like-minded competitors. I have found it to always be a very friendly event and a great base to build new friendships while enjoying the cultural diversity of all in attendance.

I would like to thank the South Australian Parachute Council for financial assistance with half of my entry fee, and the APF for clothing items to help towards a respectable uniform presentation.



ASIANA EMAX 2015
FORMATION SKYDIVING 4-WAY - OPEN

POS	TEAM	1	2	3	4	TOTAL
1	405 - ASAAK BLACK	22	20	22	22	96
2	407 - ASAAK GOLD	14	18	17	17	87
3	403 - RAFO OMAN P54	14	18	7	7	57
4	404 - SAHRAH P54	14	18	7	7	57
5	404 - OMAN P54	14	18	7	7	57
6	402 - XPOWER	14	18	7	7	57
7	402 - TINA & THE DINOSAURS	1	1	1	1	17



MY BLACKEST DAY

By Nigel Ackroyd – Skydive Victim

I HATE BLACK JUMPSUITS... THERE, I'VE SAID IT. I'M QUITE SURE ALL OF US HAVE HAD THE SAME FEELING AT SOME TIME SO I'M AFRAID IT NEEDED TO BE SAID. THERE ARE SO MANY BLACK PEOPLE AT THE DROP ZONE IT'S BEGINNING TO LOOK LIKE THE NIGHTS WATCH. YOU KNOW THE ONES. THEY MAY HAVE A TOKEN THIN RIBBON OF COLOUR NEAR OR ON THE GRIPPER FOR INSTANCE, OR A TINY FLOURISH ELSEWHERE, BUT MOST ARE BLACK AS BLACK CAN BE. OH AND NEED WE MENTION THE HELMET TOO... BLACK. THE FULL SKYDIVE HIJAB.

Why is this so? Well, no doubt, it is a durable colour and one that doesn't require the owner to make any creative choice. Indeed one could argue that black isn't even a colour other than being the opposite of white. Granted, black does have a certain cachet with that world of shadows where black balaclavas, black ops and macho SWAT teams where black on black is de rigueur. A testosterone driven world of excitement, action and alcohol – rather like skydiving, don't you think?

Now many of us took part in the recent Aussie Big-ways subjugated to our American masters (but that is a story for another day). I myself made a plucky attempt at this path to glory. My slot on one of the bigger formations was about half way out in an unfortunate sea of black jumpsuits. At the dirt dive I spent a good deal of time examining all the nuanced pinstripes of colour on the suits and containers with ever increasing desperation. Subtle greens or blue motifs at random mixed with tenuous moonbeams of vague hues on a black

Pretty in Pink, Sandy N inflames the passions



background. Then thank goodness for Jan over there a bit in the colours of Germany, which he has represented. So, my strategy would be simple (I thunked). I would line up a couple of black blokes to the left of Jan, who without doubt would be in his slot before anyone else.

So, come the dive, as that patch on Robbo's jumpsuit says, "No shit there I was." Swimming in a sea of black, sticking to my so-called plan, and taking, if I may say so, a beautifully executed dock on what turned out to be a random grip. That is to say the wrong grip, all the while leading my trusting sector buddies with me into the wilderness. If just one of those jumpsuits had been less anonymous I may have still been in the game. My fault entirely! I admit I am a pathetic whinger, but I'm sure no one would pretend not to get my point. Indeed I would go as far as to say that we have all been in that situation at some stage.

Thus did my Big-ways go from obscurity to oblivion. The lights went out and faded to black as it were. When I was able to prop myself up on one elbow from my self-absorbed miasma of despair and self-pity, I did actually realise that the Big-ways journey had been worth it. My skill set had improved from zero to something workable. But most of all was the vicarious pleasure I got from seeing all these new friends and acquaintances work to and eventually set the Aussie record. Well done the lot of you. It was a heart stopping Hail Mary victory on the last jump and well deserved.

But getting back to this ghastly black plague of black jumpsuits. We must look at the other side, as darkness surely fades before the dawn. Why can't we have more like our brightest light, Tracey



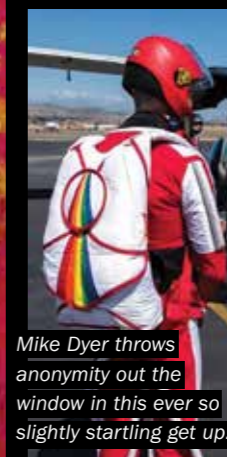
How resplendent is Dale in white and a distinguished navy blue for Robbo. John Mahon proud in the emerald green of his birth right, and Kaylene wears a cheeky grin in a playful scarlet red. Marty has an each way bet. The black jumpsuited have been blacked out to save embarrassment. All except Janelle who was our Big-ways Super Star.

Basman hyphen Loncasty, who is always fetching in Baywatch Red. Netty cannot be missed in the sort of technicolour explosion in a paint factory sort of way. And again, why can't we have more like Mike Dyer in that rainbow/white concoction, and the blue/white of Dale Wirtanen, both of whom are unmistakable in the air. Then there is Sandy Nuewandwifenhau (I think I've spelt that right), who always looks crazy girly in Barbie pink. Special commendations to Leon Black who somewhat ironically bought a yellow helmet, Allister Ware wearing yellow and Matt in a splendid red and white. In fairness we should exempt the serving Richard Mallet who could be parachuted into some Afghan hellhole at a moments notice without time to change and his fragrant consort Melissa who just looks ... well ... slinky in black. All this is not to say that for small scale, 4-way 8-way RW, white glove/black suit has an advantage in terms of grip judging, but it becomes less helpful as the going gets bigger. It is noteworthy that many of our more experienced colleagues have specifically obtained a colourful jumpsuit for those super Big-ways like the World Team. Even as far back as Team Spectrum, which Dave Ruckert put together in the late 1990s, different coloured jumpsuits were mandatory. (Incidentally that is the very same Dave Ruckert who inspired that wonderful Cessna Madness at Corowa.) In these invitational events black borders on faux-pas and participants encouraged to be visible, colourful and proud. At the risk of stating the obvious, in Big-ways, one is usually diving like a man possessed to a specific sector that has to be recognised sometimes from quite a distance away. Unique colours make this an easier proposition,

and when making those final manoeuvres recognising colour in the peripheral vision is invaluable.

So the next time you come rocketing in only to land on your butt and find your ass where there used to be spandex, think colourful, if not flamboyant, for your new jumpsuit. You have the whole of the visible electromagnetic spectrum at your disposal, and not just a hand-me-down second hand black jumpsuit from a disaffected RW-walla. Your Big-way buddies will thank you for it, and far from being one of the crowd, you could now be a colourful identity. A final note of caution, because just beyond flamboyant lies OMFg. There are limits my friends. Just say'n.

Addendum: If anyone feels they haven't been libelled enough by the above rant please contact my barrister, Mark Higgins, in the chambers of Messrs Soo, Grabbitt and Runne. He is easily recognisable; he wears a black jumpsuit with a curly wig.



Mike Dyer throws anonymity out the window in this ever so slightly startling get up.



All Amir's birthdays have come at once in this Baywatch Red sandwich with Larry and Tracey.

"The endless search for the maximum performance of any wing we fly, be it the body, canopy, or mind."

That's our Dream of Flight

Manny Guevara, Richard Scheurich, Claudio Cagnasso, Luis Prinetto
- Fly4Life



By Sonnica van Zijl Photos by Dan Smith and Kim Hopwood
THE SECOND LADIES PICTON VERTICAL SEQUENTIALS EVENT WAS HELD AT SYDNEY SKYDIVERS ON 5 & 6 DECEMBER 2015.

The objective of this event was to bring the best female vertical skydivers from around Australia together to challenge ourselves with some extremely difficult and fun, next level vertical sequential jumps. Twelve ladies from all over Australia, as well as two international guests, were invited to join in on this fun challenge.

Vertical sequential flying requires a strong mix of both vertical and dynamic flying skills. The ladies who have been invited to participate in this event have spent a lot of time in both the sky and the tunnel working on becoming extremely strong at both these disciplines.

Half the challenge and fun is actually coming up with the ideas for these jumps, so this event also welcomed a new load organiser onto the scene. Jenny "Special J" Hopwood has been around for a while, and, as an absolute weapon of a flyer and organiser, she brought some fresh and fun ideas into the jumps. We successfully managed to complete eight 12-way jumps over the two days.

The awesome flying continued on Saturday night at iFly Downunder as we took some exciting new ideas and flying into the tunnel. The two 6-way groups enjoyed some 4-way VFS, 4-way Dynamic and 6-way Head Up flying, followed by a huck-jam and one awesome party thanks to Oli Oldham.

It was amazing being in the sky and tunnel with so many awesome Freefly chicks once again, and I can't wait to put together the next event. I would like to gradually grow this event, adding on additional skilled female flyers as and when they are ready. If you would like to get involved in these events, we will be running some ladies Freefly events in order for you to prepare and skill up, and be considered for an invite.

The next event will be held later during this year where the aim will be to break the existing Australian Women's Head Down Record of a 10-way, by building a 16-way formation.

Warm up camps for the record attempt will be held around Australia during 2016 where 16 slots will be allocated to participants who are ready.

I would like to thank Phil Onis and Sydney Skydivers for hosting and sponsoring the event as well as getting us in the sky and keeping us flying.

A big thank you also goes to the N.S.W. P. C. for their sponsorship and support.

A "Special J" thanks to my co-load organiser Jenny Hopwood for being so awesome and full of great ideas. Thank you for load organising with me and I'm looking forward to doing this again with you in 2016.

A huge thank you goes to Dan Smith and Kim Hopwood for the amazing outside video and photos you took of us as well as putting up with all the talk about 'dicks and hair products'.



Ladies Picton Sequentials



JENNY HOPWOOD
 SONNICA VAN ZIJL
 CATH COMYNS
 ERICA TADOKORO
 BARBARA MEISTER
 JILL CRANTHAM
 TINA MUDDLE
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Great Barrier Boogie

NEW ZEALAND 2015

Compiled by Brody Johnson Ground photos by Angela Day

"Great Barrier Boogie 2015 summarised many things I love about skydiving. It's not so much always about what's on offer jumping wise; it's about what jumpers make of any given situation. Who you are with and sharing an incredible experience. And, oh man, did we embrace that cyclone. It couldn't dampen the mood of any skydiver who made the effort to embrace Mother Nature in all her glory. Two full on days worth of awesome jumping and three days of exceptional partying... I think most would agree that it was a good ratio!"

Chris Brooks



"Just doing dishes... yeah, rather be in the mud at cyclone Boogie. So, it's confirmed (even as I swore unpacking wet, stinky gear that I'd never do it again) it's on like Donkey Kong - hopefully with the same + awesome crew - looking like we could take the 2 x XL's next year. The Survivor series had nothing on us." **Jules Smith**

"We did not manage to break any records with numbers of jumps made, but the friends forged during the worst storm of 2015 brought back memories to me of what skydiving is all about. Gone were the smart phones, in with a flotilla of beer; out with the skydogs, in with the skydogs; out with the shit food, in with the gourmet meals in tropical rainstorms.

It was a skydiver's paradise without the sunshine and blue skies. So for me, I will never forget my N.Y.E. 2015, never in a million years. No one will ever forget some of the in-hops that were made, over oceans, beaches, swamps, and lagoons.

I will never forget seeing a grown man line up for a spanking to keep everyone else entertained. Nor will I feel strange when I know the answer to, "how many people can fit in a one man tent". I will always remember the names of the manufactures who make "tents" that never made it, R.I.P.

To sum it up, I will always remember the people who made it what it was, the coaches, the team at SDA, our sponsors at NZ Aerosports, and Deepseed; and of course, and most importantly, Tony and Jules (the owners of SDA) who put on a great show and amazing food. Lastly, the skydivers, who when asked if they wanted to go party in a cyclone, and not likely get back for three days, said yes - you embraced the spirit of skydiving for what it was, good friends and good times in all conditions.

It will be bigger and better in 2016. In-hops everyday to new locations, more coaches (who do it for the love), maybe another plane, and who knows, anything, it turns out, is possible.

Bring it on G.B.R. 2016 - The return of the Cyclone Boogie"

Sam Clark



"Who would've thought that jumping into an island somewhere off the coast of N.Z. and being stranded for days would turn out to be one of the best and most awesome experiences of my life? Me and about 40 of my soon-to-be best deserted pirate friends ever! I only knew a handful of people when I arrived at Skydive Auckland; just two days before we jumped into the soon-to-be smashed by 100km/hr winds, tropical island Paradisio. I think I got four in before we waved the XL750 goodbye, Boogie style, with the poor silly ones on-board who had booked their flights home on the second and third of January. The stayers pitched their tents, cracked the kegs, and prepared themselves for the Cyclone Boogie! We had all the amenities we needed, toilets, showers and undercover cooking area - extended most excellently by the Icarus crew and their blow-up, zip-sealed party tent - we were ready for anything good ol' Huey sent us! We were catered for like kings, and the sheer logistics of getting all our gear, food, BBQs, kegs and Jyro on the island was a feat in itself!" **Brody Johnson**



NEED FOR SPEED TEAM

By Ash Darby Photos by Jarno Cordia

WINGSUIT COMPANY PHOENIX FLY RECENTLY HELD A CONTEST TO FIND THE WORLD'S EIGHT BEST ACROBATIC WINGSUIT PILOTS. FROM AUSTRALIA TO FINLAND, EVERYONE AND ANYONE COULD ENTER. TWO AUSSIES, ASH DARBY FROM SYDNEY AND SCOTT PATERSON FROM PERTH, MADE THE CUT AND JOINED SIX OTHER INTERNATIONAL FLYERS TO FORM "TEAM NEED 4 SPEED" DYNAMIC FLIGHT CREW BASED IN EUROPE. PHOENIX FLY SENT THEM OFF TO ITALY IN NEW MATCHING TEAM COLOURS HAVOK CARVE WINGSUITS FOR AN EPIC WEEK OF FLYING.

The contest called for all wingsuiters, worldwide, to show their skills in a recent competition, and plenty of talent was unearthed from around the world. There are only a handful of full-time sponsored wingsuiters in the world, but this contest was for the other 99% of working class flyers who earn every dollar, and pay for every jump, because they love the sport and still have normal jobs.

Eight wingsuit pilots from seven different countries were selected, and two of those wingsuiters were from Australia: Ash Darby and Scott Paterson. They joined one pilot each from Romania, U.S.A., Belgium, Netherlands, Spain, and Finland, to form the seven man plus one woman group called "Team Need for Speed". The team was supported by long running manufacturer Phoenix Fly who picked the top eight place getters from recent competition results.

The location was the home of Atmonauti, Fly Zone Fermo, which lies on the East coast of Italy and boasts a coast line and mountain range that extends as far as the eye can see. Fermo is the home of all those crazy arse Atmonauti pics we've all seen. They love Atmo here and the walls of the lunch room and packing shed were full of the coolest Atmo photos we've seen.

The team had a good variety of skills consisting of BASE jumpers, instructors, acrobatic flyers, flocking and back

flying specialists, and everyone knew how to fly so briefings were quick and easy. The boss himself, Robert Pecnik, who designed the first commercially available Wingsuit, came on day three to share his wisdom, and Jarno Cordia, the undisputed genius of acrobatic flying and now WWL flying, organised the jumps throughout the week. Some of us had met before in other competitions and camps so it was good to catch up again. We had all heard of each other in one way or another from competitions and YouTube videos etc., so we knew we were in good hands, and the skill level was there for some cool stuff to follow.

The first morning was wicked as we all tried on our new suits, some of us for the first time, and they all fit perfectly.

The plane was fast, no holds, no Tandems, we had our own pilot, and the drop zone had a river running next to it so navigation was easy. First climb to height revealed a thin cloud at 2,000ft (500ft thick) and a beautiful mountain range to the west with the peaks just showing through the cloud.

We had 90% cloud so we set up the Base flyer with two FlySight GPS. One indicating the exact location of the drop zone below, as the beep tone would change when we were nearing the drop zone. The Base flyer would open first after hearing the beep tone change, and then spiral his canopy when his FlySight told him we were directly over the landing



Why? Bring the world's best acrobatic pilots together in one team, and create awesomeness in the sky.

Where? Fly Zone Fermo, Italy

How? Supported by Phoenix Fly wingsuit company.

zone. When the rest of us saw the spiral we knew where the drop zone was and would form an appropriate canopy pattern for our approach; giving plenty of room for each other. It worked perfectly, every jump.

Our setup point was two nautical miles out to sea, and first jumper left the aircraft around one and a half nautical miles from land. The drop zone was a further two miles inland so we were covering good distance for a large back flying group.

Back-fly formations

Four of us stacked outside, plus cameraman Jarno, on the world's smallest camera step. Exiting was either by a stagger or as a chunk. The chunk exit actually worked great as we were all capable of tight flying, so a tight exit is pretty much the same. The outside four pretty much exited at the same time, but there was always sufficient separation as we knew and trusted each other to do the right thing, at the right time, if it got too cosy.

Out, In, Go – A quick look around for the Base and you make the decision to chase him either on your belly or back depending on your position in the sky. Generally, the first five exit on their back and the others chase on their belly and transition as they enter their slot. Our Base flyer had a green helmet so it was easy to spot him amongst

the group, which was a big help since we had eight jumpers and two cameramen in the same colour suits.

This camp was all about back flying formations, but the next time we meet we will be getting more Dynamic and trying other challenging things. It was the first time we had all flown together and things progressed quite well. Each time we meet up we will set new goals and increase the workload to push ourselves even more.

In the end, we had great weather, great hospitality, awesome wingsuiters in awesome wingsuits, and we are all looking forward to 2016 when we'll catch up again at another location.

The Havok Carve was our wingsuit of choice, and it is an absolute weapon. Phoenix Fly consistently build suits that just seem to feel like an extension of your body, and this company has always pushed the development of wingsuit flying for the benefit of the sport in every way. The Havok Carve is another huge success and this company just keeps pumping out quality gear for all types of wingsuit flying.

Massive thanks to Phoenix Fly, Robert Pecnik and Jarno Cordia, for their continued support and reliability in keeping us in the sky with the best technology in wingsuiting, and for giving humans the opportunity to experience human flight.



 **NEED FOR SPEED**
TEAM FOR SPEED



**TEAM NEED 4 SPEED: ASH DARBY, SCOTT PATERSON, ROMAIN BIGNON BERBERAIN, JOAQUIN FORERO, ANDREEA OLEA, SAMI SUCKSDORFF, YORICK BLEIJENBERG, BENOIT SYBEN
CAMERA: JARNO CORDIA, ROBERT PECNIK**

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WD40 GOES PARAGLIDING

By Amandine Genin and Wade Edwards

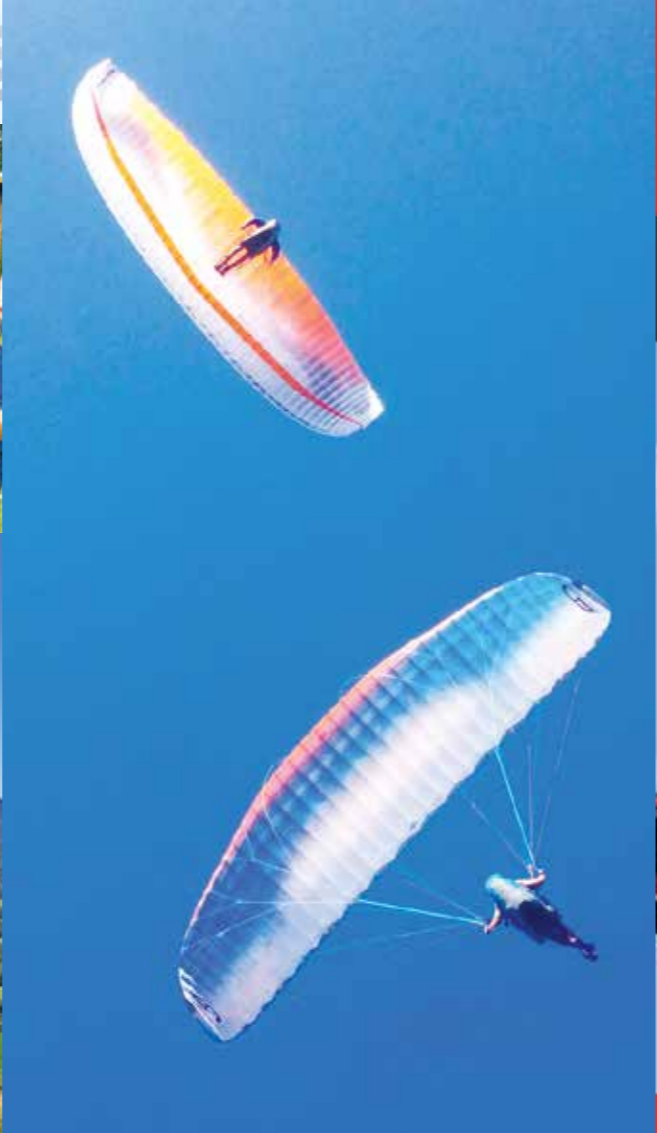
LET'S BE HONEST, AS SKYDIVERS WE ARE ALL THINKING OF A WAY TO INCREASE OUR TIME IN THE SKY. RECENTLY, WE WENT ON A NINE-DAY PARAGLIDING COURSE AND, AS SKYDIVERS, FELT LIKE WE HAD TO SHARE HOW MUCH FUN IT WAS AND HOW MUCH IT IMPROVED OUR PILOTING SKILLS.

DINO

Where do I start to explain the learning curve of our nine days paragliding? I have 750 jumps, have never been unreal under my canopy, but good enough to land happily without questioning my canopy skills; just getting down to pack and go again. So when I turned up at the paragliding school, I quickly realised that I had a lot to learn about the art of flying, how a wing behaves, and what I should be doing underneath it. As skydivers, many of us rely so much on our canopy without knowing much about it. Who has ever tried to lift their canopy from the ground? I know I have never done it. We just pack it in a little bag and assume it will open and fly when we deploy. So, ground handling (the art of kiting the glider on the ground) was a new discovery for me and I must say was very confusing at first. It took me a while to be able to lift a wing into the air, fly it with the risers crossed, which feels like "opposite land" and it does your brain in (even more when you have personal confusion with right and left), but the way in which our instructors approached and taught it enabled it to become completely natural.

When I jumped again after the course, it felt like a new world. I suddenly realised that my canopy has so much more to give, my harness turns are, for the first time, efficient and I have a long list of stuff I want to try. Paragliding just opened a new door to my flying.





4

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For me, paragliding felt like the natural progression from skydiving. I love flying my parachute and I love flying my wings. There are similarities between paragliding and skydiving, but there are also so many new elements on how to fly that I was back in the shoes of a student. As an instructor, it was humbling to feel like a student again, and to remember the fear of learning something new.

The four hours airtime I achieved on my paragliding course completely brought a new approach to my canopy flying. It reminded me to listen and respond to my wing talking to me. "Feel the lines."

If you can, expand yourself by trying another sky discipline. Paragliding is one of those sports that lets you play with the sky and the wind, such as skydiving and many other air sports. The more we broaden our piloting skills, the better and safer we become in all disciplines of flight. Whatever you feel like: paragliding, speed riding, kite surfing, etc., they can help make you a better pilot, because we are never done learning to fly our canopy and not just our bodies.

Because the boys at Cloudbase Paragliding recognise how our canopy time allows us to quickly transition across disciplines, they offer heavily discounted conversion courses for those who want to get into the sport and are current, licensed skydivers with a minimum of 200 logged jumps.

We would like to thank our awesome instructors Chris Rogers (Buck's Uncle) and Mark Rossi from Cloudbase Paragliding for the top level training, and making us feel like a family.



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Kane riding Zsolt. Photo by Brody Johnson

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APF INCENTIVES & COMPETITIONS

By Rob Libeau, APF Development

"KICK IT & RIP IT!" AFF Stage 1 and 2 Incentive and beyond

By Jade Lomax

I had always thought I'd do a tandem skydive, if someone else bought me the ticket. But it never happened.

I started dating Isaac (who had been jumping for almost a year) and was inspired. Within a month I had saved up the money for the ticket. Isaac had organised for six people to chase me on my first tandem and it was the most epic, intense and beautiful experience I had ever had! It was an early load and the whole flight up to height was gorgeous the way the light was playing across everything. Can't believe how lucky I was to have had this for my first jump!

I was having dreams about skydiving and knew I wanted to learn. I did another two tandems in the lead up to starting the AFF course because I just couldn't wait to get back up there.

I began the AFF course in May at my local drop zone Elderslie NSPC six months after my first tandem. This was way more intimidating than doing a tandem. I was happy to be doing this jump with my friends Kenzo and Sambo. It made me relax much more and I could focus. I remember it being so cold I was shivering waiting for our turn to exit and as soon as it was our turn I forgot about it being cold!

"It was just like letting go of all the superficial things in your life and just being completely present with no judgment or expectations."



Exiting was overwhelming and the freefall was full concentration. I wasn't completely aware of my body position but made adjustments as I was instructed. When it was time to open I found the pilot chute and deployed. The canopy flight was nice and long. It gave me time to calm down from the adrenaline and regain focus on flying to the holding area and wait for instructions for landing. After I landed my legs were like jelly and I was so excited.

I went on to do AFF Stage 2 the same day this time with Ria and Sambo. It was the sunset load and was even more gorgeous than what I had experienced on the tandems.



I moved through the rest of my AFF with Sambo and Smiley. My favorite jump was Stage 6. I had been nervous about it being the first unlinked exit and it meant so much to me. The visuals were epic once again with some nice cloud cover and pockets to fall through.

On Stage 7 I had a bit of a freak out and had a turn on as soon as I exited. It quickly turned into an uncontrollable spin getting faster and faster and I couldn't get out of it. I felt the blood rushing outwards in my body and all my limbs were pushed outwards. I managed to do a practice pull touching my pilot chute. I knew my instructor wasn't going to be able to get me out of it so I dumped myself out going into line twists but my canopy was still flying straight luckily. I just kicked out of the twists and was under my canopy at 9,000ft. Had a long canopy flight to recollect myself and get ready for the landing. This didn't stop me though I went back up the same day to try again.

I still didn't feel very comfortable in freefall so I went to the iFly Tunnel and did ten minutes to sort out my body position.



The rest of Course was awesome. I thought the hop'n'pop would be so much more scary then it was but I remember everyone being so happy for me in the plane and when I was under canopy I could hear them all yelling out of the door as they kept flying along. Landing was a great feeling. Everyone on the ground was so stoked for me and they said they could hear everyone in the plane yelling out. So much stoke!

To have achieved something like this in my life was huge and I couldn't believe it.

During my AFF course I landed off the drop zone twice due to spotting and winds. One of them I was so far out I tried to get back the whole time and was still two miles out when I landed. Each time was safe but super scary and each time I landed on my feet.



I've had some amazing experiences throughout my jumping so far. One of my most memorable solos has been falling from above big fluffy clouds and through them, seeing nothing but greyness until the earth started showing through the mist at the base of the cloud just at opening height.

After I had done some B-Rels and got signed off for my 'A' Certificate I finally got to jump with Isaac. He is still my favorite person to jump with and I learn so much off him. Was amazing to start ticking off little goals I've had since starting.

I finished all my B-Rels without having to repeat any stage because I had awesome instructors the whole time - Col and Damio are legends. I've been lucky to have had canopy training and many afternoons spent learning from Robbie McMillan and am so grateful for everything he and the Club have done for me in the past year.



I feel very proud to be a part of this place and helping build it into its next era.

So far I have only done one jump at another drop zone, but Elderslie (NSPC) is a very special place. I love how welcoming everyone was to me when I first showed up and it really feels like a family. From the instructors to the jumpers to the manifest and dubbing girls and the extended family, friends and the puppies, every person makes Elderslie so epic. There is a lot of history within the Club, it's the oldest skydiving club in Australia running since 1960!

I'm not sure what the future holds for me within skydiving. I have dreams all the time about doing all different things. I think about it during the days and I'm always looking up into the sky. I love every aspect and want to learn as much of every discipline as I can. For now just keeping up with the progression and hopefully joining a couple of fun events like the Black Death 4-way Scrambles coming up.





Compiled by:
Kim Hardwick
APF Technical
Officer

We must remain thinkers if we are to become old skydivers. We must imagine the worst-case scenarios and have solutions for all of them. Pretending that danger does not exist is the best way to ensure our demise." Brian Germain

The following are taken verbatim from a selection of incidents received mostly since October 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.

EXITS/AIRCRAFT

Two separate incidents were received where the tandem pairs attempted to exit their plane (Cessna Caravans) without first releasing their Single Point Restraints (SPRs). Both were left hanging outside of their respective planes until assistance could be provided from inside using the knife stored in the aircraft to cut through the SPRs.



Attempts to release the SPRs by the tandem instructors had in both instances, failed. Both TIs continued to complete safe freefalls, deployments, flights and landings. One instructor sustained a broken tibia, the other bruising, with both tandem students remaining free from injury. Post incident debriefs were conducted at both DZ operations focussing on the importance of completing gear checks before leaving the plane. Both operations also reviewed and made necessary adjustments to the type, length and location of the SPRs in their aircraft.

Note: While these incidents occurred to tandem pairs, ALL skydivers are reminded of the need to ensure they are using SPRs in accordance with regulations, and to conduct appropriate gear checks prior to exiting their aircraft.

Certificate B, jump 147. Jumper was last person to climb out of the aircraft, scraped rig on the door which dislodged the closing pin on climb out. At approx. 12,000ft main parachute deployed prematurely. Uneventful canopy ride and landed safely on the DZ.

Certificate E, jump 4400. In the middle of the aircraft, upon pulling himself upright the jumper caught his reserve pud on the gripper of the person

next to him causing the reserve to activate. Landed whole load in aircraft without further incident. **Action:** Be more vigilant of protecting handles.

Certificate E, jump 677. Jumper was seated towards the rear of the aircraft with his back against the rear wall. At the 3 mile light the jumper started to do his gear checks when someone pointed out his reserve pilot chute was actually out next to him. The jumper gathered up the pilot chute and bridle and moved to the very front of the plane where he sat next to the pilot with his back against the plane controls protection panel. The rig was contained with no risk of release. The rest of the load (one group) exited as normal and the jumper returned to the ground in the aircraft. **Action:** DZSO and CI inspection of the rig revealed nothing untoward. Reserve loop in prime condition and reserve handle cable is correct length. Suspect that jumper dislodged reserve pin whilst moving at gear check. Rig is brand new and reserve flap is still very stiff but no other obvious reason why pin would release. Jumper talked to about no frantic, hurried or unnecessary movements in the aircraft and to be calm and controlled.

Certificate D, jump 300. Jumper was doing a solo jump, climbed out onto the strut of the C185 for exit. Pilot (also the CI), looked over at jumper on strut and noticed lines streaming from him outside the aircraft, and saw the bag and pilot chute inside the aircraft with the canopy just starting to come out of the bag. At this point the pilot grabbed hold of the canopy/bag and instructed the jumper to proceed with the exit. Pilot then used as much right rudder as possible and as jumper left the aircraft, pilot threw bag out the door after him. Canopy immediately deployed with a malfunction, which jumper tried to rectify for several thousand feet. Jumper opted to cutaway at approx. 4000ft and landed reserve without incident.

Action: Jumper re-educated on the importance of always having a pin check prior to exit.

Certificate D, jump 442. On climb out, jumper knocked his helmet on hand rail inside the door, camera came loose and fell from his helmet out the door of the plane. Camera was not recovered.

Action: Debriefed jumper on exiting the aircraft with a top mounted camera. He had recently changed from a side mount to top mount.

Certificate D, jump 450. Jumper was acting as camera person on a 4-way, exiting from a C206. He dislodged his reserve handle during climb-out resulting in his reserve deploying, pulling him from the plane. He landed his reserve without further incident. The plane was later inspected and cleared by engineers. Nil damage occurred to the jumper's rig. Video footage indicates there could have been momentary contact with the plane in the form of the free bag and pilot chute passing over the horizontal stabiliser and the reserve canopy deploying successfully underneath the tail of the A/C.

Note: Premature activations of parachuting equipment during climb-out and exit procedures can and have produced catastrophic results. Jumpers are reminded to ensure their equipment is secure and has been checked prior to exit. Climb out procedures are to be practiced to ensure no risk of snagging handles etc. Plane must be also be checked for snag hazards.

Certificate D, jump 268. Jumper exited on wingsuit jump - Swift Wingsuit. Inflated immediately and narrowly missed caravan tail plane. Video evidence supports this. Jumper had done 6 WS jumps total. **Action:** Jumper banned from WS jumps at this DZ until he has 100 WS flights. WS jumps will have their own manifest category and need CI approval. New & extensive SOPs were put in place for WS operations at this DZ. CI conducted a follow-up call with the coach that taught the wingsuiter, and suggested he revise his teaching methods.

FREEFALL

Certificate E, jump 1494. Minor collision during angle jump lead to camera mount breaking and loss of camera. **Action:** Debriefed jump and discussed what lead to collision and how to avoid it in the future.

2 X Certificate D, jump 280 (J1) & 333 (J2). 2 way vertical jump out of Cessna 182. After an unstable sit exit, J1 got into a sit position and backslid away from J2, resulting in a substantial amount of separation. In an attempt to regain proximity to other jumper, J1 transitioned onto head and flew with a lot of forward drive to get back to J2, in a type of steep back angle. J1 attempted to slow forward speed down but realised too late and was going too fast with substantial closing speed. J1 attempted to fly underneath J2 to avoid a collision but misjudged and resulted in colliding hip and shoulder. J2 had eye contact with J1 so was also able to turn body & brace for the impact. During collision J1's GoPro unclipped from the mount and fell to the ground, landing in salt lake to the south of DZ uneventfully. Both jumpers regained stability and tracked clear by 5000 feet. Both jumpers shaken but uninjured. Un-eventful deployment and canopy ride back to DZ **Action:** Debrief with DZSO, on steps to prevent this type of incident in the future and best way other jumpers can learn from this incident. Further coaching regarding free flying. When closing large distances, offsetting from the base and being less aggressive as the distance is closed.

DEPLOYMENT PROBLEM/MALFUNCTIONS

Certificate E, jump 787. Canopy: Sabre 120. After an uneventful free-fly jump, jumper deployed his main canopy. He experienced a spinning canopy. After reviewing the video, it was discovered he had tension knots on the 'C' and 'D' line groups which caused the spin. He cut away and landed the reserve without incident. **Action:** He was briefed to pay more attention when packing and to keep more tension on the lines when packing as well.

Certificate E, jump 5845. After an uneventful free-fly jump, jumper deployed his main canopy. After inspecting it he noticed that he packed himself a flip through. He was unable to land the canopy (Leia 84) safely so he cut away and landed under his reserve safely. He said he had put the canopy in the bag and noticed that the container was wet so he left it out. When he came back he inadvertently flipped the bag when putting it in to the container causing the flip through. **Action:** He was briefed by the CI to take more care when putting the main D-bag in the container.

Certificate C, jump 137. Canopy - Storm 210. After an uneventful 4-way RW jump, jumper deployed his main canopy at 2500 ft. The left steering line snapped upon opening and he experienced a right turn. He tried to grab both handles and realized there was no control on the left side so he cut away and landed his reserve uneventful.

Action: Jumper and later the entire boogie event was briefed to thoroughly check your equipment after every jump and especially keep an eye on the lines.

CANOPY CONTROL/LANDINGS

Two Stage 5 AFF students, Jumps - 7th on a Safire 259 and 11th on a 229, were involved in a canopy collision. Both had open main canopies by 4000ft, and at approx. 3700ft were proceeding to & looking towards their holding areas. Not being aware of each other they impacted, resulting in their canopies being wrapped and spiralling rapidly. The Safire 259 jumper, hanging below, immediately executed his EP successfully, followed by the other student whose canopy had remained wrapped. Both students had been performing well in the canopy control and these descents were being done with back-up TA. During their descents under reserve, they were calmly reassured and guided by their TA back to the landing area. **Action:** Both students were debriefed about the dangers of canopy collisions and the need to constantly be aware of other parachutists in the holding area, circuit and landing areas.

Certificate E, jump 8892. Canopy - Valkyrie 96. AAD - Vigil2. Exit and freefall all ok deployment fine, on swoop landing (630 degree rotation) reached AAD activation speed at about 400 feet reserve fired behind him as jumper planed out across the ground no injury. **Action:** Discussed the importance of buying a speed AAD and danger if the AAD had fired at a different altitude. If jumper is going to continue using this type of AAD, not to continue doing those types of landings. He was also informed that PD has a special bulletin out about the Valkyrie canopy and speeds and was recommended to refer to this.

KNOW YOUR GEAR: AAD & HIGH PERFORMANCE CANOPIES by Ella Ran

Published www.skydivemag.com - 6 August, 2015 and reprinted APF Skydiver E-News 21/08/2015.

(Excerpt Only)

We recently heard about a couple of people having their (non 'speed') AAD activate while landing their Valkyrie, and after working on a press release about unwanted AAD activations we continued putting together some information from all the different AAD manufacturers.

This entire discussion about AAD activations under canopy is not new, and it is certainly not linked to any one canopy design or type of AAD unit. Indeed, someone may go up for a jump on student gear instead of their normal gear and dive the canopy in such a way that it surpasses the vertical speed of that particular AAD unit and causes a two-out scenario. That's why it's important to understand your gear for each and every jump you do.

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

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

For the full article go to www.skydivemag.com and search for the article title. It covers:

- What are 'speed' AADs?
- Should you get a 'speed' unit?
- Measure your airspeed
- Considering your options
- Unwanted AAD firing examples
- KNOW YOUR GEAR (including a comparison of AAD units)

About the Author

Ella works in the Marketing Department at PD and is a local jumper from DeLand, FL. She began skydiving in 2005 and is a coach and tandem instructor with over 3,000 jumps.

Certificate E, jump 1617. Canopy – JFX 88. After an uneventful Freely jump, the jumper entered the landing pattern. He initiated a 90 degree turn to final approach free of traffic. He flared at a normal height and proceeded to run out his landing. During the run he tripped and rolled forward. He reacted by putting his arm out to stop his fall which caused an elbow dislocation injury. He admitted immediately after that he made the mistake by reaching for the ground. **Action:** Jumper was spoken to about the importance of keeping your hands/arms in when initiating a 'roll' landing. It was suggested that he use the PLR method which emphasizes arms in before rolling.

Certificate E, jump 5276. Canopy - Leia 79. While filming a dual "pond swoop" jumper lost concentration and put himself low "in the corner". He struck the water of the pond feet first and slid off the bank catching his ankle on the ground. Injury – broken ankle. **Action:** DZSO/CI spoke to the jumper directly after the incident occurred, he admitted he was so focused on filming the swoop that he didn't realise how low he actually was. The entire boogie event was briefed and restrictions were informed for any pond swooping to continue and to also not get so caught up in filming our jumps that you lose awareness. All pond swooping needs to be cleared by the CI.

Certificate C, jump 383. Canopy – Safire 190. While entering the landing pattern on the base leg, jumper nearly ran into a canopy. He looked away while he entered the base leg and then saw that he was heading straight for another canopy. He didn't turn away when he saw the canopy in front of him. **Action:** Jumper was debriefed immediately after the incident. It was discovered that he was so focussed on the landing area and was not paying attention to the people in front of him. He realised he should have turned and avoided the situation earlier. He was asked to sit down for the day and reflect. The entire boogie event was briefed about the incident. DZSO/CI then had a mini seminar about the importance of awareness when entering the landing pattern. Giving examples of how to help be more alert.

RIGGING

Rigging Report Talon Container/Harness. Reserve Handle Cable had snapped just above reserve pin. Would have been caused by cable being bent around the pin when packed. **Action:** New handle was fitted.

Rigging Report. Javelin container / Harness, Airforce Reserve. During the course of a standard reserve repack, the following issues were noted by the Packer A.

- 'D' group line out of place on reserve.
- Left brake not set correctly. Finger trapping had not been drawn through the ring on the riser. Would likely have released on deployment.
- CYPRES loop badly frayed. No sharp edges found to cause the damage. Suspect over tension.

Action: Issues addressed during careful inspection and repack. Previous service provider notified and offered some free supervision and retraining, to which he humbly agreed.



PARACHUTE SYSTEMS SERVICE BULLETIN 2016-01 RE GROUNDING OF VORTEX CONTAINERS

On the 4th of Jan SB 2016-01 was issued by Parachute Systems grounding all Vortex systems with 3-rings stamped with DSF until further notice. This was due to a flaw in the rings of which they had become aware.



After a week of investigation they decided that rather than risk even one possible failure on a ring use, to recall and replace all affected Vortex containers. The amended SB 2016/01 was issued on the 11th Jan advising the permanent grounding.

The good news is that all affected Vortex rigs which are subject to this service bulletin will be replaced with brand new harness/container systems at no cost. The replacement process is not a disassembly and rebuild of your existing container system. This is a completely new container being built and shipped at no charge to the consumer.

The updated service bulletin 2016-01 is available on their website (<http://parachutesystems.com/>) under the 'Product Warnings' menu. Under the Downloads menu you will find the 'Vortex Replacement Program' claim form. All queries in regards to this recall should be addressed to vortexrecall@parachutesystems.com

The manufacturer apologises to all their customers who are affected, but believe that this is the safest and best outcome for the resolve of this potential risk.

FATAL INCIDENT 21ST NOVEMBER 2015

Background The deceased was a regular instructor working as either tandem or AFF instructor every few weekends. He was also a former special operations soldier who had worked for the Australian Defence Force for over two decades, where his role included running parachute training operations.

Location: Goulburn NSW
Age: 44 **Gender:** Male
Time in Sport: 7.5 years
Total Jumps: 1910
Qualifications: IB Tdm / AFF
Jump Type: Tandem
Weather: CAVOK/Wind 6-10kts
System: Sigma
Main: Icarus 350

On Saturday 21st November he arrived at his regular Drop Zone at 8am and went on to make 2 uneventful tandem jumps for the day.

The Jump His 3rd jump was with a 14 year old tandem student who weighed 49 Kg. The jump, opening and canopy flight were all routine until approximately 50 feet.

The tandem instructor was flying a straight in approach when at about 50 feet above the ground the right hand side of the canopy folded under causing a radical turn of approximately 100 degrees, diving the canopy into the ground. The tandem pair impacted the ground horizontally. Seconds later, the next tandem pair to land also experienced severe turbulence that briefly deflated their canopy, before reflation and a heavy landing, however sustaining only superficial injuries.

Witnesses noticed a strong turbulent air mass (Willy-Willy or Dust Devil) blow past the car park area just after this incident. The tandem landing area was an open, grassed area and clear of any ground obstacles.

Injuries The tandem Instructor was pronounced dead at the scene and the student was airlifted to hospital in a critical condition.

Preliminary Equipment Inspection The equipment appears operational and not relevant to this incident. The tandem Instructor, student and equipment had a total exit weight of approximately 160Kg.

Final Report The accident is being fully investigated by the NSW Police and the APF. A final report will be produced for the NSW Coroner in due course.

Post Note: At the time of preparing these pages, the still hospitalised student was reported to still have a long journey ahead in his recovery, but was moving in the right direction.

FATAL INCIDENT 28TH DECEMBER 2015

Background The deceased started skydiving in the early 1990s, gaining his ID/AFF instructor rating by late 1997 (lapsing two years later), and amassing approximately 1000 jumps by 1999. Over the next decade his participation was intermittent, making only approximately 40 skydives. From 2008 until mid-2014 he took a complete break from the sport.

Location: Goulburn NSW
Age: 44 **Gender:** Male
Time in Sport: 22 years (on & off)
Total Jumps: 1064
Qualifications: APF Certificate Class E
Jump Type: 4-way Flat-fly RW
Weather: 21oC Clear skies. 8-14kts
System: Javelin
Main: Stiletto 120
Wingloading: 1.8

Since his return, it appears he had made about 24 jumps over 18 months. Six of these were in the preceding 3 months over two separate weekends, all flat-fly RW in mostly group sizes of 5 – 10. One of these weekends was at Goulburn DZ. On Saturday 28th December he arrived at Goulburn DZ to participate in their skydiving boogie and manifested on his first load as part of a 4-way group. The aircraft load consisted of a total of 19 parachutists.

He was using his own parachuting equipment, which he had obtained sometime before recommencing his skydiving career in mid-2014. There is record in the APF incident reporting system that the deceased had also been jumping a Stiletto (135) canopy back in the late 90s.

The Jump After completing the freefall portion of his skydive, the parachutist deployed his main canopy which opened successfully. During descent, he was observed flying his canopy in a "radical" manner, spiralling under 1000ft. In the landing area he was observed at a low altitude flying in a downwind direction, before executing an aggressive low/late, right hand 180o brake toggle turn to face into wind, without a successful flare.

The canopy had turned through 180o however its recovery arc had not been completed and the parachutist impacted the ground heavily.

Injuries The impact resulted in massive head/body trauma. There were no vital sign of life to first responders & the parachutist was pronounced dead at the scene by paramedics.

Preliminary Equipment Inspection A full inspection of the all the equipment and its components will be conducted.

Final Report The accident is being fully investigated by the NSW Police and the APF. A final report will be produced for the NSW Coroner in due course.

IS MY RIG SET UP AND PACKED CORRECTLY FOR A CUTAWAY?

Seems like a ridiculous question, doesn't it? After all, every rig is supposed to work properly when it comes time to release a malfunctioning main canopy and deploy the reserve. But as a few recent incidents show, you could face a real mess if you haven't maintained or packed your gear correctly.

How often do you pull your cutaway handle and clean the cables? Never? Do you even know if anything will budge when you need to pull that handle during a real malfunction? The amount of force required to pull a pair of dirty cables out of their housings can be surprising. In some cases, jumpers practicing emergency procedures on the ground have had to drag the cables out of their housings by pulling as hard as possible with both hands! A simple cleaning by spraying the cables with silicon cleaner and wiping them dry can dramatically reduce the pull force. Most manufacturers recommend cleaning the cables and flexing the webbing on the main risers every 30 days. Your rigger will usually do this during the reserve repack (or should). But if you aren't doing it and your rigger isn't doing it, you could end up with a hard or even impossible cutaway that you discover at the most desperate time: during an actual malfunction.



PIC 1



PIC 2

Pic 1. Jumpers must follow the instructions when stowing their risers on rigs that have a dual-flap design.

Pic 2. If a riser is packed below the inner riser cover, it may be trapped after deployment as shown here.

Twisted risers can also add to the pull force required to cut away during a malfunction. Many manufacturers equip risers with metal channels to house the excess cutaway cable. The metal channel prevents the excess cable from being pinched if the risers are twisted tightly together during a malfunction. If your risers are not equipped with metal channels, speak to your rigger or the manufacturer about replacing them.

Some container designs include a dual set of flaps that cover the reserve and main risers when the rig is packed. The lower flap covers the reserve risers, and a label indicates that the main risers must be packed on top. In several instances, when jumpers packed the main risers beneath both flaps, they became trapped after deployment. In one case, a jumper whose main risers became trapped after deployment elected to cut away because she could not reach her main steering toggles. After the jumper pulled her cutaway and reserve handles, the main canopy remained attached on both sides, and the reserve pilot chute—which did not have enough drag to extract the reserve—trailed behind her. She descended under her main canopy, which remained attached where the flaps trapped the risers (even though it was cut away) and landed safely without steering or flaring.

Jumpers can and do experience hard or impossible cutaways, but in every case, the jumper could have prevented the problem. By maintaining equipment properly, replacing outdated equipment and carefully following the packing instructions for your rig, you can breathe more easily when the time comes and you have to execute emergency procedures.

Jim Crouch | D-16979

USPA Director of Safety & Training and FAA Senior Rigger
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FREQUENT iFLYER

iFLY GOLD COAST IS NOW OPEN!



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GOLD COAST HAS OPENED

By Mike Brigg

On the 8th of Feb iFLY Gold Coast opened its doors to the public. At the heart of Surfers Paradise, located on Surfers Paradise Boulevard, the new tunnel is the hottest attraction to land on the Gold Coast. We're offering some fresh insight into the world of skydiving for newbie and experienced skydivers alike. We've already had some special events going on behind closed doors, including an exclusive launch party where we hosted a bunch of local celebrities who got a lucky first look at the shiny new 12ft tunnel in action.

Imagine... waking up with an ocean view from your hotel room (if you're not lucky enough to already live here) chilling on the beach then going for a fly in Australia's newest wind tunnel... Afterwards you may like to finish your day off sipping on a Queensland Mojito on the 77th floor of the Q1, watching the sunset over the hinterland... Or maybe you'd prefer to get involved with the hustle and bustle of everything Surfers Paradise has to offer, how about a stroll down Cavil Av? All this within two minutes walking distance from the tunnel. How many tunnels in the world can offer such close proximity to awesomeness? Not many that's for sure! SURF - FLY - RAVE - REPEAT. Did we mention Skydive Byron Bay is only an hours drive from the tunnel?! One of the most beautiful places to jump, with a progressive mentality towards fun jumping.

iFLY Gold Coast is taking the art of learning to fly to the next level by providing a unique way to become a skydiver. By teaming up with Skydive Gold Coast, Archie Jamieson,



Roger Mulckey and Belgium Steve Geens, the plan is to give AFF students a more in-depth teaching method to help new skydivers learn how to fly their bodies. Until the 30th of June the new Tunnel/AFF course will be trialled at Skydive Ramblers at Toogoolawah and Funny Farm near St George. Students will be given 30 minutes tunnel time at the start of their course, and then go straight into Stage 6 of the AFF course with one

instructor. The money saved on using just one Instructor and only six jumps will go towards subsidising the tunnel time, so potential skydivers will be getting more 'bang for their buck'.

So, if you're keen on getting involved with everything there is to offer on the Gold Coast, and improving your flying skills, then get in touch with us and book some tunnel time. As always we have world class coaching available from our highly experienced team of instructors and coaches. We even have tunnel camps already in the diary for the year organised by Mason Corby, Team Impulse and our onsite coaches. We're sure there'll be plenty more to come!

WATCH THIS SPACE!



Megan, Yana, Millie, Jodie, Alice, Beck



Gold Coast Mayor Tom Tate



HOW TO GET TUNNEL FIT

By Tracey Lane

Note: This is not medical advice. You should seek medical advice prior to beginning any exercise program. If you have a previous injury, then you should consult with your health professional as to whether these exercises are right for you.

SO YOU'VE PLANNED YOUR FIRST TUNNEL TRIP. THE FLIGHTS ARE BOOKED, YOU'VE GOT AN AWESOME COACH LINED UP, ACCOMMODATION IS SORTED, AND YOU'VE EVEN MANAGED TO GET A FREE LIFT FROM THE AIRPORT. THEN A MATE TELLS YOU HOW SORE THEY WERE AFTER THEIR FIRST TUNNEL TRIP, AND YOU START TO WORRY THAT YOU'VE FORGOTTEN SOMETHING.

Even if you only have a few weeks prior to your tunnel trip, you can still do some simple exercises that will help make things a little bit easier. Now tunnel flying is different from the sky for some very obvious reasons (it has walls). Those aside, you might be in the wind for up to two minutes at a time, while most skydives last just over a minute. Then you could be doing anywhere from 10 to 90+ minutes in a day, depending on your training schedule. Your body is not used to flying this way, so you need to make your exercises specific to how you are going to fly. In other words, you need to think about doing some isometric holds for up to two minutes to make your training realistic.

Above all, if you know that you have a pre-existing injury, get it checked out by an allied health professional prior to going. Doing a big tunnel trip will probably flare it up and there is nothing worse than sitting and watching others fly in the tunnel without you.

This article will be focusing on Freely progressions, but some of the information can be extrapolated to other areas of flying. In freeflying, good flying will always come back to a strong core, however different positions do require a little more from some muscles and joints. If you cannot maintain your core while you move your arms or legs, then the result in the sky may not be what you were after.

Core

Grab a hardcover book and place it on your head, stand up tall and see if you can maintain that posture while you walk around. Think of having a neutral spine and gently tuck your chin in. Another way to think of it is to imagine someone gently pulling on a piece of string that runs up your spine and up to the ceiling. To make it harder, try lifting an arm (like in Head-down) or a leg (to move in Head-up).

The good old plank and side plank holds will fire up your core. Hold them for three sets of 60 seconds. If you can't hold that long start with 10-20 seconds and work your way up.



Back Flying

A good back flying position is lying on your back with your hips and knees at 90° flexion, hip width apart, your arms straight up to the ceiling and your head back. If you have a stable back flying position then you can bail to it from other positions and maintain speed. This is really important for safety as you learn new positions. It must be your go-to position when things get sketchy. Preferably practice this position lying on a bed or table so that you can put your head back – laying flat on the floor is not a realistic position.

To get the most out of your back flying, and transitioning to and from your back, you will need strong hamstrings to help maintain your leg position. Lay on your back with your feet up on a chair or coffee table, keep your toes pointing up to the ceiling, push down through your heels and lift your bottom up so that your knees to shoulder become one line, slowly lower back down. If you get pain in your lower back, do not lift as high. If you still have pain, do not continue the exercise.



Head-up

Head-up flying is one of the more difficult positions to master, yet appears to be easier to learn than Head-down. The key to a good Head-up flying position is to have good, strong legs. If you have already started to learn Head-up in the sky, you are probably sick of your tutor telling you this. A good way to practice your Head-up position is on the wall. Whilst leaning against the wall, make sure your shins are perpendicular to the floor, your thighs as close to parallel to the floor as possible. Press through your heels like you want to push back up the wall but do not move, and hold for up to two minutes (remember you may be flying in the tunnel for up to two minutes). You must not feel this exercise in your knee joints, instead aim to feel it in the quadriceps, preferably more inside than out. Once the exercise starts to feel easier you can add your arm position to the hold.

Again a good core is essential for Head-up flying. If you know that you tend to let your chin stick forward then go back to the postural exercise, and try it in your sit position on the wall, think of being tall through your spine.

To be a good Head-up flyer, you need to be able to change position of your legs and even have them uneven to be able to move around to take docks. To do this having good balance will help immensely. This is probably why so many good skydivers are good at surfing, slack lining and skating. Now if you have the money, you'd go and buy all the flash balance training equipment such as Bosu ball, wobble board or even a slack line. If you don't have these things, you can still work on your balance with a few basic items that you probably already have. To start with, stand on one foot in front of a full-length mirror and check your posture, your hips should be level and your trunk and legs in line with each other. If you can stand on one leg with good posture for 30 seconds then add a folded towel under your foot and repeat. Again, if this is easy, add a ball and either throw against a wall or between your hands. Aim for three x 30 seconds on each leg.



HOW TO GET TUNNEL FIT

Head-down

Head-down exercises depend on which position you want to learn or prefer to fly. A good flyer can fly any position. We all have our preferred positions, and this may be due to tightness or weakness in certain areas. Again, your core is the key, so go back to the posture exercise at the start.

For a good stable Daffy, believe it or not having strength or muscle memory in pulling up your toes is a good thing to have. This can help keep you stable. So when your sitting around, all you need to do is pull your toes on your front daffy leg, up towards you and hold for one minute. You can do it anywhere, even on the way to height.

For both a Daffy and a Shelf position, you need to have some degree of hip extension available. If you sit all day and don't have good gluteal musculature, then when you try to take your leg behind the mid line of your body, say to move forward, then you are more than likely arching into your lower back to do it. This means that your strong core is then compromised and you have limited range for movement. The first thing to start doing is Hip Flexor stretches, and then you need buns of steel, well almost.

To get a general gluteal workout, lay down on your back with your knees bent and feet flat on the floor. Have your feet hip width apart but close to your bottom. Press through your heels and focus on using your gluteus muscles to lift your hips up. Hold for one minute. If this is easy, try lifting one leg off the ground. Ensure that your hips stay level and that your gluteals are doing most of your work, not your hamstring.



Again Daffy and Shelf position will require some degree of hamstring strength to maintain the leg positions, so flip back and see the exercise hamstring bridges.

It's a good idea to invest in a foam roller to help self-release muscles between tunnel sessions. You can usually find someone at the drop zone that has one. They come in a lot of different shapes and sizes for your torturing pleasure; ask to try it out. You will require symmetry for flying so if you know that you are tighter on one side more than the other, start stretching and rolling.

Remember tunnel is meant to be fun so enjoy your new addiction.



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Tribu Freefly at Skydive DeLand
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WORLD COMES TO FLY AT INFLIGHT DUBAI'S FIRST CLASH OF CHAMPIONS 2015

HayaBusa and Golden Knights Claim Formation Skydiving Titles

DUBAI (U.A.E.): The world's biggest indoor tunnel for flying proved to be an unrivalled success when more than 300 skydivers from over 20 countries gathered in the U.A.E. for the first Clash of Champions, staged at Inflight Dubai.

With \$200,000 in prize money, the event was comfortably the richest of its kind, and flyers from all corners of the globe came to do battle in what turned out to be a fiercely contested, three-day tournament featuring competition in three classes of 4-way Dynamic, an AAA 8-way Formation category and a Dynamic 2-way.

Living up to its name, Clash of Champions attracted many of the sports biggest names, including a host of World Cup winners and World Champions.

Among them the near-invincible HayaBusa from Belgium who fought off Arizona Airspeed from the U.S.A. to win the AAA 4-way Formation Skydiving category by 313 points to 305. Third place went to the French Weembi Lille on 295.

"We came here as favourites but we had to perform at our very best to see off Airspeed," said HayaBusa founder David Grauwels.

"It was a very exciting competition with the lead going back and forth, but we did it and now we can look ahead to flying against Airspeed again at the World Air Games in Dubai, only this time in the sky not in the tunnel."

U.S. flying legends Golden Knights were the dominant force in the AAA 8-way Formation Skydiving class, racking up an Unofficial World Record individual round score on their way to gold.

The Americans took the title with a series of near-flawless performances, and a total of 324 points that was a massive 45 points ahead of runners-up France Weembi (279) with Tanay of Russia third (267).

In the main AAA 4-way Dynamic event, victory went to French team Windoor Warriors on 51 points who edged out home favourites Inflight Dubai Skynamic (48) by just three points, while Viss Vind of Norway claimed third on 35.

The AA 4-way Dynamic podium was an all-girl affair with Czech flyers Hurricane Factory Chicks (194 points) taking gold, chased by the U.A.E. ladies team of Asaar Girls on 185, and with Poland's Flyspot Chicks taking third on 181.

In the A 4-way Dynamic class there was another Czech win as Flying Circus claimed gold with 217 points, Amnesya of Italy finished second on 204, and SkyBlockers Singapore were third on 194.

In the 2-way Dynamic, there was an emotional home win for Dubai's highflying brother and sister pairing of Kayleigh and Noah Wittenburg who stunned the opposition by winning gold. Competing as Mini Maktoum, the youngsters – aged just nine and eleven – beat off the challenge of an international field of all ages to win one of the premier titles on offer at a tournament, held under the patronage of HH Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai.

Mini Maktoum took the gold with 157 points ahead of Czech team HF Ravens on 152, with the Singaporean team Team Firefly in third spot on 142 points.

"It's awesome to win at our home tunnel," said nine year-old Noah. "We've been training for five days a week to try and get on the podium, so this is amazing."

Parents Julie and Mike Wittenburg – both skydivers themselves – were naturally emotional and delighted with a winning performance, which combined grace, speed and aerobatics and had every watching competitor applaud the two youngsters.

"They were up against some insanely great teams," said mother Julie. "We honestly thought the best we could hope for would be top five, so we are so very proud of them. They've worked so hard for this – I know I used to choke under pressure, so I've no idea how they remained so cool."

Coach and father Mike was equally delighted with the win. *"To win an international competition of this standard at the ages of nine and eleven is unbelievable," he added. "Never in our wildest dreams did we think they would win."*

At the end of the event, with suits and helmets put to one side, all of the competitors gathered for a glamorous prize-giving ceremony on the beach front at Dubai's Zero Gravity. On hand to present the trophies and the substantial winners' cheques were Inflight Dubai CEO Carlos Euribe and Meet Director Freddie McDonald.

It is hoped that the event, which drew praise from competitors and officials, will become an annual affair on the world skydiving calendar.



RESULTS

AAA 4-way Formation

1. HayaBusa (BEL)	313
2. Arizona Airspeed (USA)	305
3. Weembi Lille (FRA)	295

AAA 8-way Formation

1. Golden Knights (USA)	324
2. France Weembi (FRA)	279
3. Tanay (RUS)	267

AAA 4-way Dynamic

1. Windoor Warriors (FRA)	51
2. Inflight Dubai Skynamic (UAE)	48
3. Viss Vind (NOR)	35

AA 4-way Dynamic

1. Hurricane Factory Chicks (CZE)	194
2. Asaar Girls (UAE)	185
3. Flyspot Chicks (POL)	181

A 4-way Dynamic

1. Flying Circus (CZE)	217
2. Amnesya (ITA)	204
3. SkyBlockers Singapore (SIN)	194

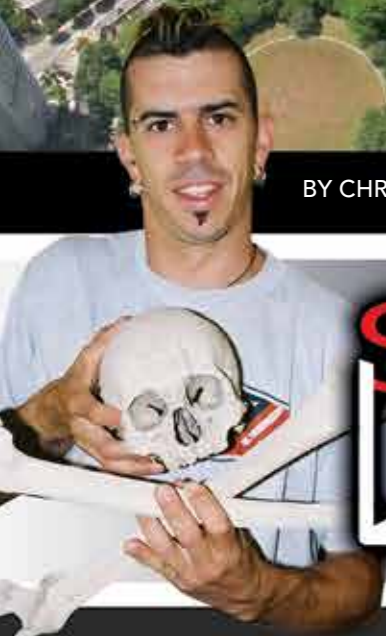
2-way Dynamic

1. Mini Maktoum (UAE)	157
2. HF Ravens (CZE)	152
3. Team Firefly (SIN)	142





BY CHRISTOPHER "DOUGGS" MCDOUGALL



SURVIVING U.S.A.

I HAVE BEEN LUCKY ENOUGH TO HAVE STARTED BASE JUMPING AT THE AGE OF TWENTY-ONE AND THE LAST EIGHTEEN YEARS OF MY LIFE HAVE BEEN FULL OF ADVENTURE, TRAVELLING THE WORLD, AND JUMPING OFF INCREDIBLE OBJECTS WITH MY AMAZING FRIENDS. BASE JUMPING HAS GIVEN ME EVERYTHING BUT IT HAS TAKEN A LOT FROM ME AS WELL. PRETTY MUCH ALL MY ORIGINAL BASE JUMPING BUDDIES ARE DEAD FROM VARIOUS ACCIDENTS. WHY THEM AND NOT ME? I WILL NEVER FULLY KNOW BUT HERE ARE A FEW TOPICS OF WHY I HAVE POSSIBLY SURVIVED BASE JUMPING SO FAR AS WELL AS A FEW MORE POINTS SO YOU CAN SURVIVE TOO.

LUCK

Lets start with Lady Luck. We have all had it whether we have noticed it or not. This is a cliché but the key to BASE jumping is that you start with a full jar of luck and an empty jar of skill. What makes a good BASE jumper is filling up the jar of skill while keeping the jar of luck full. It's a tricky one to do.

I have been pretty lucky in that I have been fairly smart most of the time so my jar of luck and skill are still pretty full; but there have definitely been a couple of times when I have been nothing short of lucky.

Example 1. Bungonia – Probably one of the most beautiful and deadly cliffs in the world – nine hundred plus feet and very under hung after three seconds. It has killed people and has hurt a lot of others. Back in the days before tracking suits, we used to do it slick with attitudes being very different back then. On one particular 3-way jump I was the low man but didn't have much of a track, and I opened on-heading about one meter from the wall. The back camera showed it all and our reaction was how cool it was to be so close to the wall. A 180 off-heading there would've killed me back in 1998 with only sixty jumps. I don't even jump that cliff anymore.

Example 2. Kjerag, Norway (Exit 7) – The other time I got lucky. The safest of all the exit points with over a twelve second rock drop. I decided to do a triple front loop with no

real knowledge or experience in BASE jumping aerobatics. I successfully completed the triple front loop in about fifteen feet after exit, and then spent well over ten seconds trying to get stable again. This has killed people in the past and I was lucky enough to learn from this very valuable lesson. Only spin as fast as you can stop!

So have a think back through your jumps and think of when you have been lucky! It will be more times than you would've liked.

SAFETY

Safety is everything. We are already doing something dangerous so at least be safe about it. I like to say, "Be smart about being dumb". Especially these days when the gear has become so good, the knowledge has become so abundant, and all the major BASE sites in the world have become established. There is no reason to be unsafe. It will only get you killed. For example, if you cross a highway without looking you may get hit by a car straight away or you may make it, and you may make it many times more. But if you keep crossing the highway without looking, eventually a car will hit you. You may die, or worse, you may be seriously injured for the rest of your life. So why not just look before you cross the road. It's easy to do. BASE is the same. You are already doing something dangerous so give yourself the best chance each and every jump.

FEAR

Fear is a key ingredient to staying alive in BASE jumping. It has been my biggest asset – I always stay scared. You might not notice it but I do because I know that it keeps me in check of my ego, skill level, and my idiot factor, which is already too high. I also like to do all aspects of BASE jumping, not just slider down and not just wingsuiting. This way I am always scared, which means I will give total concentration and not let complacency get the better of me.

COMPLACENCY

This is a sad one because it has killed a lot of my friends and it is becoming more of an issue worldwide every year. Do yourself a favour, don't become complacent. Stay grounded enough to know that you are human and you will make mistakes. It's the classic saying that everyone needs to remember. "Learn from other peoples mistakes. You will never live long enough to make them all yourself", enough said!

KNOWLEDGE

Arm yourself with knowledge and never stop learning. The days of just having big balls and no regard for the law are well and truly over. These days there is no excuse for being uneducated about BASE jumping. Pretty much everything has been pioneered so there is no reason to keep reinventing the wheel so to speak. Knowledge is one of the key aspects to staying alive.

ETHICS

This is one of the most important things to have to maintain respect in BASE. It's pretty simple. Do unto others what you would want done unto you. So basically, don't shit in other people's back yards, don't burn objects, don't litter, be polite to authorities, and try to represent yourself to promote BASE jumping in a positive way because the sport has enough trouble as it is.

Now we are all human and we all make mistakes but if you do make a mistake, try not to repeat it.

For example, I was invited to jump a special jump in the U.S.A. It was one of the best jumps of my life. I filmed it and asked the guys who took me on the jump if I could post the video as long as I said it was from another country (Bulgaria). They said yes and all was good. But without me knowing, my YouTube channel edited a web series and put the same jump online with the title U.S.A., and so now everyone knew which country this sensitive jump is. I didn't know this until it was too late so I made sure I contacted the people I had broken trust with, apologised and asked if they wanted me to take the video down. They said it was OK but if they had told me to take it down then I would have. And I always put a note on my clips now if a video clip is not to be shown.

Sometimes sites get burned, it's the nature of the game, but always do your best to keep them active so that other people can enjoy them.



COURSES

It seems mentorships are mostly a thing of the past now but if you can find a good mentor then this is the way to go. But mostly people learn to BASE jump through a variety of BASE courses. What people forget is that completing a BASE course does not mean you're an expert BASE jumper. It means you have just finished your AFF course of BASE and the slow learning journey continues from there.

Some BASE courses are by far better than others. Do your research and ask a lot of questions before signing up.

If you are entering the world of BASE with friends who are already experienced, then doing one of the shorter courses like the Apex course might be OK as long as your friends look after you once you have completed it.

If you are contemplating entering the BASE world on your own then you may want to sign up for my course which is ten days and forty jumps. This will give you enough knowledge to go out on your own.

These are decisions you need to make that may end up saving your life, or your friend's life.

MAINSTREAM

BASE jumping is no secret practice any more, especially with social media, so it is important these days to conduct yourself at least somewhat appropriately on social media channels. It was different when we were all passing around VHS videos, as they would never leave the enclosed circle of like-minded people. Now with the likes of Facebook and YouTube, the whole world can see and judgment will be passed very quickly.

This has definitely not been one of my strong points in the past but with the more exposure I get in social media, the more I have controlled my public behaviour and kept my clothes on! This is still a work in progress for me but you get my point.

KNOW YOUR LIMITS (EGO PART 1)

It is important to always know your limits. Remember Rome wasn't built in a day and you should treat your BASE jumping career like this too. I feel very lucky in the fact that I started BASE jumping properly in 1998, just as the gear was getting safer and BASE specific, but not so much that people were proxy flying wingsuits. For us back then, going from handheld to stowed was a big deal and that was pretty much it. Besides the odd gainer, low aerals rarely happened and there were no tracking suits; in order to track you had to rely on your skydiving skills. Then slowly the tracking suits came in, and then the now 'small wingsuits', and slowly they have built-up to what they are today. So even after eighteen years of BASE jumping, my progression has been quite slow and I have been able to know my limits pretty much all the way through my career.

The tricky thing with newer jumpers is that they have the world at their fingertips and they see what the top guys are doing, but they don't realise how many years of slow progression it has taken them to get there. This is where it is very important for new jumpers to know their limits.

BASE jumping is easy when it goes correctly but when the shit hits the fan, that's when you need to have the skills, and you can only build the skills up slowly by knowing your limits.

KNOW WHEN TO PULL BACK (EGO PART 2)

This is also a tricky one and it normally takes the death of a friend to make you realise that sometimes you just have to pull back. I have had to pull back twice due to the death of my best friends. It's a hard decision at the beginning but it gets easier. You end up enjoying your jumping a lot more in the long run, and for a lot longer, because you are still alive to do so.

The first time for me was in 2006 after three years of being part of the pioneers of proximity tracking. My best friend Coombes died on the Troll Wall after he found himself in a no pull situation. After this I did a few more proximity tracking jumps in Norway and then I too found myself pushing the limits on a jump when I was in a no pull zone for about fifteen seconds. It was one of the best jumps of my life but I knew then and there that if I kept going this way I would also soon enough die, and so I pulled back on the throttle. It was hard at first as it is the most fun when you are one to two meters off a wall doing mach speed in nothing but a tracking suit; but the margin for error is just too small. I tried to explain this to my other best friend Ted Rudd but he too died in 2010 doing the same thing.

The second time I pulled back was only twelve months ago when three of my friends died together from a heli BASE accident after they too put themselves into a no pull situation. It was a total waste of three very cool people. It was easy to see their mistakes from an outside perspective, but the fact of the matter is that it could've happened to any one of us in that moment. That was the last time I proximity flew my wingsuit over flat ground with no outs to be able to deploy my parachute.

It was even harder to pull back from this one as flying a wingsuit closely over the ground really gives you a sensation of flying, but the risk just wasn't worth the reward after this tragic accident.

I now run at 30% to 50% of what I am capable of. It gives me a huge margin for error in this unforgiving sport.

The thing is, that what we do is already dangerous, and so if you run at 100%, 100% of the time, it all becomes normal and it is far from normal; it's actually very extreme. Eventually you are going to need a little extra and if you haven't got that little extra spike, then it's over. It's very hard to see this from inside your own group because everyone is excited about what they are doing, but from an outsider's perspective, you can generally see that it's only a matter of time before the bubble bursts. I have been in groups like this a few times over the years and it's only in retrospect that I noticed this and can pass on this crucial knowledge.

CONTINUE SKYDIVING

Whilst I don't get to skydive nearly as much as I would like, back in the first ten years of my BASE jumping career, I was basically jumping almost every day. This was a major key to keeping my skill levels up with all sorts of variables. And surprisingly, tandems helped a hell of a lot with my parachuting skills. Everyday we had different winds and different wing loadings and it was fun! So keep skydiving, it is super cool and helps keep you alive!

CAMERAS

Cameras have been a part of BASE jumping since its beginnings. I personally love filming, making videos, taking photos and finding unique angles. The cameras we used to use were massive and it was always important to think about camera safety. Camera should be secondary to everything else on your jump. I have lost two friends to bridle wraps on their GoPro. Pointless deaths, and for what, to see another point of view from a popular object. Always be aware of your camera placements and always do suitable jumps in relation to the camera placements.

WEATHER (EGO PART 3)

This should be a no brainer. Always respect the weather. Mother nature will kick your ass every time. Especially when playing with big mountains. It's easier to wait an extra day than to be caught up in a storm. There haven't been many times that I haven't respected the weather but here are two different times when the weather kicked my ass.

1. The Crown, Moab. Afternoon jumping in summer with thermic and valley type winds. I did a two second delay, but as I like to do on jumps with a talus, I hooked it back around so I could get low to the ground and swoop the couple of hundred feet of talus to a road landing. I knew there could be rotor winds coming from around the corner but I went anyway. Fifty feet from the road the wind picked me up sideways and smashed me into the only small tree in the area. I managed half a flare and got away with a few scratches, but it could've been much worse.
2. The other time was from the Eiger. The weather looked a bit ominous as there were clouds building up in the bowl; but because it was going to be a friend's last ever BASE jump (BASE no. 13) we decided to go anyway. The day before the weather looked the same but it cleared up right about the time we would be jumping so we assumed it would do the same today. Side note: assumption is the mother of all stuff ups.

There were six of us on the load and three of the six were not dressed well for the mountains, but we went anyway. We got to the Mushroom and geared up. There was cloud in the bowl but it looked like there were some clear parts pushing through, so we made our way over to the Mushroom. The clouds didn't clear. It was freezing and there were strong winds. One guy decided to jump as he thought he could see a hole. It turns out he didn't. After eleven seconds of freefall he entered the thick cloud and after another five seconds he opened up and spent two and a half minutes under canopy in thick cloud narrowly missing train lines on landing. After four hours sitting on the Mushroom freezing, the clouds were starting to come up and over. It was time to call the chopper. It is my first and only rescue, and a massive lesson learned! Always respect Mother Nature.

GEAR

There are so many types of gear out there these days and a lot of them are now specialised to do a certain job. Make sure your gear meets your skill level, and make sure you use your gear for what it is designed for. For example, don't go on a steep dive to proxy fly through some trees in a racing wingsuit with Velcro gear. You will end up in tears.

Make sure your gear is always well maintained and remember you only have one parachute. Every time you pack your BASE gear you should be doing a full inspection on it as you go along. It doesn't take any extra time and it could save your life. Also when doing any rigging, it is wise to have a friend look over it with you. Be careful of complacency when rigging after you gain experience. I am always diligent with my rigging.



SURVIVING B.A.S.E. B.A.S.E.

GEAR CHECK BEFORE EXIT

This is critical every single time. Even when I am on the edge, I still do a ridiculous amount of pilot chute checks before I leave the object, even though I have grabbed it successfully over 10,000 times. The reason I stress this is because there was a recent incident with a very experienced BASE jumper who didn't check his gear before a wingsuit jump and it was only at deployment time that he realised he hadn't put a pilot chute on. Luckily, he didn't give up and pulled his pins by hand. Let this be a lesson to everyone, including myself. Always check your gear before each jump no matter how easy it might be.

VISUALISATION

Over the years I have learnt to visualise all the situations that could go wrong and have put a plan in action for dealing with them. Everyone should do this. It will save your life one day when you least expect it. After well over 1,000 slider down jumps, I finally had a major off-heading, or 160 degrees, that put me straight into a sheer wall. I never knew how I would react to something like this but I had visualised it so much that I had dealt with it before I even knew what had happened. Visualising will enable you to slow down time in a high-pressure situation and deal with it quickly and calmly.

WINGSUITS

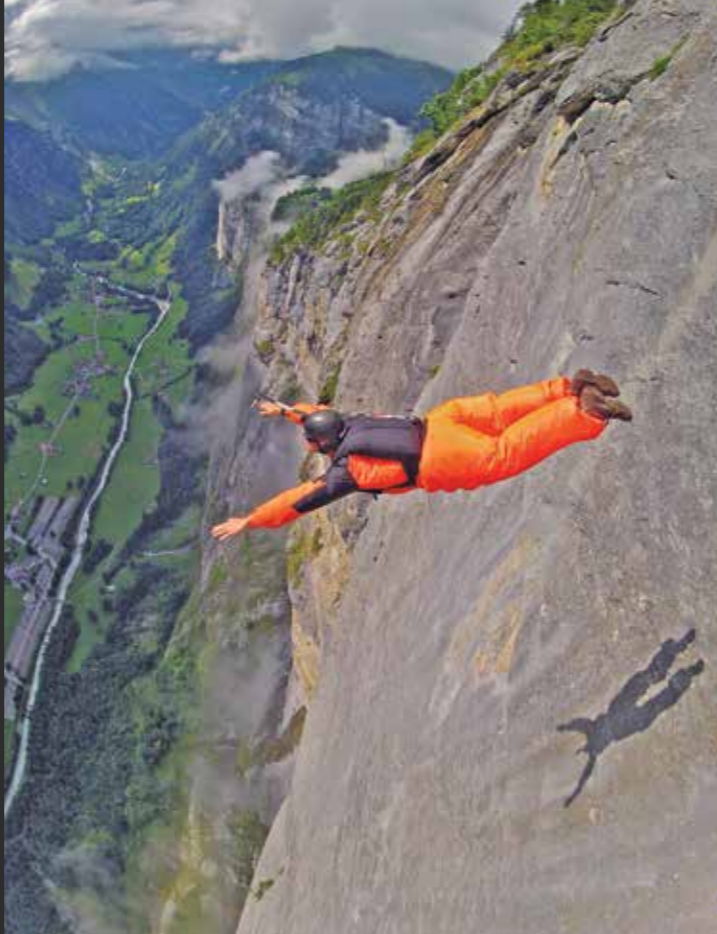
Wingsuits have come a long way since 1999. There are many types to suit different style and skill levels. But the wrong choice of suit for the wrong skill level can kill you.

It's very simple. Small suits can give you small problems. Big suits can give you big problems.

I started wingsuit BASE jumping at the start of 2003. I gave it up at the end of 2003 for six years because, even though I had about 1,000 BASE jumps, I didn't feel I was ready for the challenges that wingsuiting would give me. So I went back to basics and back to tracking. Eventually I had reached my peak in tracking and felt it was the right time to get back into wingsuit flying. So I did and I did it slowly and safely. Do I think my decisions in 2003 saved my life? Absolutely! And by waiting those six years, I have possibly had twelve extra years of fun so far, while my dead mates have had none.

HELPING OTHERS

It's good to help others. It's rewarding and it is also a great learning tool for you. Seeing BASE jumping from a newbie's perspective helps keep you in check and gives you a warm fuzzy feeling. Every single BASE course I have done I have learnt



something from my students. The same goes with people whom I coach on the more advanced stuff. I think that giving back to the sport gives you extra Karma points and on-heading openings, which ultimately keeps the party going for longer!

FUTURE

It's good to save something for the future. You don't need to go and jump every exit point in the world in one year. Save something for tomorrow. You will appreciate it more.

Example 1. The Troll Spire, Norway. This is one of the best adventure jumps on the planet. I had wanted to go there for many years but I waited until I felt like I was ready and could make the most of the jump and enjoy it properly. When I finally went there I was able to achieve a 45 second track and had the jump of my life, rather than be shit scared on the edge wondering if I was going to make it over the ledge and out of the bowl. The experience was so much better for waiting those few years.

Example 2. Brevent, France. I have been to Chamonix seven times now and still haven't jumped Brevent since it opened. Meanwhile, there have been people with way less skills and experience than me jumping. Why? The same thing, I want to experience the beauty of the whole jump and not just rush into it. I will probably go and jump it this year and it will be worth the wait. Or I will wait another season. The cliff isn't going anywhere and I am in no rush to die.

There are so many more points I can discuss, but you get my drift.

Like you, I am only as good as my last jump, so I will continue to be diligent in the hope that I have another twenty years in this incredible sport, and see the world another ten times over. So remember, there are two ways to learn – the easy way and the hard way, and it's always your choice which way you want to go!

Shine on.



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WINGSUIT U.S.A. SAFETY BY CHRIS OPS

WE ALL SHARE A COMMON DREAM OF FLIGHT, PERHAPS THE ULTIMATE DREAM ACHIEVABLE TODAY. WINGSUITS MAKE THAT DREAM POSSIBLE AND THE ULTIMATE HIGH CAN BE OURS. BUT HOW TO APPROACH THAT DREAM, HOW TO MINIMISE THE RISKS OF WHAT IS KNOWN AS THE MOST DANGEROUS SPORT OUT THERE?

Attitude seems to be the key. How we train, how we progress, who we surround ourselves with, the attitude we bring into the sport, and how we prepare for our first exits in a Wingsuit in the BASE environment.

I have been jumping for a year and a few months, and only a few weeks ago did my first Wingsuit BASE jump, so I'm by no means an expert. Nevertheless, after a conversation with Douggs he asked me to write this article, and I feel it is good for new jumpers to hear it from someone who is also fresh to jumping and has only just embarked on the journey many of you want to go on in the future. A lot of the things I write here are taken from just spending time with some really good, knowledgeable jumpers. The community has been so open and helpful, I simply wanted to compile the information and make it available to anyone who might like it.

Being current cannot be stressed enough. I went straight from 120 plus Wingsuit jumps out of a plane in a 2-month period, with lots of Wingsuit jumps before that, in my skydiving career. Try to performance fly a lot, get the max out of your suit. Learning to dive and to find the max glide ratio is more important in BASE than being able to hold hands with your buddy flocking. Once you start Wingsuit BASE you will rely heavily on muscle memory as the sensory overload will take your brain out of the game to a certain extent.



In BASE, things happen, and things go wrong quickly. So be prepared to get unstable, flat spin, fly on your back, and return to flight quickly. Put yourself in as much shit as possible so you know how to deal with it if it happens in the BASE environment. This is something I learned the value of when I was Tracking. I did everything in a tracking suit, camera Sit-fly, all kinds of weird stuff when skydiving. A lot of people will laugh when you do camera in a Tracking suit, but that experience has saved my life. When I slipped on an exit in Lauterbrunnen, I was sit-flying for a good portion of the jump and could feel the wall close to my back and head. I knew how to transition into a Track and get away from the wall. Go nuts in your Wingsuit from the plane. Exiting backwards holding your foot and see how long it takes to get stabile and fly again. Go for steep dives and recover quickly into flat flight again. You'll be glad if and when you go a bit, or a lot, Head-down on a BASE exit.

It is never a good idea comparing yourself to others. A lot of the best jumpers in the world have a background you know little or nothing about. Some are world class skiers, snowboarders, paragliders and motorcycle racers, to name a few; giving them experience with dead air control, speed and flying, that translate into the BASE environment. So, when Person X or Person Z did their first Wingsuit BASE with twelve, 50 or 1,000 Wingsuit flights from planes, that's not a template for people to follow.

It's simply that person's path and trying to copy someone else without knowing their background story is a bad idea. To put it another way, when a top athlete in, let's say bodybuilding,



wants to get into power lifting, their road will be a lot shorter because they have a foundation in a similar sport. If you start bench pressing 150kg after ten sessions in the gym, the weight will crush you, unless you're a freak of nature or have experience from similar sports. Same can be said about BASE. Take your time and be realistic in your progression.

I can only speak for myself. I did more than a 100 poised exits in a Tracking suit before I put on a Wingsuit in BASE. It paid off big time; from the first jump it went really well, I felt secure and had lots of margin for error.

Speed is your friend when flying. Once you get going from a solid exit described here in a great article from the big book of BASE <http://base-book.com/thoughts-on-wingsuit-exits>, it becomes vital to keep the speed up and not stall your suit. Counter-intuitively, once you start to slow down do not try to fly flat and float but get your head down and build speed. Hold the speed up until you are ready to pitch then flare out using the speed you built up during your flight.

One-on-one coaching from either coaches you pay a small fee to train and jump with you, or a good mentor with years in the sport, is vital to get off to the best start possible.

Understand that you need help to be safe long term, and help comes when you're humble and willing to listen. In the BASE community, almost all of the jumpers who have been around a while have lost lots of friends. When people show up with the, "I know everything attitude," and you seem like you're going to die anytime soon, most will push you away no matter how much of a nice person you are. You will lose out on all the valuable knowledge and experience they have to offer. You will also miss out on being friends with some of the nicest, coolest people on the planet, doing some of the raddest things anyone has ever done.

Skills come in time and if you survive long enough, you will build a skill set that makes you a good flyer and mountaineer. This game is a marathon not a sprint.

A huge thanks to all the amazing people who have selflessly, and with joy and enthusiasm, helped me to get to this point in the sport.

For more information about getting into Wingsuit BASE see http://www.dropzone.com/safety/Disciplines/BASE_Jumping/Advice_for_Starting_Wingsuit_BASE_jumping_506.html, which covers areas I haven't touched on.

I would also highly recommend reading the entire BASE fatality list in full. A lot of good people paid the ultimate price. The least we can do is learn from their mistakes so our friends and family don't have to experience the pain of losing a loved one.

Remember, people are rewarded in public for what they practice for years in private.

Happy jumping, and I'll see you on an exit somewhere on a mountain.



OI OI OI
SHANE TURNER AND NATISHA DINGLE OVER
RAMBLERS DROP ZONE, TOGOOLAWAH.
PHOTO BY BELGIUM STEVE



HITCHED IN HAWAII

TRACEY BASMAN THROWING HER
BOUQUET AND SEALING IT WITH A
KISS FROM HER NEW HUSBAND
DAVE LONCASTY, OVER PACIFIC
SKYDIVING OAHU, HAWAII.
CONGRATULATIONS!
PHOTOS BY RENO SOVERNS
& TONY SORCE



S.A. XRW
PRACTICING FOR A DEMO ROUTINE
OVER LANGHORNE CREEK, WITH FLAGMAN
IBRYCE SELICK AND WINGSUITER
JON NORSEMAN.
PHOTO BY JED SMITH

CYPRES for a
never pay battery

**HAPPY
SNAPS**

DZ DAYZ

COMMANDO SKYDIVERS, VIC

By Bill Bleazard

The winter months have seen Commando Skydivers continue to bed down their IAD programme, with several students making it through to their A Licence.

Despite a slow start due to a weather hold, a well patronised event saw Adam Davis celebrate his last days of bachelorhood by organising a day of helicopter jumps. Eight loads were completed out of a Squirrel, followed by the obligatory slabs!

Amongst the usual Tandem loads, our intrepid pilot, Nick was taken for a job by Club President, Phil, and the club has also welcomed the arrival of former Latrobe Valley regulars, Meggsy (our new chief pilot) and his son Ben.



TORQUAY WINGSUIT BASH, VIC

By Chris Byrnes Photos by Travis Naughton and Amanda Leckie

After having a blast at the last Wingsuit Bash held at Bridgewater in December 2014, it was an honour to coach at this year's bash at Torquay. I was stoked to put on a carton for my first Boogie as a load organiser, and I can't thank Ralph and Amanda enough for the amazing opportunity.

As the big Wingsuit coach for the Bash, I was so excited to see the progression of the flyers over the eleven jumps we did. Exit and deployment techniques improved, the flocks got tighter, we started flying vertical slots and even switching slots as well. We also introduced the performance Wingsuit competition format with the Australian National Wingsuit Performance Championship less than a month away. It was awesome to see progression whilst keeping safety a high priority, and I was happy to see no off-drop zone landing amongst the big Wingsuit flyers.

The highlight of the Boogie was a four minute Wingsuit flock down the beach from 18,000ft. The visuals of the beautiful colours, coastline and scenery will leave a lasting memory in my mind. It was awesome to catch up with old friends and Skydive Australia at Torquay was very welcoming.

Thanks to the Australian Parachute Federation for helping make the Boogie possible and especially Ralph, Amanda and all others involved with tireless efforts behind the scenes. I'd also like to thank my sponsors Mee Loft Parachute Rigging, Cookie Helmets, Aerodyne and FlySight for all the support.



CERTIFICATE A
LUKE ANDERSSON
FLORIAN AUFFRET
JOSHUA BAMFORD
SPENCER BARNES
REBECCA BAUCHROWITZ
MARKUS BAUCHROWITZ
JAMES BEER
LISA BEKAFIGO
VLADIMIR BOTCHORISHVILI
NICHOLAS BOUND
CAMERON BRODIE
LIAM BROGAN
JOSE CABANES
CHERISH CAMACHO DOBSON
HAMISH CAMPBELL
GIBSON CARRAGHER
KATRINA CAWLEY
MATTHEW COLLINS
TIMOTHY DANIELI
THOMAS DAVISON
JACK DI FRANCESCO
ROBERTO DIMSMORE
SEAN DITTSMANN
BRYCE DOUGHAN
STEWART D'ROSARIO
BENJAMIN DUDDY
DAVID DUFFY
SEAN DUFRAISSE
FRANCOIS DUJARDIN-REY
GRADY EARLY
CESAR ESTRADA IGLESIAS
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WING KONG
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KIM LAINE KARLSSON
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ANDRES MACIAS
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ADRIAN WEIR
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JUSTIN WOOD
MATT WOOD
TIM WOODS
LIAM WU

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DAVID ALDER
KANGHEE BAE
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EMILY BARNES
REECE BAWDEN
SAM BLONDO
ANTONIO BLOWMAN
JOSE BROGAN
BENEDIKT CABANES
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ANGUS MOORE
DALE MOREY
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MATT WOOD
TIM WOODS
LIAM WU

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DARVY CURRAN
CHRISTIN DAVIS
ADRIAN DONKIN
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MATT EVERS
TIM FISCHER
LIAM GARRATT-PEARCE

CERTIFICATE D
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SVEIN BJOERKEDAL
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