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FEATURES

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SOS & JOS RECORD ATTEMPTS	OUTBACK WINGUITING	FUNNY FARM J-BAY PERFORMANCE CAMP

EDITORIAL

SECOND GENERATION SKYDIVERS

While I'm old enough to be his Mum, I can't help but feel a kinship with fellow second generation jumper, Shane Onis, the newest and youngest one of us into the fold. There's something special about us, whether it be in the blood, in the genes, growing up on the drop zone, the opportunities, or maybe we're a bit special due to the influence of jumpers or the lack of oxygen in utero.... Probably best not to do any scientific case studies! In any case, most second gens have managed to make their mark on the Aussie skydiving scene, indelibly. Poo Smith, Mark Edwards, Rodney Benson, Jed Smith are just a few of the stand outs who spring to mind as outstanding specimens. Next up, Shane Onis, who's had a good dose of it all. Look out, this one is already taking the skydiving world by storm. Read his story first up on page 5.

There's been plenty going on - Our Aussie teams are back from the World Championships, meanwhile in Australia the Tunnel has held it's second National Champs, Victoria has hosted a swag of Balloon jumping days and Jules McConnel & Orby have both cracked 10,000 jumps.

Send in your happy snaps for the next issue. Deadline is the 4th of November.

Susie EDITOR

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FRONT COVER



Trapeze flyer Ria Peck hanging under Paul Murphy, over Barwon Heads Drop Zone, Victoria.
Photographer: Kevin Cooper

BACK COVER



A Family of Cows at the Funny Farm Boogie, Westmar, Queensland.
Photographer: Mason Corby

[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 83	Deadline 5th Nov, 2016
Mag Out	10th Dec, 2016
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Mag Out	19th Feb, 2017
Issue 85	Deadline 30th Mar, 2017
Mag Out	4th May, 2017

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

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AUSTRALIA'S YOUNGEST SOLO SKYDIVER

SHANE ONIS

AFF photos over Toogoolawah by Splenda

Freely photos over Picton by Scott Hiscoe

9-way photos over Innisfail by Mikey Howell

Shane Onis is Australia's newest celebrity skydiver - son of two well-known jumpers, Milly Spinoza and Phil Onis, this special young gun has just set the history books on fire, by not only being the youngest person in Australia to jump solo at age 15, but to back up his AFF Course with over 100 jumps in the September school holidays alone.

Shane turned 15 on the 29th of August. Milly says that for Shane it's been a long 15 years waiting to be able to do his Course, for him and for her! She says, "It's all he's talked about, from since he could talk, and he was a very early talker, fluent in talking about jumping since the age of two!"

"Since he got APF permission to do his AFF Course, he put a countdown AFF on his phone and every afternoon he would declare, "Mum, do you realise what I'm about to do? This is going to be the most exciting thing I've done!"

Milly says Shane didn't cope with waiting. "We've got an old rig and he'd pull it apart and repack it and repack it, over and over and over, for days and days, months and months."

So Shane's AFF was huge before it started. You'd think being the son of the guy who's single-handedly done the most jumps in Australia would stand you in good stead to get special permission, alas, it wasn't so quick or so easy, with lots of hoops to jump through. Meantime, Shane had his own hoops to jump through. Mum and Dad were concerned with his low grades, but nothing like a bit of bribery to get those grades up, and they miraculously turned into A's and B's to see him get over the line and into the tunnel and the air.

Milly says he saves his pocket money really well, but it all gets spent on tunnel time and anything skydiving related. He's bought his own tunnel suit and two helmets! He has a full wish list and at 15 is not interested in buying a car, only in buying a rig.

It must be super special to teach your son to skydive. But who was the scariest? Milly said she was really happy on the first jump, that it was all very exciting, then the nerves kicked in on the second jump, then she got more scared and more scared and realised it was ridiculous when Shane said to her "Mum, you are not smiling in freefall." Milly explains, "I don't think the penny dropped until the second jump, when I realised that Shane was not just doing his course, that he was actually going to be a skydiver! And the dangers..."

When asked if she came good, Milly declared a huge, "No!" Although after his solo Stage 6 jump she was feeling more comfortable when she realised he was capable and had control.

While Shane blitzed through his Course, he wasn't the perfect student, saying, "I thought I'd be much better than I was. I can't believe that being around the DZ and knowing all the ins and outs, that it was still such a brain overload, a bit overwhelming, so much information. I feel sorry for the students who have nothing to do with skydiving."

Of course, Milly was the proudest mum on the planet, posting the same sentiments on Facebook, only to be asked by Shane to stop posting stuff about him as it was too embarrassing! Milly can only laugh and enjoy in Shane's special journey, saying "she enjoyed jumping with him, it was such a great experience, so unique to jump with your child, and he's such a little jump hog, you can practically hear him laugh in freefall. I'm so happy for him."

FROM THE MOUTHS OF THE BABE

"I have wanted to skydive ever since I knew what it was. I've been around the drop zone ever since I was born and growing up around this sport got me so fascinated by the idea of jumping out of a plane.

Back when I was 8 years old, the minimum age to do a tandem skydive was 14. I thought I couldn't wait another six years! So I asked Dad if I could do it early. So thrilled by the excitement and the feeling of skydiving I ended up doing 38 tandems before I did my first solo skydive.

Between the years of 8 and 15 I started tunnel flying. I first got in a wind tunnel at the age of 8 in Singapore, and then once the wind tunnel in Australia was built I would often go to practice flying to one day put it in the sky. I ended up doing over 30 hours in the tunnel before my first skydive.

Reaching the age of 14, once again I couldn't wait until I did my AFF course and so I asked if I could do it early. After getting special permission from the APF, I finished my AFF course over two days on two separate weeks at the age of 15.

Finally having the freedom of jumping out of a plane by myself has been insane. Having waited so long, I have been trying to pack to get on every load I could during the school holidays, and getting over 100 jumps in a few weeks.

One day I hope to coach and teach others to fly."

WHAT DAD HAS TO SAY

When Shane was born he pretty much spent most of his free time at drop zones with his parents. He grew up with the smells and the noise of aircraft and the night bonfires.

At an early age he showed interest in doing a tandem jump and badgered me about this. I never pushed him or even prompted him.

I have two sons. Dustin, my older boy, was not interested in jumping and that's fine by me. Shane however was keen and when he heard the APF was looking at allowing younger kids to do a tandem, he was jumping up and down with excitement.

Shane was given approval at age 8 to do a tandem, and with a rapid succession of jumps to follow he had done

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38 tandems before he turned 15. These were not just tandems. Shane was given tuition on canopy control, freefall skills and height awareness. He would wave off to signal deployment altitude on all of these jumps.

Shane's school marks seemed to suffer and, as much as I hate to put pressure on kids, I had to say... "Shane you need to pick up your marks like your brother Dustin. Life is not just about skydiving."

Shane came back quickly with, "I will do you a deal Dad", always the negotiator, "every time I get an 'A' at school, you give me five minutes tunnel time." Well, what do you say to that...?!

So then Shane had done over 25hrs in the tunnel and was busting to skydive. We applied to the APF for a dispensation for his training at age 14. This was rejected, however another application at the age of 15 was approved.

My concern for his future was top of my thinking and I thought if he was not going to look at University then maybe an Aircraft Engineer qualification was feasible. Shane was also learning to fly planes. Alas, coming back from the hangar one day Shane said, "How is being an Aircraft Engineer gonna help me be a skydiver?" How indeed...!

I have tried to explain that skydiving is not a career path.

Shane was doing some tunnel time with Mason Corby and had not skydived yet. He had 30+ hours at this stage. He was due to do his AFF at the end of August and Shane called Mason to book in for his Freefly skydiving course in December. Mason accepted him!

Imagine a skydive coach having a booking from a person who had not even solo skydived before.

When Shane turned 15 he did his AFF faultlessly then travelled to our Innisfail DZ for his school holidays. Within this two week period Shane completed his 'C' Licence, Freefly and Star Crests and finished his time here with over 100 jumps.

This has all come from Shane, there was no coercing required. He was out of bed and ready to go to the DZ early each morning. He just can't get enough.



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6TH FAI CANOPY PILOTING WORLD CHAMPIONSHIPS

By Luke Oliver

A WELL-DRILLED AND WELL-RESOURCED AUSTRALIAN CONTINGENT... A SUPERB DROP ZONE AND FACILITIES... RON PERRY COACHING, MOTIVATING AND EVEN BRINGING YOGA TO THE PREPARATION... WHAT COULD POSSIBLY GO WRONG?

Well, try watching Andrew Woolf trying to pull a Distance round into a 22 knot headwind on the last exit of the last day of competition, and you'll begin to understand the unenviable position the world's finest Canopy Pilots found themselves in. After a fortnight of hard-core preparation and training for most, there were only two completed rounds in four days.

Eight Aussie canopy pilots had made their way to Farnham, Canada - not far from Montreal - to represent Australia in the Sixth FAI World Canopy Piloting Championships. Robert McMillan, Keven Walters, Andrew Woolf

Darren Griggs, Miles Cottman, Mark Edwards and Glenn Farrell went hard, trained hard and looked spectacular as a unit - thanks in no small part to the epic uniforms provided by the APF. Sadly for everyone, Tom Gilmartin did not get to participate after suffering a freak foot injury before the event started. Not competing but in attendance were Ron Perry as Australian Coach, and Luke Oliver as Team Manager. Australians on drop zone didn't stop there - new APF judge Lea Critchley was made to feel at home in the Judge's tent, along with Crash Bennett as the Event judge for Distance. Australia was well primed for glory.

But the wind was a disaster. Canopy piloting is capped at seven metres per second (just under 14 knots, or about 25kmh). Zone Accuracy is capped at five - and that lower limit was also applied when the prevailing breeze was coming over the trees and across the course, making things unsafe. The wind spent a lot of its days coming from precisely that direction and with excessive force - so a competition in which all nine rounds



can be completed in two days dragged on for four - and how it dragged...

First up was Speed, through the carving course; away we went. A Twin Otter and a Caravan made short work of getting the competitors up and away. But just as the winds busted the limits, we found ourselves with one lonely rejump required to complete the round - and that would be Australia's own Andrew Woolf. A couple of hours later, all competitors were released - but not Andrew, and not the thirty people required to judge, organise and fly the plane. About six hours of being on standby later, the wind dropped to an acceptable level - and the drop zone Beechcraft was put up for this single competition jump to complete the round, with none other than John LeBlanc from Performance Designs flying the beast. Andrew went hard, trailed a foot at the exit gate to ensure he broke the beam - and that proved to be the end of the Speed event at this meet. Andrew ultimately missed a place on the podium by five one-thousandths of a second - behind Ian Bobo, Greg Windmiller and Cornelia Mihai, but in front of everyone else - demonstrating he is amongst the world's elite. His mental preparation, after spending a total of some 27 hours on hold during the meet, was fantastic.

Zone Accuracy was next on the schedule, and between holds for wind and the occasional shower, the job got done. Kev Walters - who took gold in this event two years ago - had a terrific run, scoring 96 out of a possible 100, putting him in position for Silver. Sadly for Kev and Australia, a regulation video review later that night detected a tiny skip off the water through the entry gate, a deduction of 2.1 points. It still left him the highest of the Aussies, in equal 17th.





Zone Accuracy has become the event to excel at: the points-scoring mechanism means that you can make up a lot of ground on the leader board, particularly if you can't catch the big guns in the other two events. Whilst only one competitor will score the maximum 100 in Speed and Distance, many competitors can take home the maximum in a round of "Zone". Two were scored in this round alone, and Zone technique has become so good in the past few years that the judges are looking to increase the difficulty of the perfect score.

Ties could not be broken from the single round, and Curt Bartholomew shared the gold with Eric Philippe - and our very good friend Rhys Kempen from across the ditch shared a Bronze with three other competitors.

Distance was started with a full day yet to go, and the Meet Director continued to give the event every opportunity. The jury agreed to extend the competition past the official conclusion. Crowds gathered around the wind meter, and planes were put up conditions that were barely legal. Everyone did get a jump in - but with winds so marginal, a massive number of rejumps needed to be done. And rejumps of rejumps, for the same reason. Forty minutes of reasonable weather stood between us and the minimum requirements to complete the meet. But the wind was against us, and that was the end of it; the round remained incomplete., and the competition finished with a whimper, not a bang.

Not completing a round of each event meant that no combined champion or champion country could be awarded - this made the presentations short, and the after party of suitable duration.

An unbelievable amount of training and preparation went into making this event happen; and our eight competitors were incredibly keen to do their personal best, not just for themselves and their country, but to pay tribute to Michael Vaughan and his amazing bequest. Congratulations to the Australian competitors for representing so well individually and as a team. To the event organisers; the Australians on drop zone, and again the competitors; that was shit luck.

CLOSING THE COURSE

Not unlike the recent nationals in York, there was trouble effectively closing the course when it needed to be; this meet had its fair share of thrills and spills, with a handful of competitors generating significant water displacement, and two injuries that initially looked quite serious (both of those competitors were checked out and returned the next day to the drop zone, sore but unbroken). Course closure was a major topic of discussion, and there's a revised doctrine in the works that will see the light of day before our next nationals event.



TRIPPING THE EXIT GATE FANTASTIC

Here's an excerpt from the sporting code...

6.2.1. The competitor must break the sensor beam(s) with some part(s) of the body at G1 to start and at G5 to stop the timing and at least some part of the competitor's body must remain within the boundaries of the Carved Speed course from G1 through G5. Out flying (OF) and vertical extension (VE) will be applied at gates G2 through G5 and off-course landing (OC) applies after G1 has been scored, but before G5 has been scored.

In plain English - fly through the course as fast as possible, and don't leave it: don't go left, don't go right, and don't go up.

Here's the problem. The Distance event was modified to include a water touch on the pond, largely to reel in the insane distances being covered by the latest canopy technology in the hands of the best pilots. Speed is thus the only part of the trilogy of events that doesn't include the water touch, which results in less drag and a greater margin for error. It also means that the best pilots are covering some crazy distances out of the Speed course.

To go even faster, pilots adopt a flying position that gives the least possible wind resistance - getting horizontal in the process. And Andrew Woolf is very, very good at this.

The course markers (bollards) are approximately 1.5m high, and at the entry and exit of the Speed course they're each equipped with a pair of sensors; anyone walking through the course will trip both, and canopy pilots only need to trip one or the other.

But we might now live in a world where competitors can get flat enough to fly between them...



THE ROAD TO HELL IS PAVED WITH GOOD INTENTIONS

One of our competitors had a bit of a bump during our training camp, and a well-meaning competitor from another nation generously provided some medication of sorts in the form of headache tablets. This came to light at breakfast the following day, and threw a minor scare into the camp: It was described as "Percocet", which is much, much more than a headache tablet - that's a mixture of paracetamol and Oxycodone, the latter of which is an Opioid analgesic.

In simpler terms: It's classed as S7, Narcotic, and would totally get the attention of the World Anti Doping Authority (WADA) if they turned up during competition.

Ultimately, it wasn't a problem. That medication isn't banned during training, it turned out to not be that medication, and when WADA turned up during competition no-one in our squad was tested.

But it's certainly something to think about if you're a competitor.



APPROXIMATELY 1.5M HIGH

The bollards in Farnham turned out to be 1.7m high, which is actually 13% larger than 1.5m. This attracted the attention of the Jury, who surmised that this variance didn't meet any usual definition of "approximately" – and no amount of clever engineering managed to reduce that.

That said, everyone was playing under the same rules, so it was a fair competition. It was declared that all results would stand – but no world records could be set at the event.



MALFUNCTION JUNCTION

Available colours for the world's best ultra high-performance canopy are somewhat limited – but there's a funky combination of black, white and green that some of the Aussies were fortunate enough to be running. Unfortunately, that colour combination is shared by corn fields with evening shadows. So where did Glenn's cutaway go?

The freebag landed on the drop zone, so that was easy. Several raiding parties were organised to hunt for the mess in the probable area; all unsuccessful. And worth noting that Mark Edwards had repacked Glenn's reserve before the first search party returned – thanks Mark! But lovely Petra spent a night outside, whilst Glenn, as he put it, set out to "Science the shit out of it".

Enter the printout of winds aloft from the drop zone management. Triangulation from three different observers. Ronnie's video. The location of the freebag... Plot the lot on Google Earth; and guess what? Kev Walters is on the first load the next day, and reckons he spotted it about ten metres from the "scienced" location.

We despatched a new raiding party; and after a ten minute hike from the nearest track, there it was: tucked between rows and almost invisible until it was tripped over. There's a \$5,000 smile, right there.

Pos	Points	Pos	AccRank	Acc	Speed Rank	Speed	Total
16	AUS	Robert McMillan	24	69	13	89.536	158.536
17	AUS	Keven Walters	17	75	24	83.063	158.063
26	AUS	Andrew Woolf	50	49	4	99.314	148.314
30	AUS	Darren Griggs	28	67	42	74.381	141.381
33	AUS	Miles Cottman	36	63	49	69.822	132.822
34	AUS	Mark Edwards	45	51	27	81.12	132.12
36	AUS	Glenn Farrell	45	51	36	77.85	128.85
82	AUS	Tom Gilmartin	81	-	72	-	0

Date : 19 août 2016

Vents en altitude (Nav Canada)

Altitude (pi)	Direction (Mag)	Force (kts)	Temp (°C)
10000	110	14	3
9000	110	15	
8000	110	19	
7000	110	9	

Vent au sol à Farnham

Altitude	Direction (Mag)	Force (mph)
Sur	110	0

Direction donnée de la Jump Run (°Vrai)

Résultantes des vents

Altitude	Direction (Mag)	Force (°Vrai)
CL (MSL)	140	15
Volume (mph)	145	130

Information pour le pilote

Avion	Code	Début	Fin
N223AL	4522		
N278XD	4521		
N301CL			
N183WW	4517		

Information pour la passe

Direction de la passe (Mag)	200	(Vrai)
Vitesse sol de l'inion sur la passe		
Décal après un solo (sec)		
Décal après un groupe (sec)		

Information additionnelle

Altitude de sortie (pi)	10000
Altitude ouverture (pi)	8500
Taux de descente CL (pi/sec)	174
Taux de descente CL (m/sec)	53
Décalage sous voilure (pi/sec)	1000
Intégration du circuit (pi)	600
Temps sous voilure (min)	2.7
Vitesse avant du parachute (mph)	18
Vitesse de l'avion sur la passe (kts)	80
Déclinaison magnétique	11
1 kts = mph	1.15077945



Jasper van der Meer

MICRON

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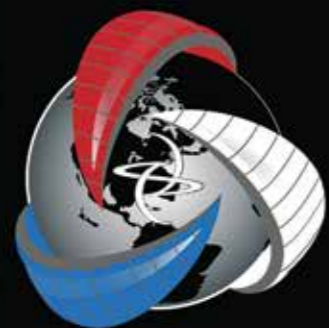


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WORLD PARACHUTING CHAMPIONSHIPS FAI – MONDIAL 2016 skydive chicago

By Rob Libeau, APF Development Officer Ground photos by Rob Libeau, Gail Bradley & Mick Hardy

WOW! WHAT A MAGNIFICENT DZ. SKYDIVE CHICAGO WELCOMED 38 NATIONS AND THE ATMOSPHERE HAD A HUE OF CALM EXCITEMENT. OFF THE BACK OF THE CANOPY PILOTING WORLD CHAMPIONSHIPS IN CANADA, WHERE AUSTRALIA WAS REPRESENTED WITH A DELEGATION OF TEN, THE AUSSIE DELEGATION IN CHICAGO WAS 50 COMPETITORS AND OFFICIALS STRONG. THEY WERE PUMPED AND READY; THE WORLD MEET WAS AT OUR FINGERTIPS AND WE COULD SMELL COMPETITION BREWING.

The training days provided blue skies. Before the comp starts, it's off to the Opening Ceremony. The day was hot and the parade field had nearly 1,000 competitors and officials lined up to march in front of spectators, VIPs, friends and family. In typical U.S. fashion the flags were big, the fly over of four Twin Otters and a couple of Caravans was awesome and, best of all, the speeches were short.

Unfortunately though, on day one, the blue skies were not to continue and we had a slow start with Classic Accuracy on hold and the freefall events grounded due to cloud (whisperery at worst but, nonetheless, rules are rules). The Aussies were walking around wondering why this drop zone did not have a cloud manual!

Hurry up and wait everyone... Jumping will be sure to start, eventually! And, they did...

For those of you who are not big on reading and want to cut to the chase; here are the final results:

Style – Mike Dyer finished 43rd

Classic Accuracy – Don Woodland at 81st, Dave Boulter 84th, Graeme Windsor 94th, Mike Dyer 97th and newcomer Jason Colless at 102nd; the team finishing 18th. The World Champion for 2016 finished with an astonishing 5cms.

Our Freeflyers (John Rumbo and Full Tilt), kept the National rivalry going with Full Tilt edging slightly better than Rumbo by just 1.1 point. Tilt finished 11th and Rumbo in 13th place.

Freestylers Dynamics Downunder and WD40 and Dynamics Downunder fought tooth and nail, finishing 12th and 13th respectively.

4-way FS and Rotor Out were as consistent as ever, Rotor Out finishing 12th in the world, whilst in Female 4-way FS, our legends Bellatrix were great after a shaky start, finishing 6th. Just a two point average improvement off a podium finish.



Vertical Formation Team Focus were pumped and fired up, and had battle that kept us on the edge of our seats. A protest was dismissed but the lads took stock and flew the best they had in the last couple of rounds, finishing equal 5th in the world – not to mention smashing the Australian record for 4-way VFS (15 points) and registering a new Oceanic record of 22 points.

In 8-way FS, Innuendo were strong in the sky, finishing 7th and coming home with a 12.5 average.

The Chaps in 2-way CF Sequential finished 13th and then teaming up with K4 in 4-way CF Sequential, finished 4th.

The comp was a great learning curve for some and a fantastic experience for all. Bonds were formed and future plans discussed. Competition in Australia is not possible without the commitment of our great skydivers and to get to the World Champs is something to be proud of.

We are extremely proud of our team and particularly appreciative of the Team Managers – thank you Gail Bradley, Tanya Cale, Luke Oliver and Lea Critchley - your work was tireless! Thank you also to Ronnie Perry who continues to develop the Aussie CP team. Also, thanks to our Aussie judges who performed to their highest standard on the world stage – Peta Holmes, Craig Bennett and Dean Brook-Rerecich.

Next step – Zephyrhills - for the Wingsuit Performance Flying Championships, where Australia will send a team of four and, with growing investment from the APF (over \$400,000 this year, at an average of \$7,200 spent on each competitor), the APF will continue to support competition as best it can, and with new teams performing so well this year and with even more new teams on the horizon, we can all look forward to growing our presence on the world stage; hopefully on the Gold Coast in 2018!

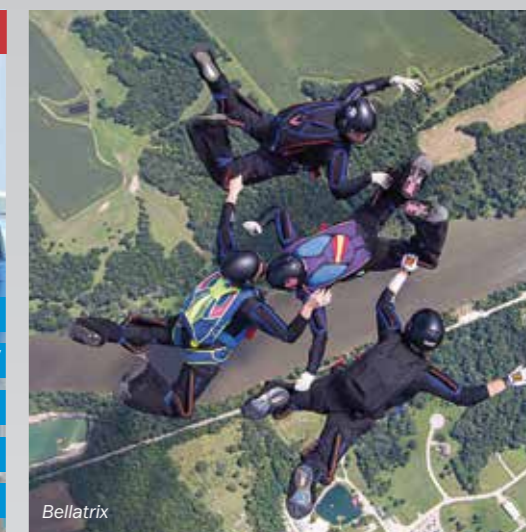
4-WAY FORMATION SKYDIVING TEAM

ROTOR OUT



FEMALE 4-WAY FORMATION SKYDIVING TEAM

BELLATRIX



8-WAY FORMATION SKYDIVING TEAM

INNUENDO



SIMONE BAMBACH
KYLE BINNING
RUSSELL BLACKMAN
TROY CROTTY
SIMON DISCIASCIO

DALE FINDLAY
GARY NEMIROVSKY
TRAVIS WOOD
SCOTT NEANDER (CAMERA)



Innuendo

FREESTYLE ARTISTIC
FULL TILT



Full Tilt



Classic Accuracy - Graham Windsor



CLASSIC ACCURACY TEAM



DAVE BOULTER
JASON COLLESS
MIKE DYER
GRAHAM WINDSOR
DON WOODLAND



John Rumbo

FREESTYLE ARTISTIC
JOHN RUMBO



PEDER OLSEN
ASH SAUNDERS
JARRED HARRIS (CAMERA)

4-WAY VERTICAL FORMATION SKYDIVING
FOCUS



KYLE CHICK
SCOTT HISCOE
KIEREN JAMES
NATHAN SMITH
DAN SMITH (CAMERA)



Focus

FREESTYLE TEAM

WD40



AMANDINE GENIN
WADE EDWARDS (CAMERA)

FREESTYLE TEAM

DOWNUNDER DYNAMICS



MASON CORBY
JIMMY COOPER (CAMERA)



Kate Vaughan
Dino

4-WAY SEQUENTIAL CANOPY FORMATION TEAM

K4



JULES MCCONNEL
CRAIG BENNETT
RICHIE DRONOW
SCOTT BROWN
CHRIS GARCIA (CAMERA)

2-WAY SEQUENTIAL CANOPY FORMATION TEAM

CHAPS



RICHIE DRONOW
SCOTT BROWN
CHRIS GARCIA (CAMERA)



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ON THE AIR

MY FIRST JUMP

By Zac Hobbs

Hi, my name is Zac Hobbs. I am 12 years old. I just got back from a two week holiday to Cairns in Far North Queensland with my family where we did loads of exciting adventures. Because I had two weeks away from school, mum and dad told me I had to write a story to read to my class when I got back. I chose to write about my tandem skydive.

During our trip we stayed for a week at a really nice place in Innisfail that dad said was a bed and breakfast. Strange though as I had no problem finding the bed, in an attic, but the breakfast part was quite hard to locate unless that meant help yourself to the banana plantation next door! I think we stayed at this B&B as it was located very close to Mundoo airport – home of Skydive Tandem Cairns where dad worked a couple of years ago.

We visited the airport, or drop zone as dad called it, just about every day where dad caught up with his friends and did a couple of jumps. When we visited I noticed so many happy tourists especially when they landed after doing their tandem skydive for the first time. The tandem instructors who worked there were all so friendly, especially Marcel who also had a smile on his cheery face.

I saw a video getting edited by Brigitte in the office and the customer looked like they had so much fun so I thought to myself maybe I can do a skydive. I nagged dad for four days until he spoke to the boss and chief instructor Mr Adam to arrange my tandem. On Friday the 19th of August I woke up on jump day. I was feeling both very nervous and excited so didn't have much for breakfast. We got to the drop zone to fill out some forms then I saw my name up on a digital board next to dad's name, as he was going to be my tandem instructor.

After some training and getting a strange harness thingy on me, we got in the plane around 10am. Dad was more nervous than me, later saying that was because he hadn't jumped out of this aeroplane before and might have to buy lots of beer for his friends... I still don't understand that?



We got to 14,000 feet really quick and I didn't feel too bad until dad tightened up the harness. Then a green light came on and someone opened the door. I heard lots of screaming then realised that was me. Before I knew it dad had moved us into the door and I was hanging out looking at the ground. We jumped from the plane with five of dad's friends jumping with us – Dallas, Joel, Andrew, Chris and an odd Irish guy they called Paddy – but he was pretty cool!

After about three seconds dad tapped me on the shoulder and I opened my arms up – that's when I really enjoyed it, the feeling was like nothing I had ever felt. The parachute opened after about a minute then dad let me fly it after he checked it was OK. I could see the Coral Sea and the Johnson River – luckily I didn't see any crocodiles!

When we landed I was so happy I had done a skydive at the age of 12. I could not have done it anywhere better than up in the tropics where I want to live one day. I have to thank a few people for making my skydive possible. Mr Adam who approved my jump, Phil and Cindi who organised our B&B, and of course dad who took me up (and yes, dad, I won't tell DHS about my skydive!) I only have one question ... when's my next skydive?

Thanks for reading my story and hope you liked it.

THOMAS HAUSMAN – DESCENDENT OF FAME

Words & Photos by Robbie McMillan

When I first met Thomas, I asked if he was jumping with any friends or family, and said he was jumping with his friend Ty Stephens. I then asked him if any of his family or friends had jumped before and he said... "Well, my Great Grandmother, was actually the first female parachutist in Australia". I then said, "You must be talking about Jean Burns".

He looked at me in shock and disbelief and couldn't believe that I knew who she was. I explained to him that I, along with the rest of the attendees of the 50th APF conference in 2010 had had the pleasure of meeting and listening to Jean's stories. I remarked to him that she was quite a humble person and was very interested in learning about the parachutes and disciplines of skydiving in today's world.

I told him that it was remarkable that he was the only other person in his family to go for a skydive. Thomas replied that his family couldn't see any logical reason for jumping out of a perfectly good aeroplane.

All geared up and with only minutes to go, I asked him to try to remember, to think of Jean climbing out onto the wing of a biplane as he was moving into the door. Just before we got to the door, he proclaimed loudly that he couldn't believe that she had done it on a dare.

Thomas was very relaxed in freefall and enjoyed every moment. He was absolutely stoked with the whole experience. He was relieved to see the open parachute and said he was glad that he was using a modern parachute as they seem to be a lot less frightening than the round parachutes that Jean would have used.

When we landed I asked him if he'd like to do that again, and perhaps by himself next time. He said he would definitely be back for more and could be tempted to try the AFF program.

He went straight to Jean's house that afternoon to show her his video and had never seen her so excited! Thomas got the impression that Jean felt as if she were reliving her jumps through watching his video. "She was absolutely delighted and it made her day," Thomas said.



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PHOTOS BY HARRISON EDWARDS



By Bella Smart Photos by Jasper Van Der Meer

FLAJFLAJ (PRONOUNCED FLY-FLY) STARTED BY PETER NILSSON, IS THE PREMIERE FREEFLY EVENT IN THE NORDIC FLIGHT CALENDAR. HELD AT SKYDIVE ELSINORE, CALIFORNIA, FOR TWO WEEKS IN MARCH, IT BRINGS FREEFLYERS OF ALL EXPERIENCE LEVELS TO FLY WITH WORLD-CLASS COACHES AT A LOW STUDENT-TO-COACH RATIO.

Organisers Marie Sjodin and Marius Sotberg along with Carolina Mallwitz took over the reins from Peter Nilsson to keep this event alive. The 14th Flaj Flaj once again delivered a Scandinavian style to the southern Californian drop zone for epic jumps, good people and fun times! With the Lake Elsinore Hotel and Casino providing accommodation nearby, the camp had great down-time by the pool and parties for the Flaj Flaj participants to grow into one big family over the duration of the camp.

From the moment I arrived at Sydney Airport to set off for my adventure to the U.S.A. to participate in the world-class event, my excitement levels were through the roof as I counted down the hours one-by-one throughout my 14-hour flight across the globe. I have heard so much about FlajFlaj over the years past, from frothing jumpers as they returned home from their California adventure.

Flajflaj 2016 did not disappoint. The event proved itself yet again to be one of the world's leading skills progression camps available. The high quality Freefly skills camp is run with a very unique concept of small groups and a very coach intensive structure, open for all experience levels making it possible for everybody to progress fast!

With so many organisers available this coach-to-student ratio allows the camp to be divided into small groups based on skill level and the goals the students had set for themselves over the week. With three participants per coach and six planned jumps per day for ten days, it really

allows a high level of attention and focus to develop each individual skill. The coaches get together at the end of each day to put their heads together to share knowledge about each student's level and the skills they are working on, and have the flexibility to reassign groups to help reach these respective goals.

The camp structure goes one step further with its ability to cater to the individual so they can get the most out of their experience. Each person begins the day with a number of coach tickets. It is up to the participants to decide how they can get the most value out of their coach jumps within the group. Be it doing one-on-one coaching to focus on progressing particular skills, or combining the coach jumps with the rest of the group to build more technical jumps – working together to achieve goals throughout the day. This freedom gives every participant the opportunity to create their own version of FlajFlaj.

This year's level of participation totalled 140 skydivers including jumpers from nineteen countries and an incredible 37 world-class coaches. Over 6,800 jumps were completed between two Caravans and an Otter over the two weeks of loads, and with four cutaways without a single injury! The camp couldn't have run more smoothly and left us all with some awesome memories and great progression. I think it's fair to say that this is the biggest and most well run Freefly progression camp I have ever attended.



During the down time, the camp provides a number of activities and evening entertainment. The largest skydiver-only poker tournament, with close to 100 participants, is a yearly favourite consisting of both good humour and fantastic prizes from all of the sponsors. Tournament prizes included: Tunnel time from Indoor Skydiving Bottrop and VossVind, a Main canopy from N.Z. Aerosports, Optima and Viso from Larsen & Brusgaard, and a Vector rig from UPT.

The pool party and weekly drop zone parties were something to rave about! Kicking-off the night with camp videos beautifully edited by Tomas Almbo and carrying on into the late hours of the evening with music that had the whole place on the dance floor. There were many shady looking skydivers returning to the fold the following afternoon, having spent the morning recovering from the shenanigans of the previous night!

Midway through the camp there is a two-day break over the weekend, giving both the coaches and participants a chance to recharge and get out and see some of the local area. The jump piggies amongst us stayed at the drop zone to continue to get some extra funnies in or journeyed to the San Diego wind tunnel were camps and huck jams were held to compliment the FlajFlaj event. Others set off for different road trips around the State. Jumpers dispersed in carloads in every direction, depending on your vibe there was something for everyone. Skydivers set off to Joshua Tree to rock climb the beautiful surroundings, others to the mountains of Cali to ski the last of the season's snow, some to Venice Beach to see the famous markets, surf or simply lay in the basking sun.

As the second week progressed and the noticeable degree of skill amongst groups increased, they were combined to increase both size and complexity of the jumps. This year finished up with a 22-way Angle, with the large Aussie contingent who attended the event, and a two-plane formation 35-way coach jump at sunset.

For those who are interested in a fast level of progression, beautiful warm weather and good company, FlajFlaj is simply an event that cannot be missed! Pre-registration is now open for the 2017 event, info@flajflaj.com.

As the days go on and I return home, the memories still so clear in my mind, bring nothing but a smile to my face. I've sat for hours watching footage of the incredible jumps, dreaming of my return next year for more training, skill acquisition and fist pumping parties.





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balloon JUMPS

HAVING A HOOT WITH HOT AIR

By Kelly Brennan Photos and screen grabs by Annabelle Corjeon, Troy Watt, Mitch Smith, Sandy Nieuwenhoven, Nick Brau, Dale Jamieson, Cameron Davey, Kingsley Trelloggen, Amanda Leckie, Paul Barker, and Kelly Brennan

Four days after my balloon jump, as I stand over a sink of soapy, crappy water trying to coax the last of the cow manure out of my shoes, you still can't wipe the grin off my face. This sport continues to deliver incredibly special experiences. And leaping from a hot air balloon is up there among the very best.

We hold our breath at the pre-jump meeting point and wait for the magic words. "Yes, we are going to fly!"

When it comes to weather conditions, ballooning is even more demanding than skydiving. So those words are the first heart-leaping moment in a big day. It feels real now. We pile into the Troopy to head to the launch area, a roadway on the edge of Pakenham, south-east of Melbourne.

Our LDO, Darren Morgan, gives us a thorough briefing from a jumping perspective. He tells us what we can and can't touch, (i.e. not the hot bit), and we get the chance to play around with hand and footholds on the basket. "Climb out however you like," Darren smiles. "You won't be stable!"

"Just enjoy that weird feeling. Go with it. It's part of the experience!"

He briefs us to land in the middle of our designated paddock, avoiding crops, horses, cattle and power lines.

Pilot, Nick Brau, also gives a briefing. Nick has flown thousands of hours around the world, and he's one of Melbourne's better known balloon pilots. He explains that we'll go to eight grand to have a look around, but we'll probably need to come back down below the clouds at six grand for the exits. Either way, we need to be in a descent for the jumps so the basket doesn't kick back too violently as we go.

Nick has already taken eighteen sightseers on a Yarra Valley Flight this morning. Yet here he is with us this afternoon – for a tiny fraction of

the price – because he just loves flying. He enjoys making this experience happen for skydivers.

Darren and Nick pretend that we're helping with rolling out their huge mass of fabric and getting air into it. Nick's wife and family run around doing the really helpful stuff.

A car pulls over and three excited young boys skip over to watch us. Their dad was on his way to the hardware store but he's decided a balloon launch is much more interesting. Other spectators are watching quietly from their cars.

A few more bursts of heat, then we're (yep, gotta say it) up, up and away! Those little boys are squealing, my friend Sandy is Facebook live streaming, and our crew is waving from the ground as we ascend at an exhilarating rate.

My breath is also taken away as my old Pakenham drop zone comes into view. It's now a mass of factories, car parks and a freeway off-ramp. Very different to the runway and paddocks that so many skydivers played in for more than four decades.



OK. Focus. Back to this flight. Below us, Darren is back in the Troopy and following our balloon. Nick is chatting away to him on the radio, suggesting likely exit spots. We are still rising, and feeling the crisp air getting even cooler as we head higher. In no time, we're above the clouds. It's bitterly cold now and stunningly beautiful. In between bursts of heat from the burner, the quiet is amazing.

Nick's face is alive with enthusiasm. His wife has come along for this ride and he hugs her for a photo. Mitch Smith from N.S.W. is grinning and laughing, ready for his third balloon jump with Darren and Nick. Troy Watt from W.A. has also come a long way for a special jump and he looks pretty pleased with the experience too.



“It was amazing! Completely different than jumping off a plane! It is so calm, peaceful but scary at the same time! Not feeling any wind speed at the exit was the most amazing sensation.”
Annabelle Corjeon



“An absolute highlight of my skydiving for sure. The whole experience of going and finding a launch site, getting up in the balloon, planning out our exit and landing area then following the balloon around for it to land.” Cameron Davey

I have been hot air ballooning in some amazing places, including Australia's Red Centre, Melbourne at dawn, and the stunning moonscape of Cappadocia in central Turkey. You'd think the paddocks of Pakenham would be boring in comparison. But the world really is so much more amazing when you see it from the basket of a balloon.

I've also had a couple of balloon jumps before, yet this one was every bit as wonderful as the others. (At this point, I interrupt for a note to self: Do not get misty-eyed and chew nails while writing. There is still a tiny bit of cow poo lurking under that nail!)

“I have always enjoyed taking parachutists up,” says Nick the pilot. “I used to do it in Argentina and I have fun doing it now.”

He reckons it's different from his regular "commercial" flights in that he's not just providing a service. “I'm going up with a bunch of gals and guys that tend to be quite free spirited and relaxed,” he says.

“I also enjoy seeing how different they find these jumps and how some jumpers, who have many jumps under their belt, can still feel pretty scared and nervous just before the jump.” (I'm guilty as charged on that!)

For Darren, it's about bringing his two passions together as a skydiver and a balloon pilot. “Hopefully some jumpers will enjoy ballooning enough to get involved with flying balloons as well as jumping,” he says.

Back in our basket for our big adventure, we're peaking nicely. We've returned below the clouds and we're checking out our landing area. It's a large, dry paddock near a T-junction and we can see the Troopy waiting.

Sandy Nieuwenhoven missed out two weeks ago when a bunch of South Aussie skydivers came over for a balloon birthday celebration, and the weather was too bad. She is back for another go.

The two of us are getting out first, hoping for a graceful 2-way with perfect exit shots of each other. We start manoeuvring ourselves to an exit position while Nick gets the descent rate right. I can't see all those lovely footholds on the basket anymore because my visor is too fogged when I look down. So I settle for a kind of floppy, flappy, pathetic roll-off exit on my back, managing to keep Sandy in camera frame for a nano-second.

At first there's a strange sense of falling into nothing. No prop blast. No noise apart from my silly squeal inside my

helmet. There's a terrific view of the balloon and people's faces over the side of the basket. Freefall speed starts to build. The wind begins to sound and feel more normal to me.

I pitch and look up at my opening canopy, with another glimpse of the balloon well above me. I can see some power lines and fences now, but they're easy enough to avoid. Bonfire smoke in the distance confirms my landing direction.

We all land safely in a lovely smooth paddock. Cows run away from me, just like the old days at Pakenham. By the time Troy lands, the cows are feeling brave, and they decide to chase him.

The next step seems simple enough. Go get the balloon and pack it up. We do the obligatory status updates and photos on the way. Nick lands the balloon a few hundred metres up the road and the Troopy full of jumpers follows quickly.

Then the real fun begins!

Unlike our landing paddock, this one has mud. Lots of it. Or, more accurately, mud mixed with very runny cow manure and urine. We slip and slide our way through the retrieval mission. The 'mud' climbs over our calves if we step the wrong way, and feels like it's sucking off our shoes.

The farmers are quite happy to have us there and, from the comfort of their own knee high rubber boots, they get a few laughs watching us. Another random balloon pilot happens to be passing by and comes to help us with the pack up. We are laughing and talking about our jumps, while the three pilots debate the best way of rolling up the balloon fabric. This could be a while, as pilots never agree on anything!

This is what it's all about. We're filthy, happy and exhausted. But it was worth every moment. At least the jumpers are in agreement. Thanks Darren and Nick!

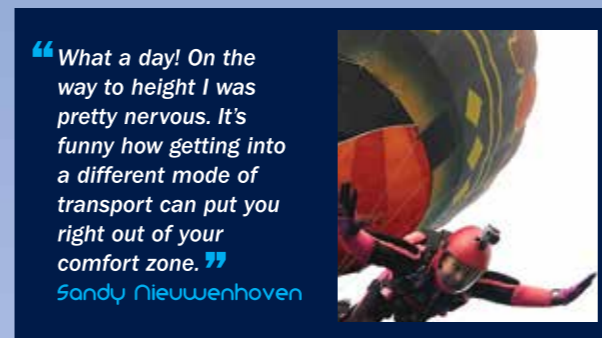
“An absolute highlight of my skydiving for sure. The whole experience of going and finding a launch site, getting up in the balloon, planning out our exit and landing area then following the balloon around for it to land.”
Cameron Davey

“I loved it. I was happy to help ease Darren's mind about putting wingsuiters out of the balloon and it all went smoothly!”
Kingsley Trelaggen

“The whole experience was special including the balloon ride up. It's a whole different jump experience. Also good practice for BASE jumps which we are doing next year. Jumping in nil air flow is a very different experience.” Sandra Northey



“Those first moments where making inputs with the wingsuit resulted in minimal output due to insufficient airspeed was such a surreal feeling that I'll never forget it!”
Paul Barker



“What a day! On the way to height I was pretty nervous. It's funny how getting into a different mode of transport can put you right out of your comfort zone.”
Sandy Nieuwenhoven



“At least with the wingsuiters, I knew they were well and truly experienced with off drop zone landings!”
Darren Morgan

DARREN'S BALLOON JUMPS

Darren Morgan is an APF Licenced Display Organiser, Rigger and balloon pilot who's arranging regular balloon jumps near Melbourne so other skydivers can experience one of his favourite types of jumps.

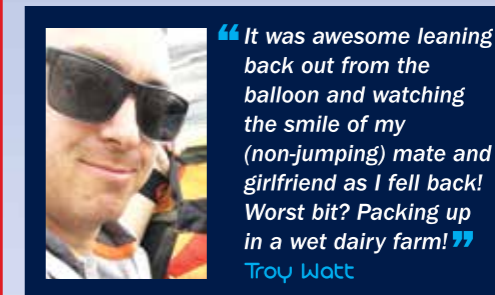


He initially offered the jumps through winter, but is now making plans for year round opportunities. Summer might sound a lot more appealing, but cancellations are more likely because the balloons struggle to fly in warm conditions.

He runs the jumps as displays, so they're open to skydivers who hold a Certificate C and a display licence. “If we fly over a township we can actually jump into an oval, racecourse or suitable clear area,” explains Darren.

He adds that the display requirement puts a little more structure to the jumps that he arranges. “Jumpers are less likely, I hope, to do silly things!”

To get involved, contact Darren Morgan via Facebook or call him on 0438 385 259.



“It was awesome leaning back out from the balloon and watching the smile of my (non-jumping) mate and girlfriend as I fell back! Worst bit? Packing up in a wet dairy farm!”
Troy Watt



“It's that point as you drop off and for the first few seconds. It's just that silence as you fall!” Mitch Smith

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No Shit, There I Was... and What Happens Next

By Liam Dunne, Deepseed

THE 16TH AUGUST 2012 IS, FOR MOST PEOPLE, JUST ANOTHER DAY (UNLESS IT'S YOUR BIRTHDAY, OR ANNIVERSARY OR THE LIKE), BUT FOR ME IT'S A DATE THAT HAS CHANGED MY LIFE FOREVER, AND NEARLY COST ME EVERYTHING.

You may or may not have seen the video on YouTube or at one of the late Michael Vaughan's (God bless him) post 2012 canopy safety seminars. Well, no shit, there I was, a skydiver with just short of 4,000 jumps (2,200 camera, 1,000ish tandems and a few hundred sporties). I'd thrown the AFF playbook out the window as far as competency checks went. After all, risers can steer you towards the drop zone just fine and it's easier to leave the brakes on while you sort out all your shit.

I'd just been filming a 4-way on a Scrambles competition at the Good Vibes Boogie. I did what I'd done literally thousands of times before. I pitched, saw my canopy was all good, steered back towards the drop zone on my risers and started to sort out the rest of my shit. Wings unclipped, video cameras times two switched off, undo my extra-long make your canopy fly better chest strap, and chill for a few seconds while thinking about the next jump. Next, work out exactly where you are in the stack and where you're going to land and collapse that ever so annoyingly flappy slider. How was I supposed to know that my modification of the competency checks sequence, which had stood me in good stead for thousands of jumps, was in fact a W.M.D in disguise. That was pretty much where the ride stopped being normal.

As I went to pull the slider down behind my head, one of the grommets popped a brake. Seeing as I'm not the smallest of chaps, with an exit weight of approximately 115 kg on my JFX 119, this got into a pretty radical flat spin instantly. No dramas! Only two weeks earlier I'd had a text book chop from a line over. This was nothing out of the ordinary. I tried to release the other brake. Bollocks, it was stuck. Oh well, I had heaps of time, after all brake fires happen at opening altitude and we opened around 4,000 ft (for some reason, my brain totally forgot about the altitude lost in the preceding 30 or so seconds of canopy flight). So I tried a good few times. I was buggered if I was going to chop a brake fire! After all, I had more camera jumps to do later plus I still felt totally confident I could handle this. Nothing in all my years of experience of canopy flight told me otherwise.

It was only when I happened to glance down that things started to heat up a little. F**K me, I'm low! OK, still not time to panic, but it is time to forget about not chopping and just get on and do the business. Look, Locate... and this friends is where it all turned to custard. Remember that extra-long make-your-canopy-fly-better chest strap that I mentioned earlier? Well it was open, pretty much all the way. The way the canopy was spinning, I was able to locate my cutaway, no problem, even had my hands on it in fact. But the Reserve handle was impossible to grab because the harness was being pulled in such a way that I could neither see it or reach it.



NO SHIT THERE I WAS...

was out of time and I needed to make a decision in a split second. W.T.F. could I do to avoid smashing in under this wildly spinning canopy? I had a cut-away handle and I had a CYPRES unit. Could I think of anything else at that exact microsecond amidst a total shit storm and experiencing a mild to massive panic? Nope! So with a small prayer to the Sky Gods and the guys at Airtec, I pulled the cut-away. Ballsy, stupid or just sheer desperation? They say your life flashes before your eyes. Not for me. I was just absolutely gutted that I was about to die in such a retarded way, and I couldn't help but notice that the ground was rushing up awfully fast. I felt the click as the CYPRES went off. I got jerked upright. Maybe, just maybe, I might have got away with this I thought!

That was that, a couple of ridiculously long seconds later where I was contemplating either death and what happens next, or

the greatest escape act since the Great Escape and then BOOM. I collided feet first with the planet with enough force to create a twelve inch set of footprints in the ground. My legs collapsed instantly and my butt hit next with enough force to leave a four inch deep bum groove in the ground. We think that it was the shockwaves from that second impact that went up through my spine and exploded out at the L2 level, shattering it into three pieces. For good measure there was still enough momentum left over to launch me about eight feet up and about ten feet forward to come to rest on my guts, bleeding from biting through my lip and completely breathless from two broken ribs and a cracked sternum. Worst of all though, my legs were completely numb and I couldn't move them!

Initially, I was paralysed in both legs. After surgery and the insertion of two rods and four screws into my spine they managed to reduce the compression to twenty percent. I spent twelve gruelling weeks in Burwood Spinal Unit learning wheelchair skills, having my butt wiped for me, not being able to shower myself, and all manner of dignity-sapping things as well as trying to learn how to operate my legs again. (Actually some of it is pretty funny and if you ever get chance round a campfire at some point in the future, ask me to tell you about one story involving a curry, an urgent need to drop the kids off at the pool and an electric hoist... it's particularly funny).

My right leg came online pretty quickly, at least neurologically, and slowly gained strength over the twelve



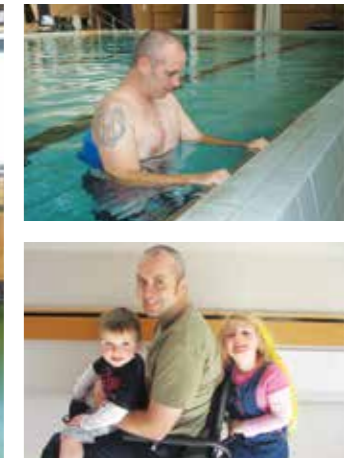
weeks in the unit. However, my left leg was where all the lasting nerve damage had been done. When you see a doctor stick a six-inch electrical probe into your thigh and all you feel is a mild tickle, you know you have messed yourself up royally! To all intents and purposes I had paralysed my left femoral nerve. Which means my left quads aren't much to write home about and walking was going to be a challenge. Challenge accepted!

The time immediately after the accident and in the unit, was surreal. I think I was just so happy to still be alive that everything else was just a small problem to be overcome. (One of the last thoughts I remember before hitting the ground was what a shitty way to orphan my kids and make my wife a widow.) When I got to the unit I realised just how miraculously I had gotten away with it. I was the super star of the unit, making weekly progress and actually getting up out of my chair and walking on crutches before I left. However, in the Valley of the Blind the one-eyed man is King. It was easy to feel grateful and to have a cheery and determined outlook when some of the other poor buggers in there were full paraplegics, or even quadriplegics. I even got "Gratitude" tattooed on my arm so as not to forget.

However, with about one week to go before I left the unit I started to get a really horrible burning in my toes and a stabbing pain down my left shin. Barring the obvious pain from a fractured spine, I'd been pretty well pain free for the twelve weeks, so I just figured it was some weird nerve thing and something to do with having ripped off a toenail by accident a few nights previously in the TV room.

Little did I know that the neuropathy, as I now know it as, was a symptom of the Cauda Equina Syndrome (the fancy way of saying a couple of bone fragments smashed through the part of your spine where all the thousands of nerves branch out and we've no idea what is causing the issue but it's something in there), and was to become a semi-permanent fixture of the next couple of years.

Rewinding just a little, 2012 was never supposed to go this way! We ended up way off script! The story was supposed to be about Deepseed, the company that had gone from rags to riches, back to rags again, and then after me taking sole control in 2010 and battling back from a nervous breakdown and severe depression, sorting out a host of patterning issues and reinventing the product line from the ground up, as well as making a successful return to skydiving (which I had given up in 2009); emerging as a phoenix from the ashes as a company to take on the world again! I was going to travel the world, selling our cool new range of stuff and all would be well in the world...



My wife Sally had courageously stepped into the breach at Deepseed and tried to manage the place, but it was never her dream. She wasn't a skydiver and she didn't really know much about selling jumpsuits to skydivers, plus she needed time to deal with the fallout from the accident too. So despite ACC saying that an injury like mine normally would take eighteen months to rehabilitate from, I was back in the driving seat after six months. Not only that but we had kind of missed our window in my six months out, and my patterning lady got restless and moved on. If all of that wasn't enough, my neuropathy kicked-up a notch and the more active and mobile I became during the day, the worse the neuropathy struck at night. It kept me up most nights, I was only sleeping a couple of hours a night. My business was starting to fall apart. I was losing my temper and irritable with my wife and kids. I was honestly starting to feel like it would have been better for all concerned if I had not made it out of the accident alive. I was not coping and all of the feel good factor and the gratitude that I felt just after the accident slowly eroded away and was replaced by anger, frustration and depression (again!). I started to take lots of pharmaceuticals. For the pain, for the depression to sleep. You name it I was chucking it down my gizzard like it was going out of fashion, just so I could keep up with my physical rehabilitation.

At around the time where I was at my lowest ebb, I had a spiritual experience, which lead me to become a born again Christian, and that helped a lot! But, I also had a chance conversation with a guy called Sam. I told him my story and we chatted and he ended up saying he'd like to help. While my faith in God had given me hope of a better afterlife, meeting Sam had rekindled a hope and a belief in the here and now. He reminded me very much of a pre-accident me, in that he was loud, made his presence known, had a pretty good heart, but was also a bit of a rogue and he dared to dream big.

The pain I was experiencing on a daily basis was energy sapping, and demoralising, and on my own I just couldn't see a way forward. But Sam was unaffected by such things. He had a belief in Deepseed as a brand and knew we could sort things out. I was given the challenge of learning how to operate my own patterning software and patterns, which I did. Sam went about thinking up ways to rebrand and relaunch Deepseed and changing up our website. We worked on some new suit developments and ideas together and we progressed, a little bit at a time.

And here we are in 2016, just about to launch a new website and a totally revamped product line. I am now boxing twice per week, sleeping most nights like a baby

(or at least a baby who has swallowed a small hippo), and ready to read from the new script and show 2012 and the shitty years that followed that they can kiss my butt as Deepseed finally enjoys it's time in the sunshine; stronger for the experience and the lessons learned along the way.

So what exactly do you learn from an experience like this one? Well here's 10 things that we reckon you can take from the whole Deepseed story.

In business, if you don't watch the bottom line on the balance sheet, you can kiss your butt goodbye!

There is a lot more to canopy downsizing than just having the skills to swoop the shit out of your landing.

Your AFF training is the foundation of your skydive learning and you must never lose the basics from it, but continual education is the best way to stay away from an accident.

The best laid plans turn to shit when the bullets start flying. Work on your character before you face a shit storm so you are more equipped to cope.

Never give up. If all you can manage is to take the tiniest step forward, do it, and keep doing it. It all adds up.

Hope is always just around the corner. You just need to grab onto it when it does come knocking.

Don't measure your progress against other people. Everyone's journey is different and you need to be proud of your own baby steps. Own that shit!

You're never too old or too late to learn a new skill. Just be willing to give it a go and you'll amaze yourself.

Everyone can have a dream. Only by sticking to it, through every layer of rubbish that life puts in the way, will your dream have it's time in the sun.

Deepseed is a brand full of Hope! It got me through. It can get you through too!



SQPC

CLASSIC & SPORT ACCURACY

RAMBLERS DROP ZONE, TOOGLOOLAWAH

By Jason "Rangry" Colless Photos by Steve Fitchett, www.fitchimages.com

I decided to organise this competition when I was competing in Classic Accuracy in Manado Indonesia, and realised that there was no Classic Accuracy planned for the Queensland State Championships. A great opportunity for the Australian Accuracy team to train for the World Meet, and for me, I love the competition side of things as you get to learn a lot from watching other competitors. With the awesome help of Leanne Critchley (SQPC), we organised judges and ran it officially as the SQPC Championships and in line with the APF Sporting Code. For a bit of fun, I decided to run a Sport Accuracy competition (that might not sound important until you land off, then you might start thinking otherwise). Commencing one week after the Queensland State Meet in Innisfail was a tough ask for the judges, but they backed it up with some great enthusiasm.

Our brilliant sponsors were keen to support, Cookie Composites with shirts, hat and 50% off a G3 helmet. Awesome Cookie! Koppel's Mee-Loft prize focused specifically on safety, and donated US\$750 off an Icon container to go to the best 'B' or 'C' Licence holder for safest on the day, and a \$100 off Mee-Loft rigging voucher. Thanks Koppel. Shannon from the Toogoolowah Hotel also donated a \$50 voucher from the local hotel.

The South East Queensland Skydivers Club organised pre-registration prizes, and we just needed to wait for the multitudes of people to commit. Now I have helped organise loads at drop zones for fun jumps and it is definitely herding cats. Day of the competition came and there were only two people who had paid the entrance fee. That was myself, twice – stupid internet banking, and Kane Landon, who won the \$100 Mee-Loft voucher!

With some competitors arriving from Victoria and Canberra, training days were set for Thursday and Friday. It was set to start off well until the winds picked up to about 20 knots in the Thursday morning and pretty much nothing further happened. Friday was about the same, and with that in mind we were all trained up and competition ready.

With judges in hand and courses marked out, Saturday turned out to be a cracker, a sunny winter day, nil wind and we were underway at a cracking pace. Bit of a learning

curve for me, jumping in nil wind, but after some great feedback from "J9" Janine Hayes, improvements were made almost immediately. Downside was the withdrawals of poor Frizzie breaking his ankle with an awkward tuffet landing, and flag jumping hero, Rod Benson, competing for a bit of fun on his display canopy, but prioritising safety as conditions got harder.

Sports Accuracy kicked-off in the afternoon. Hot loading between my Parafoil 282 and my new downsized 150ft canopy was interesting, time to have some fun. Three rounds of Sport Accuracy went off without a hitch and with plenty of smiles on faces. The highlight for me, (apart from forgetting which canopy was above me and nearly trying to sink in my Hurricane 150) was watching from under canopy as twinkle toes Dale Findlay ballet stepped to a stop to avoid running outside the circle.

Congratulations to the Sports Accuracy winners. Lots of fun and there's been lots of feedback to have more competitions like this.

Constantly changing winds on Sunday was a great challenge but we managed to finish ten rounds in two days. This is unheard of, as anyone who has been to Classic Accuracy competitions knows.

I would like to say a big thanks to Lea for constant support and for being the Meet (sausage) Director; to the Judges Col, Lea, Faye and Sheena for backing up on consecutive weekends and running a professional competition.

Great photos were generously taken by Steve Fitch, who also won the Toogoolowah Hotel voucher.

To all the sponsors: Mee-Loft, Cookie Composites and the Toogoolowah Hotel, the support is greatly appreciated, Please jumpers, let's support them back!

To all the competitors, especially from interstate, it was a lot of fun and I learned a lot. Thanks for making it easy. Even though you might be older, you are still a bunch of jump pigs. And once again to J9, not only for the help you gave me, but the Sport Accuracy jumpers who were on your load as they were pretty appreciative of the direction you gave them.



“What judge doesn't like the up-close action of field events? It was a privilege to see four members of the Australian Accuracy Team honing their skills with a local comp in preparation for the Chicago world meet, while in contrast, three rounds of Sports Accuracy kept us running and was a great follow up to the Queensland State Champs event the previous weekend in Innisfail. Judging has its own elements of performance as judges strive to deliver the most accurate and professionally delivered results with absolute adherence to the Sporting Code. Congratulations to all and thank you Jason Colless for organising a great event that gives not just the competitors, but also the judges, the opportunity to stay current and be the best they can.”
Lea Critchley

CLASSIC ACCURACY

Competitor	R1	R2	R3	R4	R5	R6	R7	R8	Semi	Final	Total	Rank
Graeme Windsor	05	6	02	09	08	01	03	03	00	02	39	1
Janine Hayes	03	9	10	09	01	00	01	08	04	15	60	2
Michael Dyer	02	3	09	14	05	16	09	06	16	03	83	3
Jason Colless	16	15	03	01	16	02	05	16	16	16	106	4
Sandor Molnar (Motzi)	16	16	16	16	05	04	16	04	16	01	110	5
David Boulter	16	11	11	16	16	16	16	06	05	02	115	6
John Friswell	16	16	15	16	wd	wd	wd	wd	wd	wd	wd	wd
Rod Benson	16	16	16	16	wd	wd	wd	wd	wd	wd	wd	wd

SPORT ACCURACY

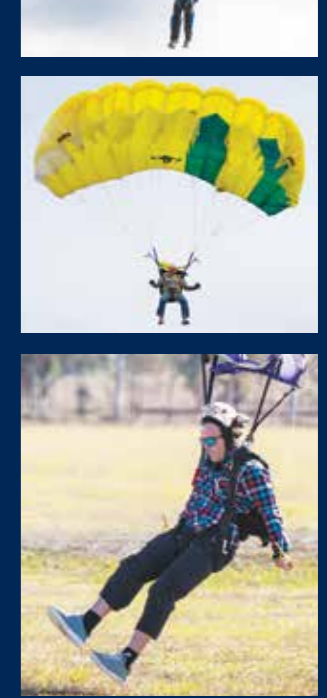
Competitor	R1	R2	R3	-	-	Total	Rank
Jarred Liddicoat	1.92	6.12	5.48			13.52	1
Dale Findlay	30.24	0.10	1.89			32.23	2
Kane Landon	30.00	0.16	11.94			42.10	3
Wayne Beavis	11.59	26.66	11.16			49.41	4
Andrew Morcombe	30.00	3.72	19.24			52.96	5
Matt Bustin	30.00	0.64	25.33			55.97	6
Jason Colless	30.00	30.00	16.54			76.54	7





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CLASSIC & SPORT
ACCURACY



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DOWN UNDER
DYNAMICS

TIPS FOR PROGRESSION IN FREEFLY

By Mason Corby

PRACTICE MAKES PERFECT

Practice at *your* limits and constantly push yourself to be the best skydiver you can be. This doesn't mean pushing your limits beyond the point of being safe, but push them step-by-step continuously to practice and push them a little further each time. When you are able to make a big step the situation will be obvious. The more you do this the more of a habit and a natural reaction it will become.

KEEP CONSISTENTLY CURRENT

Along with practice, you must also be current and consistent at doing so. If you just try to fly in the tunnel or skydive once a week, you will see little if not no progression at all. This doesn't mean you will lose skills but you will just be constantly topping up where you were at. Building a basic plan or creating a long-term goal of what you want to do really helps with keeping consistent. I find one weekend here and there doesn't work. Try to at least do three to four jumping weekends in a row. Then if needed have a break for a while. One weekend here and there makes it very difficult to learn and progress. It's the same with

tunnel. Although you will learn a little when you fly once a week for 30 minutes, it's just not enough to see progress. For example, if you're learning to drive a car and only drive for two minutes a week, it will take you a while to pick up the skill, even get your licence. But once you submerge yourself in it for hours at a time it becomes as natural as walking.

CHOOSE A DISCIPLINE AND STICK TO IT

This goes for all of skydiving. Jumping between many disciplines causes you to linger with little progression. This doesn't mean that you should only restrict yourself to one thing. If I am a swooper, you have many different disciplines within swooping: accuracy, speed, freestyle. As with Flat, you have AFF, 4-way, sequentials and Big-ways. So, in Freefly, pick one. Pick to start first with either

Vertical or Angles/ Tracking. Both paths get to the same end result. When you're learning within the discipline, you should also try to break it up. Either learn to fly Angles on both belly and back, then learn to take them steeper to transfer it to Head-down. Alternatively, learn Vertical first and once you can fly Head-down





quite well it is generally a quick transfer to do Tracing and Carving; ending up with Angles/Tracking. Both ways work. Just don't do one jump of Angles and one of Vertical. Keep a focus and try to do at least eight of the same type of jump (Vertical/Angle) in a row to see any progression. Maybe then break it up with two to three of a different type, then go back to eight of the same discipline.

ALWAYS WORK ON WHAT YOU CAN'T DO, NOT WHAT YOU CAN DO

To push your limits, you should always try to practice what you can't do. Start slowly in the move and practice it with the intention of making a mistake. From this mistake you build a base to work on. Now, little-by-little edge your way to what the end goal of that move is. You should break this up by practicing and trying to perfect the technique of the things you can do. Understand that it will take time to learn any new move. By excepting this time, you are able to learn in a more relaxed, and at a faster, rate. If you rush and focus on the fact that you stuffed the move/position rather than the feelings that the move/position gave you, it will take longer. The thought pattern should be, "What happens if I do this?", rather than, "Why didn't that work?" Remember, you don't know what the feeling you are searching for is, you have to find out by trial and error.

DON'T LOSE FOCUS ON THE MISTAKES

I see a lot of people getting very angry at themselves when trying to learn new things. To the point they lose focus on what it is that they did wrong. This in turn causes a reaction for them to consistently rely on praise, or criticism, from an outsider/coach. When you make a mistake, instead of getting angry at yourself, calmly breathe and think about the feeling of what your body is doing throughout the move. Do the move/position with the intention of making a mistake and finding out the result.



This enables you to achieve the "Ah-ha!" moments. Rather than the "Damn!" moments. I see so many people saying to themselves, "I'm not doing it right, it's not working, why isn't it working?" All they are doing is tensing up, without even realising that they are doing so. The thought pattern should be, "What is happening?" and, "What happens if I do this?" Keep in mind that you are attempting a move you have never done before and do not yet know how it is supposed to feel when you are doing it right. Discovering that is a process. It's like trying to explain walking to a child. They just have to experiment and find out. By trial and error, and repetition, you will learn.

SKY AND TUNNEL BOTH TRANSFER

When taught and practiced the right way, skydiving and tunnel do transfer over. I have seen and taught many people how to Track inside and then taken them outside. I've seen people with seven jumps outfacing around the AFF instructor. The people coming from inside have a lot more awareness. It's the diving and the canopy flight that is lacking. So, I agree when transferring from tunnel, take your time going into big groups. Enjoy the smaller jumps. They are a lot of fun. Skydivers transfer to tunnel too. As I have seen, all you need is to have the mind-set to just give it a go. Most are scared of the walls and this can hold them back. The best advice I received was from Scatty: "Don't be afraid of the walls and you will be right." This was gold. But I'd like to add, "Don't be afraid, but they do hurt." Learning to hit the wall the right way early on is key. This will enable you to not continuously focus on them.

KNOW YOUR LEVEL

Knowing your level is a key point in both tunnel and sky. If you try to practice way past your abilities, you will generally learn bad habits in addition to possibly putting yourself and others around you in danger. When picking a jump, always be honest with those around you. You can always



make something interesting for all levels when flying together. As stated earlier, push your limits bit-by-bit, but consistently. If you have only done a straight Angle with a 4-way, but have done turns on a 2-way, maybe do a 6-way with one turn instead of jumping to an 8-way with multiple turns. From what I have seen, things can go bad really fast. You are the most responsible for your safety, so please take it seriously as it affects others, not just you.

CHOOSE A COACH AND STICK TO THEM

If you need to shop around a little in the beginning, then do so. Everyone is different and has a different coaching style and personality. I have seen a lot in my travels. People going to some just because they are good flyers. This doesn't always necessarily mean they are good coaches. A good coach can explain a move and why they do it. A bad coach will say this is just how it is done. Some coaches are great for fun, and others are also great for progression, and some for both. There are many styles. Before I went to the tunnel for the first time, I asked around all the people I knew who had already been and found the one that seemed best for what I wanted. Asking for advice is always a great way to find a coach. Just grabbing a random one, especially when spending a lot of money can become frustrating and expensive.

ASK QUESTIONS, LOTS OF THEM

I believe the only reason why I progressed fast was directly related to the number of questions I asked. Have an idea/goal and work towards it. Ask all the questions you can from people who have already travelled the path you're wanting to take. Knowledge is the key. Find out what worked for them and what you can use. Be aware though that not every one's paths will match. Even if you really want your leg a certain way for Daffy because you saw this other guy doing it, might not necessarily mean it is going to work for you. Just fly what is comfortable. This also goes for being a tunnel instructor or a coach. It's not for everyone. So do your research!

LEARN YOUR BODY AND HOW IT MOVES

You can never research enough on how your body works. I call it body mechanics. Once you learn how your body moves you are able to adjust yourself and start to see the idiosyncrasies in your flying. Some people have injuries that cause their body to fly a certain way. If you learn your body and your respective injuries and/or idiosyncrasies, you will be able to adjust and see corrections in your flying a lot faster.



LEARN ABOUT AERODYNAMICS

After all, we are flying in the wind. Along with the mechanics of your body, aerodynamics is just as important. Combining both subjects you are able to dissect flying techniques. You can see which path you need to take to fly next and you can see what shape your body should be in for the move/position, as well as what is causing you to make certain mistakes.

FOCUS ON THE LITTLE THINGS BUT DON'T GET LOST IN THEM

As above, with aerodynamics and body mechanics you can see what mistakes you are making. Most of the time when correcting mistakes in the tunnel the issues causing problems are generally not the most obvious. Sometimes it may look like the hip is twisted. You try to get them to bend the hip twist, the hip, and many other things. But the hip is not the problem. With aerodynamics and body mechanics, the hip is connected to the knee, which joins to the ankle, which joins to the foot. If one foot is twisted in the same direction as the other the hips will start to bend. To fix this, the foot needs to shift, then in turn, you can now fix the hip. Keeping the body symmetrical like the Leonardo man is key.

BE COMFORTABLE AT SUCKING

Get used to it. You are never going to like how you fly or look. It's just how it is. It's going to take time to improve so enjoy the ride. A lot of people want to get there now but it's not that quick. If you're in the mind-set of rushing, or wanting to learn a certain move, it will generally take longer. Learn the progression of moves as they should be learnt and their relative steps in turn. Ask questions and learn about your body. Once you are enjoying making mistakes and working on them, you will find it becomes more enjoyable, and your progression will go through the roof. This is because you are more focused on what your body is actually doing, rather than what you aren't doing.

In summary, be patient but push yourself constantly. Know your level while keeping the focus of an end goal in mind. Try not to jump between sub-disciplines because you get bored or see little progression within the one you are currently working on.

Below I've added some good reading material, which I have found very helpful.

- The Talent Code by Daniel Coyle
- Aerodynamics: http://airspot.ru/book/file/23talay_introduction_to_aerodynamics_of_flight.pdf
- How You Stand, How You Move, How You Live: Learning the Alexander Technique to Explore Your Mind-Body Connection and Achieve Self-Mastery by Missy Vinyard

RUSSIAN SKYDIVERS – WHO ARE THEY?

By Klim Legchakov – Editor-in-chief of SPORTISTIKA.COM

Based on SPORTISTIKA.COM sociological research, in collaboration with The Lomonosov Moscow State University Statistics Department and the Russian State University of Physical Education, Sport, Youth and Tourism Extreme Activity Department.

With assistance of Margarita Stanislava Goncharova, Michael Kutsik, Inna Volobueva, Anatoly Zhirov, Oleg Karasev, Maria Tsyplakova, Nina Bychkova and Irving Blacker. Please visit www.blueskiesmag.com for the full text of the research.

According to approximate assessments of skydivers themselves, the number of active skydivers all over the world exceeds 100,000 people. At the same time, there are 34,726 skydivers registered with the United States Parachute Association (USPA), 13,677 skydivers are members of the France Parachuting Federation (FPF), the Parachute Federation of Germany (DFV) licensed 12,796 skydivers, the British Parachute Association (BPA) registered 6,269 skydivers, 3,400 people are registered with the Canadian Sport Parachuting Association (CSPA), the Australian Parachute Federation (APF) licensed 2,393 sportspeople. There are 4,190 skydivers registered with our Parachuting Federation of Russia (as of the 31st May 2016 report). SPORTISTIKA.COM interviewed 530 skydivers¹ from more than 25 different cities and towns.

We assessed that the number of all active skydivers in Russia amounted to 8,300 sportspeople at the time of the article publication (49.6% of Russian skydivers do not acquire an official license and membership with the Parachuting Federation of Russia).

RUSSIAN SKYDIVING COMMUNITY'S PSYCHOLOGICAL CHARACTERISTICS

Generally, an individual makes his first parachute jump because of his aspiration to investigate extra physical and mental capabilities, and also because of risk and the pursuit of an adrenaline rush; although sometimes the first jump in Russia is just a holiday gift from friends, colleagues and relatives. It is known that 55% of the economically active population in Russia dreams about their first parachute jump. In most cases they are under 19 years old (73%). The share of people who have already jumped at least once is 8%. Thus, at least 6,000,000 Russians have a parachute jump experience, and around 42,000,000 only dream of doing it.

A person is much more involved in such extreme kinds of sports more deeply due to sincere interest and an inquisitive mind and not, as commonly believed, to express his or her individualism and foolhardy boldness. While acquiring more experience the skydiver's individual psychological qualities undergo a significant transformation: the negative effects of the stressful first jump experience are reduced and positive personality traits (independence from the influence of social groups, self-confidence, panic and stress resistance) start to form. The negative impact of skydiving on the human mind, as every other extreme kind of sport, is primarily connected with the destruction of our centuries-old self-preservation instinct.³

Skydiving is mainly about training the human mind for a typical Russian. Although the muscular system plays significant role in different skydiving disciplines, the physics of body is not as significant as believed. Nevertheless, a good physical form is required. Psychotherapist, Doctor of Medical Sciences Leonid Grimak noted in his book "Psychological Preparation

of the Skydiver": "...the reaction of a healthy organism while skydiving is always within the physiological norm and is not much different from the functional changes in the body, that occur in other kinds of sports activities, where an athlete is under considerable physical stress, ... physiological changes in the body appear mainly due to strong neuro-psychological stress...".

RUSSIAN SKYDIVING COMMUNITY'S SOCIOLOGICAL CHARACTERISTICS

The share of women in the Russian skydiving community (25%) is equivalent to the share of women in the German skydiving community (22%). The fair sex is represented only with 13.8% in the Australian skydiving community, and 13.1% in France. The share of women in the Australian community dropped to this level compared to 17.8% a decade ago. As you know there is a special program for attracting women in skydiving on the Australian continent. The main idea of the program is to teach and license female instructors, who will involve more female students in skydiving by their own example. There were just 9% of women holding instructor licenses among the Russian skydiving instructors interviewed by SPORTISTIKA.COM.

In spite of the considerable disproportion of men in the worldwide skydiving community, one still cannot say that skydiving is a purely male sport! I find freeflying, freestyle, formation skydiving, and other disciplines unimaginable without women. Artistic abilities, flexibility, and elegance are among qualities that allow female skydivers to present amazing results in skydiving.

The average age of Russian skydivers is 33. Yet there were respondents from as low as 14 years old and even up to the age 70. Compared with German skydivers, whose average age is 42, according to the Parachute Federation of Germany (DFV) 2015 report⁴, we may conclude that the Russian skydivers' community is younger than its German counterpart by nine years.

86% of respondents (90% women and 85% men) among the age group from 25 to 64 years old have a higher education while the higher education rate⁵ in Russia is only 54%. 17.5% of the interviewed skydivers among the specified age group have more than one higher education or academic degree (18% men and 14% women). Such statistics allow us to conclude that skydiving attracts educated Russians. These educated people tend to be financially capable of being engaged in such an expensive sports activity.

Despite the differences in age, levels of education and social status (presented on the info diagram), communication on Russian drop-zones between skydivers is informal. Representatives of the Russian skydiving community are struggling to remove any social and psychological barriers, based on differences, which are normal among individuals in their daily lives; it depends on every specific skydiver to think whether informal communication is a result of the West Culture Effect or a consequence of becoming a member of the "band".

RUSSIAN SKYDIVING COMMUNITY'S SUBJECTIVE CHARACTERISTICS

It is well known that there are always two main groups of people in any kind of sport: sportspeople and amateurs. Their proportion in skydiving according to SPORTISTIKA.COM research is as follows: 72.5% are amateurs, who define skydiving as a hobby and relaxation after hard working weeks, around 13% are professional athletes training to win a contest or set a record in any skydiving discipline. The rest are instructors, operators, etc.

80% of Russian skydivers are officially permitted to make parachute jumps in groups with other skydivers; we call them "educated skydivers". 44% of Russian skydivers usually take part in skydiving competitions, 13% are record-holders. 13% is also the share of candidates for master of sports, masters of sports, and world-class athletes in skydiving. Around 33% of Russian skydivers have "C", "D" and "E" licenses. Of this, 14% are instructors, and it does not define training and teaching as their main activity.

The average Russian skydiver starts to form his sportsman/amateur status at around 200 jump. At this point he will be an advanced skydiver, who has tried every discipline. From hereon he will develop his skills further.

70% of respondents are fond of other kinds of sports besides skydiving. More often they are snowboarding, Alpine skiing, martial arts, athletics, game sports, mountaineering and rock-climbing, motorcycling, swimming, diving, fencing, riding, and dancing. Most of sportsmen are professionals in their disciplines.

After finishing a training program, skydivers start challenging themselves in different skydiving disciplines. The research revealed the most popular disciplines Russian skydivers are attracted to. The first place took mixed formation skydiving (43% of respondents marked that discipline), then come freeflying and freestyle with a 29% share. Canopy piloting and accuracy landing took the third place (22%), and 15% of skydivers favoured wingsuits (this discipline attracts more male than female Russian skydivers). The swoop discipline collected 8%. The remaining 2% of respondents chose canopy formation and skysurfing. The main difference between Russian and German skydiving communities is the rate of skydivers involved in wingsuit discipline – it is half as much than in Russia.

13% of Russian skydivers do not favour any particular skydiving discipline – they simply "jump for pleasure". More often they are just beginners with the total average number of jumps reaching 70.

The main objective for beginners is wingsuit piloting. Skilled skydivers aim to set records in a specific discipline.

COST OF SKYDIVING IN RUSSIA

If you are going to skydive in Russia, you have to be aware of some economic issues in our country.

Becoming a skydiver in Russia – how much is it? Look at the calculation below (1 USD = 66 RUB):

58,790 RUB (890 USD) is the average cost of a training program (AFF, 8 jumps), insurance and a membership fee + 45,000 RUB (682 USD) is the optimal price for a Russian made helmet (227 USD), skydiving suit (182 USD), sneakers (76 USD), a pair of gloves (45 USD) and an altimeter (152 USD) + 297,000 RUB (4,500 USD) is the average cost of a parachute system made by a Russian producer = 400,790 RUB (just 6,072 USD)!

Of course, you may rent a parachute system and extra equipment from a drop zone or another skydiver to lower the cost to approximately 890 USD. In comparison, you have to pay around 360,000 RUB (5,455 USD) to get a private jet pilot's license in Russia, or 800,000 RUB (12,121 USD) to get a helicopter pilot's license.

The prices in our country are much lower than in the U.S., the U.K., Australia, Canada and others, not because of any lack of quality of our products and services, but because of the economy crisis of 2014, when the price of Russian currency (Ruble) lost half of its value of the United States Dollar (from 33 Rubles per Dollar to 66) and currencies of other developed countries.

The Russian skydiving equipment market is a huge data field for a market analysis made by SPORTISTIKA.COM. A parachute system is not a mass manufacturing product in Russia. There are only few parts of equipment in bulk production. However, a parachute should fit all of the skydiver's requirements, that is why Russian skydivers pre-order systems and the delivery time can be from 3 to 6 months. 58% of Russian skydivers own their personal systems and 52% use them for jumping regularly. 32% of skydivers rent systems from a drop zone, 7% rent from a person and 2% borrow parachutes from friends. Nearly 44% of sport-class parachute systems on the Russian skydiving equipment market are made by domestic producers and around 56% are imported. Approximately 8% of our respondents use combined systems of domestic and foreign components.

Analysing drop zones' services, we should take into account the price of the full altitude lift (generally it is 4,000 meters in Russia = 13,123 ft.) as the main relative parameter. So you could be transported to that altitude just for 1,200 RUB (18.39 USD) at any drop zone near Moscow. If you are in Dubai, for example, you have to pay 120 AED (32.67 USD) or 100 AED (27.23 USD) to get to 4,000 meters altitude at DZ Palm or DZ Desert respectively. In Arizona you are able to catch a plane flying to 13,000 ft. for 25 USD. If you are going to DZ Thai Sky Adventures in Thailand you will have to pay 1,100 THB (31.25 USD) for every 11,000 ft. jump. If you are in Germany's DZ GoJump the payment is 29 euros (32.74 USD). Let me remind you the price of 14,000 ft. jump in Australia's Toogoolawah Drop Zone – 45 AUD (33.25 USD). Please pay attention to the fact that the prices we have provided are only for a "taxi-service". In addition, a skydiver should pay insurance and membership fees, and rent if necessary.

There are more than 1,313 drop zones all over the world and around 60 wind tunnels of sport class, according to the dropzone.com database. So, if a Russian skydiver is about to go abroad, he always packs his skydiving license and checks the existence of a drop zone near the place he will be staying. Among the reasons for skydiving outside of Russia, our respondents noted the short warm season, international competitions, vacations and beautiful landscapes in other countries. Foreigners may choose between 40-70 drop zones and five wind tunnels if they come to Russia.

So you can see, the cost of skydiving in our country looks very attractive for those who are going to jump abroad. Do not miss the season, or you can also experience even more extreme feelings during winter.

FROM THE AUTHOR

Though skydiving in modern Russia is not a kind of sport

¹ We interviewed only skydivers with official permission to make independent parachute jumps using sport-class parachute systems. ² Research of SuperJob.ru of 1 800 economically active Russian respondents. ³ Based on N. V. Alekhina's research "Changes, arising in skydivers' and paratroopers' minds while jumping with a parachute", the State Physical Culture Academy of Kharkiv. ⁴ DFV, INSITA, 2015. [The Federation interviewed only 232 respondents among 12 796 registered skydivers. It is questionable whether such research is representative...] ⁵ OECD, 2011.

RUSSIAN SKYDIVERS - WHO ARE THEY?

Translated by **SPORTISTIKA.COM**
Research supervisor: Klim Legchakov

8 300
Number of skydivers in the Russian Federation

Interviewed: 530

> 500 000
The total annual number of parachute jumps in Russia

4 190
Registered with the Parachuting Federation of Russia

60 to 100
The average annual number of parachute jumps made by a Russian skydiver

Gender proportion:



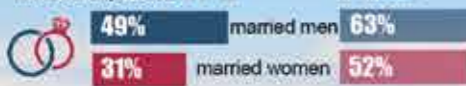
Smokers among skydivers



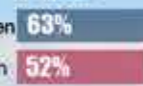
Smokers in Russia



Family status: married skydivers



Married people in Russia



Have children: 46%



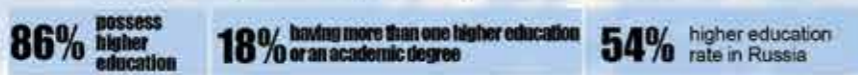
Will train their children skydiving: 62%



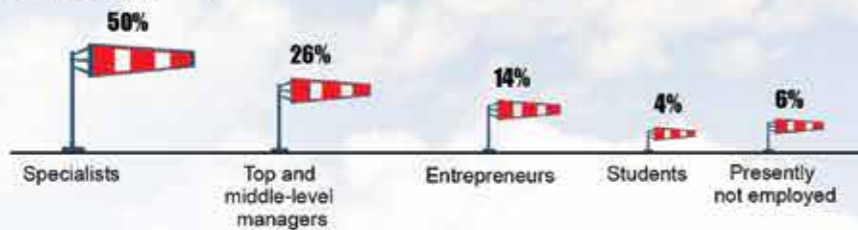
Having 2 or more children: 18%



Education rate (25-64 year old respondents):



Position level at work:



33 The average age of Russian skydivers:



23 The average age of Russian skydivers when they made their 1st jump

Professions of Russian skydivers:



Skydiver's skills
In doing a correct cut-away of the main canopy of a parachute system increase his chances to stay alive in emergency cases **700 times**

38% - share of skydivers who made at least one cut-away: 40% among men and 32% among women
The average FIRST cut-away a Russian skydiver makes is at his/her 135th jump, next one in every 660 jumps!

Were NOT seriously injured while skydiving: **78%**



At least **6 000 000** Russians jumped with a parachute once

15% were temporarily suspended by administrations of DZs

Minimal period of a ban was an hour, maximal - a month

The main reasons of bans:

- low deploying,
- landing mistakes,
- low altitude turn,
- failure to comply with rules of conduct,
- state of health.

Training programmes that Russian skydivers finished:

- 50% - AFF
- 48.5% - Klassika
- 1.5% - StaticLine

13% Share of Russian skydivers training to win a competition or set a record

16% skydive abroad regularly

TOP 20 countries by number of drop-zones (with UAE and Thailand)



42 000 000 Russians dream about their first jump

\$ 4 500 - the average price of a new parachute system from a Russian producer. **\$ 18** - the average price of a full altitude jump on Moscow drop-zones. **\$ 890** - the average price of an AFF program in Russia (8 jumps). (1 USD = 66 RUB)

Most popular skydiving disciplines Russian skydivers are fond of:



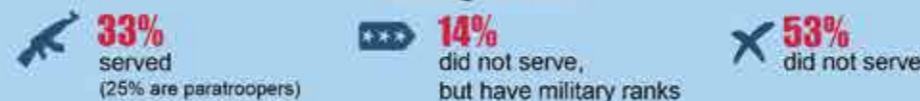
How skydivers' relatives react to their sport choice:



Parachute systems:

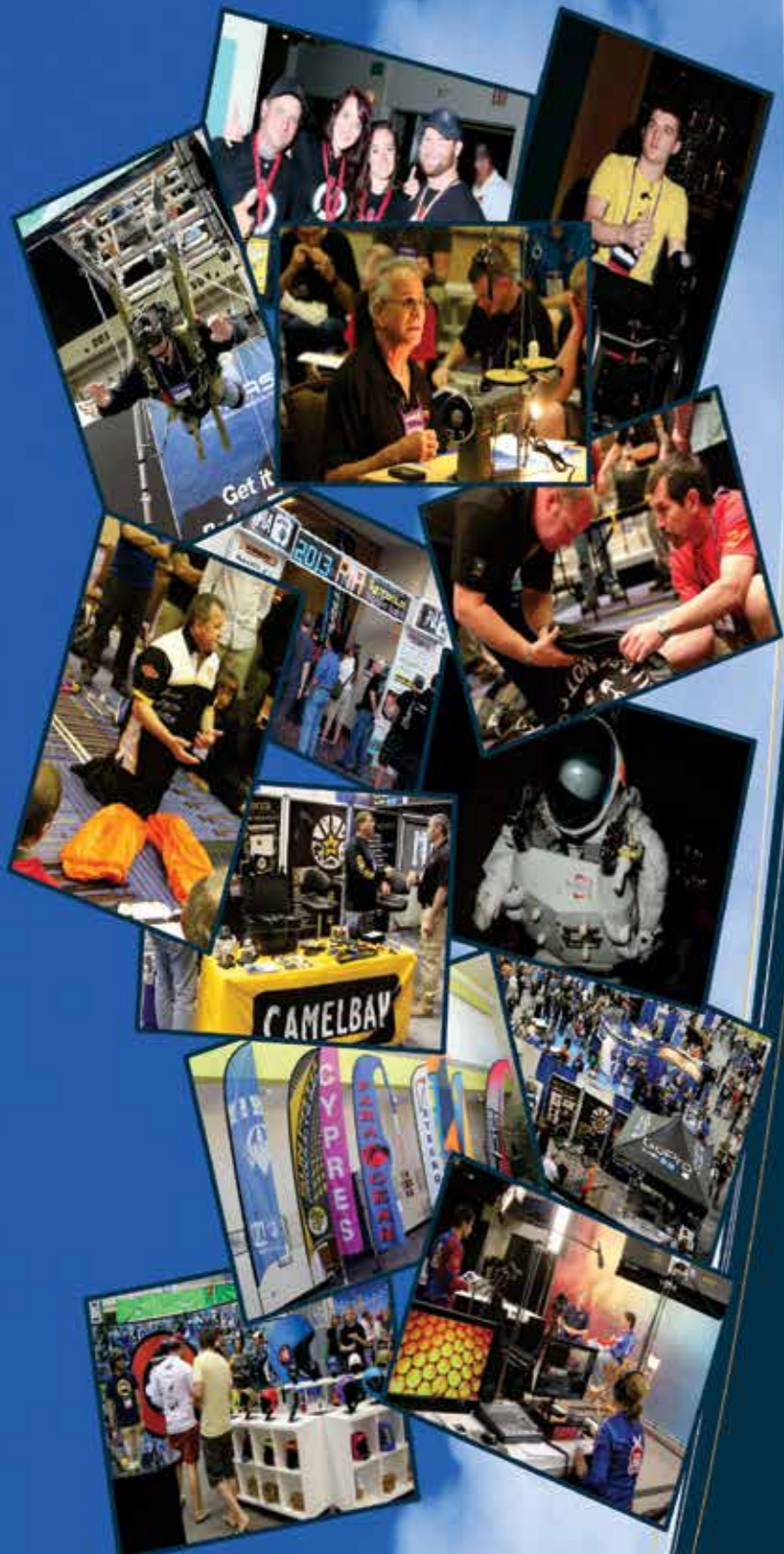


Military service:



Reasons of starting skydiving:





SPECIAL GUEST SPEAKER
 Dilys Price, Dilys is in the Guinness Book of World Records, as the oldest, active female skydiver!

Why should you attend?

KNOWLEDGE! As you know in our sport knowledge about your gear can help keep you alive to jump another day. With hundreds of riggers and virtually every gear manufacture under one roof, you will never have a better opportunity to learn!

SEMINARS! 4.5 days packed with seminars. We will have some of the most respected people in our industry giving seminars on Rigging, Skydiving, Management, Government, and BASE.

RIGGERS CONTINUING EDUCATION! Riggers attending a minimum of 10 hours of rigging or technical seminars will receive both FAA and PIA certificates to hang in your loft to show your customers your commitment to staying current.

PIA EXPO HALL! Bar none the largest trade show in the skydiving industry. Be the first to see whats new in the sport and the industry as a whole. From

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JULES MCCONNEL JUMP

PIG



By Kelly Brennan

WHEN YOU ASK AROUND ABOUT JULES MCCONNEL, THE SAME DESCRIPTIONS KEEP POPPING UP. **LEGEND. AWESOME. AMAZING. INSPIRATIONAL.** THERE JUST AREN'T ENOUGH SUPERLATIVES FOR OUR VERY OWN SUPERSTAR, WHO'S NOW ADDED ANOTHER ACHIEVEMENT TO HER VERY FULL LIST OF MEDALS, RECORDS AND RATINGS. JULES HAS QUIETLY PASSED THE TEN THOUSAND JUMP MILESTONE.

Nineteen year-old Julia McConnel was a circus performer with high flying ambitions when she did her first jump in the Hunter Valley in the mid 90s. "I was hooked immediately," she said. "I came into the sport thinking I wanted to get my pilot's licence, but I became too busy jumping out of the planes."

She survived a C2 spinal fracture on jump 442 and decided to learn from her mistakes, and to share the right knowledge with others. She has been doing so ever since.

As this article went to print, Jules was in Chicago, competing in her 5th World Championships.

I asked long time team-mate, Craig 'Crash' Bennett for some nice words about Jules the night before he flew out to Chicago, "Every nice word in the world comes to me when I think of Jules and her achievements," he said. "I would not dispute it if someone said that she was the most awesome sport skydiver in Australia."

Jules' first foray into world championships was packing for the teams in Corowa in 1999. She would travel to more international events as a packer, team manager and videographer, before earning her own place as an international competitor from 2008 onwards. That year was the first of four world championships for the 2-way Canopy Formation (CF) team, Ookoonono, and Jules has also represented her country three times with the 4-way CF team, K4.

In 2009, Jules won the Tim Bates Award. "Jules is such an outstanding inspiration to so many she was an obvious recipient," said her Ookoonono team-mate Michael Vaughan, who nominated her for the award. Not only was she competing at the highest level, but she'd also been part of a 100-way CF world record and would soon help build the Australian 36-way CF record.

In 2010, Jules was awarded an APF Future Fifty Award which recognised those who looked set to take the APF into its next half century. That's certainly been the case, in education, records and competition.



JULES McCONNEL JUMP PIG



Ookoonono smashed eleven national CF records in five years, eventually setting the current benchmark of 31-points in 2014 in Bosnia and Herzegovina. Along the way, they notched up numerous podium appearances at international meets, collecting medals of every colour against the best in the world.

Adoring crowds of autograph-hunting fans would cheer the famous Aussies at displays in China. Back home, they'd have to settle for selfies with a curious goat.

Jules was also setting national records with K4, and in Canopy Piloting events.

In 2012, Jules and Michael did 150 jumps in a day for charity, at Skydive Oz in Moruya, where Jules was Chief Instructor. Supporters joined them in a 3-plane formation for the final jump. "Michael and I landed the two stack and were greeted by cold beer, hugs and smiles for the awesome crew who looked after us all day," wrote Jules in ASM.

A few months later, Jules' partner Shane Price died in a skydiving incident at their home drop zone. Jules was badly knocked about by Pricey's death, recalled Paul 'Poo' Smith, the owner of Skydive Oz. "But she felt very strongly about doing something positive about it," he said.

Jules led talks at the drop zone about the firing heights of different AADs and the two-out canopy situations that skydivers might have to deal with. "She took a very bad situation and turned it into a training situation so others could learn and the sport could benefit," said Poo.

It was just one example of a very strong and dedicated instructor who Poo describes as an asset. She was Chief Instructor for a couple of years, but for all her early circus skills, Jules was juggling too much with trips away for competition and training weekends around the country. "I sometimes think she spreads herself too thin," says Poo. "She just can't say 'no' to anyone!"

But, when she is at her home drop zone, Poo loves how Jules shares that positive attitude with every tandem passenger and every student. "She is all about the SPORT," he smiles. "She is incredibly positive all the time and very, very dedicated to the sport."

Jules told an online mini-documentary, "Kiss the Sky", that she'd spend ten weeks a year training for international competitions, then she'd head to the drop zone on days off to jump for fun. "I'm a bit of an addict," she said. "But I love it. I really do. I couldn't imagine doing anything else."

Jules was awarded Honorary Life Membership of the APF last year. Once again, she'd been nominated by Michael, who died just a few weeks before she received the award. Vaughny listed 90 pieces of media coverage generated by Jules as the media officer for the NSWPC. He described her passion for expanding the sport she loves and he praised her hard work in promoting safer canopy flying.



THE AWESOMENESS OF JULES

COMPETITION

Ookoonono: 2-way CF team

- 6 x National Champion, 2007-2010, 2012, 2014.
- Silver Medal at the 2014 World Championships
- Bronze Medal at 2012 World Championships
- Silver Medal at 2011 Dubai Cup
- Silver Medal at 2010 World Championships
- Silver Medal at 2009 World Games
- Silver Medal at 2008 World Games Test Event
- 4 x Gold in IPC Web Challenge, 2008-2011
- 6 x Gold in Asiana EMAX CF, 2009-2014

K4: 4-way CF team

- 3 x National Champion

World Records

- World Record 100-way CF, 2007

Current Australian Records

- 44-way CF, 2015
- 31-points with 2-way Sequential CF team "Ookoonono", 2014
- 7-points with 4-way Sequential CF team "K4", 2014
- Female CF 8-way, 2011
- 150 jumps in a day, 2012 (with Michael Vaughan)
- Female (Intermediate) CP Speed, 3.506 seconds over 56m, 2007
- Female (Intermediate) CP Distance, 64.23m, 2007

JULES McCONNEL JUMP PIG



MCCONNEL'S MILESTONE JUMP

By Craig 'Crash' Bennett

We did it in early July when we were chasing clouds all around the State, in a desperate bid to get some training jumps in. We'd brought Chris Gay out to coach us, and he'd travelled half way around the world on his only week off this year. The training camp was supposed to be at Moruya, but in the end it covered most of N.S.W., and nearly South Australia and Western Australia as well.

We weren't going to miss out on the world class coaching. So we stole the Airvan, and Poo as pilot, and headed west to try to get in behind the huge band of cloud that was covering most of the country.

Stop one was Temora, where we did about eight jumps. Yay! After heaps of phone calls and studying forecasts and satellite imagery we went further west, stopping at Hay (I think). We did one jump there, but cloud closed in again.

We went even further west, stopping when it looked like it should be jumpable soon. This was at Ivanhoe. (I don't know where. You'd have to Google it!) There was a sealed strip, no fuel, no buildings, just a covered seat and a broken pay phone. As soon as we landed, a local turned up in his car seeing if we wanted a lift into town.

We did one jump there, and it was the 10,000th for Jules. She didn't tell us that it was, but she did tell Poo. And she asked Horse (our video man for the week) to get some photos of a 4-stack that we would build at the bottom.

Jump run was along a gap between clouds, just so that we could keep the ground and airfield visual through most of the jump. The first half of the jump was uneventful. We had a bit of an issue in the middle of it, trying to put some free bags into the middle of town. (We didn't.)

Jules was then trying to get a 4-stack built on her, but no-one knew what the stack was about, and we were all busy heading back to the airfield. Poo did a flyby. I heard Jules on our radio comms yelling at Horse, something that sounded like "10,000". That was the first I knew about it!

There was no stack. No photo. Oh well. When we got to the ground, we found Chris Gay wasn't there. He'd run into town to get some after jumping "surprise" supplies for us. Turned out to be coffees! Dammit. That's what you get for having a straighty 180 coach I guess!

Anyways, we did the first jumps ever over Ivanhoe, we all landed our Mains, and we still had enough gas to get out of the outback, and back to east coast civilisation.

We flew back to Temora and landed in the rain. We fuelled up and Bec (Mrs Poo) joined us with beers and wine, plus about twenty or so bags. (Bloody girls!)

The flight back to Moruya was good. There were five members of K4, our coach, Poo, Bec, and all our shit. Full as, Bro! It was snowing outside as we crossed the ranges, and the heater was on full. We supped on wines and beers, watching our jumps projected by Horse's camera onto the wall of the plane.

After we returned to Moruya, we jumped the next few days there in sunshine.

JUMP PIG PROFILE - ORBY

JUMP PIG PROFILE - ORBY

KEEP DANGER AT A DISTANCE

By Jose Alvarez Photos by Roman Alba

WHEN YOU GET ON THE PLANE, DO YOU HAVE A PLAN

EVERY TIME WE JUMP WE ARE EXPOSED TO MANY SITUATIONS AND VARIABLES THAT MAY TRIGGER AN ACCIDENT. TO TAKE CARE OF OURSELVES AND OF THE OTHER SKYDIVERS IS THE RESPONSIBILITY OF EVERYONE. MAKING GOOD JUMPS, ONE AFTER ANOTHER, IS THE RESULT OF DOING THINGS RIGHT AND PREDICTING WHAT WILL BE NECESSARY AND WHAT COULD GO WRONG.

If, every time we jump we have a plan based on the characteristics of the jump and that load, we'll keep our risk factor low, for a long time.

Some people just get on the plane thinking that they'll have fun with their friends. Well, for sure that's the main purpose of skydiving but we can't get on the plane and just jump, ignoring our environment. Lack of attention can easily result in a dangerous situation.

When something happens, we can think that it happened because of bad luck, pilot, weather, or other factors. Often we don't realize that the problem arose directly from a specific place – and that place, is usually ourselves.



Know the exit door

KNOW THE DZ

You must know the place where you are going to skydive, especially if it's the first time you jump there. Are you clear about your landing pattern? Do you know the rules of the DZ? At which altitude do you plan your turns in initial, base and finals? Have you thought about and seen the landing area? Do you know about the obstacles, possible areas with turbulence and whether there are alternate areas?

ASSESS THE CONDITIONS

Look at the weather, wind, clouds and temperature. This is invaluable information that can help you be alert and know what to expect in freefall and landing – or even, to cancel your jump if there's something that doesn't match with your skills, equipment, or experience.

If you have ever seen somebody who was caught by a dust devil and impacted with the ground, maybe it wasn't just bad luck. If one is jumping in a dry place with high temperatures, it could be smart to cancel or postpone the jump, or land in a different area, foreseeing that this type of accident could happen in these conditions.

KNOW THE LANDING DIRECTION

Check the indicated landing direction before you take off and take into account that this may change, you'll have to reconfirm when you open your parachute (by looking at the windsock, T or other indicator).

KNOW THE EXIT ORDER

In every flight, an exit order must be assigned depending on the intentions of every group (freely, belly, tracking jump etc.). Once you have the exit order, think about what position you have on the plane. If you have a clear idea if you are by the door or near the pilot, then you know what to take into account. You can see who is in front and behind, so you can take precautions if any of them has low experience. For example, bear in mind that if you are at the back of the plane and the groups in front of you delay in the door, when it's your turn you may be far from the DZ. Then this situation won't surprise you on deployment, because you were conscious of that beforehand, you analysed the situation and decided if it was safe to jump – or even chose to open your parachute slightly higher, to reach the landing zone.

COMMUNICATE WITH THE OTHERS

If your jump style is special, or if you decide to stay in the plane during the descent, you have to inform the others, especially the pilot. For example, if you intend to open higher than usual, or are going to do a big-way with many people in the tail of the plane, or make a tracking jump, it is good for the rest of the load to know that – and, most importantly, the pilot, so he/she can fly the plane accordingly, adjust the spot or lights, or vary the descent plan.



Understand the spotting lights, and know the ground speed of the aircraft

BE CLEAR ON PROCEDURES

Be clear about procedures in the airplane – helmets on, seatbelts, height to remove them, lights for spotting, how the door opens, etc. Plan what you will do, think about and focus on as the plane ascends, as well as what to do in the event of an emergency.



KNOW THE EXIT SEPARATION

It's useful to know the ground speed of the airplane, because it's a basic reference to know how many seconds of separation to leave between each group.



Always check the spot – don't trust others!

CHECK THE SPOT

Finally, before getting out the airplane, check the spot and see if you're comfortable with it. Be very sure of this. If you are experienced and know the spot and the DZ, don't trust in the others, not even the pilot's lights, still do a visual check. We are all responsible for where we jump. If you don't have enough experience, rely on people you trust.

SUMMARY

Naturally, danger is far away from us, but we can make poor choices that make it get closer and closer till it hits us. Always try to keep the danger at a distance by paying attention to doing things right and being aware of what could go wrong.

Always try to keep the danger at a distance by paying attention to doing things right and being aware of what could go wrong. Jose Alvarez

RECOMMENDATIONS

Here are some recommendations about the things to take into account before jumping:

FOLLOW THE PLAN!

When a skydive is organized, the leader takes precautions, sets rules and designs the plan according to the people on the load and the intended jump. But if the people don't follow the plan that was created for their safety, it's useless. So it's vital that you follow the plan!



ABOUT THE AUTHOR – JOSE ALVAREZ

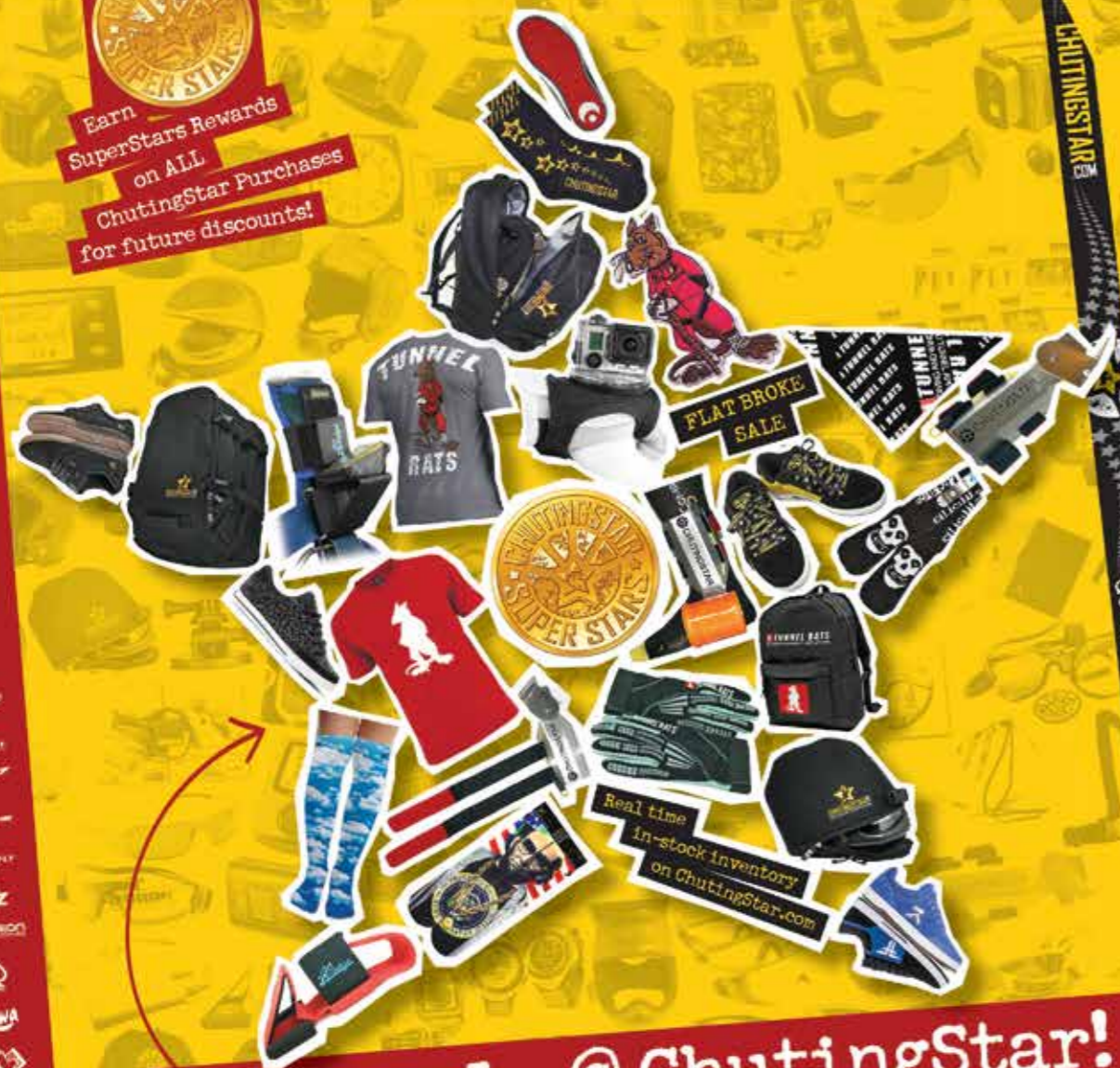
Jumping Since 1992, MeXtreme founder, events organizer like National Records, Competitions, Big Way camps, Safety days, Canopy Piloting, etc. Coach SDU, Member of the 400-way World team and many world and national records, MeXtreme 4way team.

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safety matters

"After 230 years of flight, the deadliest human factor continues to be humanity's proclivity to over-estimate its abilities and under-estimate its fallibility."

The following are a sample of incidents from those submitted to the APF between June and August (incl.) 2016, 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 submitted. **Note:** Any 'Actions' stated are taken verbatim direct from the incident forms.

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 DZ.

FREEFALL

Certificate E, jump 1300. Participating in a 4-way tracking jump, a freefall collision occurred at ~7000ft, ~30 seconds after the 12,000ft exit. The jumper approached the tracking formation too fast and without sufficient control resulting in an impact with a second jumper (Cert E, unhurt) already in the formation. The colliding jumper was very disoriented and unaware, though it could not be determined whether he lost consciousness. He deployed his canopy within about 10 seconds of the impact at approx. the predetermined altitude of 4000ft or slightly higher. The canopy opened with line twists and was spiralling whilst this was being resolved. It is possible that he may have still been disoriented and not aware of where he was flying. His canopy collided with a third jumper (Cert. E), causing that parachutist's deployed canopy to be torn from nose to tail. The 3rd parachutist (sustaining bruising and minor abrasions) cutaway immediately and landed reserve without incident.

All jumpers landed safely on the DZ.

After the jump, the jumper was clearly dazed and extremely upset about the incident. He said he was dazed by the collisions and his instinct was to get his canopy open as soon as possible. He realised that he had caused the incident and had put other jumpers at risk due to his actions. He was extremely concerned about finding out about their wellbeing.

Action: DZSO/CI spoke with the jumper at great length regarding the obvious safety implications and other potential outcomes of the incident. It was discussed that his tracking skill level was not sufficient for him to have approached the formation as he did, which was the initial cause of the incident. At this point the jumper will only participate in 2-way flat flying until his work commitments allow him to become more current.

DEPLOYMENT ISSUES/MALFUNCTIONS

Certificate E, jump 820. Javelin Odyssey, Crossfire 119. Venom Power wingsuit. After exiting the Cessna 208 at 12,000ft I had an uneventful solo flight. At 5,000ft I levelled out and prepared to deploy, at 4,000ft I deployed. As the canopy was snivelling I noticed it was already in line twists. Once it was open I moved to unzip my arm wings to kick out of the twists. As I unzipped the canopy started to dive and spin, putting me to a back to earth position. Early in the spins I made the call I was not going to get out of it, so I commenced my EP's. I had a fully open canopy above my head at 2,400ft and landed safely. **Action:** Bottomless corners will be added to my rig to prevent the bag rotating off the bottom lip causing line twists.

Certificate F, jump 5200. Talon. PD 190 main. After normal freefall, deployed and had a fairly hard opening and started rotating to right. Upon canopy inspection it appeared that the right stabiliser was caught two cells in, causing rotation. Whilst able to stop turning with left toggle, canopy was on stall point so elected to cutaway. No issues with cutaway, opening or reserve landing.

Main, freebag and jumper all landed on DZ.

Action: Be neater with clearing fabric during pack procedure. Also ensure even tension on suspension lines when stowing.

CANOPY CONTROL/LANDINGS

Certificate F, jump 1132. Canopy - Valkyrie 103 (~2.0 W/L). The jumper reported that on the first jump of the day he initiated a 270 degree turn at approximately 650 feet. The canopy planed well above the ground as usual but there was virtually no forward speed by the time the canopy reached the ground. because of this, on the second jump the jumper initiated the 270 turn 100 foot lower than the previous jump. Due to a gust during the landing sequence, the downwind leg was much faster and as a result more height was lost on this part of the turn than on the previous jump. On turning into wind the canopy rapidly lost forward speed and the jumper realised that he was too low for the canopy to plane out as usual. The canopy lost height rapidly and the jumper landed heavily with his feet first, sustaining a broken foot. **Action:** The jumper now recognises that the type of high performance landing he was attempting was not a good choice in the gusty, and therefore slightly unpredictable conditions. These conditions are not unusual at this time of year at this drop zone, however this was the first weekend of these conditions for this year. The jumper has decided that he will only do slow 90 degree turns in future (as he was doing until he very recently began learning 270 degree turns under instruction), so that he can remain visual with the landing area at all times.

Certificate Class B, jump 70. Canopy - Sabre2 170. 4-way relative work in freefall went to plan. Opened parachute and flew a good circuit. On finals didn't steer directly into wind and drifted over to turbulent area behind buildings where he got sink and didn't react quickly enough. Flared late resulting hard landing and broken ankle.

APF Note: Turbulence

Severe turbulence can deflate any canopy in the right (or wrong) circumstances, dropping you to the ground.

- Turbulence downwind of buildings or trees (mechanical). The rule of thumb is that turbulence can be detected downwind for a distance of up to ten times the object height.
- Turbulence over or downwind of runways or roads (thermal).



- Turbulence behind aircraft (wake).
- Turbulence behind other canopies (wake).

Some manufacturers recommend full drive in turbulence to maintain the pressurisation of your canopy (which is a result of your airspeed). Check the manufacturer's guidelines.

Using brakes will reduce the speed of your canopy, possibly making it more stable when hit by air from different directions- but if you are landing in brakes plan to perform a PLR, the canopy will not flare as well.

And try not to jump in dodgy conditions or get close downwind of obstacles.



Compiled by: Kim Hardwick
APF Technical Officer

Certificate E, jump 3324. Canopy – Leia 79. (~2.7 W/L).

Jumper was observed attempting to avoid another canopy, which caused him to become distracted. Landed heavily legs first, then back, then a bit of a cartwheel. The impact dislodged the camera (go-pro) attached to his helmet. Dazed and disorientated, semi-conscious. Became more lucid after a few minutes. Full medical assessment at hospital found thankfully no injuries sustained.

Certificate E, jump 541. Canopy – Katana 135. (~1.6 W/L)

A 60° left turn was completed to face into wind for landing at a safe height above the ground, but late flare resulted in a very hard landing. Jumper may have been distracted by a swooping canopy that overtook him and went lower on a parallel track for final. The jumper sustained a shattered V1 Vertebra. **Action:** DZSO debriefed all, including the swooper and how he may have caused the distraction.

Certificate E, jump 636. Canopy – Vengeance 107. (~1.5 W/L) Avoiding traffic on final approach and turned low to ground, flare was miss-timed. Impacted on knees and right arm, resulting in a broken arm.

APF Note: Vertical separation under canopy is the easiest and simplest way to keep canopies from running into each other. Canopy flight can be a crowded, dangerous place, especially in the last few hundred feet. You must constantly look around for traffic, even moments after you land. Be aware of who is flying near you, who is chasing you and trying to catch or kill you.

Who will be landing at the same time you are? Smaller faster canopies above you and big slow ones beneath you are the ones to keep an eye on as well as the known “spiral through the group” people. Where are the camera-fliers? They have restricted vision in many situations so give them plenty of space.

If the landing pattern is crowded, land somewhere else. Better to walk a little way than not to be able to. There is very little value in being dead right!

Don't cut in front of others, setting up for a possible collision, forcing others to make defensive manoeuvres to avoid you (thereby endangering themselves), and generally adding to the confusion and congestion.

GEAR CHECK

Dislodged Handle

During a formation skydive, the videographer noticed that this jumper's reserve-ripcord handle had dislodged from his harness. As the videographer moved into position to warn the jumper about the handle, the group reached its breakoff



altitude and the jumper tracked away and deployed his main canopy without incident. He later said that he could feel the handle flapping against his side right after the exit.

Jumpers should check their main-deployment, cutaway and reserve-ripcord handles before they put on their rigs, before boarding the aircraft and again before exiting. Jumpers should

also take care to prevent their handles from being dislodged when setting up in the door and exiting.

APF Note: Any dislodgement of a reserve ripcord handle could potentially result in a premature deployment of the parachute, which in turn could endanger the lives of either the skydiver themselves or others around him/her. It would be likely impossible for a skydiver to verify in freefall whether and how much the pin had been dislodged. Skydivers should have a plan of how they would deal with such a situation, and whether they would continue sharing the same airspace with others.

Misrouted Cable

Drop zone personnel discovered this misrouted yellow cutaway cable while disconnecting a demo canopy from a jumper's rig. (A correctly routed cable would pass through the other side of the locking loop, avoiding friction and interference.) The jumper had connected the canopy to the rig himself and was responsible for misrouting the cable. The number of jumps made with the riser in this configuration was not reported.



If the main canopy had required a cutaway, the risers are likely to have released from the harness, but the incorrect routing could have caused additional friction and a delay in the release of one riser. Jumpers should always consult a parachute rigger when changing canopies or components. A thorough gear check could have caught the error.

RSL Misrouting

During a reserve repack, a Federal Aviation Administration Senior Rigger (in the USA) discovered this misrouted reserve static line on a rig used by the drop zone for student jumps and as a rental. At some point, someone created this routing error by disconnecting the RSL from the riser, passing it under the reserve riser and then reconnecting it to the main riser.



With the RSL routed in this fashion, if a jumper pulled the cutaway handle in an attempt to release the main canopy during a malfunction, the RSL would likely have remained trapped under the reserve riser and would not have been able to pull the reserve ripcord. With both risers released, the main canopy would then be connected and towed behind the jumper by the RSL. If the jumper had then pulled the reserve ripcord, it would most likely have released the RSL, but it is possible that the main and reserve would have entangled.



As part of their gear checks before each jump, skydivers should check their RSLs to ensure that they are correctly routed. There should be a clear path from the snap shackle to the reserve ripcord cable.

APF Note: The preceding three rig issues were originally published in *Parachutist* magazine. Reprinted with permission of USPA.

Your First Reserve Ride – Go Time

Author – Annette O'Neil



Dave Rhea gives his Skyhook a workout over northern Arizona. Photo Credit: Dave Rhea

You're as ready as you'll ever be. Right? You know what a malfunctioning main looks like. You know the sequence¹. You've done your homework². Before you pull that handle, though, make sure you know the rest of the story: how to make that reserve ride as un-traumatic an experience as possible.

1. Do not overthink it

If you believe that your main is unlandable, you are going to have a reserve ride. Lots of skydivers have landed under reserves, realising later that the problem was solvable.

Lots of skydivers have also gone in while striving to sort out malfunctions that did not get solved.

Pick your poison.

2. Do not worry about stability

This is the very least of your problems, as you are on the world's most intractable timer. **Worry ONLY about altitude.**

3. Pull the cutaway handle until no lower than 1,000 feet

If your pull is sufficiently low (shame on you for that, by the way—gotta say it) and you have an unlandable main, you'll be testing your reserve's opening characteristics in the most potentially lethal way. Take note: the USPA not-so-recently raised the minimum deployment altitude even for eminently experienced D-licensed jumpers³. Initiating a reserve ride below 1,000 feet isn't always deadly, but it has an unnerving tendency to be. Don't take the chance.

4. Hold on to your handles ⁴

...or, y'know, do your best. If you manage it, you'll save a bit of money, and you'll save face when you land.

5. Make sure it's out

Arch and look over your shoulder for the reserve pilot chute. Reserves deploy fast, so this head position may rattle your neck – but if the pilot chute is somehow caught in your burble, this should either shake it loose or make it clear to you that you need to do some burble intervention, stat.

6. Keep an eye on your free-floating main

However: do not try to chase it and grab it in the air. (People have died doing that, bigshot.) Don't “chase the bag” if it means you'll land in a dangerous LZ. Use landmarks to get a bead on where the gear is headed, then take a deep breath, leave it to the fates, and prioritize your mortal coil.

7. Remember: Your Cutaway, Your Business

When you land a reserve, you're going to be the talk of the DZ (for about five minutes, usually). During that five minutes – longer, if the loads are turning slowly – you'll probably be approached by a gamut of big talkers and would-be mentors, questioning your malfunction and eager to discuss your decision to cut away.

My advice: speak to your trusted mentors and co-jumpers about it in private, and tell the rest to go suck an egg. **When you suddenly need to get proactive about saving your life in the sky, make no mistake: you are absolutely alone.** In the entire world, there exists only you and two handles. Your cutaway is your business. You were there. They were not.

Review your own footage to determine the nature of the malfunction and review alternative methods of correction, if applicable.

8. Buy a bottle of posh booze for the rigger who packed the reserve you rode, and keep the reserve pin for posterity.

It's tradition.

¹ Arch, look down at your handles, grasp the handles, pull cutaway, pull reserve.

² Regular, periodic review, analysis, and practice of emergency procedures prepares you to act correctly in response to problems that arise while skydiving.

³ **APF Note:** APF also recently raised the minimum Open Height for main parachutes. (APF O.R 6.3.1)

⁴ **APF Note:** While keeping your handles are nice, it's not a priority to worry about.

Published www.dropzone.com June 2016

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APF Notes added by Kim Hardwick – APF Technical Officer

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THE AUSTRALIAN INDOOR SKYDIVING CHAMPIONSHIPS 2016

iFLY
DOWNUNDER

The second Australian Indoor Skydiving Championships have come and gone. It is safe to say, if you were not part of it, you missed an incredible day. The short stats show that a total of 163 individuals formed 73 teams with many entering one, two or three categories. Special mention to Mariska Folley who was the outright competition pig for the day entering in *four different* categories! The day proved without question that the sport is rocketing in popularity and the Olympic bid is gaining traction with every major event. A huge thank you to all of the amazing people who came along to participate, the spirit of the competitors is what makes it such an incredible day.

Some of the finest moments from the event had very little to do with flying. Kyle Chick, competing in two categories, found the time between rounds to get to the sewing machine and repair another flyer's suit, who also happened to be someone that he was in direct competition with. Allan and Sonnica, from iFLY Melbourne, realised they were not in the medal contention for 2-way Dynamic and on their last round invited the other competitors in to fly with them and put on a fantastic display of Dynamic flying for everyone to see. Towards the end of the night there were more than fifty

percent of the tickets remaining for the Soldier On raffle. When it was announced, the rush of people to grab their wallet and purchase tickets was a truly special moment, an accurate reflection of the type of people involved in this sport that make it so special.

There was as well of course, some spectacular flying! A full list of results can be found at ifly.com.au. Team iFLY Downunder and Team Focus took podium honours for 2-way Dynamic and 4-way VFS Open by a clear margin. A great result for both teams who are in an excellent position moving into their world meet events in the coming months. Congratulations on the wins and best of luck from everyone here in Australia. Whilst these teams were out in front, both categories were hotly contested for second and third, showing the continual development from Australian flyers. iFLY Singapore's, Kyra Poh, took home some gold, winning not only the Freestyle Open event but also the 4-way FS – a category as part of team Skyblockers. Kyra is a young lady on the rise, dominating the sport along with Amy Watson, who took out gold in the Kids Freestyle. Both are leading the way to inspiring other young girls to follow in their footsteps, #flylikeagirl. The Freestyle Open event also





included a very tight contest for second and third between Mason Corby and the silent assassin, Kurmet Jaadla, who narrowly took home the silver by a mere .11, yes that's right, point one one over four rounds! All the best to Mason and his cameraman, Jimmy, who will be representing Australia at the World Championships.

2-way VFS Intermediate was one of the most popular divisions and also the most hotly contested with a mere six points separating first and third. Too Moist For You, all the way from Singapore, came out on top for the gold by just one point. This was definitely one of the most fun-filled and happiest categories, with many scratch teams put together and a real focus on fun!

The Kids Freestyle had eleven entrants and showcased a diverse range of skill levels. Amy Watson winning gold, narrowly beat Shane Onis who came in second and Jordan Bassett-Smith in third place. This event was undoubtedly one of the crowd favourites, the atmosphere in the room building from seeing the future of the sport really enjoying themselves. Many of the flyers have been involved with our Junior iFLYer program and practicing their tricks and skills throughout the term certainly saw many proud parents and very happy kids. The kids were also a very important part in the day, playing in the tunnel with the raffle balls and selecting the prize winners is always a crowd favourite to see.

The FS categories formed a huge part of the competition with a total of 32 teams across the four categories! An amazing representation for this discipline, which is the most traditional but continues to grow in popularity. The current Australian Outdoor Champions, Rotor Out, took the honours in the AAA division, setting a great precedent for the upcoming world meet. The rookie category was packed this year and was hotly contested with Fly By Chutings eventually taking out the very prestigious honours, as well as being a contender for best team name.

A special thanks must go to our iFLY ambassadors, Troy Crotty, Russ Blackman and Barbara Meister, who all competed in multiple teams and disciplines, and to the military who were registered in a total of nine teams in the FS divisions!

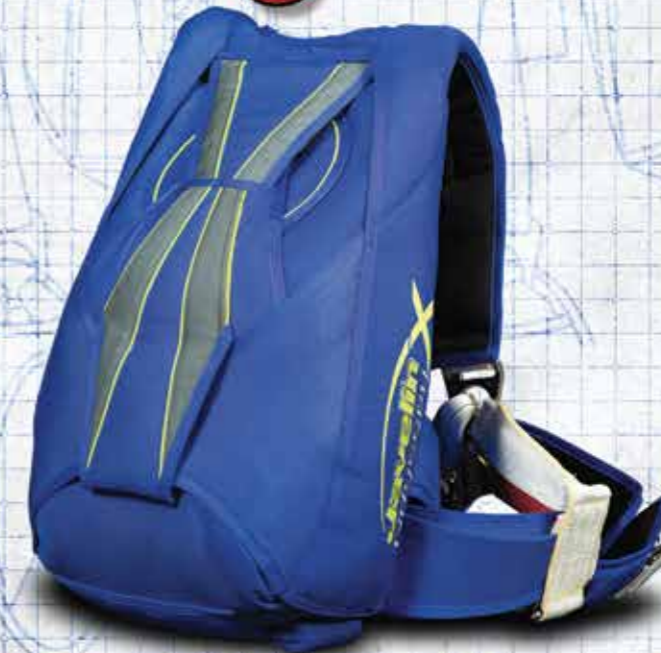
Continuing with the thanks, to everyone behind the scenes who made the day function as well as it did, you all did a fantastic job. The staff, whose efforts to ensure the experience was great for the competitors cannot go unnoticed, a sensational display of teamwork. There are also a few special mentions, the APF Judges, Wade Challenor, Jenni Plumridge, Lindy Williams and Cole Ruthenburg, Peter 'Irish' Sutton the MC, Keith, Ryan, Mason and Kurmet for judging the Dynamic competitions, those who volunteered their time, and the café staff who ensured that noone got 'hangry'.

To the sponsors who donated additional prizes for the winning teams, we thank you for your substantial contributions. Sydney Skydivers, Direct Accounting, Adrenaline, Deem, Advanced Airbrush and Skydive Oz you are all amazing and the contributions you have made were so well received.

The day really did showcase this incredible sport, no matter your age or skill level there is a category for you to be a part of. From all of us here at iFLY Downunder, we thank you all for coming and can't wait to see you all again at the next one. Blue skies and happy flying!



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SUPERCHARGE YOUR SKILLS

THIS IS MY 35TH YEAR IN THE SPORT AND, AS WITH LIFE, AN "IF ONLY" I KNEW THEN WHAT I KNOW NOW. HAVING TAKEN OVER THE MANTLE OF THE VICTORIAN MENTOR FROM KELLY BRENNAN SINCE THE AUSSIE BIG-WAY RECORD IN 2015, I MADE A COMMITMENT TO MYSELF TO BECOME A BETTER FORMATION SKYDIVER.

By Janine Hayes

There was an opportunity to learn through Melissa Harvie's Personal Flying Skills Development Program. The program is of value to all levels. Speaking from my experience, it is an investment that I would recommend to any new or current AFF instructor who has not had solid training from the outset, or is someone who is identified as teaching inappropriate techniques. It is also an investment I intend to continue into the future.

Also, if you are new, do this now, don't wait. Get ahead faster!

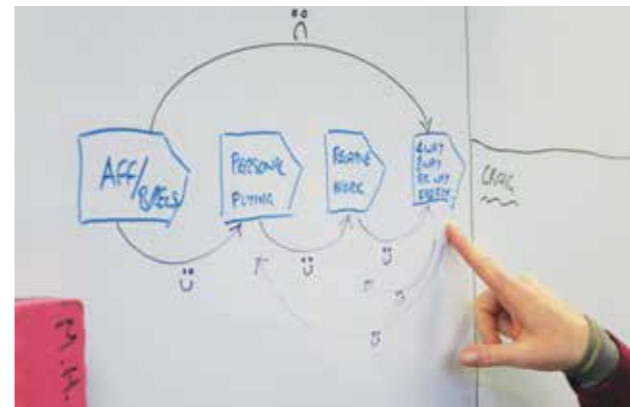
While I went back to basics and stripped away 35-years of old habits, I felt recharged and re-engineered after three days in the classroom and in the tunnel – adding significantly more tools to my tool belt. So, you can change

an old dog, or an old chook. It just requires the right recipe with lots of seasoning and extra ingredients such as Posture, Perspective and Proximity, with the talent and direction of dedicated coaches such as Melissa and LG.

The program has been well thought out and is structured with a methodology that enables the participant to consolidate what they may already know and to learn new skills. Participants will see a real improvement over the time spent in the classroom and the tunnel.

My key take-aways from the experience:

- Be open to new things.
- Listen actively to learn.
- It is a journey, not a destination.
- You need to put your new tools into practice.
- Commit physically and emotionally.
- Sign up with like-minded people.



DIMENSIONS FLOW: COACHING

By Melissa Harvie

People ask us, "Why are you doing this?" Our answer is simply, "Because we love skydiving." We wanted to make a difference to this great sport by helping people to become better skydivers. Our approach is to focus on enhancing personal flying skills.

We all skydive for lots of different reasons. To be part of a team, to challenge ourselves, and to make new friends. Regardless of motive, learning how to fly with precision and control, relative to others, is the basis for all disciplines. This is not an easy task. As coaches, we are passionate about creating this learning opportunity and offer an efficient and effective pathway to being a safe, competent and confident skydiver.

Our programs are for both new and experienced skydivers. Learning best practice early in your career helps you get ahead. We also understand that a passion for skydiving requires continuous learning to grow and develop. Wherever you are in your own journey, choosing to make an investment to increase personal skills and knowledge is absolutely the way to become a better skydiver, a better team member, and to having a lot more fun.

"SUPERCHARGE" is our capstone relative-work training program; an intensively coached program that is inclusive of a three-day tunnel camp. You are guided through a syllabus of pre-camp coaching workshops, ground work and in-air exercises to learn how to be a better flyer. Working together prior to the tunnel camp allows us to better understand you and your goals, and tailor the program accordingly. A maximum of four participants are supported by two coaches throughout the tunnel camp, guiding and reinforcing your learning and development.

2017 will be even better seeing additional camps in other venues around Australia as new tunnels are opened. We will also be visiting you at your drop zone to run workshops, and will launch a self-paced variation on the program that can be run remotely.

Contact Melissa Harvie

Email: melissaharvie@gmail.com

Mobile: 0408 553 561.



Got
Questions?
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Answers!

2016

3-7 October, 2016 (Pre Nox Get Current Camp)

21-25 November, 2016

2017

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6-10 March, 2017 (Full Moon on 13th)

8-12 May, 2017 (Full Moon on 11th)

3-7 July, 2017 (Full Moon on 9th)

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TERRITORY REL WEEK

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2nd - 9th September 2017



THIS YEAR THE "IFLY / SEQ5 CLUB 4 WAY 4 EVERY 1" EVENT HAD A BIT OF A TWIST. IT WAS ALWAYS INTENDED ON BEING THE LAST EVENT ORGANISED BY MYSELF AS PRESIDENT OF THE CLUB AND I WANTED TO MAKE IT A LITTLE BIT SPECIAL.

We were lucky enough that the week prior to this event, some great friends of mine were organising a 4-way Scrambles event in the UK. After a few logistics were ironed out (they run a slightly different format to 4W4E1) the INTERNATIONAL SCRAMBLES COMP was on! The Poms were all told about this on the morning of their event, under strict instructions not to mention it to anyone (definitely not online!) so there was no unfair advantage on that side of the planet. That secrecy was maintained and we announced on the morning of our event that we would be running with their draw and their rules - who was going to be the best!?!

Just to explain the small differences.... The UK comp use the whole skydive for their working time rather than 35 seconds and they have a different exit height as well. We agreed on a 50 second working time. They also use a Random-only draw consisting of three points per round (rather than our four to five points from the Inter Dive Pool). Of course, as this was out of the norm for official rules, the wonderful APF judges had to adjust things a bit and were incredibly accommodating. Colin Ruthenberg as Chief Judge did a sterling job, along with Sheena Simmonds and assisted by Leanne Critchley. The work they put in is quite something, which includes Joel Carpenter, who ensured all the footage was dubbed down and provided to the judges in a timely fashion.

Luke Oliver and myself were Meet Directors for this event and fortunately everything ran very smoothly!

The timing of this event was just following Brexit, and some of the team names reflected that. There was a really good vibe and got underway nice and early with the weather looking great. Our awesome coaches and super talented camera flyers went to work with their teams.



After all nine teams had completed the three rounds, the results were in - the first placed team was Australian, the last placed team British!

I'd like to thank the APF Sports Development Fund for being the primary sponsor of this event. We are also incredibly grateful for SQPC Funding. This, and other events, simply could not proceed without such amazing support from these vital resources.

Our other major sponsors included iFly Downunder, who

kindly donated 30 minutes of tunnel time. We branded the event with iFly on Facebook - this links in very nicely to the Indoor Scrambles which are also organised by myself under the brand of the 4-Way FS Team Impulse.

Downward Trend sponsored the "Most Improved Novice Award", which this year was presented to Chris Murphy. I heard on the grapevine that he's cashed this in for a huge discount off a brand new Javelin container (nice choice mate!)

Cookie kindly sponsored us for 50% off a brand new G3/ Fuel and NZ Aerosports very generously sponsored us for a discount off one of their canopies.

Sunpath donated a whole heap of swag, shared out amongst pretty much everyone in attendance along with T-Shirts from Sunpath, Cookie, NZ Aerosports, Downward Trend, iFly Downunder and Skydive Ramblers. Goodies galore!

I'd also like to thank my UK friends, Victoria & Rebecca Bradley. They organised the UK Scrambles and worked tirelessly with me to make this happen on both sides of the world.

Lastly, we have Skydive Ramblers. Dave McEvoy has always been an amazing supporter of everything I've done personally and through SEQ5 Club. Once again he came through for us. Many thanks to Dave and the entire staff at Ramblers to help us make this event a success.

Hope to see you all next year!



RESULTS

UK VS AUSTRALIA SCRAMBLES/4-WAY-4-EVERY-1

Skýdive Hibalstow (UK) 25-JUN-2016

Skýdive Ramblers (AUS) 02-JUL-2016

35	AUS	Freeze Dried	11	AUS	4Way Brexit
25	UK	Pigeons	9	AUS	Cunning Linguists
24	AUS	Remain	6	UK	Any Ideas
22	AUS	No Creeping	6	UK	Scrambled Eggs
21	UK	Cluster Flock	6	AUS	Colonial Convicts
17	UK	Motley Crew	5	AUS	2 Degrees
16	UK	ATTM	4	UK	Terminal Velocity
16	AUS	Sweaty Betty	3	UK	Eddies Eagles
12	UK	Deano To Manifest	3	UK	Mavericks
11	UK	Marc Take 2			



HANDOVER OF SEQS CLUB

Since I took over the role of SEQS Club President I have organised (or helped organise) somewhere in the region of 50 events in about three years. The club covered multiple disciplines such as Wingsuiting, Canopy Piloting, 4-way & 8-way FS, Tunnel Camps, Tunnel Comps, B-Rel weekends, Packer-B courses, and was involved in some of the areas of organisation required for State Champs.

It's been a pretty hectic time, and I've found it to be a massively rewarding role. However, change is a constant and with that in mind I opted to bow out after the annual 4 Way 4 Every 1 event. This is the flagship event for me, and I'd like to think that by linking in the scores with the UK scrambles I made this one extra special for the participants.

The enthusiasm I have had has always been reflective of the support I've received from so many people. I remember a period where we had an event either on or off drop zone for every weekend (except one) for nearly a three month stretch! One person could never have achieved that alone (but to be fair it was always a very small circle of regular volunteers/enthusiasts). Adrian Bramwell in particular, is an unsung hero who always stepped up to help and maintained his supportive position of VP throughout my entire tenure as President.

So now the torch has been handed to one of the coolest, most enthusiastic skydivers in the region: Matt "Jeebus" Blaiklock. Jeebus has already organised a couple of Angles camps and I know he has big plans for the future. The club is in very good hands with Jeebus, and his Management Committee of Jason "Rangry" Colless and Matthew Thomas.

On that note, let me say thank you to the APF for all the funding and support they have given - when I add up the total amount that the Sports Development ("Fi") Fund has provided the club with it's really quite amazing! The SQPC Management Committee, especially Leanne Critchley, for their unwavering support of the club and for all the funding/advice given throughout. Dave McEvoy and Skydive Ramblers have always been hugely supportive of me and I cannot thank Dave and all the Ramblers staff enough There are so many others to thank, but to name the ones who have always given the club (and myself personally) the most support, special thanks go out to Downward Trend, iFly Downunder, Cookie, NZ Aerosports, Sunpath and Alt-2.

Alan Deadman

Ex-President





The Original

Multimode AAD!
Three modes in one

- The 20 Year AAD
- Low Total Cost of Ownership
- Waterproof to IP 68
- 13 years and more than 230 lives saved



www.vigil.aero

Tribu Freefly at Skydive DeLand
Photo by: Will Welbon

CANOPY CREST

ROD WHITE

CERTIFICATE A

DENNIS ADAM
SEDAT ANDIC
LACHLAN AQUILINA
LEWIS ARKINSTALL
MATTHEW BICE
MARLEY BOUFITAS
ATHANASIOS BOWYER
ALLISTER BRADLEY
NICK BRIGGS
PAUL BRYSON
RICK CAMPBELL
TIM CARACCIOLLO
DANIEL CARROLL
TAYLA CASTELLUCCHIO
ALBERTO CAVANAGH
ZOE CHAMPION
MAX CHINTIA
KUAN CHEN
JINCHAO CHEN
KYIEL CHILIBERTI
DARREN COCKER
PHOEBE COUTTS
NICK CROSS
TROY DALLIMORE
JOHN DALRYMPLE
MELISSA DAVIES
RORY DEWHURST
MATT DILLON
ADAM DONNELLY
PHILLIPPA DOWNING
JASON EYNDHOVEN
JAMES FEWINGS
KIM FUKAZAWA
ROSS GALLAGHER
PATRICK GLOVER
DANIEL GN
LEE GODFREY
CHRISTOPHER GOLDING
IRIS GOLLES
KIRSTEN GRAY
BRENTON GREEN
SAM GROOT
BENJAMIN GUSTUS
DYLAN HALL
JOHN HANNAN
LAUREN HATCHER
KRISTINA HICKS
TAYLOR HINES
PETER HOLMSHAW
TOMIKA HOSE
XAVIER HOY
RODNEY HUDDLESTON
RYLEIGH HUNT
MICHAEL INKLEY
TARA IRVING
TAYLOR JAISSAN
ANDREW JARVIS
ALASTAIR JEROME-BALL
SAM JONES
DANIEL KENNEDY
ALICE KESBY
BILL KETESIDIS
ADAM KLEIN
KATHARINA KLEIN
JAN KOHLSTRUCK
REECE KUHN
EDDIE LAU
BRENDAN LAXALE
MYLES LEACY
YI LEE
ERNEST LEE
GRAHF LEE
OCTOBER LI
PAUL LOMAS
NATHAN LYONS
ADAM MASLOWSKI
MOHAMAD MATALKA
MICHAEL MCCLANE
JADE MCGOWAN
CANDICE MEEK
MANDY MIELTIZ
ANTHONY MORICE
LENA MULLER
DANIEL MURRAY
CHRIS NEAL
THOMAS NEAL
JOSHUA NEWBERRY
DEAN O'NEILL
MICHAEL ORO
MARCUS PEACOCK
MORTEN PORSGAARD
KANE REYNOLDS
JONATHAN RUELLO
JACQUELINE RUTTEN
DANIEL SANDES
CHRIS SCOTT
BEN SHEPHERD
THOMAS SIMITSIS
ANGELOS SINGH
NAVBARAN SINKOVEC
ERIC SMITH
MICHAEL SMITH
LUCAS STEVENS
TASSAVA STINGL
SEBASTIAN SUMMERS
BRAYDEN TANG
NIENG THOMSON
CAMERON THOMSON
ADAM THURROWGOOD
KAZUYUKI TOH
GERARD TOLOMEO
ROBBIE TREIER
JONATHAN TYSON
JOSHUA VAUGHAN
ALAN VINCENT
MATTHEW WALKER

MARK WILKINSON
MICHAEL WILSON
CHRIS WJOTOWICZ
BI ZHEN

CERTIFICATE B

LUKE ANDREWS
RICHARD ANTUNES
WHENUA ARIKI
ELRIC BERHANDUS
DANIELLE BEVINS-SUNDEVALL
ALTON BOWYER
DAVID CALLAGHAN
JESSE BRIGGS
DARIUS CHAN
DOUG CONNERS
JOHN CONNOLLY
JOSHUA CUMMINS
SAMUEL DALE
CHERISH DOBSON
CHINTIA DOODOH
MICHAEL CHEN
STIJN EMONDS
JASON EYNDHOVEN
AARON FELS
DAVID FREEMAN
BEAU GEORGE
JETHRO HARMON
LAUREN HATCHER
KATE HINCHLIFFE
RODNEY HUDDLESTON
JESSE ALI
ALJ JOHNSON
JAN KOHLSTRUCK
ELLA LOCKHART
RHYNS MACLEAN-CURRIE
SENDI MANGOSA
LUCA MAREMMI
GRANT MARTIN
SAM MICHILL
BRADLEY MILLER
ANDREW MORCOMBE
LUKE PEACOCK
BEN PFISTER
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PETER ROBINSON
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JAMES SCHMIDT-LINDNER
DAVID SHEN
CHRIS SMITH
NICK STINTON
MICHAEL STREET
BRAYDEN SUMMERS
MORGAN SUMMERVILLE
CAMERON THOMSON
KAZUYUKI TOH
MICHAEL TRUDGETT
LIVEN TUEGHE
JILLY TUMUNDO
JOSHUA VAUGHAN
ADRIAN WEIR
HALEY WELCH
MARK WILLIAMS

CERTIFICATE B COACH

BART BARTOSIK
JULIAN BYLHOUEWER
STEPHEN CAWLEY
RICHIE CONVERY
NATISHA DINGLE
LAU FOLLEY
JOSHUA MARKS
JAYDEN MCTAINSH
NATHAN POTTIER
AARON RADFORD
LEE RICKARD
KYLE SCHMUTTERMAIER
DAVID TRELOGGEN
TOM VELIC
JAYKE WALTERS

CERTIFICATE C

LEON ADAMS
LUKE ANDREWS
WHENUA ARIKI
MARINE BALAT
SACHA BLAKE
STEVEN BOWERMAN
JAMES BRIGGS
HAMISH CAMPBELL
JOSHUA CUMMINS
SAMUEL DALE
KIM DEFOSSE
ORO DOBSON
CHERISH DUFFY
NICOLE EGAN
NICOLE ESTRADA IGLESIAS
DANIEL EYNDHOVEN
CESAR FERNANDES
JASON FRAMPTON
NELSON SCOTT
DAVID FRASER
JUSTIN ADAM
ADAM GARNER
JAMES HAILS
DAVID HAMMADI
LUCA HITCHMAN
JAKE HODGES
GEMMA HUNT
JONATHAN HUNT
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TIMOTHY KELLY
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SAM LLEWELYN
ALEXANDRE LOPES
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MARTIN MERSMANN
THEO MIRAS
BENJAMIN MORRIS
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MICHAEL SCOTT
JUN HUN
ERROL JOSHUA
JAMES JAMES
SAM MARI
ROSS ROSS
SCOTT SCOTT
JONATHAN JONATHAN
JASON JOSEFA
JOSEFA SISWOKO
MATTHEW MATTHEW
TRAVIS TRAVIS
ROY VICENTE
GIORGIO VINCIQVERRA
NICHOLAS VULLINGS
RENATO WERTH
TRACY WHITE
MARK WILLIAMS
REZKY WULANDHARI

CERTIFICATE D

REDEAT ABRAHA ASNAKE
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JULIAN BYLHOUEWER
LAUREN DAVIDS
ADAM DAVIS
SAM DRURY
JOSH GULIA-RYE
BENJAMIN HARNETT
XAVIA HILL
SARAH HOGAN
JAMES HOLMES
SAMUEL INACIO
HARRY IPSA
MEGAN JACKSON
LAURA JAMES
VINCENT JONES
DAVID KELLY
TRUDY KEYS
MATTHEW LUTTON
WAYNE MOORE
TARA MUIR
MARK NEW
ELLIOT NG
PAUL NGUYEN
JOSE OLIVER
BRANDON QUEENAN
HAMISH RAJKOWSKI
SAM RAVENSCROFT
RICHARD ROWE
NATHAN ROWE
CHRISTIE SOUTER
TREVOR STEPHENS
TRAVIS THAPAR
UDIT THOMSON
JESSE THOMSON
JOSHUA WALLACE
ADAM WILLIAMS
KALAN WOODMAN

CERTIFICATE E

JAMES BARKER
NYUNGMOOK CHOI
WILEY COCHRANE
JOAO COSTA E BRAGA
KEVIN DODD
MATTHEW DREW
DALE FINDLAY
RICHARD FRANK
BENJAMIN KIRKLAND
JOSHUA LISTER
DUNCAN MARKS
JACOB MARWICK
SCOTT MUSCAT
MATAN PITOHOVSKI
JAMES SMITH
SIMON TAFT
GRAEME TEMPLETON
BO TIAN
ARRON TOEPPER
LAURENS V AN DER POST
NATHAN WAGEMANS
JEFF WEATHERALL
PATRICK WYLLIE

CERTIFICATE F

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JOAO COSTA E BRAGA
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SAM DRURY
ALEX GATELEY
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SARAH HOGAN
TRENT HYMAN
JASON JUDERIAHN
MILOS KRMPOTIC
TAI LEWIS
MATTHEW LODDER
STEPHANIE LONGO
JOHN MAYNARD
WILLIAM MCKAY
SASCHA MCMAHON
MARY MENZEL
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LUCIO SISWOKO
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ROSA VICENTE

DISPLAY PRO

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RAUNO LEHTSALU
LUCIO LONGO
CHRISTOPHER PAINTER
ADRIANO ROSA
ENDORSEMENT AFF
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CODY BEKKERUS
JARROD BUGDEN
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DEREC DAVIES
STEPHANIE DUNKEL
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PIRET LAIN
DERICK MASSEY
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GIANFRANCO SEDDA

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JACK ROLLISTON
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ZAC TURNER-PURVIS

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TANDEM SUB-ENDORSEMENT-STRONG
NICK EADIE
JOSE FRAGOSO
HAMISH STRATFORD

TANDEM SUB-ENDORSEMENT-VECTOR/SIGMA

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JESSE LISTER
MAURICE MATHEY
JASON MCGREGOR
ZACH CLARKE
JACK MORTON
JACK ROLLISTON
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SAM MILLINGTON
LUKE SCARRABELLOTTI
KEITH WATSON

FREEFLY CREST HD

CHRISTOPHER BROOK
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LEO HARRAGAN
JESSE HUNTER
JAMES JEFFREY
NATHAN MCFARLANE
LUKE POTTER
JOEL ROGERSON
TAFE TAPE
FREEFLY CREST HU
EUNSUNG BAEK
CHRISTOPHER BROOK
JOAO COSTA E BRAGA
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ROBERT VERNER
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PATRICK WYLLIE

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GERARD LAPPIN
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STUART PEACOCK
JOHN SINDERBERRY
STAR CREST
HOLLY AHERN
LUKE ANDERSSON
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TYLER BELL
JOEL BENTLEY
DANIELLE BEVINS-SUNDEVALL
ANTONIO BIONDO
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JARROD BUGDEN
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ANGELO DELINDO
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MATTHEW HAYWARD-WRIGHT
KERRY HOOK
MEGAN JACKSON

INSTRUCTOR A

TOM FLETCHER
INSTRUCTOR B
SOO TAEK HONG
ALEXANDER HORSBURGH
MAURICE MATHEY
MICHAEL STEVENSON

Timing the Bell

Compiled by the APF at ASM deadline time.

INSTRUCTOR D

ADRIANO ROSA
JAMES BARKER
JARROD BUGDEN
JOSEPH CLARKE
STEPHANIE DRURY
PIRET DUNKEL
JESSE LAIN
PHIL LISTER
MATT MCCOMB
GIANFRANCO SCOTT
SEDDA
JUMP PILOT AUTHORISATION
RUSSELL HAWKINS
ADRIANO MCDERMOTT
PETER MCDONALD
BEN MILLER
GRANT MILSKLE
BEN SORIAL

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PAUL GRESSER
BRANDON SHORTLAND
PACKER A
SIMON YOUNG
PACKER B
JERIC BAKER
STEPHEN BECK
WEBSTER BEVINS-SUNDEVALL
DANIELLE CLARKE
JOSEPH COVE
BEN CROSS
MADDY NICK
BEN ANDY
ADAM SAMUEL
MICHAEL STEPHANIE
CAMERON EKMAN
DANIEL FAUST
DANIEL FORRESTER
SONYA GELMAN
BENJAMIN HARNETT
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LEO HOBBS
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LUKE KOLLN
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DEVALERA MALLET
TRISTAN MIRAS
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RICHIE TRAVIS
ADRIANO VAN DER POST
SAM WOODWARD

SFF SUB-ENDORSEMENT - IAD

WARD CLEMENTS
PHILLIP HOPE
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STUART PEACOCK
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MEGAN JACKSON

INSTRUCTOR D

ADRIANO ROSA
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SEBASTIAN CHRISTOPHER
JARROD BUGDEN
LUKE BYRNE
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JOAO COSTA E BRAGA
ANGELO DELINDO
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MATTHEW HAYWARD-WRIGHT
KERRY HOOK
MEGAN JACKSON

INSTRUCTOR A

TOM FLETCHER
INSTRUCTOR B
SOO TAEK HONG
ALEXANDER HORSBURGH
MAURICE MATHEY
MICHAEL STEVENSON

INSTRUCTOR B

SOO TAEK HONG
ALEXANDER HORSBURGH
MAURICE MATHEY
MICHAEL STEVENSON



az directory

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWIN)

GPO BOX 3114, DARWIN NT 0801
CHIEF INSTRUCTOR: TERRY KING
CLUB Ph 0412 442 745
email: skydive@skydiveterritory.com.au
Drop Zone Location: BATCHELOR AIRFIELD
web: www.skydiveterritory.com.au
Aircraft: Cessna 206

SKYDIVE ULURU (SKYROK)

PO BOX 419, YULARA NT 0872
CHIEF INSTRUCTOR: SAM MCKAY
Club & DZ Ph 0450 337 951
email: skydiveayersrock@gmail.com
Drop Zone Location: AYERS ROCK RESORT
Web: www.skydiveuluru.com.au
Aircraft: Gipps Aero GA8 Airvan & Cessna 206

TOP END TANDEMS (TOP)

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

QUEENSLAND - NORTH

ALTITUDE SKYDIVING MISSION BEACH (ASMB)

PO BOX 206, MISSION BEACH QLD 4852
CHIEF INSTRUCTOR: TOBY TURNER
DZ Ph 07 4088 6635
email: info@altitudeskydive.com.au
Drop Zone Location: SHRUBBERY CENTRAL
web: www.altitudeskydive.com.au
Aircraft: Cessna 182

FAR NORTH FREEFALL INC (FARNTH)

PO BOX 1058, TULLY QLD 4854
Non-training Operation
Club Ph 0428 420 500
email: issydore@hotmail.com
Drop Zone Location: TULLY AERODROME

MACKAY SKYDIVERS INC. (MSINC)

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

MACKAY SKYDIVE (MACSKY)

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

PAUL'S PARACHUTING (OSBO)

PO BOX 105, CAIRNS NORTH QLD 4870
CHIEF INSTRUCTOR: MAX MOTZO
Club Ph 1300 663 634, Fax 1300 338 803
email: info@skydive.com.au
Drop Zone Location: EDMONTON CAIRNS
web: www.australiaskydiver.com.au
Aircraft: Cessna Caravan 208

SKYDIVE AIRLIE BEACH (AIRLE)

PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: MAX MOTZO
Club Ph 1300 734 471, Fax 1300 338 803

email: airliedz@skydive.com.au

Drop Zone Location: WHITSUNDAY AIRPORT, SHUTE HARBOUR
Web: www.skydive.com.au
Aircraft: GA8, Cessna 208

SKYDIVE CAIRNS (SDCN)

PO BOX 105, CAIRNS NORTH QLD 4870
CHIEF INSTRUCTOR: STEVE LEWIS
Club Ph 07 4068 8355, Fax 1300 338 803
email: missionbeachdz@australiaskydiver.com.au
DROP ZONE LOCATION: TULLY AERODROME & MISSION BEACH

web: www.australiaskydiver.com

Aircraft: Cessna Caravan 208

SKYDIVE CAPRICORN (SKYCAP)

29 AGNES ST, THE RANGE QLD 4700
CHIEF INSTRUCTOR: LLOYD COFIELD
Club Ph 0429 044 224
email: skydivecapricorn@icloud.com
Drop Zone Location: HEDLOW AIRFIELD, YEPPON & MACKAY

Web: www.skydivecapricorn.com.au

Aircraft: Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

PO BOX 1786, TOWNSVILLE QLD 4810
CHIEF INSTRUCTOR: ALAN MOSS
Club Ph 07 4721 4721 DZ Ph 0412 889 154
email: info@skydivetownsville.com
DROP ZONE LOCATION: AYR AIRPORT & THE STRAND, TOWNSVILLE.

web: www.skydivetownsville.com

Aircraft: Cessna 182

SKYDIVE THE WHITSUNDAYS (WHITS)

PO BOX 291, CANNONVALE QLD 4802
CHIEF INSTRUCTOR: JONNY GOSS
Club Ph 0414 566 697
email: nqpc@mackay.net.au
DROP ZONE LOCATION: BOWEN AIRPORT
web: www.skydivethewhitsuadays.com

TANDEM CAIRNS (CAIRNS)

PO BOX 753, BUNGALOW QLD 4870
CHIEF INSTRUCTOR: ADAM DAVIES
Club Ph 07 4015 2466, Fax 07 4041 7724
email: support@sydneycoastskydivers.com.au
DROP ZONE LOCATION: INNISFAIL AIRPORT
web: www.tandemcairns.com.au

Aircraft: Cresco XL, de Havilland Beaver, Cessna Caravan 208, Cessna 182 & Cessna 185

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

PO BOX 86, SOUTHPORT QLD 4215
Non-training Operation
Club 0416 611 499 email: paulweir56@yahoo.com.au
Drop Zone Location: CAREFLIGHT ACADEMY, ROBINA

BRISBANE BEACH SKYDIVING (ASQ)

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

web: www.skydivebrbie.com.au

Aircraft: Cessna 182 & Cessna 206

FUNNY FARM (FUNFAR)

BURLOO, BUNGUNYA QLD 4494
Non-training Operation
Club Ph: 0429 630 897
email: rmulckey@gmail.com
Drop Zone Location: FUNNY FARM - BUNGUNYA
web: www.funnyfarmaustralia.com

GOLD COAST SKYDIVE PTY LTD (TGOLD)

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

RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID McEVROY
PO BOX 136, TOOGOOLOWAH QLD 4313
Club Ph 07 5423 1159
email: skydive@ramblers.com.au

Drop Zone Location: TOOGOOLOWAH

Aircraft: Cessna Caravan 208 & Cessna 182
web: www.ramblers.com.au

REDCLIFFE CITY SKYDIVING (RED)

PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: JOHN COOK
CLUB & DZ Ph 1300 734 471
Fax 1300 338 803
email: info@skydive.com.au
Drop Zone Location: SUTTONS BEACH - REDCLIFFE
web: www.australiaskydiver.com
Aircraft: Cessna Caravan 208, Cessna 206

SKYDIVE HERVEY BAY (HERVEY)

PO BOX 7441, HERVEY BAY QLD 4655
CHIEF INSTRUCTOR: PETER AGNEW
Club/DZ Ph 0458 064 703, email: pete@skydiveherveybay.com.au
Drop Zone Location: HERVEY BAY AIRPORT
Web: www.skydiveherveybay.com.au
Aircraft: Cessna 182, Cessna 208

SKYDIVE RAMBLERS - RAINBOW BEACH (RAINBO)

PO BOX 7, RAINBOW BEACH QLD 4581
CHIEF INSTRUCTOR: WAYNE MCLACHLAN
Club Ph 0418 218 358
email: rainbow@skydiverforfun.com.au
Drop Zone Location: RAINBOW BEACH
web: www.skydiverforfun.com.au
Aircraft: Cessna 182 (Super)

SKYDIVE RAMBLERS - SUNSHINE COAST (SKRAM)

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

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

23 HIGHCLARE COURT, LITTLE MOUNTAIN QLD 4551
Non-training Operation
Club Ph 0421 159 987 email: seqsclub@gmail.com

SUNSHINE COAST SKYDIVERS (SSCSC)

PO BOX 1079, CALOUNDRA QLD 4551
CHIEF INSTRUCTOR: TIBOR GLESK
Club Ph 07 5437 0211
email: bookings@sunshinecoastskydivers.com.au
Drop Zone Location: CALOUNDRA AIRPORT
web: www.sunshinecoastskydivers.com.au
Aircraft: Piper Navajo

TOOGOOLOWAH SKYDIVERS CLUB INC. (RASP)

40 SWORD ST, WOOLLOONGABBA QLD 4102
Non-training Operation
Club Ph 0418 154 119
email: bennord@ozemail.com.au
Drop Zone Location: TOOGOOLOWAH
Web: www.tscqld.com

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN NSW 2580
CHIEF INSTRUCTOR: KOBI BOKAY
Club phone: 0422 585 867
email: bookings@askydiver.com.au
Drop Zone Location: GOULBURN AIRPORT, NSW
Web: www.askydiver.com/
Aircraft: E110, Cessna 182

AIRBORNE SUPPORT SERVICES (3RAR)

11 YANDERRA ROAD, TAPITALLEE NSW 2540
Non-training organisation
CLUB & DZ PHONE: 0487 505 800
email: shep@airbornesupportservices.com
Drop Zone Location: Nowra Airfield

COASTAL SKYDIVERS (COAST)

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

COFFS CITY SKYDIVERS (COFFS)

PO BOX 4208, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: LAWRENCE HILL
Club Ph 02 6651 1167
Fax 02 6651 1094
email: jump@coffsskydivers.com.au

Drop Zone Location: COFFS HARBOUR AIRPORT

web: www.coffsskydivers.com.au
Aircraft: Cessna 182 & Cessna 206

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

PO BOX 158 BRANXTON, NSW 2335
CHIEF INSTRUCTOR: MARK BRODY
DZ ph: 0422 870 009
email: enquiry@nspc.net.au
Drop Zone Location: MOORES LANE, ELDERSLIE
web: www.nspc.net.au
Aircraft: Cessna Caravan 208

SKYDIVE AUSTRALIA - HUNTER VALLEY (GOFAST)

PO BOX 5361, WOLLONGONG NSW 2520
CHIEF INSTRUCTOR: BILL TUDDENHAM
DZ ph: 02 4225 8444
email: info@skydive.com.au
Drop Zone Location: WHITTINGHAM AIRFIELD, SINGLETON AIRPORT

web: www.skydive.com.au/hunter-valley

Aircraft: Cessna Caravan 208, Cessna 206, Cessna 182

SKYDIVE BYRON BAY (BYRON)

PO BOX 5361, WOLLONGONG NSW 2520
CHIEF INSTRUCTOR: JOE STEIN
CLUB & DZ Ph 1300 734 471
Fax 1300 338 803
email: info@skydive.com.au
Drop Zone Location: TYAGARAH AIRFIELD

web: www.australiaskydiver.com

Aircraft: Cessna Caravan 208, Cessna 206

SKYDIVE MAITLAND (NSWTS)

PO BOX 460, RUTHERFORD NSW 2320
Non-training Operation
Club Ph 0456 830 864
email: nswts@outlook.com

SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA NSW 2537
CHIEF INSTRUCTOR: PAUL SMITH
Club Ph 1300 185 180
email: fun@skydiveoz.com.au
Drop Zone Location: MORUYA AIRFIELD, MORUYA BEACH & TRANGIE, NSW
web: www.skydiveoz.com.au/
Aircraft: Cessna 182 & Cessna 185

SKYDIVE THE BEACH AND BEYOND - CENTRAL COAST (SCC)

PO BOX 5361, WOLLONGONG NSW 2520
Non-training organisation
CLUB & DZ Ph 1300 734 471
Fax 1300 338 803
email: info@skydive.com.au

Drop Zone Location: WARNERVALE AIRPORT

web: www.skydive.com.au

SKYDIVE THE BEACH & BEYOND - NEWCASTLE (SBN)

PO BOX 5361, WOLLONGONG, NSW 2500
CHIEF INSTRUCTOR: BILL TUDDENHAM
Club Ph 1300 663 634
email: info@skydive.com.au
Drop Zone Location: LAKE MACQUARIE AIRPORT
web: www.skydive.com.au
Aircraft: Cessna 206 & Cessna Caravan 208

SKYDIVE THE BEACH & BEYOND SYDNEY/ WOLLONGONG (SBS)

PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: JOE HALLIN
CLUB & DZ Ph 1300 663 634
Fax 1300 338 803
email: info@skydive.com.au

Drop Zone Location: STUART PARK, WOLLONGONG

web: www.skydive.com.au

Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

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

SYDNEY SKYDIVERS (SYD)

PO BOX 226, MILPERRA NSW 2214
CHIEF INSTRUCTOR: CINDI HEMMILLA
Club Ph 02 9791 9155
DZ Ph 02 4630 9265
email: admin@sydneydivers.com.au
Drop Zone Location: PICTON, NSW
web: www.sydneydivers.com.au
Aircraft: Cessna Caravan 208, de Havilland Beaver & XL

TANDEM SKYDIVING (TANDY)

25 COMARA CLOSE, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: RICHARD PETERS
Club/DZ Ph 0418 275 200
email: rpeters@ozemail.com.au
DROP ZONE LOCATION: CAMBEWARRA
Aircraft: Cessna 180

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

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

COASTAL SKYDIVE SA (COOL)

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

SA SKYDIVING OPS (SASD)

PO BOX 1595 MURRAY BRIDGE SA 5253
CHIEF INSTRUCTOR: GREG SMITH
Club/DZ Ph 0418 845 900
email: admin@saskydiving.com.au
Drop Zone Location: LANGHORNE CREEK AIRFIELD
web: www.saskydiving.com.au
Aircraft: Cessna 206 & Cessna 182

SKYDIVE THE SOUTHERN VINES (VINE)

51 ANDERSON ROAD, BRIDGEWATER SA 5155
CHIEF INSTRUCTOR: MARK PINCOMBE
Club/DZ Ph 0455 266 880
email: jump@skydivethesouthernvines.com.au
Drop Zone Location: LEONFIELD WINES (McLAREN VALE)
web: www.skydivethesouthernvines.com.au
Aircraft: Cessna 206G

VICTORIA/TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

PO BOX 839, TORQUAY VIC 3228
CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
Club Ph 1800 557 101
DZ Ph 0434 174 773
email: info@australianskydive.com.au
Drop Zone Location: BRIDGEWATER ON LODDON
web: www.australianskydive.com.au
Aircraft: Cessna 182, Cessna 208

AUSTRALIAN SKYDIVE (TORQ)

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

COMMANDO SKYDIVERS INCORPORATED (CDO)

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

web: www.commandoskydivers.com.au

Aircraft: GA8 Airvan

RELWORKERS INCORPORATED (WORK)

7 Akers Court Darley VIC 3340
Non-training Operation
Drop Zone Location: NO FIXED DZ
Club Ph: 0409 802 338
email: similark@yahoo.com
web: http://jump.relworkers.org/

SKYDIVE NAGAMBIE (CROSS)

PO BOX 311, NAGAMBIE VIC 3608
CHIEF INSTRUCTOR: DON CROSS
Club Ph 03 5794 1466
email: jump@skydivenagambie.com
Drop Zone Location: JURIEN BAY BEACH AND AIRPORT
web: www.skydivenagambie.com
Aircraft: XL 750 & Cessna 182

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

PO BOX 5361 WOLLONGONG, NSW 2520
CHIEF INSTRUCTOR: MIKE TIBBITTS
Club Ph 1300 734 471
Fax 1300 338 803
email: info@skydive.com.au

Drop Zone Location: BARWON HEADS AIRPORT

Web: www.skydive.com.au

Aircraft: Cessna 206, Cessna 182, P750

SKYDIVE THE BEACH & BEYOND - MELBOURNE (STBM)

PO BOX 5361, WOLLONGONG NSW 2520
CHIEF INSTRUCTOR: GREG HAYS
Club Ph 1300 734 471
Fax 1300 338 803

email: info@skydive.com.au

Drop Zone Location: MORAN RESERVE, ST KILDA
web: www.skydive.com.au

Aircraft: Cessna 208 & P750

SKYDIVE THE BEACH & BEYOND - YARRA VALLEY (VPC)

PO BOX 5361, WOLLONGONG NSW 2520
CHIEF INSTRUCTOR: GREG HAYS
Club Ph 1300 734 471
Fax 1300 338 803

email: info@skydive.com.au

Drop Zone Location: LILYDALE AIRPORT

Web: www.skydive.com.au

Aircraft: Cessna 208, Cessna 182 & P750

WESTERN AUSTRALIA

FOR LOVE OF SKYDIVING (FLOS)

HANGAR I, 2 MUSTANG ROAD. JANDAKOT AIRPORT, WA 6164
CHIEF INSTRUCTOR: ROBIN O'NEILL
Club Ph 08 9417 9400
DZ Ph 08 9531 1433
email: wasac@iinet.net.au

Drop Zone Location: PINJARRA

web: www.waskydiving.com.au

Aircraft: Cessna Grand Caravan 208B; Cessna 182

GERONIMO BUSSELTON (PURE)

PO BOX 1478, BUSSELTON WA 6280
CHIEF INSTRUCTOR: GLENN STUTT
Club Ph 1300 449 669
DZ Ph 0424 174 197
email: busselton@skydivegeronimo.com.au

