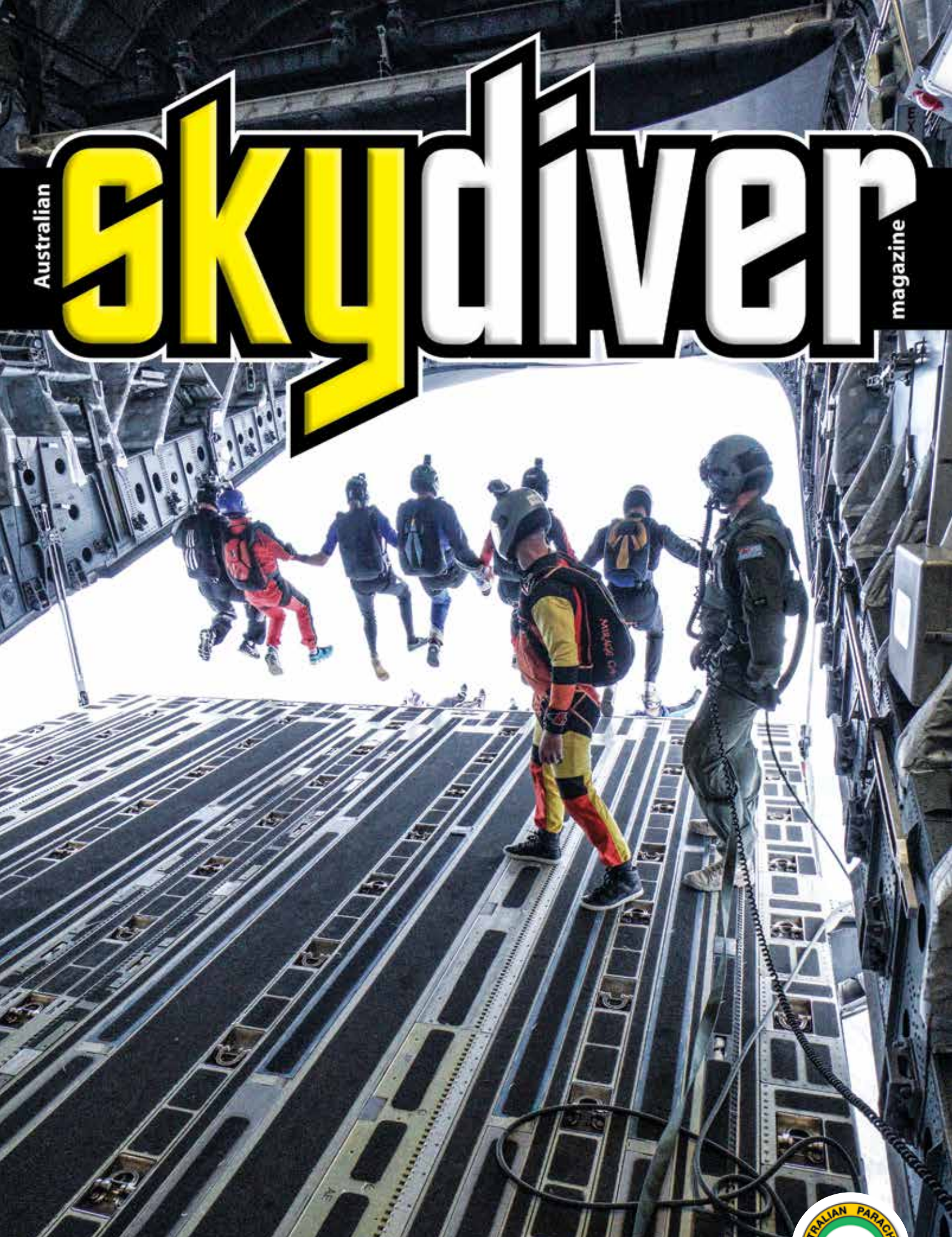


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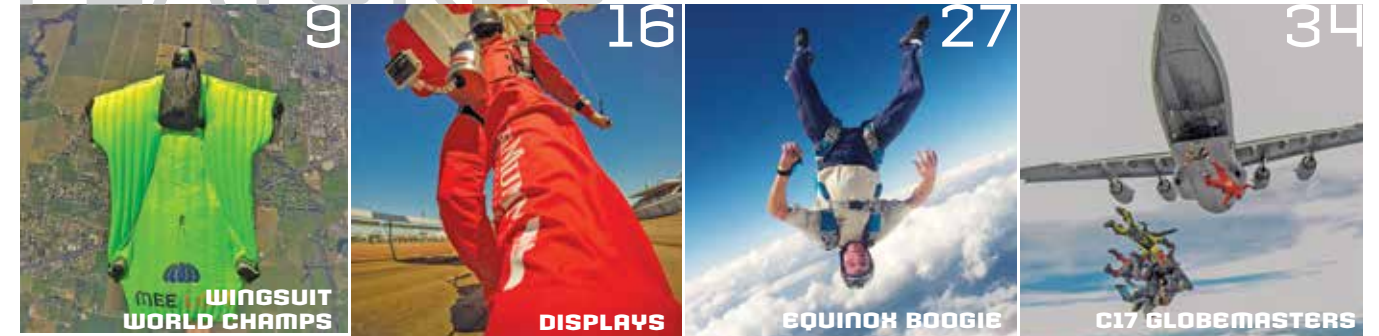
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FEATURES



EDITORIAL

NOT WALKING THE TALK!

As I write this editorial I am 8 and a half months pregnant, and haven't jumped for the same amount of time. Charlee, my first born, was a planned pregnancy of which I also planned to jump until five or six months. Alas, again, this baby brain caper is no headspace to take to the skies.



So what does one do, when one does not skydive? I've got to say, life is definitely nowhere near as fun! I'd hate to be a non-jumper for real. Doing just one jump turns the worst day into the best day. The escapism, the freedom, the physical and emotional sensations... thank goodness for visualisation to take the edge off! Am definitely looking forward to breathing it in and soaking up the sounds and the sights again soon.

I've spent many days delivering First Jump Courses, doing weather and gear checks, looking skyward and generally daydreaming about exiting a plane. But even in the thick of training or at a boogie, it's easy to feel out of touch when there's no real aerial action, I've even felt like a fraud - as an Instructor, DZ Operator and Editor I'm talking the talk, but not walking the walk! Forgive me, I'll clock back in soon, with another third generation drop zone kid in tow.

Merry Christmas, may all your skydiving wishes come true.

Susie EDITOR

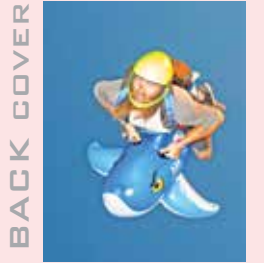
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A group launching off the ramp under Adam Williams direction, over Toogoolawah DZ. Photographer: Kian Bullock



Adam 'Beardy' Thurrowgood riding a great white in the blue room during the Equinox Boogie, Toogoolawah. Photographer: Steve Fitchett, fitchimages.com

[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 84	Deadline 15th Jan, 2017
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The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

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

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

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

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directors direction

A MESSAGE FROM THE CEO

2016 has been a year of change and challenge as the parachuting industry continues to mature and grow and attract more attention from the wider community. Skydiving is now an activity in most metropolitan areas around the country and is being promoted in an array of mediums including commercials, movies, documentary's and social media forums.

APF has also been proactive in this area by producing its own TV commercial that ran with a competition promoted by Roadshow Entertainment that resulted in a 19% increase in return to the industry over the first quarter of 2016. Along with other marketing for growth programs the combined effect has seen steady growth and recognition, with the ever challenging component being increasing retention in sports jumpers.

Whilst growth and development is a standard strategic goal with any organisation, it also comes with risk and in our case it's the threat of decline in full service DZ's and ultimately sports jumpers and this is an issue we must all address, working together toward finding solutions. Changes and challenges provide the opportunity to rethink, evolve and develop strategies that support a more sustainable future for skydiving in Australia, and creating a better environment for jumpers of all kinds and improving services to all members is a key factor in sustainability and profitability.

Whist APF continues to manage the business of skydiving including representing its members and member organisations on civil aviation, airspace and other regulatory and legal issues on a regular basis, its immediate priority has been to improve member services and continue to cut red tape and bureaucracy. As such, earlier this year APF introduced online instructor revalidation and jump pilot authorization/revalidation examinations, the first of many that will go online over time, and all applications, examinations and manuals etc. continue to undergo review to ensure relevance with current requirements and to simplify the workflow and approval process.

As this issue goes to print APF will release the first stage of its new web based membership system, that will automate many of the currently laborious paper based applications and ultimately simplify the way we do business. The new student management system will include online waivers which has been a long-awaited feature required by clubs, and members will be able to log in to their own portals to update their own information and manage applications and exams etc., all which of course will be mobile friendly. DZ manifest software programs will have the ability to link into the APF membership system to gain valuable data that will assist clubs to manage operations more efficiently, improve safety oversight and the service to members.

With a strategic direction to increase participation and retention, Area Councils must also continue to focus

on improving member services, with Area Councils priorities now focusing on sport development. Councils need to work harder toward involving members in their functions, including where possible taking up positions on the Council. New blood generates new energy, ideas and opportunities that may help forge the path towards achieving strategic goals in sport development, growth and retention.

As always, providing high standards in safety and training in relation to parachuting and aircraft operations is paramount in future proofing our industry, and the introduction of APF's new safety management team (Safety & Training Manager, Safety & Training Officers) is proving to be on the mark in ensuring compliance through communication and education rather than regulation and enforcement.

Wishing a safe and joyful Christmas to all!

Brad Turner
Chief Executive Officer



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AIRCRAFT

It's been an interesting year in aviation in Australia, with several events potentially having an impact on parachute operations. The first is the Airspace Priorities Review by the department of infrastructure and regional development. This review was prompted by industry and the government and will hopefully result in further alignment with the international standard, and a more simplified and transparent "first come first served" system.

Also throughout the year, the CEO of CASA unexpectedly resigned after less than two years of his expected five year term. This will possibly slow down changes and decision making at the regulator while a new CEO is brought in and their new direction worked out by the bureaucracy.

Recently the federal government also announced a review of the general aviation sector, which has been in decline for many years, due to "red tape" and onerous costs. Evidence of this can be seen in a reduction in general aviation aircraft registrations of 53% since 2007 and GA pilot licences have decreased by 34%. Many people would attest to the reduction of aviation activity at Australia's previously busy GA airports around the major cities, while other countries around the world with similar infrastructure and population density are seeing general aviation growth. Hopefully these government initiated reviews go back to the basics, consult industry genuinely, and have the power to follow through on the recommendations.

The APF receives reports from the Air Transport Safety Bureau throughout the year for any incidents and accidents that they receive for parachute operations aircraft. These reports are categorised and input into the APF system so that we can look at problem areas, and to see how we are trending compared to general aviation as a whole. Often, mistakes re-appear at parachute operations when new pilots are coming through and the lessons learned from the previous pilots are not passed on. This turnover of pilots will continue into the future with projected pilot demand far outstripping the pilots coming through flying schools. Airbus estimates over 200,000 pilots will be needed in the Asia Pacific region in the next 20 years, while there are currently only 65,000. The best way to ensure these repeated mistakes are eliminated is by having a comprehensive training syllabus for the new pilots at your DZ, and standardised operating procedures for them to follow.

Once this system is in place, follow up training by the Senior Pilot or a Jump Pilot Examiner is recommended to ensure consistency is maintained, and any new changes to procedures are being adhered to.

Mark Edwards
National Aircraft Officer



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JUDGING

It's a good time to wrap and rap - wrap up the 2016 year and rap about what's to come.

This is a Wrap: In Judge-land this year we welcomed seven new Judges to the field, which is roughly a 25% increase in our active numbers. Their presence has already been felt in handling the myriad of requests I receive to judge weekend comps, State Comps and record attempts. Please keep those coming as we have now got nearly enough judges in every State to keep us happy judging.

While increasing physical Judge numbers, I also added ratings wherever they could be earned by our talented Aussie Judges. Most of our new Judges hold at least two ratings, and some have three, while experienced Judges were able to add Wingsuit, Speed, CP and CF to their current resumes.

A team of Judges assessed both E-Leagues in FS and CF - good practice for everyone's skills.

FAI Judge ratings were increased by three in CF with another three potentially to come in FS in November at the FAI Judge Training Course being run by an international trainer end of November.

We were invited to judge the Tunnel Comp too in NSW in August and found it to be exhilarating and intensive. I look forward to more tunnels opening and being able to meet their demands also.

Four of our current FAI Judges got gigs overseas and it is my goal to double that so all our highly-trained FAI Judges get to appear on the international stage more often, bringing home valuable knowledge and skills for the benefit of all competitors and Judges here.

Currently we have State Champs running in all sorts of places around the country and there seems to be enough Judges to manage the work locally without the expense to the Organiser of flying in interstate Judges.

Our year will be capped off with the Large Formation Sequential record in Nagambie in December where Jock Moir will field a team of remote FS Judges to assess a new Aussie and hopefully Continental Regional record.

My time in the role is spent on strategic planning, training judges, meeting with the Technical and Safety Committee, writing responses and papers, providing expert rules-knowledge to competitors, Judges, executives and APF staff, and being the general go-to person when it comes to the rules and Judging. I love it. Please don't hesitate to ask.

This is a rap too: I also love being asked to advise on new competitions, seminars and ways of introducing skydiving to an ever-broader audience. The creativity this invokes is very satisfying. Look out for new ideas next year.

While not exactly Judging, with my other hat on of IPC Delegate, in January 2017 it is my job with the team to pitch for the World Meet to be held on the Gold Coast in 2018. We are so excited about this possibility and lobbied extremely hard for it at the WPC in Chicago. If successful, there will be many volunteer roles to help organise and bring home this stupendous event. Wish us luck.

It is enormously satisfying that we can field 22 Judges in York next March to manage the demands of both a Canopy Piloting comp with its requirement to always be present in the field, and seven other disciplines. Finally we have nearly enough Judges to get close to getting scores out on time. Now please give us the weather. Dean Brook-Rerecich as Chief Judge has assembled a team of seven Event Judges and is putting in place the technology, facilities and administration to manage this huge contingent. Go Dean!

I plan to beef up the Judging teams in North QLD, South Australia and re-visit Victorian Judging in 2017, so please contact me if you live in any of those places and would like to take a look at Judging as a passion. It is a passion, not a mere past-time as my judge addicts will tell you. They just want to get better.

We have E-Leagues coming, new competitions coming, a Judges Conference to plan in May and more FAI comps to assess.

Look out for some nifty bright new clothing too. At the WPCs the Judges are instantly identifiable by their clothing and look like a professional judging team, distinguishable from the onlookers and the volunteers. So some smart new attire is planned for the Nationals. I look forward to your comments as we don our bright PINK shirts - the colour chosen by the majority of us.

If there is anything a Judge can do in your location to help you run a seminar, provide some expert commentary or assist with judging a competition, don't forget to ask your State Head of Judging or ask me. Those people are:

NSW/ACT	Dean Brook-Rerecich
WA	Peta Holmes
VTPC	Jenni Plumridge
QLD	Sheena Simmonds.



Finally, in this issue we reflect upon and celebrate the history of one of the greatest contributors of all time to Judging in Australia, Faye Cox, who has announced her intention to hang up her stop-watch. Faye has been a Judge for over 40 years, has run more competitions than any of us will ever achieve and holds an extremely rare

honour of being rated an FAI Judge in all disciplines current in her day. She even revalidated her CF FAI Judge rating this year, so the girl has still got it! For family reasons and time pressure however, Faye is not going to do National judging any more and we bid her thanks for a marvellous career, many laughs and her enormous selfless contribution to our sport.

No more wrapping or rapping. Merry Christmas to all. Blue skies.

Gail Bradley
National Judging Officer



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FAI

WORLD WINGSUIT FLYING CHAMPIONSHIP

SKYDIVE CITY/Z-HILLS

By Chris Byrnes

THE 1ST FAI WORLD WINGSUIT FLYING CHAMPIONSHIPS SAW 63 COMPETITORS FROM 21 COUNTRIES FLOCK TO SKYDIVE CITY, ZEPHYRHILLS, FLORIDA TO BATTLE IT OUT FOR THE TITLE OF 1ST WORLD WINGSUIT PERFORMANCE CHAMPION. SKYDIVE CITY WELCOMED THE COMPETITORS WITH OPEN ARMS AND WENT OUT OF THEIR WAY TO PUT ON A FANTASTIC EVENT. THE FACILITIES AT Z HILLS ARE AMAZING, IT TRULY IS A LITTLE SKYDIVING CITY. IT HAS EVERYTHING FROM FREE CAMPING, A TRAILER PARK, BATHROOM, SHOWER AND LAUNDRY, MULTIPLE PACKING AREAS, WIFI, RIGGING LOFT, GEAR SHOP, BAR AND SNACK HUT. THERE WAS ALSO FOUR TWIN OTTERS RUNNING WHICH MADE TRAINING AND COMPETITION A BREEZE.

The Australian team this year had four competitors. Myself Chris Byrnes, Steven Holden, Jack Rolliston and Guy Hanby. Jack's girlfriend, Mia Angus, also came along and was great at helping keep the boys in line. Sheena Simmonds also came along as a judge and did a fantastic job as always. All the team made the effort to arrive early before the competition to train and get comfortable at the drop zone. Training went well aside from Chris having a cutaway and losing his main canopy and freebag in a nearby swamp. Even with some local canopy hunters, GPS data, visual landmarks and Gopro footage the canopy was never to be seen again. Luckily Aerodyne, with their factory just up the road at Skydive Deland, helped out with a freebag and a demo canopy so Chris could compete.



Australian Wingsuit Team

The competition got underway with an Opening Ceremony in the centre of Zephyrhills, the town beside the drop zone. David 'TK' Hayes, the manager of Skydive City, and Randy Connell, the Meet Director, both gave speeches before the competition was declared open. This was followed by dinner and drinks in a nearby brewery, which was a quiet night since competition was starting the next day.

Over the next three days the competition ticked along with plenty of weather holds due to the fast building Florida clouds. In the end seven out of a possible nine jumps were completed making it an official World Championships. The World Records set at the 1st World Cup last year in England were broken time and time again this year. This was due to the Wingsuit technology increasing rapidly with

the major suit manufacturers battling it out almost Formula One style for supremacy. The standard of the competitors themselves had also gone up greatly since the World Cup with everyone putting in more training.

On the podium was Chris Geiler (USA) in 1st, Travis Mickle (USA) in 2nd and Espen Fadnes (Norway) in 3rd. It was awesome to see all three major Wingsuit manufacturers place in the top four. This competition format will continue to push the evolution and performance of Wingsuit design in the future.

It was awesome to see each Aussie competitor give it their absolute all and set new personal bests along the way. Out of 63 World Class competitors the Australian standings were... Guy Hanby 54th, Jack Rolliston 40th, Steven Holden 18th and myself 5th. I also beat the Oceanic Continental Records for Time and Distance which I set at last year's World Cup in England with a new Distance Record of 4.272km and Time Record of 92.5 seconds. Steven's Oceanic Continental Speed Record of 300.5 km/h from the World Cup in England still stands. On behalf of all the Australian Wingsuit Team we would like to thank the Australian Parachute Federation for all their support. Without their hard work behind the scenes it would not be possible for us to compete. We all count representing our country as a high honour and we look forward to the chance to represent our country again in the future. We would also like to specially thank Michael Vaughan who's bequeathment to the Australian Parachute Team this year made the trip possible for us. He is still inspiring skydivers today even after his passing, may he rest in peace.

What is Wingsuit Performance Flying?

The recent recognition by the FAI of Wingsuit Performance Flying has seen the 1st World Cup and 1st World Championships in the last two years. This, along with the rapid advance in safety and performance of Wingsuits themselves has seen massive growth and interest in this discipline. So what really is Wingsuit performance flying? Wingsuit performance flying is based on the Paralog Performance competition format which has been around for almost ten years. Jumpers exit from an altitude of 3,800m (12,500ft) and their performance is measured between a competition altitude window from 3,000m to 2,000m. They compete over separate Speed, Distance and Time rounds to balance between different body shapes and Wingsuit styles. The scores are tallied over several jumps (usually three jumps in each category, nine jumps total) to find the best overall Wingsuit pilot.

The object in Distance is to cover the most horizontal distance across the ground. In the Time event, it is to spend as long as possible in the air and in Speed it is to achieve the fastest average horizontal groundspeed. To give you an idea of just how far Wingsuit technology has progressed the current FAI Oceanic Continental Records are 4.272km for Distance (Chris Byrnes), 92.5 seconds for Time (Chris Byrnes) and 300.5 km/h for Speed (Steven Holden).

What has made this competition possible is the Flysight GPS unit. This small GPS unit is attached to the helmet of the jumper and records the data necessary to score the competition. Judges turn on the Flysight before the jumpers board the plane and collect them when the jumpers land and upload the scores.

Aside from logging data the Flysight can also give real time feedback of performance to help jumpers fly to the best of their ability. Via a set of headphones plugged into the unit the jumper can listen to real time voice feedback of their glide ratio, horizontal speed and vertical speed as well as altitude alarms or countdowns to help them time their flare into the competition window.

The skills learned from training or competing in Wingsuit performance can help a Wingsuiter in many ways. By knowing how to access the full potential of their Wingsuit, jumpers can increase their flight envelope. This can assist them to chase down formations faster, have more range for acrobatic maneuvers and train for BASE jumping by better knowing the relationship between speed and glide.

Overall Wingsuit performance flying is a fun and exciting competition format. The skills learned from this discipline can translate into being a safer, more aware pilot. It is important to progress gradually and seek instruction along the way, however the future looks bright.



Chris Byrnes performance wingsuit training over Lodi, California. Photo by James Yaru

Chris Byrnes getting some last minute wingsuit modifications in the Tonysuits factory by the legendary Tony Uragallo himself. Photo by Nicholas Yu



On the plane on the way up for the last load of the competition. World Class pilots that I all look up to from 10 nationalities all on one plane load. This is what the World Championships is all about. Photo by Chris Byrnes



L-R Chris Byrnes, Steve Holden, Guy Handby & Jack Rolliston

The Dangers of Upsizing: Crawl Before You Run

Article & Photo by Travis Naughton

WITH THE RAPID PROGRESSION OF WINGSUITING IN AUSTRALIA AND AROUND THE WORLD, AND THE BOMBARDMENT FROM ADVERTISING COMPANIES, ENERGY DRINKS AND YOUTUBE, IT'S NO WONDER THAT YOU WILL SEE WINGSUITERS ON (AND OFF) THE DROP ZONE ON ANY GIVEN WEEKEND, UNLIKE A FEW YEARS AGO. WHAT COMES WITH RAPID PROGRESSION IS THE DANGER OF THE AGE OLD "EGO VS ABILITY" SCENARIO COMING INTO THE DISCIPLINE. MORE AND MORE WE ARE SEEING THE TREND OF WINGSUITERS UPSIZING TOO QUICKLY, VERY MUCH LIKE CANOPY DOWNSIZING.

Broken down into pretty simple terms for a short article, we can categorise Wingsuits into three classes: Beginner suits, Intermediate suits and Advance suits.

As a bit of a rule we can say that a Beginner suit has an arm wing not below hips and leg wing not below feet, and are suitable for first flights, flocking, acro and generally having fun in the sky with mates.

An Intermediate suit has an arm wing further than hips but not down to the feet and the leg wing is not below feet and these suits are designed for high performance acrobatics and flocking and for more speed and flight times than the smaller suits.

An Advance wingsuit has an arm wing below hip and its leg wing below the feet of the pilot and these suits are designed for performance flying with high speeds and agility.

One of the issues which can come from upsizing too soon is the inability to correct instability in the suit. Smaller surface suits are easier to control and to rectify bad body position and flying techniques. The more experience you have going up through the suits Beginner, Intermediate then Advance the easier you will find it to deal with instability. As with all things in the sky the more air time you have as you progress, the more instinctive the flying becomes and the less fighting of the suit that needs to be performed to have the suit fly correctly and safely.

Also with deployment on wingsuits, the more surface area you have and the more airlocked the suits are becoming, the harder it can become to deploy in a stable flying position. Having wings that want to catch air on deployment is an issue we all deal with as wingsuiters. Smaller suits are easier to shut down and to deploy stable in, and minor inflation is usually not an issue (if you are jumping an appropriate canopy). The bigger the suit the harder they are to close and generally full flight is the best way to deploy. The more experience you have on smaller more forgiving suits, the easier it will be come deployment time.

"So when should I upsize" is generally what I hear after giving a similar

seminar at events. We all pick things up differently. Some people strap on a suit and it comes very naturally. Others strap a suit on and it is one of the most difficult things to master in the sky. We are all different and that should be taken into consideration. Every wingsuit manufacturer has recommended jump numbers for each of their suits. These can be easily found on the company's websites. With the ever-changing range of suits that are available it's advisable to check with the manufacturer on minimum jumps required to jump a suit before trying or even buying a new suit. Also speak to your local wingsuit tutors at the DZ and get advice from them on what they recommend for your progression. There is a lot of information easily available out there now and the knowledge base here in Australia is huge. Use this to your advantage to keep you safe in the sky and to keep your mates and fellow skydivers the same.

Take your time, enjoy each jump and continually learn as you progress through your Wingsuiting career. Although the Youtube videos of your favourite Wingsuiters carving the tree lines in some beautiful European mountain sides are impressive to watch and inspiring to look up to, don't forget all the time and jumps that have gone into the training these pilots did.



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GOING BIG OVER NAGAMBIE! BIG WAY TRAINING CAMP

**Words by Christian Peric
Photos by Joey Sanza & Dan Rossi**

THIS EVENT WAS EAGERLY AWAITED BY THE PARTICIPANTS, MOST OF WHOM WHO ARE ALSO TAKING PART IN THE SOON TO FOLLOW DAN BC SEQUENTIAL BIG WAY RECORD CAMP AT THE SAME DZ IN DECEMBER 2016. IT WAS THUS THE PERFECT TIME TO BUILD UP AND POLISH OUR SKILLS, AS WELL AS CHALLENGE AND PUSH OURSELVES, IN PREPARATION FOR 'BIG' THINGS TO COME!

Dave Loncasty and Tracey Basman generously made their way down from NSW to be our coaches, and given the fun and friendly environment, combined with the excellent facilities at Skydive Nagambie, it could not be a better place to bring a bunch of talented people together for a weekend of big way jumping. There was a buzz in the air that could be felt.

All up, 17 flatties gathered, from our coaches out of NSW; to Kerry, who drove from far away Toogoolawah ("A" for effort mate!); with the remainder of the group made up of skydivers representing all sports drop zones in Victoria. The number of participants may seem a bit low, but with a 4-way event happening elsewhere in Victoria at the same time and only one week out from the Vic State Champs, a number of folks were training 4-way, so it was somewhat understandable.

After the usual welcome speeches and introductions, we were split into two groups. The plan was for five jumps per day, each group engineering the same dive. Focus was on big way sequential skills as the overall goal, building multi-point 8- and 9-ways respectively. The whole process was broken down into distinct, detailed steps by the coaches. From the stack-up in the door to exit, the approach to the base to build the first point, the rel work in formation, as well as the tracking and canopy flight. If nothing else, the main 'message' to take away from the weekend for me personally, and hopefully everyone else is to...

"exit cleanly with everyone leaving at the same time, and build the first point as fast as possible!"

Unfortunately, the weather was not on our side during the first half of Saturday, with low cloud putting a hold on jumping. We spend a portion of the morning in a seminar Tracey held on Aussie Bigways. The nice thing here was to share and discuss knowledge of the previous Perris 119-way record experience in 2015 and get a good understanding of the vision and journey ahead, to get to the next big way record attempt in 2019. We also had some up-and-coming jumpers join in on the seminar, who were doing their AFF and B-Rels. They were impressed by what they heard and saw, and we put it to them that they too, could be on the record in 2019!

By Saturday midday the clouds had parted, and we could finally get up in the air, although gusty winds did play havoc with us throughout the afternoon. We went on a wind hold every now and then, but still managed to complete three jumps for the day - not too bad. The jumps went well and there was a positive vibe throughout the two groups, all of us looking forward to a full days' jumping the next day. For Sunday, the plan was to switch the coaches between the two groups, to share the love, so to speak!

Sunday morning 8am sharp, and Dave's group is on the first load. Both groups quickly and efficiently ticked away at the jumps, getting into a good routine of dirt dive, jump, pack, debrief, dirt dive the next one, and so on. The last jump of Dave's group was the highlight with a 6-point 9-way, turning a 3-way donut base with whackers into a big star, then turning the whacker into the donut centre, back out to a star and so on. Great jump.

Sunday afternoon and five jumps later, we could tell people were getting tired. It was time to call it a day. We had a quick video review of some of the highlight jumps for both groups. It was clearly a successful weekend, as the improvements were quite evident, with build times from exit to first point improving with every jump, and more points being turned as the Sunday went on.

Well done to everyone involved!

A quick few thank yous:

Tracey and Dave, our first class coaches, you guys rock, thanks!

To the camera guys, a big thank you! Joey Sanza and Dan Rossi did an outstanding job with their awesome camera work. The footage these guys put together is first class and always right-on, capturing the free-build exits, the big-picture as the group comes together to build the first point and nice close ups of the points being turned.

To the pilots, thank you, as without you, none of us would be jumping.

Thanks Kyle, for filling in on a couple of loads in Tracey's group.

Cheers Trent, for busting the beer line and making us happy little campers with free beer.

Thank you to Don and Louise at Skydive Nagambie for hosting and sponsoring the event, much appreciated.

Finally, thank you to the APF Fi-Fund and VTPC for their funding support of the event, without which, these top notch coached events could not happen at affordable cost levels for us participants.

I had a great time, thanks to one and all, see you somewhere at the next Bigway event.



DISPLAYS - BIG DEALS

BIG PRESSURE



Article & Ground Photography Stuart Peacock, Flag Jumper Rodney Benson, Outside Camera & Display Organiser Craig Trimble, Bottle Jumper & Foot Cam Justin De Waard

12:02 PLUS OR MINUS 2 MINUTES...

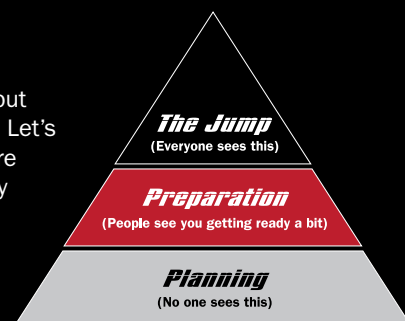
That is the window to achieve all the outcomes from weeks of meetings, planning, meetings, visits and loads of phone calls... and meetings.

So how does it all happen and what needs to happen to make everything work?

When thousands of dollars and reputations are on the line, everything must be planned and scheduled. The iceberg diagram shows just what people see with respect to a demonstration jump.

Iceberg

Some demos are easy but some are very complex. Let's look at one of each. Here are examples of an easy and a hard demo which Commando Skydivers have recently completed:



HMAS Cerberus Open Day

The Mission

To have four jumpers land on a big oval at the HMAS Cerberus open day in Crib Point as an exciting attraction and point of interest. The Open Day is held to show the military wares and recruit new staff.

The Planning

A few phone calls between Commandos and the base management to work out the details of when, where and how. A two hour meeting on site to see the area and confirm the running schedule, safety and requirements. Four x jumpers and one x GCA were selected and briefed.



The Jump

Flying from Tooradin to Crib Point with one pass for a drifter then orbit gave us a chance to eyeball the area which was roped off and had military personnel around the perimeter. Our GCA was ready and waiting for us and reported the ground winds as well as having a streamer ready.

The second pass was where we exited. A staggered deployment with a planned approach pattern. After landing there was no rush to move off the area or stow gear and disappear but there was a need to be on the ground at the designated time.

The Outcome

A successful and safe landing at the right naval base is always good. A happy client, local exposure for the Club and more experience for newer demo jumpers.



G.H. Mumm into Flemington, with Flag and delivering a bottle of champagne

The Mission

There were three main aspects to this demo.

1. To jump a customised 3,000 sq ft flag with client's logo into Flemington Race Course
2. To jump with a magnum champagne bottle, land and pass it on to a motorcycle rider for delivery
3. To ensure the delivery was captured on camera for the client's short movie.

All this to happen during the Racing Carnival with tight time constraints around nationally televised horse races, as well as ensuring there are no horses on the track during the jump. The client is expecting massive product and brand exposure.

The Planning

Meetings with the PR company and the client which progressed through five different levels of management over eight weeks liaison, to establish what was needed and what equipment would



need to be purchased (not everyone has a 3,000 sq ft flag in the back shed). This also included managing expectation and outcomes of multiple stake holders and suppliers:

- Regular updates and clarification of what's possible within the APF framework and achievable on any given day
- Leveraging the expertise and support of the APF office
- Sourcing services such as helicopters, ordering custom canopies, flags, jumpsuits and other bits
- Managing a five figure budget
- Organising multiple cameras and mounts
- Selecting the appropriate staff –one x flag jumper, one x outside camera flyer, one x bottle jumper, five x ground crew team. It cannot be underestimated how important it is to use the right people in every role



Test jumps on the custom gear.

DISPLAYS - BIG DEALS, BIG PRESSURE



The Outcome

A successful and safe landing on time. LZ cleared and evacuated within the allotted time. Massive coverage of the flag and jumpers by national TV. Client video shots achieved for their video. The client was ecstatic with the results and the immediate feedback they had from people in the grandstand. People were sending them phone videos and cheering the success. The client was able to release their video on Melbourne Cup day to achieve their goals.

This high profile demo has given the team a boost and incentive to do more and just as importantly, there has been a national promotion of skydiving.



Why Do it?

There are large rewards for the complex demo in terms of the planning and execution as well as financially, but there is also much more stress. When clients are paying big bucks to have things happen, they are expecting results. They don't want corners cut, they want what they signed for. But don't discount the little demos because they are important. They give newer jumpers much needed experience and confidence, and local exposure. They are fun too.

Check out what your Club is doing in the demo works and get on board. You will love the exhilaration.

Commando Skydivers runs regular Demonstration courses and are more than happy to help you learn the skills of creating and executing a safe and satisfying demo.

The Jump

Day 1 – Arrive and get accreditation. Briefed by the Operations Manager and client update. Move to helipad and prep the gear. Arrange the helicopter and cameras. Weather hold due to winds gusting. Take loads of photographs to document the gear and team getting ready. Day canned due to wind.

Day 2 – Arrive and get set up as previous. This time the weather is better and the jump is made. There is no time limit for the practice jump as there is no racing. A relaxed demo is performed with good flag deployment and air-to-air video shot. 'Bottle cam' works well and photos of the flag from the ground and the landings are made. Everything is ready for the big day and the client is psyched at the fantastic photos and video. They can do the rough edit of their promo video.

Day 3 – The big day. Arrive and have a final briefing session with the client, video team and producer, Operations Manager and Commandos team. Final changes discussed and timings confirmed. Exact actions for each team communicated. Safety the highest priority. Move out to the helipad and get set up. Wait for our slot. Dirt dive again. Load up. The GCA and team escorted to the LZ to set up. Traffic jams cause the team to be in position late. Heavy air traffic causes the drifter to be thrown late also. Everyone in place just in time for the GCA to give the go ahead and the jump takes place. Great landings, awesome footage and stills, and a fast getaway. Landing and clearing the area was done within the allotted time (just). All video and stills downloaded and presented to the client at the de-brief meeting after the jump.



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DISPLAY OF PERSISTENCE



THE REMARKABLE CAREER OF LIEUTENANT HAAKON QVILLER

By Kelly Brennan

THIS IS A STORY ABOUT A SKYDIVER WHO HAD MORE THAN HIS FAIR SHARE OF 'NO SHIT, THERE I WAS' MOMENTS. HE WAS A SKYDIVING PIONEER WHO NEVER GAVE UP, DESPITE HORROR STORY AFTER HORROR STORY ON HIS DISPLAY JUMPS.

In his two years of making headlines in Australia, Haakon Qviller managed to land in oceans, trees, rooftops and electrical wires. He jumped in storms and gale force winds, laughing off his many mishaps.

This article is put together from dozens of newspaper stories in the late 1920s and early 1930s, with many laugh out loud moments during the research. Some of the accounts are ridiculously far-fetched, like the suggestion that Haakon would light his cigarette while his canopy was still opening. Others had an alarming ring of truth, like the time he was left treading water off Bondi, abandoned by planes, boats and even spectators because of stuff ups in communication.

Young Haakon started out as a teenage aviation journalist in Oslo, Norway, writing personal accounts of his high flying adventures when planes were new to the skies. He took up parachuting after meeting a famous English jumper, Major Lee, and he'd already landed in woods, water and city streets around Europe long before he came to Australia. A storm had once carried him three miles off target.

The interesting landings were no obstacle to his career. Norwegian military bosses hired him to teach flying officers and they appointed him as a lieutenant. (Military titles seemed to be the norm for airshow performers at this time.)

At one point, Lt Haakon Qviller (aka Q'Viller or Quiller) hatched a plan to join old family friend Roald Amundsen, on a journey to the North Pole. Qviller would parachute onto the ice to decide if it was good enough for Amundsen and crew to land their plane. If it wasn't good enough, he would have

died out there waiting for help home. But it wasn't that little problem that stopped them. It was a matter of finances and finding the right planes.

Anyway, both men went about their separate adventures and Haakon ended up working his passage to Australia in the engine room of a freight ship in June, 1927. He had his rig with him, and he was looking forward to breaking records in Australia, as soon as he could find a plane and pilot. He wanted to jump from 20,000 feet because he was curious about the effects on the body.

It was an era of breathtaking milestones in the sky. Charles Lindbergh flew the first solo transatlantic flight from New York City to Paris. The Cessna company was established and Pan American Airways launched its first international service from Florida to Cuba. But safety was often overlooked in the race to claim firsts or entertain the airshow crowds. A lady parachutist survived an entanglement with an aircraft wing followed by a bumpy landing when she was dragged by the plane. A famous balloonist passed out from hypoxia on one record effort and died on another.

Haakon was a confident 31 year-old who had the gift of the gab. Within days of arriving in Australia he was showing off his skydiving skills in Melbourne. He did a series of jumps at Essendon Airport in July and August 1927, all given live commentary on ABC radio.

Cars clogged the streets around the airport as a crowd of around 5000 witnessed the first jump which was from about 2,000 feet in windy conditions. Haakon used Swedish made

THE REMARKABLE CAREER OF LIEUTENANT HAAKON QVILLER

gear, worth about £70, deployed by a 40 foot rope that worked like a static line. Swinging around beneath his large round 'Thornblad' canopy, he descended behind a ridge, half a mile away, scratching his arm in a bush. Onlookers surged across the field towards him, relieved to see he was OK.

A week later, he witnessed a Tiger Moth crash during the warm up display but calmly boarded a de Havilland 9 and went ahead with his jump from 4,000 feet. He made a perfect landing on the aerodrome. This would prove to be a rare achievement!

Haakon became a local celebrity, with a special reception in his honour thrown by Melbourne's Norwegian community.

His business took off too and bookings came thick and fast. Haakon's usual fee was £35 for a jump or two, plus a share of gate takings. Heights usually ranged from 400 feet (so people could see him climb out on the wing) to 4,000 feet.

It was just as well they could see him exit on many of his jumps, because Haakon's landings were often well away from the crowd. In a jump over the St Kilda carnival, crowds lined many vantage points and watched him drift a mile out to sea. He once jumped in Geelong in a 30mph wind and came down in a ploughed paddock, where he was 'dragged on his face for a short distance'.

At the Melbourne Royal Show, Haakon attracted record crowds. He was offered four times his fee if he could land in the arena. True to form, he was off target, behind the cattle pavilion 160 yards away. But to be fair to our persistent friend, he was closer than normal and he didn't leave the usual trail of damage.

There were many mishaps and miscalculations in Sydney too. An estimated 60,000 people waited breathlessly in the Domain during lunch hour one day, and Haakon landed in a large Moreton Bay Fig tree.

A Bondi Beach jump went shockingly wrong in January 1928, when he splashed down five or six miles out to sea and it took an hour to rescue him. The problem started with the drop of a 'test' parachute, weighted with rocks, to help Haakon sort out his exit point. As the test canopy disappeared over the headland of Tamarama Bay, thousands of spectators thought it was Haakon, so they left. Nothing to see here.

There were several boats along the shoreline and planes circling the area for the excitement. They too left as everybody wrongly concluded the jump was over.

By the time Haakon sprang into the air, he was very lonely. He found himself swimming a long way out, worried about sharks, and wondering where all the boats and planes had gone. It was deadline time for some of the newspapers, and Haakon was reported lost at sea. A surf boat crew went out but couldn't see him over the wild waves. Two large vessels joined the search and it was a cargo steamer that eventually fished him out of the drink.



He was given a pair of pyjamas and an overcoat, plus a black coffee and a cigarette. "In all my experiences, I have never known so many different sensations in one afternoon," he told a reporter.

His equipment also made it safely back to shore and Haakon continued to cheat death. Not long after the Bondi blunder, he did a 'tribute' jump to pioneer aviator Bert Hinkler, and ended up in a muddy canal bank at Botany, covered in mud from head to foot.

A few months later, he ended up very wet again when he landed 200 yards offshore at Manly beach. He was picked up by the local surf boat, but it was swamped on the way back. He had to swim and wade ashore.

Haakon appeared at many displays in Australian cities and towns, scoring plenty of adulation despite constant spotting mistakes. He talked up parachutes as life saving devices for pilots and said people would soon use parachutes as a matter of course. He also described the exhilaration of display jumping.

"When I leave the aeroplane, I am caught by the air currents and somersaulted for about 150 feet," he said to a newspaper in 1928. "The earth and sky seem to change places all the time. Then there is a sudden jerk caused by the opening of the parachute. I stop somersaulting but still rotate and the earth then seems to spin round like a gramophone record."

In one Adelaide display into Jubilee oval, he announced he'd be wearing a special rubber suit to eliminate the risk of electricity. Perhaps it was also to soften his painful landings. He ended up landing up on a roof, before calmly lighting a smoke and telling the crowd he should have jumped 5 seconds earlier.

In Dimboola, he leapt from a Tiger Moth, drifted past the landing oval and ended up on an asphalt track, with the canopy entangled on a shed roof.

He proposed a night jump into Sydney's Moore Park with lighting from two giant spotlights, but it was disallowed by the Commonwealth Aviation Board. Authorities also stopped the intrepid aviator from doing a jump with a young woman strapped to him.

In late 1929, Haakon tried his luck in Bondi again, but the end result wasn't much better. This time he reportedly thrilled the crowd with a 1000 feet freefall from 5,000 feet. But there was more to get excited about when he landed on the roof of a block of flats. The chute re-inflated and dumped him on another roof. His canopy hit electric wires and there was a blinding flash followed by a shriek of dismay from witnesses. The wires shot out blue flames and many people nearly ran into them in their effort to save Haakon. Rescuers found him unconscious with parachute lines around his neck and cuts to his legs, face, throat and chest. But he woke up and refused to go to hospital. He was even cheerful enough to comply with 'some flappers who mobbed him to sign autograph books'.

PROPOSED PARACHUTE DESCENT.

MISS PHOEBE MARTYN.
who was finally chosen from a large number of applicants to make the parachute descent with Lieutenant Qviller, which has been prevented by the authorities.

20,000 FEET FALL! This is Haakon Qviller, a Norwegian parachutist, who hopes to show Australia that he can drop 20,000ft. from an aeroplane. Arrangements are now being made for the "stunt," which is the most daring ever performed here.

SEE THE WORLD'S SENSATIONS JUBILEE OVAL.
The excitement that thrilled thousands of thousands of Sydney spectators is to be seen at 2.30 p.m. To-night at 8 p.m.

Read the history of the world's greatest feat in the "stunt" which is the most daring ever performed here.

11.30 A.M. GATES OPEN. 11.45 A.M. TO ENTER THE STADIUM.
WELCOME BROADCASTS IN THE OPEN SPACE.

LADIES AND CHILDREN'S EVENTS.
2.30 p.m. Big Show 2.30 p.m. Starts.

All other arrangements for the "stunt" - 150 Road of Bondi Beach, and 150m. 100m. ALLEN MOFFAT. MON AND TUE. Champions of the World. Australia's Lady Grand Prix. Contest for the "stunt" which is the most daring ever performed here.

Big Local Contest for the "stunt" which is the most daring ever performed here.

Every person of the "stunt" will see right from leaving the "stunt" landing, and see the "stunt" which is the most daring ever performed here.

LIEUT. H. QVILLER
Norwegian parachutist, who will descend from an aeroplane on to Jubilee Oval tomorrow.

PARACHUTE STUNT STOPPED
SYDNEY, Wednesday. The Norwegian parachutist, Lieutenant Qviller, advertised a few days ago for three girls to jump from a 'plane in a parachute. He intended to make selections to-night from many applications he received, but the authorities have forbidden the stunt.

THE WORLD'S SENSATIONS.

GIRL ASPIRANTS FOR PARACHUTE LEAPS
POLICE STOP THE STUNT.

SYDNEY, Wednesday. The Norwegian parachutist, Lieut. Qviller, advertised a few days ago for three girls to jump from a 'plane in a parachute. He intended to make selections to-night from many applications that he received, but the authorities have forbidden the stunt.

Lieut. Haakon Qviller (who made a parachute descent), Major-General H. E. Elliott and General Brand.

DEATH CHEATED
DRAMATIC RESCUE 5 MILES OUT
"SHIP AHOY!"
PLUCKY BIRDMAN'S FIGHT FOR SHORE

At least 120,000 people died in 1928 in jumping out.

The "stunt" which is the most daring ever performed here.

Read the history of the world's greatest feat in the "stunt" which is the most daring ever performed here.

FELL ON WIRES
Lucky Parachutist

When Lieut. Haakon Qviller made a parachute descent at Bondi yesterday, the southerly breeze carried him towards the northern end of the beach. A sudden gust caught him, and he landed amongst some telephone wires. With the parachutist's weight thrust on them, the wires immediately parted and fused.

Qviller fell to the ground, but save for a few abrasions was unharmed. He laughingly complied with the request of some flappers who mobbed him to sign autograph books.

SPECIAL ENGAGEMENT
See Lieut. Qviller (THE NORWEGIAN PARACHUTIST) DESCEND BY PARACHUTE FROM AN AEROPLANE
At the Dimboola Regatta
TO-MORROW (SATURDAY).
A. V. HANKIN, Secretary.

IN PERIL
QVILLER DROPS INTO THE SEA
TWO MILES FROM LAND
120,000 PEOPLE THRILLED AT BONDI

"There he is!"
The cry rose from a myriad throats at Bondi Beach this afternoon as the "Golden Wave" plane, accompanied by "The Sun" Moth and two Aero Club 'planes, appeared in sight from Mascot aerodrome, flying high.

It seemed nothing could stop Lieutenant Haakon Qviller. A few months later, it was raining, hailing and blowing a gale in Launceston when he jumped from 400 feet and narrowly missed tall pine trees, before coming down on power lines in front of the stand. Somehow, he landed on his feet near a fence and was caught by an onlooker. He had a cut finger and a power line was broken, but his parachute wasn't damaged! Haakon told the crowd he was prepared to go ahead with his second display that day, but he was probably very grateful when the Aero Club canned it.

After two and a half years in Australia, Haakon headed across to New Zealand where his luck finally ran out.

In early May, 1931, he jumped at a display in Oamaru, north of Dunedin, and his chute failed to open. Spectators could see him fighting frantically and women fainted. He seemed to lose consciousness for the last 200 feet. The pilot speculated that Haakon's swinging movements must have tightened the lines around him. A newspaper reported the body was 'literally smashed to pieces.'

Haakon's exact jump numbers weren't recorded. Reports suggested up to 500 jumps in five years of skydiving. He was thought to be the world's most experienced display jumper at the time.

The coroner found a line was 'by some mischance' looped around the chute. He said Qviller was driven by a noble sentiment but he suggested that stunt skydiving should be banned. He said there was no good purpose served and such jumps were an unnecessary risk of life.

The aviation community put on a funeral and Lieutenant Haakon Qviller was buried in Bromley Cemetery in Christchurch. As the service concluded, Haakon's last pilot flew low over the grave in a plane draped in black, and he dropped a laurel wreath.

Haakon Qviller had high hopes of becoming Australia's first tandem master. In early 1928 he suggested he 'would like to get hold of a member of the fair sex willing to make a parachute descent with him.' The next day he was awakened at his hotel by the 'thunderous hammering of impetuous blondes and brunettes determined to take him at his word.'

These adventurous girls weighed from 6 stone to 14 stone (up to 89 kg), so Haakon needed to test how his parachute would descend with double the normal weight. He rigged his gear up with 250 lbs (113kg) of lead, sending it up with a pilot who had specific instructions on where to drop it. The chute was let go half a mile from the Mascot aerodrome and was supposed to drift back with the wind. But the extra weight went straight down, crashing at the edge of a cottage, ripping out electric wires and tearing away some of the fascia board. Startled residents bolted outside as the chute collapsed gently on a neighbouring house.

Authorities stopped the stunt, but Haakon persistently tried to press ahead for a few more weeks. After all, it was great publicity and he was also a man in demand. 140 women - aged from 17 to 20 - had applied to jump with him, undeterred by his very recent debacle in the sea off Bondi. One of the finalists was an actress, Miss Phoebe Martyn, described as one of Sydney's prettiest society girls.

In the end, Haakon had to disappoint all those women. He just couldn't persuade the authorities, so the jump was postponed indefinitely.



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★ EQUINOX BOOGIE 2016

By Dave McEvoy Photos by Steve Fitchett, Wayne McLachlan, Jarred Liddycoat, Travis Naughton, Archie Jamieson and Jarred Liddicoat Ground photos by Sonja Bruss

The latest Equinox was one of the best. The weather was good. The planes and pilots were fabulous. The coaches were exceptional. The drop zone was sparkling. The night jumps went off. The day jumps went off too! The day tapes made the day. The music made the night. The ambulance was (almost) never here. And the people who were here made it fabulous. I just want to say Thank You to everybody who came and to everybody who served.

I sometimes get the feeling that the Equinox Boogie is getting stale. I suppose that's because I've been to every one! But every time the Nox is over and I have just seen so many people having such a good time and doing such good skydiving I realise it's not about me, it's about other skydivers. It is so much about the newer jumpers who haven't experienced an Equinox before, and about the experienced who have been to a Nox before and who come back because they want more.

There are so many people to thank. I've mentioned the pilots and the coaches. I would like to mention them again. Thank you. And thank you to the DZSO and his assistant. Thank you to my manifest and organising staff. Thank you to my cleaners. Thank you to the Nox volunteer extraordinaire Viv Oakes. Thanks to Kylie and her musical crew. Thanks to the caterers and the riggers. Thanks Phil Onis. Thanks Everybody, I had a ball. See you in 2018!



Angles with Boags



Shane from Darwin



Pent Up Glamour

skydive ramblers

★ EQUINOX BOOGIE 2016

Wagon Wheel exit



Wingsuiting with Chris Byrnes & Travis Naughton



Opening Ceremony, Flags flown by Rodney Benson, Ben Nordkamp & Jason Colless



Formation Loads with Greg Jack & Stretch



Head Up with Boags



Matt Bustin



Milly Onis



Coolum girls Kristina Hicks & Lena Muller



Boogie Dayz

By Chris Byrnes

Every two years in Toogoolawah a boogie rolls around. At Skydive Ramblers Parachute Centre, it always draws a crowd. Jumpers come to boogie here from near and from afar. They travel in by aeroplane, bus, motorbike and car. Skydive all day and party all night with bands that simply Rock! The boogie that I'm talking about of course is Equinox!

Boogie is a special word that whuffo's don't understand. But for skydivers what it means is that you'll spend a couple grand. On jump tickets, camping, food and of course your beers. But it's worth it because the memories you make will last for years. Because the jumpers here to boogie are very special people. Their kindness, love and positivity has no other equal.

Hubert, Tanguy, Germain and all the Frenchy crew. The freeflyers with Grealy, Boags and Mason Corby too. And don't forget the Flatties who are off early to bed. But when they decide to party they can leave the rest for dead. Chansoo and the Bridgy Crew and Lukey's up from Barwon. Our sister parachute club mates are down from Darwin. Wade and Deano, Archie, Wayno very special friends. Send your photos in to Susie you might make the ASM.

With Ryan and Elad's day tapes you can become a star. Then you can skite about your exploits with your mates beside the bar. So boogie down and party hard with all your favourite mates. All you beautiful people are what makes this boogie great. So whether you're a Flattie, Flocker, Freeflyer or Tracker. Raise your glass, let's cheers a toast. Thanks for the boogie Macca!



By Kylie Cowling

The Ramblers Equinox Boogie took on a new look, more extensive entertainment program this year.

SkySounds "Music For Skydiving" had the aim not only to provide great live music entertainment, but also royalty free music for skydivers that may be accessed after the event.

The "SkySounds" website is currently in development. In the future, skydivers from everywhere will be able to access original, independent, royalty free music for exclusive use in skydiving videos. Meanwhile those who registered for this years Equinox Boogie event will have free access to this music supplied by the acts who performed over the ten days.

The musicians participating were encouraged to take advantage of a tandem jump package supplied by Ramblers. The positive exchange of energy between music and skydivers was both in the air and on the stage and we hope this lasting bond can be a catalyst for the future events and how our industries can work together for the greater good.

The live stage was relocated to the DZ Pool area, rather than the Turkey Hut packing area. This meant that both parties had heaps more room to play with, and the sound system could be updated to a professional level to accommodate a larger stage and a greater number of artists performing.

Afternoons came alive with acoustic music performances in the Pool Area, starting a 4pm each day. As the sun set, live music emanated throughout the DZ and many a cocktail was had by those who had



Bear on guitar



The mosh pit



Sarge on drums

finished jumping. For those who were still in the air their landings were in a sea of sweet sounds.

The themed nights, which are always popular, returned to the Turkey Hut for a more intimate experience.

The Burlesque night, featuring Bertie Page and Pent UpGlamour created quite a stir in the pants for many. Football style chanting could be heard into the wee hours from those slightly aroused individuals who couldn't go to bed.

Skydiving's own DJ Snuze (Luke Scarrabelotti) teamed up with Problem People (Dave from the Potbelliez) for the Future Party and Ramblers witnessed one hell of a mash up in the Turkey hut with DJ Snuze free-styling over Problem People Beats. This party relocated to the camp site and emerged back to the Pool area the next day with DJ Snuze supplying music from midday till 4pm.

Local artists from the Toogoolawah area, including Pete the Plumber, Mitch the DZ gardener and the Toogoolawah High School Band got involved as well.

The 'Nox Rocks' concert on the last Saturday night topped the program. Tandem Master/Instructor "Bear" (Sarah) performed on a live stage for the first time. She played her atmospheric guitar tunes in solo mode, and was eventually joined by Sarge (Andrew Preston) on a Cahon (which is a square drum) the result was amazing. Unfortunately it wasn't recorded, but we will be encouraging these two skydiving musicians to collaborate to present some recorded tunes together in the near future!

The last act of 'Nox Rocks (and of the whole SkySounds program) was the notorious punk band, Punxie and the Poison Pens, featuring Sarge on drums. They failed to disappoint and the skydivers showed their appreciation by forming a mosh pit and crowd surfing to their fun tunes, a fitting end to a massive week of fine music and fun times.

Thanks to Diva Demolition, Bertie Page Clinic, Agnes Blue, DJ Snuze, Fluffy, Punxie and The Poison Pens, Buck Dean & the Green Lips, Olivia Ruth, Smoking Martha, Nikolaine Martin, Bruce McDade, Pete The Plumber, Pent UpGlamour, Mt Bepo Apostolic Church Band, Toogoolawah High School, Mitchell Creek Rock'n"Blues Fest and everyone who supported the SkySounds Music Program.

Lastly if you are interested in accessing music for your skydiving, or simply wish to check out what happened at this event please visit the Facebook page <http://facebook.com/SkySounds>



Wingsuiting Equinox 2016

By Chris Byrnes

After being overseas for seven months this year it was fantastic to return to my home drop zone at Skydive Ramblers, Toogoolawah. I had been looking forward to this boogie for a long time and I was honoured to be coaching Wingsuiting during the boogie. My good friend Travis Naughton came up all the way from South Australia to help out with the wingsuit coaching as well.

It was fantastic to see Wingsuiters from all over Australia come to Equinox to jump. We did a wide variety of jumps including big suit cloud carving, tight vertically stacking formations, wingsuit rodeos and even a double rodeo! It was also great to introduce some new people to Wingsuiting with some First Flight Courses and helping people through their Wingsuit Crests. Another great achievement was to see Brendan Saunders step up and get his Wingsuit Coach Rating. It will be great for the growth of Wingsuiting in Queensland with another coach available now.

Aside from the Wingsuit jumps we all had a blast at Equinox with some funny skits, great bands, beers around the fire and good vibes all round.

Big thanks to all the Skydive Ramblers staff, manifest, pilots, organisers and sponsors who made this an unforgettable boogie. Bring on Rel Week 2017 and Nox 2018!

Kristina Hicks rodeoing Byrnsey



Shane Onis hanging head down off a hybrid

THANK YOU TO THESE NOX HEROES

- SARA (BEAR) APALAIS - STAFF
- JADE ATKINSON - PILOT (SYDNEY SKYDIVERS)
- ROD BENSON - FLAG JUMP
- ELAD BERGER - DAY TAPE - HIGHSPEED PRODUCTIONS
- "BLAINO" - (JOHN) BLAIN - VOLUNTEER
- MATT BOAG - FREEFLY COACH
- RYAN BRAWLEY - CAVE
- SONJA BRUSS - EVENT COORDINATOR, MEDIA & SPONSORSHIPS
- CHRIS BYRNES - WINGSUITING COACH
- MASON CORBY - FREEFLY COACH
- KYLIE COWLING - SKYSOUNDS EVENT ORGANISER
- WADE EDWARDS - DZSO & NIGHT JUMPS
- STEVE FITCHETT - CAMERA POOL & FITCHIMAGES.COM
- CLAUDE GILLARD - TERMINALLY BEWILDERED RESIDENT
- KEITH GREALY - FREEFLY COACH
- HARVEY HUTCHINSON - VOLUNTEER
- GREG JACK - RW COACH
- ARCHIE JAMIESON - MC & CAMERA POOL
- FRANK KLAUS - GEAR CHECKS
- ALEX LAY - STAFF
- "JOORJ" (RYAN) MAIR - FREEFLY CAMERA
- DAVID MCEVOY - EVENT ORGANISER & C.I.
- JOHN MCEVOY - PILOT
- CHARLEE MCLACHLAN - RAFFLES BARREL GIRL
- WAYNE MCLACHLAN - CAMERA POOL
- TRAVIS NAUGHTON - WINGSUIT COACH
- "SHAZZA" (SHERREE) NEWTON - SKYSOUNDS
- BEN NORDKAMP - DZSO & NIGHT JUMPS
- VIV OAKES - VOLUNTEER
- PAUL OSBORNE - VOLUNTEER COACH - STAR CRESTS
- ALISON RAYNOR - T-SHIRTS
- SPLENDA ROCKS - STAFF
- TRACEY SCOTT - MANIFEST
- NICOLE SCRAPPATURA - MANIFEST
- ROGER SPINKS - PILOT
- DOUG STEWART - FLAG
- MARK "STRETCH" SZULMAYER - RW COACH
- CHERIE WELLS - MANIFEST
- MARGARET ANDERSEN - MANIFEST
- ALICIA BICHALL - MANIFEST
- JENNY WINTON - MANIFEST
- ALISON RAYNOR - EQUINOX LOGO
- ...and thanks to
- THE CANTEEN LADIES
- THE CLEANERS - PAUL, ENID & LUPPO
- & THE PACKERS

Dirt diving with Greg Jack



Macca



Sue Walsh



Angles with Mason Corby



Pent Up Glamour



Elad Berger



Fenix Searle & Frank Klaus



C-17 GLOBEMASTER JUMPS



100 FROTHING JUMPERS

AMBERLEY TAKE OFF

TOO GOOLAWAH JUMP IN

4 PASSES OF 25

By Adam Williams Photos by Kian Bullock, Dave Brown, Selfie by Archie Jamieson, Grabs by Laura Williams and Dave Girvin

IN MY OTHER, LESS INTERESTING LIFE, I WORK WITH AIRPLANES. BIG AIRPLANES. LIKE REALLY BIG ONES. AND IN THIS OTHER LIFE, I HAVE A BIT TO DO WITH THE MILITARY. I HAVE SEEN THE EFFECTS THAT SERVICE CAN HAVE ON PEOPLE AND FAMILIES SO I ALWAYS GIVE A LITTLE EACH ANZAC DAY TO LEGACY AND I DO WHAT I CAN TO ENCOURAGE OTHERS TO DO THE SAME. THIS YEAR, I HATCHED A SLIGHTLY GRANDER PLAN.

Convincing my sky family to contribute to the Legacy cause was significantly easier than convincing the Air Force to lend me a C-17A Globemaster for the day, but after a bit of planning, a bit of lobbying and some promises to bring people and airplane back unharmed, we had a green light! 100 slots on the C-17 load went in less than 90 minutes. I watched my poor phone try to melt through the table after I put the notice up on Facebook!

Another few weeks of arranging jump groups, setting ground rules and preparing people for the differences of jumping with the Military and there we were - a sunny Saturday morning in November, 100 skydivers all checked in. There were some last minute withdrawals and some very happy last minute fill-ins (next level Ninja Lurking Award goes to Luke Oliver).

Not long after, there were 100 jumpers moving in the same direction at the same time (almost on time!) towards the buses which breezed us onto the Air Force base (thanks Matt Hayward-Wright) and into the terminal building.

Safety video watched - tick.

Rambling briefing from Adam - tick.

AADs adjusted for an offset DZ - tick and tick.

The first group walks out onto the tarmac towards the massive (broken) jet aircraft. Hmm.

Fast forward three hours and we are all once again on a massive high walking out across 300m of concrete towards the four-engined behemoth that will carry us (and our Channel 9 news crew) to glory.

A very short time later we watch that massive door crack open at 13,000ft and the first group runs at the sky, launching in a froth of enthusiasm, followed pass after pass by the rest of the 100. Linked gainers, mad angles, speed stars, a linked big way and even a tandem fill the skies above Toogs (thanks Macca!) before all coming safely to rest (some sans helmet) before the sky was once again claimed by the beast.

Like a dog on a fire hydrant, the C-17 marked Toogoolawah as its territory with a departure fly-by that had the crowd sounding off again as it rolled at the end of the runway before climbing away like a homesick angel.

In all - the jump raised just over \$11,000 for Legacy. It also imprinted indelibly in my mind 99 seriously excited faces I watched exit from that massive ramp.

Thanks to everyone who contributed their cash to Legacy and their joy to the memory of the jump. Our sport really is a cool #skyfamily!



C-17 GLOBEMASTER JUMPS



C-17 GLOBEMASTER JUMPS



THE SCARY SPORT OF SKYDIVING

Halloween LONG WEEKEND

**Adrenalin Skydive Goulburn is a hellhole, reports Dawn Tratt
Aerial photos by Adrian Lloyd**

COBWEBS HANG UNDUSTED FROM WINDOWS, THERE'S A RAT IN THE MEN'S BATHROOM – NOT TO MENTION THE REVOLTING JARS OF DEAD BABIES, ZOMBIE SMATTERED GLASS DOORS, DISMEMBERED LEGS, APPARITIONS AND THE GIANT HORSE SPIDER OF DEATH.

BY THE END OF THE HALLOWEEN LONG WEEKEND - A THREE-DAY OBSERVANCE TO THE DEAD- AWESOME SPORT OF SKYDIVING – I WAS COVERED IN BLOOD WITH NOT A SCRATCH TO SHOW FOR IT.

FORTUNATELY, THE SCARIEST PART OF THE COACHED EVENT HAD NOTHING TO DO WITH MY FIRST CHOP (WOOHOO!) NOR ANY OTHER SKYDIVING INCIDENT. ALL 45 PARTICIPANTS PERFORMED AND LANDED SAFELY... IT WAS THE MACABRE COSTUMES ON THE PARTY NIGHT THAT MOST DISTURBED.

Day One was weathered out. Kill!

No mind, Australian World Champion canopy pilot, Andrew Woolf, was on hand to lead the first day of the canopy course. Andrew, better known as "Angry", has joined Team Goulburn as an AFF and Tandem instructor. The APF says it would be easy to describe the talent with almost 9,000 jumps as "gifted" and a "natural", but that would bely the incredible amount of hard work that has gone into developing his talent.

"His passion and drive have taken his capabilities to the upper edges of our sport; and the standard he holds himself to might see him propelled from the very good into the Canopy Piloting elite. Andrew is our current Australian National Champion."

There was a variety of jumpers on the course from instructors honing their 90, 270 and 450 degree turns, people downsizing, and new jumpers working on their accuracy.

Andy's unassuming presence and deadpan face made his delivery of information all the more amusing. This was

especially apparent when he asked local jumper Theo Miras, with a little over 100 jumps, what his goals were for the canopy course. Andy's expression was priceless as Theo asked if he would teach him to do a 180 blindman (where a jumper turns 180 degrees in the harness to the face the opposite direction of flight during a parachute swoop).

Malfunction videos, first-hand accounts and many questions were answered on the theory course, taking advantage of the low cloud and high winds that prevented Day 1 jumping.

Day 2 was a success.

The canopy course participants jumped from morning to sundown – carving, swooping and landing accurately and safely on drop zone without hitch. Andy also caught my beautiful first-time landing on my Optimum 143 reserve.

I chopped my step-through and felt elated to get that first cutaway over with after 650 jumps, going on to do three more jumps that day all thanks to the talented fast-packing awesomeness of APF Safety and Training Officer, Mike



Super pilot Matt Henderson, Dani Bevins & Pinja Saarinen



Liz Siedlecka, Jay Sharp & Dawn Tratt

Tibbits, who packed my reserve and main in the space of two loads.

(Big thank you to the Instructor A and Packer A, Andy Knowles, for a beautiful reserve opening and ride – bless you, my friend).

There was much Star Crest success on Day 2, the Saturday of jumping.

Theo, the 180 blindman aspirant, completed his Star Crest, and thanks Deb Hobbs for her help. Deb became Adrenalin Skydive's second-ever female AFF-instructor in October, has competed in multiple National competitions, the most recent Australian Big-Way record in Perris, and is a mentor to female skydivers throughout the country.

"Deb definitely helped with her advice and guidance," says Theo. "And I would like to thank everyone who jumped on the Star Crest jumps because it wouldn't be possible without them and the advice they gave me."

Deb says she was very happy to see Theo succeed.

"I am proud of the fact Theo was one of the first on my Star Crest weekends I started at Goulburn and I have implemented the P3 methodology. Theo, although can come across as a joker in the sky, implements the methodology and has some nice smooth approaches in the stadium - stopping and taking smooth docks."

Deb was also impressed with the discipline that young jumper and Australian Defence Force Rigger, Michael Smith, showed during his Star Crest jumps - two of which were signed off on jump day. With only 54 jumps, the 20-year-old felt great completing two of his own and two of Theo's Star Crests. Michael is touted as one of Goulburn's most talented new jumpers, a compliment that he passes straight back to the Team at Adrenalin.

He said Coaches Deb, Dave Loncasty and Tracey Basman inspire him to push his limits and open him up to the possibilities that are out there in the sport. He says he will continue to do Big Ways with the aim of taking part in the 2019 record.

"There are some pretty crazy flyers at Goulburn," says Michael. "I wouldn't have got to this stage without the help of everyone who jumps and works at Goulburn, who are willing to help out with jumps and coaching on numerous occasions, especially Luke Byrne. Special thanks to Kobi and Dawn for always helping me out even when it's super busy!"

A big shout out to Goulburn instructors Tony Kaine, Joel McMahon, Mark Higgins, Luke Byrne, former Goulburn CI Matthew Chambers, soon-to-be AFF-instructor Leanna Lewis and VFS four-way sensation, Kieren James, for being rock stars on the day – helping out with the big ways.



Andrew Woolf & Agnes Belanger



Kelly Brennan, Isaac Sheperd, Jackie Trevor, Trish Vogels & Jay Sharp

Not to forget cameramen Adrian Lloyd and Craig Morris who were behind the scenes keeping record of the event's achievements in the air.

And what is a skydive boogie without superstar Freeflyers taking the sport to the next level? Almost the entire Team Focus, who made Australia proud representing most recently at the World Meet in Chicago, attended. Kieren James, Nathan Smith and Kyle Chick all lent a hand – loving every minute. *"It was an awesome event," says Kieren (KJ).*

"Goulburn DZ is always a great place to hang around, with some of the best ground facilities and cool people to share banter with when the weather isn't cooperating. It was good to see an awesome turnout of dedicated Freeflyers keen to upskill and take advantage of the opportunity to fly and pick the brains of myself, Kyle and Nathan."

The Team was happy to sign off some Crests on jump day.

"Congratulations to Jay sharp for getting all his Crest jumps done both head up and head down and really looking solid up there," says KJ.

"When we weren't jumping we were talking about everything Freefly such as big ways, VFS at the worlds, equipment, and not to mention my highly successful seminar on 'how to properly chill on a couch like a Freeflyer' that was very well attended."

And the pièce de résistance was party night, organised by former jumper turned tunnel competitor, Liz Siedlecka, on Saturday.

"It was mega with everyone in full costumes, beats running all night and just a load of laughs and good times all round," says KJ.

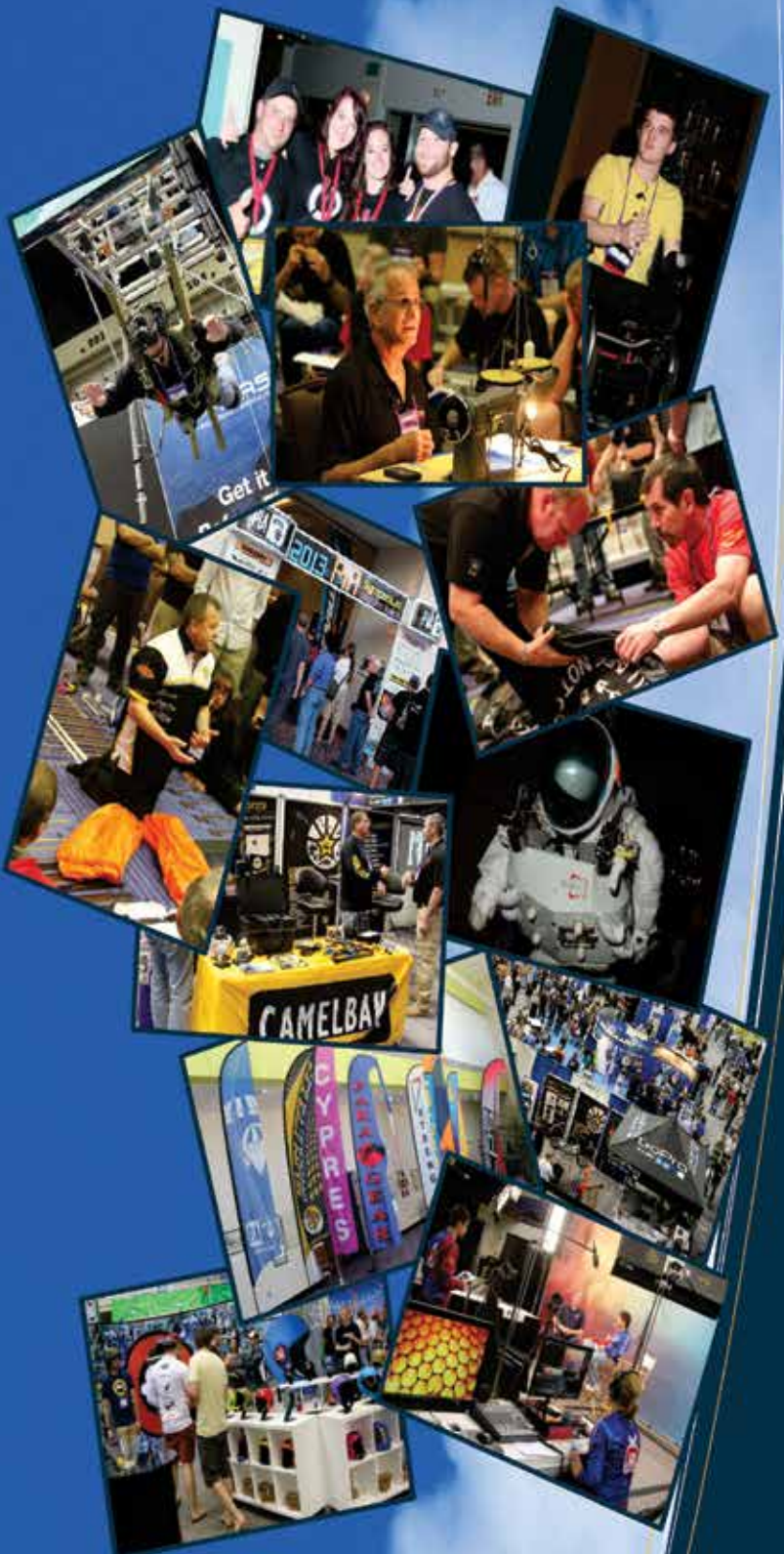
There were prizes for Best Dressed and for simply registering for the event, which included vouchers for a Cookie helmet, Icarus Canopy, reserve repack, Goulburn Flight School lesson, plus Adrenalin Skydive jump tickets and restaurant vouchers.

A massive thank you to the APF Fiona McEachern Sport Development Fund and the NSW Parachute Council, our sponsors Icarus, Cookie and Adrenalin Skydive, and Skydive Australia for the hire of their Caravan.

The event ended with late night revelers jumping into the icy pool in full Halloween attire in the early hours of the morning.

Sunday was blown out, but nothing could dim the spirits of all who attended.

"If you haven't been to an event [in Goulburn] yet you are missing out! See all you cool cats soon. Awesome!" says KJ.



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!

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2016

3-7 October, 2016 (Pre Nox Get Current Camp)
21-25 November, 2016

2017

'THE YEAR OF NIGHT' JUMPS

9-13 January, 2017 (Full Moon on 12th)
6-10 March, 2017 (Full Moon on 13th)
8-12 May, 2017 (Full Moon on 11th)
3-7 July, 2017 (Full Moon on 9th)
4-8 September, 2017 (Full Moon on 6th)
27th November - 1st December, 2017 (Full Moon on 4th)



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skydive ramblers
★ TOOGLOOLAWAH DZ

DARWIN PARACHUTE CLUB PRESENTS...

REL WEEK BOOGIE 2017

TOP COACHES IN 2ND - 9TH SEPTEMBER
- WINGSUIT
- FREE FLY
- FLAT FORMATION
BACHELOR, NT

MORE ANNOUNCEMENTS SOON!





TRAIN *the* TRAINER

By Jules McConnell Photos by Belgium Steve Geens

THERE WAS MUCH DISCUSSION AT THE 2016 APF CONFERENCE ON HOW TO MINIMISE RISK AND SERIOUS CANOPY INCIDENTS IN THE SPORT. SO WE (MYSELF, ROBBIE MCMILLAN AND CRAIG BENNETT) HAVE DEVELOPED A PROGRAM TO TRAIN EXISTING AND NEW INSTRUCTORS AND COACHES ON TEACHING CANOPY PILOTING TO STANDARDISE THE LEVEL OF EDUCATION ACROSS THE COUNTRY.

Our plan is to host a 'Train the Trainer' course at every 'full service' Drop Zone in Australia by the end of 2017.

The program runs over two days and has theory and practical components. Topics covered in the course include:

- Basic meteorology
- Canopy handling exercises
- Briefing and debriefing circuits and landings
- Using a camera effectively
- In air coach jumps
- Structuring and running a canopy course
- Downsizing criteria
- Introduction to safe high performance landings
- And much more...

The two courses run so far at Jurien Bay and Commandos have been very rewarding with enthusiastic and passionate instructors and coaches learning and sharing ideas to keep our skies safer.

Behind the scenes with the support of the APF we are combining and updating information from several sources locally and worldwide to develop a Canopy Piloting Handbook which will supercede the existing Elliptical Canopies and High Performance guides currently available.

Contact the APF office or email Jules McConnell at juliamcconnel@yahoo.com to organise a course at your drop zone.



“ Jules McConnell’s Canopy Coach course is essential for ALL instructors and coaches. Over the two day course Jules provided us with the skills, tools and framework to raise the standard and safety of all canopy piloting disciplines at our drop zone. All of this priceless information provided an excellent platform for practical exercises and open discussion forums. Twenty one years of experience distilled and refined into an essential training syllabus. ”

Robin Morris, ID AFF

“ Very informative and useful information for all who attended. I would recommend all instructors to get on this course. ”

Dan Tohill ID AFF/Tandem



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safety matters

"For the want of a pin-check the pin was lost, For the want of a pin the loop was lost, For the want of a loop the bridle was lost, For the want of a bridle the plane was lost, For the want of a plane the jumpers were lost, And all for the want of a pre-flight check."
(Adapted from Benjamin Franklin's 'For the Want of a Horse-shoe Nail')



The following are a sample of incidents from those submitted to the APF between August & November (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 D, jump 215. Wings. Exited linked 2-way train, rear jumper exited with hands on the jumper's rig in front of him. The footage from third jumper diving after them, shows his thumb through his metal D-handle of his reserve. As he has extended his arms out to lean back from front jumper, he has pulled his own reserve handle. Canopy opening and flight uneventful. He landed just off DZ safely under the reserve canopy. **Action:** Discussed with jumper to be more vigilant with gear checks prior to exit as well as stack ups on exit, and hand placement, especially when involving multiple people on climb out. Maybe consider going to pud handles in the future to minimize the chance of this happening again.

Certificate D, jump 352. Normal exit, flying head down when visor somehow flipped up and connected with camera tearing it from the mount. White rubber stopper was not in place and may have prevented this from happening. Camera at the time of writing report, had not been recovered but jumper stated that it would have landed in a nearby field.

DEPLOYMENT ISSUES/MALFUNCTIONS

Certificate D, jump 620. Wings, Crossfire 149. 3-way wingsuit jump went well. Break off at 5500. Pitched, counted, looked over shoulder and noticed a pilot-chute in tow. Went to pull bridle manually. Bag came off with line twist. Canopy opened and started spinning. Emergency procedures executed with no problems. Landed on DZ. **Action:** Pilot-chute was in good condition. Probably too much burble from wingsuit to open container. Need to lengthen bridle.

Certificate D, jump 240. Pilot 150. Wingsuit jump. Hard opening. Lost GOPRO camera. **Action:** Informed DZSO. Advised on the importance of care when jumping with camera and mounting.

Certificate A, jump 73. Talon. After successful freefall tracked and went for pilot-chute to deploy at 4000ft, was unable to find pilot-chute. Had one more attempt to find pilot-chute and couldn't find it so commenced emergency procedures at approx. 2500ft under reserve at 2000ft landed safely on DZ. After debrief found issue with deployment technique, which caused instability and difficulty finding pilot chute.

The weekend prior the novice had had difficulty finding his pilot-chute, it appears that his technique is causing him to roll his right shoulder and de-arch, making it harder to find his pilot-chute. **Action:** Underwent retraining on deployment technique including a PRP jump. Continue with established procedures.

The photo above, of Skydive Palatka's (USA) Caravan plane (damaged during a 'round' parachute event at another Florida airport) is a telling reminder of the catastrophic damage that can be done to planes or human flesh – for lack of a pre-flight check, or a worn-out piece of string! All the hi-tech safety equipment we jump with is useless if we forget to:

- Maintain our gear in good condition
- Have a closing loop the correct length and check its condition regularly
- Check our gear when we put it on
- Check our pins... have our friends check our pins... check again before exit
- be aware of our rigs in the plane, what we may bump against, and pin check again if needed

"The constant reminder of gear checks and protecting handles in the plane is one of the things that absolutely cannot be taken lightly! Things can happen to even the most experienced of us in a blink of an eye. Then at best it is a visit to the hospital or at worse a memorial and ash dive. Please be safe out there, our sport is not kind to those of us who get complacent." - Skydive Palatka

"I check my main pin, flap, bridle and hacky often... I do it because I spend lots of time on that step just a few feet away from the same horizontal stabilizer that will happily break me and possibly all of my friends in the plane if my pilot chute gets too close to it." - Zach Lewis

Let's stay safe out there!



Compiled by: Kim Hardwick
APF Technical Officer

Certificate A, jump 132. Javelin. Uneventful freefall, after track off at deployment height of 4,500ft experienced difficulty locating BOC hacky, tried to locate until hard deck of 3000ft, initiated emergency procedures. Under reserve by 2000ft. Safe landing back on DZ on reserve. **Action:** Briefed jumper on importance of checking handles prior to emplaning, on plane and prior to exit. Jumper had only done a few jumps on rig and had found that the container was slightly small for him due to being a hire rig. Also that the pilot-chute was a bit hard for him to reach due to some flexibility issues, he being a big, fit guy and small container. Jumper has had no previous issues with other hire rigs with the containers being slightly bigger and a better fit for his build. Jumper told that while using hire gear that he is to check with DZSO that rig he is using is suitable to his build and reach to ensure all handles can be reached without further incident.

Certificate F, jump 5142. Icon. Completed a three point 7-way flat fly jump from 12,000ft. Broke off at 5,000ft, tracked, flared and deployed pilot-chute and felt nothing. Completed reserve procedures, landed off DZ with main & reserve pilot-chute. **Action:** Recently fitted a stow-less bag, suspect may have had lines half hitched around D-bag. Exercise more care whilst packing.

Certificate E, jump 686. Icon. Jumper had taken time away from the sport due to non-skydiving related injury. DZSO checked equipment and after an uneventful solo flat jump, he deployed at 5000ft. Jumper felt nothing and thought possible pilot-chute in tow, turned/rolled shoulders look behind to try and clear. Nothing had still happened and elected to carry emergency procedures by 4000ft, under reserve by 3000ft. Safe landing back on drop zone.

Action: On review of the rig and talking to the jumper when he was back in the hanger, the jumper had just had his reserve and main repacked by a packer A with full inspection one week prior to coming out jumping. On inspection was found that the main pilot-chute bridle had been routed incorrectly behind flaps 3 and 4 locking off against closing loop, causing a total malfunction on main deployment. This was missed by the jumper prior to jumping as it looked fine and the only way it could have been picked up is by opening main pack tray.



Jumper was informed to do a full gear check including opening main pack tray and inspect canopy/lines/closing sequence and not rely on a Packer A.

When the rig was first checked prior to jumping the DZSO noticed that the reserve pin was only just through the reserve closing loop (barely 1 cm) and had to push the pin in to the correct spot.

Certificate F, jump 3800. Vector, JoJo Wings XF15 89. Pull out deployment system – 2nd jump on newly fitted bridle and pilot chute. After an uneventful 2-way belly dive, I tracked away and started my deployment sequence and could not extract my pin from my pull out main deployment

system. After two failed attempts, I went directly into my emergency procedures and was under an inflated reserve by 1800ft AGL. Landing was uneventful. The previous first jump on the new bridle was a hard pull, but jumper had assumed that he had installed his new closing loop too tight and possibly did not leave enough bridle tab from the pilot chute free. Stopper on the pin bridle was incorrectly sewn a little close to the pud handle causing a container lock on the main on the second jump.



Action: Rigger who manufactured the pilot-chute and bridle contacted and has advised repair/modification to the stopper location. Simple mistake and will be corrected.

Certificate E, jump 12,700. Talon. VX 84. The jump was a planned 4-way head up freefly jump. Jumper suffered a premature deployment at around 8000ft during a backward transition from sit to head down causing torn ligaments/tissue damage to left shoulder. **Action:** RIG STOOD DOWN. The harness/container in question was quite old/worn. It had recently had some maintenance done to it but somehow the tired spandex pilot chute pouch was overlooked. Recommended that the spandex pouch be replaced and regularly checked especially due to the nature of the type of jumping the person involved regularly does.

Certificate E, jump 799. Vector 3. Crossfire2 119. Optimum 113. After deploying the pilot chute the main canopy was in line-twists immediately on deployment. The jumper attempted to kick out but the canopy's lines twisted further and then began to dive at the ground with the jumper in a back to earth orientation.

The jumper commenced emergency procedures and successfully cutaway the main parachute. Due to the back to earth orientation, as the jumper cleared the cables his body rotated and his right hand went into the deploying reserve lines, this induced line-twists in the reserve canopy. The jumper's right hand was temporarily caught in the twisted reserve lines, he was able to remove his hand without injury but in doing so dropped his reserve handle, he was able to keep his cutaway handle.

The jumper was able to successfully kick out of the line twists on his reserve and landed back on the DZ without further incident or injury. (Jumper remarked another qualified skydiver packed his parachute the previous day.)

Certificate D, jump 488. Atom. Skylark Odyssey 115. Jumper was part of a canopy course. Jumper exited unstable on a Hop and Pop jump from 7000ft. Deployed during the instability, causing line twists and a suspected line over (unconfirmed on later canopy inspection). Attempted to kick out of line twists, but the canopy was spiralling aggressively and the jumper elected to cutaway. The cutaway action required the jumper to use two hands to extract the handle. It is suspected this could be attributed to aggressiveness of the spiralling canopy, as 3-ring maintenance had been performed 6 weeks prior during a reserve repack. Due to the cutaway action requiring

two hands, the RSL deployed the reserve into line twists and the jumper decided not to pull his reserve handle as he was dealing with line twists. Landed on the dropzone without further incident. **Action:** The need for stability on deployment was discussed with the Jumper. A Hop and Pop from 7000ft leaves lots of time to fix an unstable exit. This was discussed at length with the rest of the Jumpers on the Canopy Course. The need for monthly 3-ring maintenance was also discussed, as it could have aided in a lighter cutaway pull. We also discussed the importance of completing emergency procedures, even if an RSL or MARD has deployed a reserve as it is in good practice.

Certificate C, jump 148. Lightning 160. Jumper exited the aircraft at 8000ft as part of a CRW jump. She was not quite stable, deployed very quickly after exiting. As the main deployed, she found her legs wrapped in her lines. She kicked her legs free, and as she did so, flipped over backwards through her risers which created a step-through. At this point she checked her altimeter and saw she was at 7,500ft. She checked and located her emergency handles. She then decided to check her main parachute, and found it to be flying stable. She spoke to one of the other CRW jumpers on their radio communication system to inform him what was going on, told him she had a step-through.

She then did a practice flare with the rear risers and found the parachute to respond very well. The toggles were still stowed. She then proceeded to release the toggles and performed a few practice flares. The parachute reacted well. She did a controllability check and flew the parachute a while to check, and decided it was under control and she could land it safely.

The flare on landing was fine under somewhat turbulent conditions. She decided to use a PLR.

Action: On all types of skydives jumpers should ensure they are stable when they deploy. This was discussed with the jumper and she understands.

Certificate D, jump 339. Sabre2 150. Uneventful exit and freefall. On deployment at 3,500ft, the jumper experienced a hard opening. He reached up and knocked his left-hand toggle which caused a brake fire. Thrown onto his back, the diver elected to initiate emergency procedures at 2,000ft. A fully inflated reserve opening at 1,500ft allowed the diver to land safely back on the DZ. His gear was recovered. **Action:** More care taken when reaching for risers, continue with established malfunction procedures.

Certificate E, jump 645. Javelin. Crossfire 129. Took part in a canopy course after buying a new canopy. Gear up, ascent, exit (5,000ft), and freefall normal. Deployed 4,000ft. Opened in line twists which kicked out easily. Immediately noticed risers were twisted (step-through). Checked height and commenced emergency procedures at 2,900ft. On-heading opening on reserve. Landed on drop zone safely without injury. **Action:** After a long conversation with my CI, I realise that the incident was due to a rushed pack-job on my new canopy after my first jump on it, and I

should have slowed down my packing procedure and have been much more methodical.

CANOPY CONTROL/LANDINGS

Certificate A, jump 84. Icon, Sabre 190. Light and clear conditions, turbulent under canopy above 1500ft. After an uneventful solo freefall, deployed at 5000ft and the canopy opened and appeared to be flying normally. After releasing the brakes and doing 3 practice flares, canopy felt as if it was stalling at approximately half brakes/shoulder height and I didn't feel confident to land the main safely so elected to commence emergency procedures approximately 2700ft. Landed reserve safely back on DZ. **Action:** Briefed on alternative controllability checks (rear riser landings) and look at getting onto beginner canopy course as soon as possible to build confidence on newer canopy. The canopy was recovered and there was nothing that appeared to be wrong with it, it was hooked back up later and test jumped by CI and flew and landed fine. The day of the incident was turbulent and bumpy under canopy which may have contributed to stall feeling to jumper with only 25-30 jumps on that canopy.

Certificate B, jump 62. Icon, Aerodyne 190. Second jump of the day after an uneventful freefall. Canopy ride was good, until the cross-wind leg of approach which was too far downwind. Jumper landed through trees after finding himself short on final approach. Jumper performed correct tree landing procedures into wind and landed heavily on the ground but without injury. **Action:** Jumper was talked to about the importance of not putting yourself over an area that you don't want to land in and told to pay more attention to winds under canopy.

Certificate D, jump 460. Vector Micron, Sabre 2 135. 2-way free fly jump. Uneventful free fall, deployment and canopy flight until approximately 300ft. Input a large toggle turn and hit the ground with force mid-turn, with nil flare input. Impacted hard on left hip and catapaulted a few metres before coming to a stop on his right side in recovery position. **Injuries:** Fractured left femur; fractured pelvis; dislocated right hip; crushed vertebra. At time of going to print, jumper had undergone multiple surgeries and had commenced rehab to remobilise.

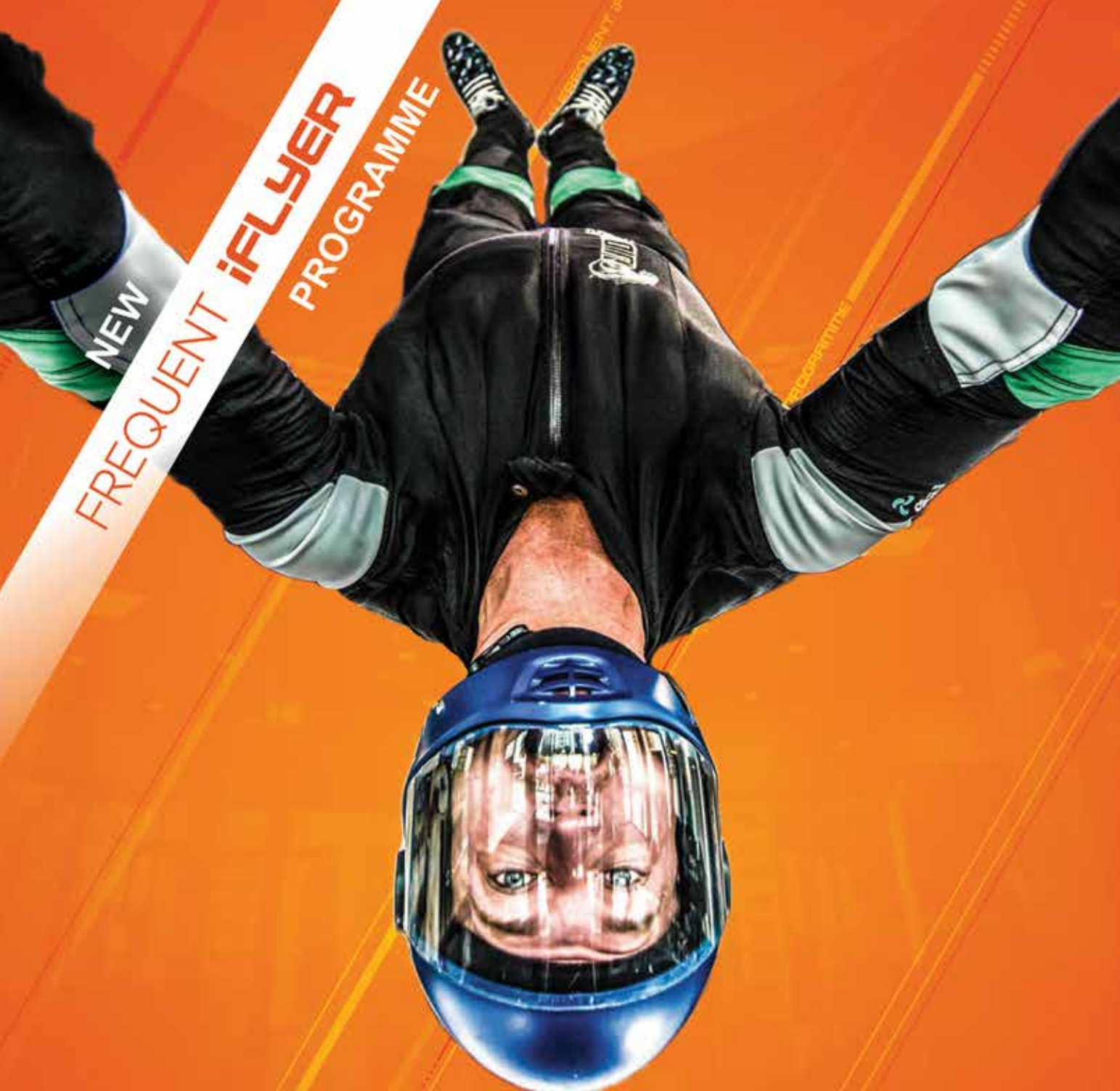
Jumper made an out of character low turn on a moderately loaded canopy that was well within reasonable limits of his experience.

Certificate E, jump 1175. Icarus FX 107. The jumper executed a performance turn and did not allow for sufficient warning or time to avoid impact with the ground staff (GCA/DZSO). Two other ground staff had just enough time to extricate themselves from potential harm. DZSO was knocked to the ground from the collision with the jumper, and appeared to be in significant distress. Sustained heavy bruising. **Action:** Discussed Safety issues and considerations to prevent further occurrence.

GEAR CHECK – Accessories

(Published Parachutist Magazine Oct 2016. Reprinted with permission of USPA)
When performing your gear checks, remember to check your accessories, too!





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DZ DAILY

DARWIN

By Jonn Connolly

Kick the Bucket Australia Day Accuracy Comp

Darwin Parachute Club's year started off in the best way possible; our annual Australia Day beach display jumps. Our experienced jumpers duked it out in a "kick the bucket" accuracy competition, launching themselves out of a Robinson R44 chopper in front of a crowd of curious beachgoers. A fierce rivalry developed between the veteran jumpers and the (still crispy) young guns who were keen to make a name for themselves.

First point of the day went to Jono Ride, his bushy beard acting as an air-brake to guide him down to the target. The sound of foot to bucket echoed on the tide-drained beach, resonating through the ears of old man Blake Palmer. Blake gave us a "watch this" wink, donned his rig and PFD and made his way to the chopper. A minute later there he was cleaning up the bucket, making it look easy as only a seasoned sportsman can do.

Many more attempts went wide and long until Nicole Wosinski put herself just off the target, she was still gathering her main when Cam Faust was lining up – right on the money, but forced to take evasive action due to traffic on the target. Cam pleaded his case to the crowd but to no avail...

Blake who'd sat patiently on the grassy knoll hardly felt in the mood for a drawn competition. He could already taste a victory beer as he geared up for his second jump of the day. He exited the chopper, deployed and put himself in the pattern, locking on to the target with a few hundred feet of altitude. His body danced in his harness, applying subtle tweaks of input through his canopy. The rest happened all too quickly for an untrained eye; some toggle, some front riser, and CRACK! THE BUCKET IS SKY HIGH!

The crowd erupted in cheer and the winner was congratulated, a victory toast to our great nation which we were celebrating!

Travel Bugs

If I were to describe the rest of this year with one word it would be "transient". 2016 has been a year of comings and goings for Darwin Parachute Club; familiar faces leaving, old faces returning and new faces popping up every fortnight!

The travel bug hit strong at DPC, claiming many of our Club's favourite sons and daughters who uprooted



themselves in search of adventure. Hardly surprising given that it is this sense of adventure that bonds us all...

North America's allure of unlimited jump specials proved too much for Becky Barlow, Brad Meiklejohn, Gus Mitchinson and Sasha Sullivan who toured the world before taking to the skies in Chicago. The rest of us watched on through social media as their jump numbers soared by a few hundred (each!!!) They've truly found their calling.

Three more of our crew decided individually that South America was their next port of call. Jono Ride led the charge in August when he implemented his deranged plan to ride across the continent on a push bike with his couple of mates; check out his Facebook blog "Along for the Ride". Daniel Caracciolo was next, jetting off with his Canadian girlfriend Bailey for a quick stop to say hi to her folks before journeying down to the land of bossa nova and bikinis (More blog action "Destinationless Travel"). Kyle Taylor was the third, taking his passion for photography with him but promising he'd be back at Skydive Territory for a stellar 2017 season.

We waived "seeya later" to our mate Lee, with a gigantic weekend of jumping and shenanigans before he moved back to NZ to be with his family.

The Eastern call was heard by many others; Danny Anderson and Matty Scott taking off as their work thinned out, Nicole Wosinski to continue her studies, Matt Fyvie to be closer to his family, and Cassie Valastro shifting to Cairns before jetting off to USA for a wingsuit rodeo photoshoot with Jeb Corliss!

Upskilling

Whilst many of our members were travelling and moving away the rest of us got down to business and the Club saw some of the highest upskilling of its members in a long time. Cam Faust and Josh McKindley completed their AFF instructor endorsements. Two of our regular instructors Maurice "Momo" Mathey and Matty Steen added Tandem Master ratings to their résumés bringing back the tandem dynamics to Skydive Territory which would see many of us dragging down friends, relatives, co-workers and significant others to come and join in the sport we all love! Shane Jackson completed his Wingsuit Coach crest to allow intermediate jumpers to realise their wingsuit dreams with first flights in the NT! Peruvian Prince Momo kept the ratings coming as he completed his Instructor "B" rating and Packer "A" course.

We love students

We had many new students start with us along with continuations to A and B certification in 2016; (First Lady) Ryleigh Hunt, William Agius, Chris "Mippa" Wojtowicz, Adam Klein, Daniel Lancaster, Alex Salisbury, Erin Costelloe, Will Snelson, Michael Richardson & Tom Connolly. The best part about new members is definitely the dynamics and jovial antics they bring to the DZ! DPC continues to pride itself in the training and development of new skydivers.

General awesomeness

When greeting the new, we must remember the old, and the old did it with pure class this year. I am of course talking about Roger Clifton who joined an elite group; the Skydivers over Seventy! Roger ventured away to take to the skies with his fellow veteran jumpers and he continues to be a true inspiration for the rest of us!

There was a DPC wedding this year which saw Reuben van Haaren and Megan Winter tying the knot, then taking a little break before returning to the DZ for some good times and jumping.

The "Thundercats" formed as a 3-way rel team for the APF's Novice e-League. Thundercats were led by Jono Ride with novices Doodz and Clive, and were provided camera



Cassie Valastro wingsuit rodeo

services by Cam Faust, Matty Steen, Terry King and Phil Irlam. Like any new team they started off a little scattered but soon dialled in their descent rates and began turning the points. The team was the first from the Northern Territory to complete a competition for many years. A great experience for all involved, and one that is highly recommended for any new jumpers.

Skydive Territory was honoured with coaching royalty in 2016; Jules McConnel came up and delivered a spectacular canopy course and Travis Naughton brought the flock into line with his wingsuit course.

APF visit

Our list of special guests continued as the APF came up to say hello, coinciding with the Northern Territory Parachute Council's AGM held at Skydive Territory. APF's CEO Brad Turner, Chair of Board Grahame Hill, Safety & Training Manager Richard McCooey and Safety Officer Charl Rootman all made the journey up for a taste of the Batchelor lifestyle. It was great to hear from these senior APF officials who talked openly and with the same passion for our sport as our members. A safety seminar was held and a Q&A session to allow the members in the region a voice, followed by a few beers and a BBQ which were kindly supplied by the APF (And yes they even cooked for us!). Thanks once again for remembering us in the North!



Adam Klein, John Connolly, Daniel Egan & Jarred Gear



Supercharged 2017

That's enough about this year, because the buzz at Darwin Parachute Club is 2017. We're proud to announce two boogies at our DZ in 2017; C2C Australia & Rel Week Boogie.

Skydive Territory has scored a place on the Coast2Coast Australia manufacturer's tour, due to hit the DZ 9-12 March 2017 – a big thanks to Naomi Collier for her work liaising with the C2C crew to get us on board! This event will cater for jumpers of all levels with top coaches and demo gear available.

We are also thrilled that our biennial feature event Rel Week Boogie will be back, the dates are set for 2-9 September 2017! This next staging of the event is shaping up to be a cracker, we are currently in discussions with some of Australia's top coaches and have some great sponsors coming on board. Rel Week Boogie will build on the already acclaimed event offering Big Way Rel Formations, Wingsuit Flocks, Free Fly Antics, along with superb ground based entertainment throughout the week. Stay tuned as more details are released!

Thank yous

A big thanks to all our members and volunteers for a great 2016, the tireless efforts of such a generous bunch have shaped this DZ into the place to be! Thanks to our CI Terry King for continually imparting his wisdom amongst the ranks; to Phil Irlam for taking the reins in Terry's absence; to Deb Holt, Naomi Collier & Renee Parks for their sublime contributions with manifest and beyond; to Kenny for keeping the DZ grounds in tip top shape; to Abi, Ben & Chris for their dedication as jump pilots; and to Jimmy & Keith for their DPC charisma!

We look forward to seeing you at the DZ in 2017!



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SKYDIVE OZ – 2016 REFLECTIONS

By Jules McConnel and Shana Harris

Upgrades, upgrades, upgrades... Poo's high aspirations to build the perfect DZ are forever evolving - if you go away for a week you're bound to come back and find something new or improved thanks to the help of his entourage of chippies and handymen – Kiwi, Joe, Will, Josh and many others chipping in. The latest is a super-mock up made by Dan, and Joe's bouldering wall is currently under construction for bad weather days – it's not far off now that Derek Murphy donated a heap of holds – thanks Dangermouse!

We have also upgraded one of the Cessna 185s to a GA8 Airvan – super comfortable and still gets up to 14000 feet in 20 minutes! If Pete's not in the air flying loads, he's tinkering away with both aircraft to keep them looking and flying schmick!

Kylie's café is everyone's favourite addition to the DZ - whether it's first thing in the morning enjoying her delicious coffee, signature toasties and croissants, or her mouth watering curry dinner after a big day of jumping – this lady can cook!

Instructor additions – Julian and Joe got their B-Rel Coach ratings with Will and Kim next in line to join in the coaching action. The usual suspects Casey, Jules, Poo, Richie, Shana and Terry have been joined by Kiwi (who got his AFF rating this year), Phielix (the weekend warrior) and from the west coast Alysha McFarlane and Chris Garcia. Chris is one of Skydive Oz's original students – check out the pic, that's him with the yellow Protec hanging from the wing on his AFF Stage 9 back in 2007!

This year Skydive Oz did over 150 'A' Licence courses! Individuals from all around Australia and other parts of the globe came to spend a week by the beach learning to skydive and making new friends for life. Some got hooked on the lifestyle and stayed on to finish their 'B', 'C' and even 'D' Licence – moving from their chic bunkroom to our apartment upstairs designed for long term guests.

Here at Skydive Oz we keep our skydiving family motivated to jump out of planes in all sorts of orientations with fun weekends that always culminate with stories and laughs around the bar, or fire drum (donated by the Dronow's) in winter. We had canopy and CRW courses run by Jules, Angles with Richie, Star Crests with Shana, Wingsuiting with Phielix and night jumps on weekends around the full moon.

With all these 'A' Licence students coming through and continuing their progression, we're starting to get a good following of regular fun jumpers. Heaps of these guys and gals are Sydney siders - it's great to see them all here every weekend! If you're thinking about heading down jump on our Facebook page for fun jumpers 'Skydive Oz, Moruya Fun Jumpers' you can always find some people offering rides and planning cool jumps in all disciplines. There's plenty of camping space available with access to hot showers and kitchen/BBQ facilities for just \$10 a night.

Upcoming we have the 'Coast to Coast' Boogie visiting us 19th – 22nd January. We'll have a second Airvan from December 20th to the end of January for our busy summer, so come on down to the 'Moo' and join in the fun!



CRW Dogs



Chris Garcia



Bec Smith



Laura Koerbin



Lewis & Kazu



Night Jumps

SYDNEY SKYDIVERS

By Cindi Hemmila

2016 has been a very exciting and productive year for Sydney Skydivers.

We kicked off early in the year with an AFF instructor course, resulting in five new AFF instructors. During the year we have held another two instructor courses, so all up this year we have seen the emergence of 16 new AFF instructors! Congratulations all of you!

Several teams had training camps leading up to the World Championships in September. Bellatrix and Focus were often in training at Picton, keeping the plane in the air and luring out fun jumpers for some mid week leaps. Both teams did the Aussies proud!

There have been several canopy courses run by Dan Smith and Alex Horsburgh. It's great to see the eagerness for these courses.

We have seen seven successful IBs, who are all now running AFF courses, acting as DZSO and taking on more active roles with DZ operations.

Many of our AFF instructors have followed on to gain their tandem ratings, and so far (the year is not over, and we will be steadily adding to this list) we have 11 new tandem masters. There are many, many more very keen jumpers working their way towards their goals to become instructors.

One "young achiever" I feel we must single out is Mitch Symes. Mitch started his AFF with us up in Innisfail at the ripe age of 16. All he wanted from that moment was to skydive, so he approached Phil asking to join the sponsorship programme. Phil was cautious due to his age, but (after constant harassment from the kid) agreed - on condition that he wait until he turned 17. So... Mitch literally turned up on Picton's doorstep on his 17th birthday with a 'C' Licence and 160 jumps. Fast forward 12 months... Mitch now has about 1,000 jumps, an 'E'

Licence and has just applied for his Tandem and AFF ratings, which will be done early in the new year! He's 18 now and well deserving of that first legal beer, and now he's old enough to put on that case! Well done Mitch (and sorry if we embarrassed you in writing this... if so... deal with it!)

We have seen dozens of our AFF students go through to achieve their 'A' Licence, and some of them have also joined the sponsorship programme and are working their way through a multitude of jumps, getting their Crests, and then helping others get their Crests (and so the cycle continues) well on the way to chasing their dreams of a career in skydiving.

We've had some awesome coaches, too many to mention them all, but include Tracy Basman, Dave Loncasty, Andrew Barker, Greg Jack, Laurence Garceau, Barbara Meister, Keith Grealy and Mason Corby. There have been weekends dedicated to large Flat fly groups, Star Crest days, Freefly groups. There will be lots more fun before the year finishes.

The Super Caravan has been running hot seven days a week with lots of fun jumper loads happening during the week. This is not likely to slow down in the near future. As long as there are jumpers to get on board, the plane will keep flying.

We are looking forward to hosting the Military Nationals the week before Christmas.

We'll even be jumping on Christmas morning for those who want to get a jump in before heading off for Christmas lunch.

So all up a fantastic year! Thanks to all our wonderful enthusiastic staff who keep spirits high and the momentum going! Thanks to all the students and fun jumpers - you guys keep the sport alive!

And we're looking forward to an even better 2017. It's going to ROCK!!



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TANDEM CAIRNS

By Paddy Dunne

What a year 2016 has been at Tandem Cairns! We were very proud to host the Winter Froth Boogie, followed by the Queensland State Champs.

The Winter Froth Boogie was a huge success, with people from all around Australia & New Zealand making the trip up north to escape the freezing cold south. From day one we were gifted with amazing weather plus a group of amazing coaches, great people, awesome jumping, amazing food (by Fry the man) and awesome night time shenanigans to top it all off.

Straight after the boogie, we hosted the State Champs. It was great to see so many people continuing on from the boogie to compete. Tim Kolln did a great job taking out most of the medals. I was so proud (or lucky) to place 2nd in freestyle after Lucinda who put in so much work training at the drop zone every week. Well done Lucinda.

The entire Tandem Cairns staff really pulled together during both events to make sure everything ran smoothly whilst regular operations still continued. What a great crew!

Every few months or so, Greg Puttick, instructor and LDO, kindly organises demo jumps into the local show and onto Kurrimine beach after work for staff and local fun jumpers. Kurrimine is a stunning beach surrounded by reef located 20 minutes drive south of our drop zone. There's nothing better than jumping onto an amazing beach with work mates followed by an icy cold beer at the beachside pub! Not a bad way to bond as a team! I'm sure our old friend Neil Hobbs would agree. A big thank you to Greg Puttick.

Two of our packers, Chris Collins & Matthew Giddings,



successfully completed their AFF instructor course this year and are both on their way to becoming awesome Tandem Masters, well done boys. CARTON! Tim Kolln, local fun jumper at Tandem Cairns, also completed his Tandem Instructor rating! Congratulations Timothy. CARTON!

It's been a big year at Tandem Cairns. Hosting two events back-to-back, training our staff up to become instructors, hosting regular demo jumps all whilst continuing to grow as an awesome operation in one of Australia's top locations to skydive.

Well done to the entire team who have put in so much hard work this year!

2017 is going to be epic!



AIRLIE BEACH SKYDIVERS

By Jonny Goss, CI 136

After 18 months of organising, Queensland's newest full training Drop Zone finally opened its doors as a seven day a week operation at Bowen in North Queensland.

Where is Bowen you ask? Bowen is situated at the northern end of the Whitsundays approx. 45 mins drive north of Airlie Beach. I am sure you have all heard of the BOWEN MANGO. Bowen is one of the largest producers of Mangos in Australia and is home to the "BIG MANGO". Check out "BOWEN BUCKET LIST".

It also has one of the best climates in NQ. Not too hot, (if you are a Queenslander), not too cold, never windy and it never rains. Just ask me, I am a Skydiver.

Also known as "BOWENWOOD" as it was the location where Nicole Kidman and Hugh Jackman starred in Baz Luhrmann's movie "AUSTRALIA". Bowen is basically a small North Queensland coastal town with a huge under utilized airport and great community feel. Perfect for Skydiving. Where else can you do a skydive one morning and then do a jetski tour in the afternoon or a Sailing/Great Barrier Reef tour the next day.

Within a month of setting up, staff were relocated from Sydney, a beach house was rented for check in's, a departure lounge set up in Airlie Beach, two buses drove up from Sydney with Rigs, two Fuel trucks arrived and of course last but not least a plane flew in from Sydney. Russell the Ops manager arrived to set up the IT and Manifest Cloud booking system. Thanks Russell.

We were in operation!

I think the boys were pretty happy to arrive from Picton in the middle of a Sydney windy winter to a warm beach side Coastal residence with power, running water and a beach across the road.

Although initially planning a soft launch the first month of operations saw 150 Tandems of which 130 jumped directly onto Queens Beach. Five AFF students were trained with the first Trent, completing his full course in five days. Two fun weekends saw jumpers from Mackay and Townsville as well as a lot of local jumpers coming out of the woodwork to get their knees in the breeze. With the recent closures of Mackay and Ayrspport club's there was nowhere local for these jumpers to Skydive.

So what is next for 2017?

- Turbine Aircraft
- Display weekends into the local Montes resort at Cape Gloucester
- Ronnie Perry Canopy Coaching courses
- 8 Way star crest weekends
- Team training
- AFF and B-Rel training
- Jetski Tours, Great Barrier Reef tours
- Eating lots of Mangos
- Great weather and no rain
- Come see for yourself!



TM Tai Lewis



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JURIEN BAY, WA

By James Garnaut

In Jurien Bay our fun jumper season is between March and October (due to high winds either side of these months). In 2016 fun jumpers from all around Australia (and the world) came to the DZ to jump. Whilst we had a shocking year for weather (it seemed like every weekend we had an event planned the bad weather would roll in) we still managed to smash out plenty of skydives.

Our AFF program continues to prove popular as more and more people are becoming exposed to the sport of skydiving. Whilst a lot of people from WA are learning to skydive we also saw high numbers of people flocking down from Singapore to do their AFF course. We've got a good relationship with the Singapore skydive scene and they have continued to make the trip down to Jurien Bay to get in the sky.

One of the highlights from 2016 was the Performance Wing Suit Camp, which was held earlier in the year with Jarno Cordia and Scott Patterson. The WA wingsuit scene definitely benefited from having some of the world's best wing suit coaches and canopy pilots in town, enabling them to learn XRW as well as performance wing suit flying. This event also attracted quality media attention on the WA Channel 7 news.

Mason Corby made a visit to the Bay for a Downunder Dynamics Train the Trainer camp. A group of WA's more experienced freeflyers were fortunate to attend this event and learn from one of Australia's most experienced fliers and freefly organisers. A wide range of topics were covered during the event including load organising, teaching techniques and safety.

In October Jules McConnel came to the Bay to run a canopy course which proved super popular amongst WA jumpers. All levels were catered for ensuring everyone was able to take something away from the event and become better canopy pilots. Immediately following the course was a Train the Trainer course for canopy piloting, which Jules ran. The course was catered for WA instructors, to improve teaching methods when it comes to canopy piloting.

We chose not to have a J Bay Boogie in 2016, to give the team a break. A decision has yet to be made about a boogie in 2017 however it is our intention to run a series of workshops/camps around April/May.

In 2017, we're going to really focus on a few key events at the start of our fun jumper season, capitalising on the perfect autumn weather. We have some really exciting stuff in the pipeline, all we can say is the Bay is gonna be THE place to fun jump in 2017.



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Flight Performance

LANGHORNE CREEK, SA

By Jed Smith Photos by Jed Smith, Jana Fitzpatrick, Jon Norseman, Bryce Sellic, Cullen Habel and Matt Teager

SA Skydiving has seen a real grass roots movement growing over the past year, both on the ground and in the sky. The Langhorne Creek Crew have been pushing harder than ever to increase skills, improve knowledge and ensure the foundations for good times ahead.

The year began with SA Skydiving's three freshest Instructors, Rhys, Vinny and Hendo, all surviving their AFF ratings with Greg 'Miff' Smith. All have been leading the charge and introducing unsuspecting AFF students into the sky for the past nine months.

May saw the 'Ladies Learn to Fly' weekend, with SA Skydiving sponsoring twelve females who wanted to take the first step towards becoming a solo skydiver. The campaign succeeded with flying colours and we have now doubled the amount of ladies in the skies of Langhorne Creek! Nice work Superstars!

Display Days, Star crest weekends, Jules Canopy Coaching, 4-way coaching, Tracking and Angles coaching, Packing Nights and not to mention the State Meet rounded out a big year of events for SA Skydiving. Special mention must be made for inaugural Hip-Hop-Hop-n-Pop-Accuracy-Comp which saw three competing teams battling it out against each other for the ultimate prestige. Dance Pro, Bianca

Newton, taught each team one dance move per load, and that was then put together into some hilarious (and epic) routines later that night for the dance off, complete with fog machine and lights show. Combined with scores on exit creativity and accuracies, Team Hot Launch ultimately triumphed over the rest of the homies, to be proclaimed the winners. Special mention to Jon Norseman for his tequila infused best on ground performance. Dragging a toe for Funday Friday Lake jumps and Guatemala Sunset Loads landing straight at the (newly constructed) Tequila Bar made sure every weekend had something special on.

On the ground, Novice Nights in the city saw many great turn outs over the year in an effort to encourage new jumpers to come out, meet the crew and talk skydiving. Hosted by Cullen Habel, skydivers of all experience levels gathered in the bars of Adelaide to watch some video debriefs and informative seminars about all things skydiving. Similarly, the successful Working Bee at SA Skydiving saw many getting their hands dirty to improve the place we call a second home. Thanks to all who came out and chipped in.

Thanks to all for another big year, its been a blast. Let's see what move we can make during 2017. Run run.



Bryce and JW flying above Lake Alexandria



Bryce



Hendo and Vinny



Bryce Sellick flying the flag over Murray Bridge



Chloe's naked 100th



Novice nights hosted by Cullen Habel



JW



Student pickups



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Photo Willy Boeykens

DZ DAYZ

COMMANDO SKYDIVERS

By Stuart Peacock and Bill Bleazard

CSD IS ONE OF THE LAST CLUBS OF ITS TYPE IN AUSTRALIA. OWNED AND RUN BY ITS MEMBERS, WE STILL OFFER THE FULL RANGE OF FIRST JUMP OPTIONS TO PEOPLE AND WE ARE VERY PROUD OF THE ACHIEVEMENTS OF EVERYONE IN THE CLUB.



The club has been biding its time over the winter with poor weather meaning less than desired activity. But the weather is starting to pick up now as the large AFF/IAD First Jump Course numbers show. Get ready for a bumper season!

So what has been going on over the last year? Heaps!

We have introduced 484 people to skydiving and developed many skills in our young and more experienced jumpers.

Appointments - In late 2015 Craig Trimble was re-appointed Chief Instructor. Craig has been a member of CSD for 25 years.

Development – The APF were looking to introduce the Instructor Assisted Deployment (IAD) method of dispatching students into Australia. CSD was one of a small group of drop zones selected to participate. Two of our senior instructors attended an intensive training programme at Toogoolawah in Queensland and returned to impart their knowledge for instructors chosen from the instructional group. Over the ensuing weeks licenced jumpers were dispatched by these instructors to help them develop these new skills.

The APF implemented a new Instructor rating called Solo Free Fall (SFF) with sub endorsements of Static line and the new IAD.

CSD will be the only Victorian drop zone offering this type of first jump and our CI will be one of only two examiners in the State.

New Endorsements - Justin de Waard obtained his Freely coaching endorsement, Craig Trimble, Justin de Waard, Stuart Peacock, Phil Hope, Jerrod Lappin, Bill Bleazard, Jon Browne, Ward Clements and Phil McComb obtained their SFF IAD endorsement. Joe Sedda, Phil Hope, Paul Algie, Ossie Khan and Phil McComb obtained AFF endorsements.

New Instructor A's - Both Darius Caulfield and Justin de Waard have attained their Instructor 'A' rating after many months of study. Darius completed a Certificate IV in training and development and Justin completed his Thesis, which included the creation and development of a National SFF IAD instructor manual.

Media Exposure - Justin participated in a TV commercial for financial advice, which included vision of him jumping out of our Airvan (we even saw our telephone number on the underside of the wing). Our team will be performing a display into the Moe Cup and our Club gear was in a Coles TV advertisement!

Events - State Coach Justin de Waard and others have organised a number of events at the Club:

- Formation loads
- Freely basics and safety weekend for all levels coached by Simon Colmer
- Freely weekend for all levels coached by David Guilliani
- Aussie Big Way skills weekend with Janine Hayes
- Formation skills weekend with Janine Hayes
- Canopy Handling course with Justin de Waard
- Organised Freely weekend with Justin de Waard

New Staff - We have three new staff members. Welcome Kate and Daniel to the Club - supporting our existing administration staff Lisa and Elaine. Daniel is also packing parachutes. Jan Nejedly has joined the instructor roster.

Milestones – There are so many occurring all the time. Here are just a few of the latest:

- Life Membership** – Jon Browne achieving a Life Membership to the club.
- 'A' Certificate** – David Callaghan, Brock Westaway, David Richardson, Lee Godfrey and Matt Bice
- 'B' Certificate** – Steve Bowerman, Damian Miller and Michael Young
- 'C' Certificate** – Adam Davis
- 100 jumps** – Sam Massey, Stacey Bee, Elliot Ng, Adam Davies and Sean Ryan
- 500 jumps** – Joe Sedda and Peter O'Toole
- 2,000 jumps** – Stuart Peacock
- 3,000 jumps** – Justin De Waard
- Packer B** – Daniel

Lisa and Kate have done their first tandem jumps, and a special mention must go to Adam Davies. Barely twelve months ago he was doing his first jump course and has since obtained his 'C' Certificate and won a silver medal at The Nationals.



NAGAMBIE

By Maddy Cross Photos by Leo Harragan, Jesse Jeffrey, Maddy Cross, Jason Lane, Swanee

It's been a hectic and busy year for the team here at Skydive Nagambie. From hosting the 2016 National Skydiving Championships to running our successful monthly full week AFF courses, things around here could not be classified as 'tame'.

Now that it's spring, jumpers who were previously lurking in the shadows of the cold and wet winter have emerged, deciding to get current for the (hopefully) gorgeous summer ahead of us. We've been running successful beginner Freefly camps known as Freefly Fundamentals, which offer one-on-one coaching without the large costs. We have continued with our Star Crest program, which is run once a month with a variety of experienced local coaches, and is proudly sponsored by Cookie Composites and NZ Aerosports, and of course cannot be run without the generous support of the APF and the VTPC.

Freefly coaches from far and wide travel to Skydive Nagambie to partake in our Freefly Progression Camps, which are aimed at more intermediate to experienced freeflyers. Though some of them have brought bad weather with them (Tommer...), most of these weekends have proved to be a huge success, with many jumpers earning their Head-up and Head-down Freefly Crests.

Every season, we host a FS Scrambles competition, which encourages younger jumpers to get involved in competing in 4-way FS without the pressures that State and National Championships bring. These competitions also see that these jumpers learn new skills in a fun and relaxing environment.

At the DZ we've polished off many slabs from students who have completed their AFF courses, as well as newly-rated instructors who have completed their instructor ratings here. For anyone interested in earning their tandem rating, you



Jason Lane

have to remember the first rule of being a tandem instructor: tell everyone.

In summer, we were graced with the presence of one Michael Smart and his frocked-up companion Scott Paterson for the first edition of Scotty and Woody's School of Wingsuit. Autumn brought along our annual Birthday Boogie, which saw Freefly guru extraordinaire Friday Friedman, alongside Matt Boag and the ever elegant Jill Grantham, leading a keen bunch of freeflyers, James Boyle in charge of the flatties and Woody yet again leading a group of people in dresses.

And winter. Oh, winter. The once previously dry and dusty landing area transformed into what resembled The Nile. For those who were courageous enough to brave the swamp marsh that was Skydive Nagambie, we tied plastic bags onto our feet, layered ourselves in thermals and neck warmers, and jumped in the freezing sub-zero temperatures. Finally, the dark heart of the Victorian winter has left us to a mosquito infested spring and summer, and we've got big things planned for the coming year. Our 2016 Jump Start Program kicked off in early October, and the keen group of boys are ready to enter the world of skydiving!

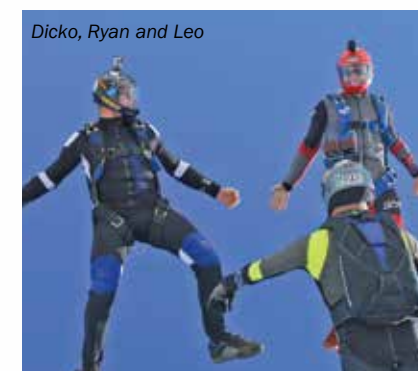
The Dan BC Camp being held here in early December will see flatties from all over Australia and overseas flocking to Skydive Nagambie to bask in all of his fame and glory. With three aircraft and formation loads, it's shaping up to be an event of a lifetime.



Dicko, Leo, Amy & Ryan



Woody & Scotty



Dicko, Ryan and Leo



Leo



OUR YEAR AT COFFS SKYDIVERS

By Kerry Weldon

What an awesome year 2016 has been for us. The year started off with a bang when we hosted the Point Break Cash Drop in January, with many thanks to the APF who were one of our major sponsors assisting us in dropping \$5,000 cash from two tandems onto Park Beach. With over 1,200 people registered, the excitement and build up to the day was amazing. Everything went off smoothly and was a great success. We saw hundreds of Coffs locals and visitors doing a dash for cash, then enjoying the activities at the Hoey Moey, amongst other local businesses who sponsored us as well.

Coffs Skydivers is very much involved in the local community, every year gifting tandem jumps as major prizes for different events. This year we did Demonstrations and Displays, jumped the lucky tandem winners into the Emerald Beach fair, the Woolgoolga Curry Fest, the Barney Miller Classic for the Sawtell Board Riders, the Moto Cross, weddings, local schools, disability and at risk youth development services and that's just to name a few.

We have had a great year amongst our local skydivers as well with many new AFF students finishing their courses, people progressing to new licences, as well as a couple of new Tandem masters achieving their ratings.

The team at Coffs Skydivers is a very close nit family, and enjoy a lot of activities together outside of the drop zone, like practicing our Volley Ball Skills (well I don't know about skills) having a good old DZ barby together, walking on the slack line (seeing who falls off first usually), Kempsey camp out, and I think the highlight of our year outside skydiving was the Snow trip to Jindabyne that Hilly took us all on as a team building exercise. Everyone drank too much, fell over in the snow a lot but had an absolute ball (where are we going next year Hilly? There's a rumour of Hawaii).

We would like to thank all our event sponsors over the past year, all our customers, sports jumpers and crew, and our community. 2016 has been an amazing year and we are only getting better. Cheers from the team at Coffs Skydivers.



School Demo



Douglas our Fairy Goat Mother



Emerald Beach Fair



Frenchy and Wiley exit



Point Break Cash Drop



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az directory

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWIN)

GPO BOX 3114, DARWIN 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

AIRLIE BEACH SKYDIVERS (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.skydivethewhitsuundays.com

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: TULLY AERODROME,
 MISSION BEACH
 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.australiaskydivers.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: airriedz@skydive.com.au
 Drop Zone Location: WHITSUNDAY AIRPORT,
 SHUTE HARBOUR
 Web: www.skydive.com.au
 Aircraft: GA8, Cessna 208

SKYDIVE CAIRNS (SDCNS)

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

TANDEM CAIRNS (CAIRNS)

PO BOX 753, BUNGALOW QLD 4870
 CHIEF INSTRUCTOR: ADAM DAVIES
 Club Ph 07 4015 2466
 Fax 07 4041 7724
 email: support@sydneysskydivers.com.au
 DROP ZONE LOCATION: INNISFAIL AIRPORT
 web: www.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@skydivebribie.com.au
 Drop Zone Location: RAGLAN & WOORIM BEACH,
 BRIBIE ISLAND
 web: www.skydivebribie.com.au
 Aircraft: Cessna 182 & Cessna 206

FUNNY FARM (FUNFAR)

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

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)
 PO BOX 136, TOOGLOOLAWAH QLD 4313
 CHIEF INSTRUCTOR: DAVID McEVOY
 Club Ph 07 5423 1159
 email: skydive@ramblers.com.au
 Drop Zone Location: TOOGLOOLAWAH
 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.australiaskydivers.com.au
 Aircraft: Cessna Caravan 208, Cessna 206

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.australiaskydivers.com.au
 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@skydiveforfun.com.au
 Drop Zone Location: RAINBOW BEACH
 web: www.skydiveforfun.com.au
 Aircraft: Cessna 182 (Super)

SKYDIVE RAMBLERS - SUNSHINE COAST (SKRAM)

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

TOOGLOOLAWAH 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: TOOGLOOLAWAH
 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@askydivers.com.au
 Drop Zone Location: GOULBURN AIRPORT, NSW
 Web: www.askydivers.com.au
 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
 Drop Zone Location: COASTALSKEYDIVERS.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: BYRON (PAUL) SMITH
 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 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 HEMMILA
 Club Ph 02 9791 9155
 DZ Ph 02 4630 9265
 email: admin@sydneysskydivers.com.au
 Drop Zone Location: PICTON, NSW
 web: www.sydneysskydivers.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: LECONFIELD 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: simlark@yahoo.com
 web: http://jump.relworkers.org/
SKYDIVE NAGAMBIE (CROSS)
 PO BOX 311, NAGAMBIE VIC 3608
 CHIEF INSTRUCTOR: DON CROSS
 Club Ph 03 5794 1466
 email: jump@skydivenagambie.com

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 1, 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: busseilton@skydivegeronimo.com.au
 Drop Zone Location: BUSSELTON REGIONAL AIRPORT
 Web www.skydivegeronimo.com.au
 Aircraft: Cessna 182, TC 320 Airvan

GERONIMO ROTTNEST (GEROT)

PO BOX 1478, BUSSELTON WA 6280
 CHIEF INSTRUCTOR: GLENN STUTT
 Club PH 1300 449 669
 DZ Ph 0424 174 197
 email: rotnnest@skydivegeronimo.com.au
 Drop Zone Location: TERMINAL ROTTNEST
 ISLAND AIRPORT
 Web: www.skydivegeronimo.com.au
 Aircraft: Cessna 182, TC 320 Airvan

HILLMAN FARM SKYDIVERS INC (HILL)

PO BOX 75, FLOREAT WA 6014
 Non-training Operation
 Ph 0415 714 585
 email: iwiltshire@iinet.net.au
 Drop Zone Location: DARKAN AIRSTRIP
KAMBALDA SKYSPORTS (KAMBA)
 PO BOX 79, KAMBALDA WEST WA 6444
 CHIEF INSTRUCTOR: MICK MURTAGH
 Club / DZ Ph 0419 853 193
 email: murtagh@bigpond.net.au
 Drop Zone Location: KAMBALDA AIRSTRIP
 Aircraft: Cessna 182

SKYDIVE AUSTRALIA - WA (EXPR)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIE

