

Australian

# skydiver

magazine



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**ASM AUSTRALIAN SKYDIVER MAGAZINE**  
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EDITORIAL

A Wingsuit Tunnel? Really? Is this a hoax? This is something we just joke about around the bar isn't it? The Phoenix Fly boys have declared it. Open September 2017, Stockholm. Don't believe me? Look it up on Facebook: Indoor Wingsuit Flying

The mind is in overdrive and boggles with the enormity of such an advancement. In the meantime, back to the bar to joke about the CRW Tunnel.

Until now I haven't been able to find the words to describe how I feel about Jyro's passing. He lived an epic, full life, in his chosen way, and so I find it hard to feel too sad for him as I'm sure he died a very fulfilled and happy man. My grief is similar to that I felt about Coombsey, Fiona, Handbrake and Vaughny – that he/they had sooo much more to give, plus incredible sadness for all those people in the future who are not going to be blessed by knowing him/them or being on the receiving end of his/their awesomeness.

My favourite personal receipt of Jyro's generosity was a Skysisters canopy. He rang me in the middle of the night, very excited that he'd found the sublimated printing method and he couldn't think of a more colourful logo than mine to test it on. As thrilled and honoured as I was that night, I told him that I had just bought two new Crossfires only a month prior, and that he should probably give the opportunity to someone else. A few weeks later a package arrived, he'd made it for me anyway! I'll continue to get a giggle every time that beautiful canopy opens and she's smiling down on me. Now there'll be a larger twinkle in her eye!

Everybody has their Jyro story, he touched so many of us over the years. How lucky we are.



My Skysisters Canopy, over Jurien Bay

Photo by hubby Wayne McLachlan

Thanks for the stunning front cover shot Heather Swan. Heather has graced the covers over the years with her BASEClimb and other grand Wingsuiting adventures and achievements, and this time we are looking through her eyes as she's behind the lens. Huge congratulations to back cover photographer, Kian Bullock, for pulling off a trifecta of cover shots! It's not the three front covers but it's still a first and you know what that means!

Susie EDITOR

**[ Publisher ]**

Susie McLachlan  
PO Box 178, Moffat Beach QLD 4551  
Ph: 0438 928 202 E: susie@skydiver.com.au

**[ Design & Layout ]**

iGraphix  
Amanda Hutchison  
Ph: 07 5444 1931  
igraphics@bigpond.com

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**[ Printing House ]**

JT Press  
Mike Ling  
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**[ Advertising ]**

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The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of five weeks, so some information may be out of date or superseded.  
Photos submitted will be returned if supplied with a self-addressed stamped envelope.

The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them. Note: The ASM may include BASE jumping, providing the APF does not appear to condone the activity.  
Pursuant to my contract with the APF in relation to the publication of Australian Skydiver Magazine, I am required to make a general statement about the nature of any pecuniary interest that I have in a particular brand of parachuting equipment, service or event being promoted in ASM. I am a Director of Toogoolawah Drop Zone Pty Ltd and I am a part-time employee of Ramblers Parachute Centre which organises various events and is a dealer for various equipment, some of which companies advertise in the ASM from time to time.

FRONT COVER



A sunset moonrise Star Crest over Pictou. Photographer: Heather Swan

BACK COVER



A 6-way drill jump during Mason Corby's Downunder Dynamics 2, over Goulburn Drop Zone, NSW. Photographer: Kian Bullock

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CONTRIBUTORS

Gail Bradley  
Kelly Brennan  
Dan Brodsky-Chenfield  
Chris Byrnes  
Jason Colless  
Richie Convery  
Mason Corby  
Ash Darby  
Adam Davis  
Johannes Debler  
Patrick Dunne

PHOTOGRAPHERS

Steve Hamilton  
Kim Hardwick  
Kieren James  
Archie Jamieson  
Tim Kolln  
Nick Landell  
Rob Libeau  
Jules McConnel  
Cornelia Mihal  
Alan Moss  
Shannon Seyb  
Greg Whitehead

**[ 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
- Drop Zone stories

**[ Next Deadlines ]**

- Issue 86**  
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Mag Out 10th July, 2017
- Issue 87**  
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Mag Out 29th Sept, 2017
- Issue 88**  
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# APF contacts



## [ APF OFFICE ]

PO Box 1440 Springwood QLD 4127  
Ph: 07 3457 0100  
Fax: 07 3457 0150  
Email: apf@apf.com.au  
Web: www.apf.com.au

APF National Office - Ph: 07 3457 0100 Fax: 07 3457 0150

<b>Chief Executive Officer</b>	
Brad Turner	ceo@apf.com.au
<b>Safety &amp; Training</b>	
Richard McCooy	training@apf.com.au
<b>Technical</b>	
Kim Hardwick	technical@apf.com.au
<b>Operations</b>	
John Meara	operations@apf.com.au
<b>Development</b>	
Rob Libeau	development@apf.com.au
<b>Accounts</b>	
Craig Perrin	accounts@apf.com.au
<b>IT</b>	
Michael Cole	michael.cole@apf.com.au
<b>Executive Assistant</b>	
Rachael Paternoster	Rachael.paternoster@apf.com.au
<b>Office Manager</b>	
Jenny Larkin	jenny.larkin@apf.com.au
<b>Office Administrative Assistants</b>	
Julie Singh, Sandra Jappe	apf@apf.com.au
<b>National Coach</b>	
Brad Turner	nationalcoach@apf.com.au

## [ OFFICE BEARERS ]

<b>Chairman</b>	
Grahame Hill	0419 722 577 grahame.hill@apf.com.au
<b>Company Secretary &amp; Public Officer</b>	
Andy Mulholland	0412 266 630 mul@bigpond.net.au

## [ BOARD OF DIRECTORS ]

Kelly Brennan	0438 298 326	kerplunk1967@hotmail.com
Trevor Collins	0401 118 203	trevor.collins@bigpond.com
Jason Cooke	0407 756 540	cookie@flycookie.com
Shirley Cowcher	0411 102 051	shirley@iea.com
Mike Dyer	0407 690 564	midyer@mac.com
Allan Gray	0411 875 867	info@adelaideskydiving.com.au
Grahame Hill	0419 722 577	grahame.hill@apf.com.au
Andy Mulholland	0412 266 630	mul@bigpond.net.au
Dave Smith	0419 464 112	drs275@gmail.com
Mark Szulmayer	0414 684 740	mszulmayer@hotmail.com

## [ TECHNICAL & SAFETY COMMITTEE ]

<b>National Aviation Officer</b>		
Mark Edwards	0414 729 958	mark.edwards@apf.com.au
<b>National Rigging Officer &amp; Safety &amp; Training Officer</b>		
Brett Newman	0400 011 331	brett.newman@apf.com.au
<b>Safety &amp; Training Officers</b>		
Charl Rootman	0457 299 122	charl.rootman@apf.com.au
Mike Tibbitts	0458 753 854	michael.tibbitts@apf.com.au
Grahame Hill	0419 722 577	grahame.hill@apf.com.au

## SPORT & COMPETITION COMMITTEE

<b>National Competitions Officer</b>		
Craig Bennett	0409 033 668	craig.bennett@apf.com.au
<b>National Judging Officer</b>		
Gail Bradley	0413 119 575	gail.bradley@apf.com.au

For all APF appointed positions go to  
<https://www.apf.com.au/apf-zone/appointees-and-committees/>  
appointees-and-committees



## The APF Annual Safety and Training Conference



**Where:**  
Stamford Grand Hotel -  
Glenelg, SA

**When:**  
23 - 24 May, 2017

APF members and guests are invited to join us at the annual APF conference. Join in workshops, listen to great presentations, catch up with old friends and make new ones.

**Key Note Speaker: Jacqui Cooper**  
Australian World Champion Aerial Skier

Two day Conference plus Delegates Welcome BBQ and APF Awards Dinner.

APF Annual General Meeting 24 May 9.00am  
**DON'T MISS OUT!**

Register Now on the APF web site



# directors direction

The Nationals are behind us now. Congratulations to all the winners and learners. It was great to catch up with old friends in York, and I was really pleased to see new events proceeding with the 4-way Blast competition, which was heaps of fun and intensively competitive – designed for newbies and returnees. There was also a test event for Speed.

We are so lucky in Australia that when a new discipline, like Speed, comes on line we are usually able to find skydivers almost immediately who want to compete and Judges who are prepared to learn and run it. We are one of the more progressive nations in this regard, and can thank the APF for always showing the willingness and initiative to try something new.

We can also thank the APF for our brilliant new pink field shirts. Made of moisture-wicked fabric, long-sleeved for sun protection, and accompanied by a sun bandana, the Judges looked so smart and unified in the ultra-modern print.

At York, the competitors decided to adopt the USA A, AA and AAA dive pools in Formation Skydiving. This means in FS, we will potentially have five events, including Women and Blast. The intent is to bring more skydivers into competition and offer strong skills progression. Bring it on!

We fielded eighteen Judges for the first time ever and covered all events in a, mostly, acceptable timeframe. However, it's a fact of life that CP requires up to a maximum of thirteen Judges immediately on course. Whenever a CP load was announced, those rated in CP downed tools and headed out to the pond. When Accuracy was also called, those events absorbed all our person-power, meaning some events, usually AE with only one team, remained unjudged for longer than anyone would like.

So, there is still some work to do to build Judge numbers but I am also recommending that we only have a combined Nationals, a Mondial-style Nationals including the pond, every three years, or every four years – the same as the IPC. The joy of a Mondial is everyone gets to meet and cheer for everyone else. The truth of a Mondial is that everyone must wait longer between loads and for scores. It's a matter of airspace, aircraft and judge numbers.

If this recommendation takes off, we will still have "on" and "off" years to coincide with IPC, WPCs and World Cups, but we may see more discipline-specific Nationals that need fewer aircraft, days and Judges to complete them. For example, a CP Nationals can be run in as short a period as three days, weather permitting. And who knows? If any one discipline, say Accuracy, gets its own Nationals, it may attract more competitors as they won't be torn between choosing which event they want to play in. It's worth a try, I reckon, to see if we can increase competitor numbers, then all get together at our flagship event.

### What's happening going forward?

1. Chief Judges have been selected for 2017-2018:
  - Peta Holmes is the Chief Judge for the Indoor Skydiving Competition Penrith in August 2017. Her six Judges will look after FS judging.
  - Neil Fergie is the Chief Judge of the FS Large Sequential Event in Moruya in November 2017. He will choose a mixture of local and remote Judges.
  - Jim Moir is the Chief Judge for the World POPS Meet at Nagambie in April 2018.

- Next year's Nationals is still to be announced by the APF and a Chief Judge will be announced at that time.
2. E-Leagues are being judged now. I am Chief Judge of those.
3. FAI Judges and Trainee Judges have been selected. We have a record number of eight Judges travelling this year. Congratulations to these folks:
  - Jenni Plumridge – World Cup of Canopy Formation in Saarlouis, Germany in August
  - Peta Holmes – World Cup of Formation Skydiving in Saarlouis, Germany in August
  - Dean Brook-Rerecich – World Cup of Accuracy in Montenegro, late August
  - Gail Bradley – World Cup of Indoor Skydiving in FS in Canada, October
  - Craig Bennett – World Cup of Canopy Piloting in Dubai, November

In addition, FAI Judge Training Courses are being offered at various competitions. These Judges are eligible to attend the following courses, and we look forward to them passing a really tough course, gaining an FAI Judge rating in their chosen discipline, and bringing those skills back to Australia for the benefit of our competitors here.

- One TBA – FS in Germany
- Neil Fergie – Wingsuiting in Nevada
- Cole Ruthenberg – CP in Dubai.

Don't forget that in 2018, we will also be running a CF FAI Judge course and a Speed FAI Judge course at our own WPC on the Gold Coast. I am also looking at the venue to see if we can squeeze in an FAI Judge course in FS.

On the subject of Judge Training. South Australia and Artistics competitor courses are being planned. So far there are about seven interested persons in South Australia who would like to take on a new Judge rating. I am getting this organised via Sandy Nieuwenhoven and hope to go visit those guys in July or September for their initial course. If anyone is interested, put your hand up now because there will be homework to complete.

A dream came true for me. I have always thought that Artistics competitors were well-trained to be able to judge Artistic Events. But they lack the basic judging skills, rules knowledge, keyboarding and process knowledge. Now there are five competitors in QLD who are interested to become AE Judges. Did I tell them about the joy of teamwork, travel and lifetime gratification that comes from judging yet? No. That will happen at their course in Brisbane in November, also currently in planning. The APF will bring an FAI AE Judge to Australia to teach this, earning a local rating for new Judges and potentially revalidating a limited number of existing FAI AE Judges.

So, the role rolls along. Training, ratings, judging, competitions, record-attempts, seeing and seeking professional standards inside the judging room, and having the best of fun outside the judging room and in the field. This is the life to have. Come up and see me sometime.

Blue skies.

**Gail Bradley**  
National Judging Officer  
0413 119 575  
gail.bradley@apf.com.au



# AUSTRALIAN SKYDIVING NATIONALS 2017

- YORK, WESTERN AUSTRALIA -



**THE 2017 AUSTRALIAN NATIONAL PARACHUTING CHAMPIONSHIPS WAS HELD IN YORK, WESTERN AUSTRALIA WHERE OVER 160 COMPETITORS ATTENDED AND COMPETED ACROSS ALL DISCIPLINES.**

**By Rob Libeau Photos by Steve Fitchett [www.fitchimages.com](http://www.fitchimages.com)**

The Nationals welcomed the York Shire on board as a sponsor this year and their contribution supported the large LED TV screen. The screen has become a must-have at the Nationals these days – particularly when we get to see live judging.

Canopy Piloting saw the biggest field ever in Australia with 24 Open competitors and 14 Intermediates. Special guest, invited by the APF, was Cornelia Mihai, who spent the week prior to the nationals coaching and offering tips to our athletes. Cornelia went above and beyond by staying on and continuing to support the Aussie pilots.

The APF also introduced the new 4-way BLAST competition. BLAST was designed to introduce novice skydivers to 4-way FS and offer them an introduction to competition. The competition is a random only, maximum 3-point dive. The APF expects that this concept will encourage growth from the grass roots end of the skydiving spectrum and drive people towards better competition in the future.

BLAST is also important for the consolidation of core flying skills for novice skydivers, who will no doubt venture in to other areas of skydiving as they progress.

We also saw Speed Skydiving for the first time at an Aussie Nationals, as a sanctioned event. Mark Edwards broke the Speed record, recording a vertical speed of 423km/hr. Mark held that record for less than a minute, when the next competitor, Timothy Kolln, smashed it by recording a speed of 457km/hr.

There were also two Wingsuit Performance Flying National records: Chris Byrnes with the Fastest Speed, hitting 318.6km/hr, and Luke Rogers with the Greatest Distance of 4.708km.

Congratulations to all the competitors, particularly to the winners and, a special thanks to the Skydive York Crew for all their hard work. Thank you to the judges, trainee judges, volunteers, pilots, manifest, café, cleaners, packers and media.

The 2017 Nationals did face tragedy with the fatality of one of our members, who was competing in 4-way FS. The Skydive Australia – W.A. crew and the competitors dealt with the tragedy tactfully and with respectful regard to his family, team mates and friends. Our condolences go out to all involved.

Next year, 2018, will see a selection year for the Australian team and we are looking forward to some very strong competition as we prepare for the WPCs on the Gold Coast in Queensland.

## CHANNEL 7 ONSITE TO SEND AUSSIE SWOOPERS MAINSTREAM

A fantastic partnership has been formed between the APF and Channel 7. In 2017, the Channel 7 crew were at York, filming the competition and the production is set to air at 4.30pm on 7 May. Watch 7 Mate for the one hour show.

This year, the show focused on the Aussie Swoopers. There is real life back stories and spectacular action on show!

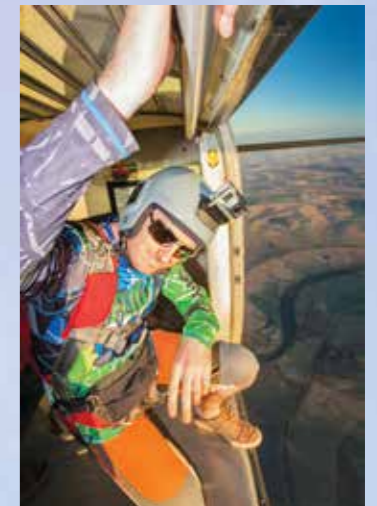
Watch 7 Mate, 7 May at 4.30pm. (Tell your friends to watch too!)



*Channel 7 Crew, getting ready to interview Cornelia Mihai*



*Channel 7 checking their work.*



Apologies to the Swoop Accuracy Competitors as the results were not available at the time of printing.

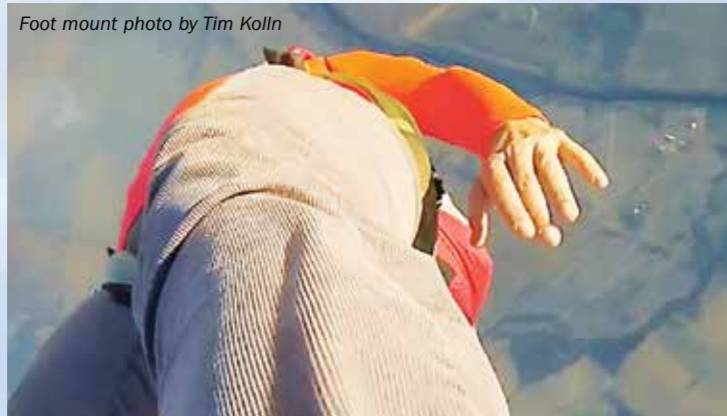
## SPEED SKYDIVING *By Tim Kolln*

Speed skydiving was a new fringe event held at the 2017 nationals. As an event in Australia, this was the first time a speed competition had been held. Speed skydiving was at the world championships in 2016, in which Australia was represented by Mason Corby. The APF decided to include this event as a national's event because it would be part of the program for the 2018 world championships. The APF used the nationals to begin to understand how they would run and judge a speed event.

At nationals, the APF used two flysight GPS tracking devices; one clipped either side on the competitor's lateral harness webbing. The devices would then track the freefall speeds. The competition itself occurred through a window from 2,700m to 1,700m, where the competitor's average speed for the whole window became the score. On landing, the competitor would deliver the devices to the judges and tracked speeds would then be uploaded to the paralog performance software to give the overall average between the two devices.

Most competitors chose to wear pants with a tight slick material shirt/rashie, though Mark did wear a full body lycra suit. The consensus behind this is to give some drag to your legs, aiding to control speed wobbles

Foot mount photo by Tim Kolln



and maintain a head-down vertical orientation. Saying this, from learning to fly with speed I found more control in flying with a slight belly angle otherwise my legs would sway back and forth in true vertical, slowing me down. With this in mind, I was able to achieve a new national speed record of 455.4km/hr. I achieved this with relatively no practice and little knowledge, rather a few extra pies and more beer, therefore anyone who has a fast, steep angle should give it a go.

Currently, there is a speed skydiving league in Europe that runs events throughout the European summer at various drop zones. Also, many countries hold national championships, with athletes now going on to compete at international events such as the world championships and world cup. With the discipline becoming more widely known, more people will hopefully participate pushing the level of competition and speeds reached. The best place for any further information can be found at [www.speed-skydiving.com](http://www.speed-skydiving.com), a website run by the International Speed Skydiving Association. I'm sure the speed event will be held at next year's nationals with top performers being selected for next year's world championships in Australia.

SPEED SKYDIVING							
Rank	Name	R1 (km/h)	R2 (km/h)	R3 (km/h)	R4 (km/h)	R5 (km/h)	Best of 3 of 5 (km/h)
1	Tim Kolln 2	457.9	428.0	415.8	406.8	452.5	446.2
2	Tim Kolln 1	452.9	427.7	416.9	409.0	453.6	444.7
3	Mark Edwards 2	422.3	403.6	432.7	389.9	393.1	419.5
4	Mark Edwards 1	424.1	403.9	423.4	388.8	396.7	417.1
5	Dimitri Didenko 1	370.1	416.2	380.9	434.9	391.7	414.2
6	Dimitri Didenko 2	370.8	415.8	381.2	434.9	391.3	414.0
7	Barrie Bremner 2	337.3		391.7	374.8	324.0	367.9
8	Barrie Bremner 1	335.5	321.8		375.8	324.4	345.2
9	Graeme White 2	316.4	331.6	333.0	300.2	303.1	327.0
10	Graeme White 1	315.4	331.6	331.9	302.0	9.7	326.3
11	Jason Colless 1	338.4	323.6				220.7
12	Jason Colless 2	335.2	323.3				219.5



## CLASSIC ACCURACY

*By Jason "Rangry" Colless*

Coming into this Classic Accuracy comp I wasn't hoping for too much. After recently competing at the World Champs, I decided to upsize my canopy and when training for Nationals, one month out, I decided to drive my ankle into the ground pretty hard, which sat me up for nearly three weeks. So I was competing just to get coaching.

Arriving at Perth I was instantly welcomed by the flies, a million fans waiting to say hello, Jeez I felt welcome! I was hoping to run my new canopy in but Mother Nature wasn't having a bar of it. With consistently 20 knot winds for nearly the whole comp, the only training I could do was practice my dirt dives out of the plane. Once we did get jumping it was game on. With the lead in 10 jumps changing about five times it was an extremely close call, with the import Italian taking honours by 1cm. For me it, I was starting to dial my canopy in at around the six jump mark and when we finished the ten comp jumps I was ready for the competition. Such is life.

To be once again at a National event is the best part, it's a vitalising experience to be around the best jumpers in Australia all striving to do their best. This was the first time I got to watch the Swoopers perform and as they had as many weather holds as us, it was good to watch the coaching efforts or Ronnie explaining techniques to them all. And then when they performed, they performed well. It's always great listening to the sound of the canopy whizzing down across the pond, even better entertainment when someone faceplants into it!



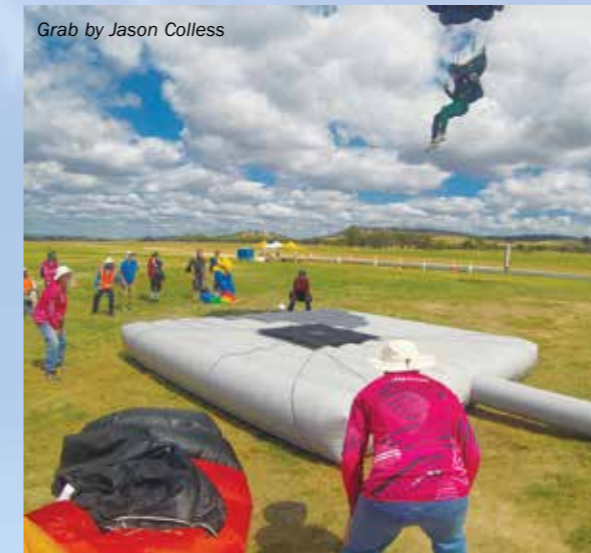
Grab by Jason Colless



With regards to coaching for myself, between Don Woodland, J9 and Ken (Janine's better half, or not) I am once again utterly grateful. Always waiting for me to land to give me tips and pointers time and time again, it really is going to be sad when I start beating them (not you Don, you shall bow before me.)

I started doing Classic Accuracy as something different and it's something I have come to love. I cop a lot of grief for it but that makes me enjoy it more. The constant pressure on myself certainly changes my mental approaches to other challenges in life. To anybody wanting to get into it, ask around, borrow a canopy. And to all the BASE whuffos who are forever telling me how much better they are than me: QLD State Champs are coming up in a few months, so get some pack extenders, stick your BASE canopy in and come show me how its done...

Thanks to our awesome State Parachute Council, the SQPC. The constant support is awesome.



Grab by Jason Colless



CLASSIC ACCURACY															
Individual	R1	R2	R3	R4	R5	R6	R7	R8	sub	R9	R10	TOT	T/B	TOT	Rank
Fabrizio Giannelli	00	02	02	07	00	16	05	01	33	03	03	39		39	1
Graeme Windsor	04	02	02	02	02	05	02	02	21	06	13	40		40	2
Don Woodland	03	02	03	02	07	07	05	06	35	05	16	56		56	3
Janine Hayes	16	02	16	02	03	03	03	16	61	02	03	66		66	4
Jason Colless	16	03	16	16	05	16	16	14	102	02	11	115		115	5

**AUSTRALIAN SKYDIVING NATIONALS 2017**  
- YORK, WESTERN AUSTRALIA -



**CANOPY PILOTING** *By Cornelia Mihai*

It was my first time jumping and competing in Australia. I was at Skydive York for two weeks organising three two-day camps of canopy piloting (intermediate and pro); and I was super happy with the attendance. There were a lot of newer canopy pilots who were getting ready to participate for the first time, and even though some of them were quite experienced skydivers, competing in canopy piloting is quite different from casually landing your parachute after a normal freefall jump. All of them were really excited to "run the pond and hit the gates for the first time".

I think they all realised it's quite a complex sport, mainly because we are always dealing with variables (constantly changing wind conditions, temperature, air density). In a canopy piloting competition, we must be able to assess the weather conditions and make the best decision before starting our approach to the course.

I loved the diversity of the groups, and how everyone was helping each other and giving each other advice. This is

what I mainly love about the canopy pilots. We always help each other, because if we don't, someone might get hurt.

The downside of the time I've spent in York was the weather. I must say, York, or Western Australia in general, is quite a windy place. We had pretty bad weather the entire. Pretty much two weeks of strong winds from all directions, and when it wasn't windy it was raining. Nobody managed to train as much as they planned so we went into the competition unprepared.

I attended the competition as a guest and I managed to take first place; even though I wasn't happy with my performance because of lack of training. That being said, it was as hard for everybody so, this is a part of what makes it so interesting, and always challenging.

Congratulations to the new Australian National Champions! I was happy to see so much interest in this sport and so much support from the Australian Parachute Federation. It's paying off!



**AUSTRALIAN SKYDIVING NATIONALS 2017**  
- YOINK, WESTERN AUSTRALIA -



**CANOPY PILOTING - INTERMEDIATE / OVERALL STANDINGS**

Rank	Nation	Competitor	Accuracy		Distance		Speed		Total
			Pos	Points	Pos	Points	Pos	Points	
1	AUS	Austin Lawson	1	200.000	3	147.578	2	119.099	466.677
2	AUS	Timothy Kolln	8	3.000	1	200.000	4	100.000	303.000
3	AUS	Gerard Vejrych	6	6.000	2	169.853	3	100.000	275.853
4	AUS	Michael Wallace	3	72.230	6	120.130	5	81.647	274.007
5	AUS	Hamish Stratford	5	12.230	7	94.315	1	123.829	230.374
6	AUS	Oliver Fong	4	63.076	4	130.045	7	3.000	196.121
7	AUS	Ben Cuttler	2	93.514	8	86.295	8	0.000	179.809
8	AUS	Anthony Hood	6	6.000	8	129.388	8	0.000	135.388
9	AUS	Beau Gora	9	0.000	6	0.000	6	73.765	73.765
10	AUS	Kane Landon	9	0.000	9	0.000	8	0.000	0.000

**CANOPY PILOTING - OPEN/OVERALL STANDING**

Rank	Nation	Competitor	Accuracy		Distance		Speed		Total
			Pos	Points	Pos	Points	Pos	Points	
1	UAE	Cornelia Mihai	2	215.842	1	275.806	1	179.046	670.694
2	AUS	Bradley Jones	5	197.960	2	236.917	7	136.288	571.165
3	AUS	Tom Gilmartin	7	195.106	6	206.493	5	146.782	548.381
4	AUS	Darren Griggs	6	197.679	15	144.647	2	171.664	513.990
5	AUS	Miles Cottman	13	145.383	3	226.675	6	140.341	512.399
6	AUS	Robert McMillan	15	136.643	4	226.063	4	148.593	511.299
7	AUS	Keven Walters	8	183.232	5	213.913	8	100.000	497.145
8	AUS	Raymond Worrall	4	199.024	7	199.060	13	62.154	460.238
9	AUS	Leigh McCormack	18	115.509	11	177.697	3	148.877	442.083
10	AUS	Gabriel Phillips	10	166.383	9	194.936	10	79.484	440.803
11	AUS	Selwyn Johnson	3	200.604	14	153.693	12	74.389	428.686
12	AUS	Ryan Dudderidge	9	177.140	13	162.297	11	75.412	414.849
13	AUS	Charly Rusconi	12	154.435	8	196.554	14	61.337	412.326
14	AUS	James Baker	14	145.273	12	174.088	16	53.462	372.823
15	AUS	Alex Horsburgh	11	160.474	16	138.426	17	50.335	349.235
16	AUS	Ryan Sanders	17	127.647	10	190.211	19	3.000	320.858
17	AUS	Mark Sillifant	1	275.504	22	6.000	22	0.000	281.504
18	AUS	Mark Edwards	19	92.751	17	124.040	15	59.925	276.716
19	AUS	Josh Costa	16	135.691	19	110.324	22	0.000	246.015
20	AUS	Stacey Halliday	20	84.744	21	51.875	18	44.900	181.519
21	AUS	Kras Bankov	22	41.095	18	123.484	19	3.000	167.579
22	AUS	Matthew Giddings	21	66.002	20	72.009	19	3.000	141.011
23	AUS	Andrew Woolf	23	0.000	23	0.000	9	95.506	95.506

## WINGSUIT PERFORMANCE FLYING

By Chris Byrnes

This year was the first year that Wingsuit Performance Flying has been included as an official event as a part of the Nationals. For me personally this was extremely exciting. Over the past few years I have competed in seven Wingsuit Performance competitions across four different countries and this was the first time I was at a competition with all the other skydiving disciplines. At the other competitions, all the other disciplines were held at a different venue for logistical reasons. It was awesome to see the 4-way, 8-way, Freefly, Freestyle, Accuracy, CReW and Canopy Pilots competing and to be able to socialise with them after sunset. It made me feel a greater sense of belonging in the Australian skydiving community as a Wingsuit pilot. A big thank you goes to those who have worked hard behind the scenes to help Wingsuit Performance become recognised as an official competition discipline in Australia, especially Roger Hugelshofer, Sheena Simmonds and Rob Libeau.

This year, there were nine competitors from across Australia competing in Wingsuit Performance. It was good to see some fresh faces with this being some of the competitors first competition. On the first day, the upper winds were strong which made for excellent conditions for Wingsuit Performance. On the first jump Luke Rogers broke the Distance World Record travelling 4.708 km across the ground through the competition window which is measured between 3,000 and 2,000 metres of altitude. Following up on the second jump, I broke the Speed World Record with an average groundspeed of 318.6 km/h through the competition window. Luke McIntosh and Luke Rogers were only a few km/h behind me but both were faster than



the previous Speed World Record as well. Due to the exit altitude and not enough FAI judges being present, these records will remain unofficial, however no one in the world has flown further than Luke or faster than me in a Wingsuit performance competition.

The competition was close over the nine jumps of the competition. The scores were averaged out with three runs, each of Distance, Speed, and Time to find the best overall pilot. Luke Rogers came out on top in 1st place. Luke dedicated all of 2016 to Wingsuit training full time making over 1,022 skydives during the year. His hard work and dedication has certainly paid off and he will be hard to beat in future competitions. I finished in 2nd place for the second year in a row, and James McKew finished in 3rd place. James was competing representing the Australian Defence Force and put in a lot of hard work in training and preparation before Nationals. He kept calm under pressure during the competition, with his Wingsuit getting damaged during training jumps and having to switch Wingsuits directly before the competition. He performed extremely well, broke all of his personal bests, and is certainly someone to watch out for in the future.

All three members on the podium, Luke Rogers, myself and James McKew are planning to travel to Skydive Fyrosity in Nevada, U.S.A. in November for the Wingsuit World Cup. We will be training hard and looking forward to the honour of representing Australia on the world stage.

A massive thank you to Skydive York for hosting the Nationals and doing a fantastic job of organising a wonderful Nationals.



## ACROBATIC WINGSUITING

By Johannes Debler

The 'Airspace Invaders' Acrobatic Wingsuit team got started in early 2017 with the goal of participating at this year's national championships. Adam and Johannes have been jumping together and playing with the idea for about a year before Leon joined as the camera flyer in late 2016.

"We completed about 30 training jumps as a team in the lead up to the 2017 nationals. We enjoyed the competition, even though we turned out to be the only team competing in Wingsuit Acrobatics. This was obviously because everyone else got scared to compete when they heard that there is a new team rising on the West coast :-)"



### D2W GEN - OVERALL

Pos	Team	1	2	3	4	5	6	7	TOTAL
1	901 - Airspace Invaders	3.75	5.36	5.75	6.70	3.50	4.10	4.80	34.0

### WINGSUIT PERFORMANCE FLYING - Time

CLASS OPEN		Time						
Rank	Name	Round 1		Round 2		Round 3		Total
		(s)	%	(s)	%	(s)	%	%
1	Luke Daniel Rogers (A)	91.0	100.0	87.4	100.0	83.5	100.0	100.0
2	Chris Byrnes (A)	77.8	85.5	83.7	95.8	78.2	93.7	91.7
3	James McKew (A)	80.6	88.6	82.9	94.9	78.0	93.3	92.3
4	Luke McIntosh (A)	64.9	71.3	56.7	64.9	62.9	75.3	70.5
5	Scott Patterson (A)	66.7	73.4	63.8	73.0	64.3	76.9	74.4
6	Graham Cook (I)	54.3	59.7	50.9	58.3	51.6	61.7	59.9
7	Sudhir Rao (I)	43.0	47.3	43.4	49.7	37.1	44.4	47.1
8	Corey Vandepolder (A)	62.0	68.1					22.7
9	Matthew Holmes (A)			66.8	76.4	59.6	71.3	49.3

### Distance

CLASS OPEN		Distance						
Rank	Name	Round 1		Round 2		Round 3		Total
		(km)	%	(km)	%	(km)	%	%
1	Luke Daniel Rogers (A)	4.708	100.0	4.146	100.0	3.908	100.0	100.0
2	Chris Byrnes (A)	4.109	87.3	3.697	89.2	3.668	93.8	90.1
3	James McKew (A)	4.135	87.8	3.282	79.2	3.248	83.1	83.4
4	Luke McIntosh (A)	3.639	77.3	2.906	70.1	2.956	75.6	74.3
5	Scott Patterson (A)	1.260	26.8	3.097	74.7	3.074	78.7	60.0
6	Graham Cook (I)	2.155	45.8	1.839	44.4	2.013	51.5	47.2
7	Sudhir Rao (I)	2.270	48.2	1.670	40.3	1.742	44.6	44.4
8	Corey Vandepolder (A)	3.766	80.0	2.978	71.8			50.6
9	Matthew Holmes (A)					2.464	63.1	21.0

### Speed

CLASS OPEN		Speed							
Rank	Name	Round 1		Round 2		Round 3		Total	Total
		(km/h)	%	(km/h)	%	(km/h)	%	%	%
1	Luke Daniel Rogers (A)	315.4	98.9	247.7	88.4	259.6	98.2	95.2	295.2
2	Chris Byrnes (A)	318.6	100.0	280.4	100.0	264.2	100.0	100.0	281.8
3	James McKew (A)	266.8	83.7	222.8	79.5	221.4	83.7	82.3	257.9
4	Luke McIntosh (A)	315.0	98.9	256.0	91.3	258.8	98.0	96.1	240.9
5	Scott Patterson (A)	259.6	81.5	199.1	71.0	230.8	87.3	79.9	214.4
6	Graham Cook (I)	253.8	79.7	211.7	75.4	207.0	78.3	77.8	184.9
7	Sudhir Rao (I)	211.7	66.4	164.9	58.9	158.4	59.9	61.7	153.2
8	Corey Vandepolder (A)	270.7	85.0	189.0	67.4			50.8	124.1
9	Matthew Holmes (A)					215.6	81.5	27.2	97.5



## FORMATION SKYDIVING

By Alan Moss

As the APF appointed coach for intermediate teams, the York Nationals was a great event to be involved in with intermediate 4's, intermediate 8's, and the new Blast category.

The intermediate 4-way competition was well attended with ten teams turning up – the most since 2011. We saw the two top teams, Mega Rex and Raptors, do great scores and only separated by camera busts (ouch). Then the battle for third, between Unloaded, Toight and Frothy, separated by only two points, which was decided on the last round. Like all events, there are different levels of teams competing between each other and this year was no exception. There was about a 50/50 split of teams with jumping coaches and those without, which is great to see. I loved being involved with Subterfuge, Unloaded, Screaming Eagles and the Frothy units, and I am sure we will see more of them as the other teams that competed.

Too often there is a reminder that the great sport we are involved in comes with some incredible lows. After the devastating accident that affected all of us in different ways, it was decided to call the intermediate 4's competition at 8 rounds. Unfortunately this is very close to home for me and I can assure you; no one can prepare you for something like this. It is vital that the legacy is learning from every situation like this, and acting to prevent it.

8-way intermediate was great fun and those who had trained 4-way got to see a different discipline, which opened a lot of eyes into a new world. Watching the rounds at the end of the day was an excellent way to finish of that competition.

The Blast (Rookie) competition in its first year was a success. There were four teams competing at the nationals that would never have had without this category. This included sub-100 jumpers to those with 1,000 plus jumps and had never competed before. Congratulations to the Gastronomists – 300 jumps between three of them and they did a nineteen on round one – awesome stuff.

The scores over the years have taken a great leap forward with help from the tunnel so the future is bright. It was a great pleasure and a privilege to be the ground coach. I made some great news friends, and I know that all involved were grateful having myself and Gary Nemirovsky provided by the APF. Good on you APF.



### FORMATION SKYDIVING 4-WAY - (BLAST) ROOKIE

Pos	Team	1	2	3	4	5	6	JO	TOTAL
1	451 - Gastronomists	19	10	17	12	12	-	-	70
2	453 - Kiss My Booties	7	11	12	8	8	-	-	46
3	452 - Untrash	13	8	13	10	-	-	-	44
4	454 - Wattle Weed	2	3	4	3	0	-	-	12

### FORMATION SKYDIVING 4-WAY - INTERMEDIATE

Pos	Team	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1	301 - Megasaurus Rex	14	10	13	12	15	12	13	11	-	-	-	100
2	311 - Terminal Velociraptor (Defence)	8	12	11	13	14	12	13	11	-	-	-	94
3	310 - Toight and Frothy	9	10	8	6	13	11	10	9	-	-	-	76
4	307 - Unloaded	10	9	11	7	11	9	10	7	-	-	-	74
5	303 - 4Play	9	8	7	9	8	11	11	6	-	-	-	69
6	308 - Not Rushin (Defence)	8	8	4	9	10	10	6	5	-	-	-	60
7	309 - Picco Rats	8	9	7	5	8	10	5	8	-	-	-	60
8	305 - Subterfuge	6	4	8	6	9	8	7	6	-	-	-	54
9	306 - The Screaming Eagles	5	6	7	5	9	8	7	6	-	-	-	53
10	302 - Jigsaw	4	5	6	4	5	2	4	6	-	-	-	36
-	304 - Red Hawks	-	-	-	-	-	-	-	-	-	-	-	-

### FORMATION SKYDIVING 4-WAY - OPEN

Pos	Team	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1	401 - Rotor Out	12	14	14	23	23	16	17	24	16	17	-	176
2	402 - L'Attitude	10	10	10	14	18	11	5	15	11	15	-	119

### FORMATION SKYDIVING 8-WAY - INTERMEDIATE

Pos	Team	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1	703 - Soft Docks	-	6	-	8	-	-	-	-	-	-	-	14
2	702 - Tongue Punchers	-	6	-	6	-	-	-	-	-	-	-	12
3	701 - Waffle Stompers	-	6	-	4	-	-	-	-	-	-	-	10





## CANOPY FORMATION

By Jules McConnel

CRW representation was small again this year, but the quality was there... and we were definitely seen! This is the first year we've had all competitors on NZ Aerosports Matrix canopies, which means these upcoming teams aren't rookies flying those 5-cell cross-braced weapons!

Team 'Damaged Goods' from S.A. put some solid scores on the board, even after dealing with a re-jump from a malfunction mid way through competition. Team 'CHAPS' donned their mos and did their thing setting a couple of PBs along the way!

K4's training in Jurien Bay paid off; we didn't break any records, but our average improved and the block moves are getting tight! I'm not sure which was better - finishing off the comp with the hardest block move and nailing it or landing a 4-way diamond in front of the drop zone with all the competitors cheering us on.

Thanks for our ongoing support from NZ Aerosports and Skydive Jurien Bay, and the APF for hosting another awesome event.

Bring on the Worlds next year!

To all you CRW dogs - there's an opening for a 4-way Rotations team to represent on our homeland so pull your fingers out!



### CANOPY FORMATION 2-WAY SEQUENTIAL - OPEN

Pos	Team	1	2	3	4	5	6	7	8	JO	TOTAL
1	201 - Chaps	9	11	8	9	8	7	13	9	-	74
2	202 - Damaged Goods	3	3	3	4	3	4	5	3	-	28

### CANOPY FORMATION 4-WAY SEQUENTIAL - OPEN

Pos	Team	1	2	3	4	5	6	7	8	JO	TOTAL
1	251 - K4	4	7	4	3	5	7	3	4	-	37

## Team - Full Tilt

### FREEFLY By Richie Convery. Grabs by Keith Grealy

Nationals 2017 was a lot smaller than we were hoping for. No one wanted to come and play so we only ended up doing three rounds and got some



interesting scores from the judges using an older style of judging.

It was still good for us to get more competition experience as we prepare for the World Cup in Germany later in the year.

We will be training regularly at Byron Bay and getting some international coaching throughout the remainder of this year and next year. Full Tilt will be going hard in lead up to the 2018 World Championships at home on the Gold Coast.

Massive thanks to Skydive Australia, APF, SQPC, NZ Aerosports, LVN, Downward Trend Rigging, Cookie and UPT.



### ARTISTIC EVENTS - FREEFLY - OPEN

Pos	Team	1	2	3	4	5	6	7	JO	TOTAL
1	601 - Fulltilt	6.1	4.9	-	-	4.8	-	-	-	15.8

## Team - Running Hot

### FREESTYLE By Archie Jamieson



Photo by Kian Bullock

A world championship on the Gold Coast in 2018! As the owner of Gold Coast Skydive, I thought I needed to be up to my armpits in this somehow and ideally, I wanted to do this as a competitor. FS? Got

no sausages. CF? Too scared. Freefly? Trying to catch up to Full Tilt and Rumbo; not a chance. Freestyle? Couldn't even spell it before the nationals but the idea of teaming up with Gold Coast Skydive General Manager, Alana Bertram, sounded like a good idea.

With only a handful of training jumps prior to heading to Perth, our aim was to get some competition experience and make up the numbers. Having never practiced our final Free routine up until we performed it in competition we entered the Nationals with a no pressure, no expectations attitude.

Even after the scores went up after the first two rounds, it was more shock than anything to see ourselves as clear leaders, and even more of a surprise to end up as national champions. After seeing teams Wicked Awesome and Focus Dynamics' jumps, we know that it's not going to be an easy ride to 2018, but with 500 jumps and 30+ hours tunnel planned between now and next year's Nationals, we think we can give it a good crack. A team mate that's really starting to shred and an amazingly high level of commitment, it's now up to this old dog to learn a heap of new tricks.

Many thanks to our fellow competitors for making it such a fun and enjoyable competition. Exciting challenges await and we can't wait to get our teeth into it. Bring on 2018!



### ARTISTIC EVENTS - FREESTYLE - OPEN

Pos	Team	1	2	3	4	5	6	7	JO	TOTAL
1	611 - Running Hot	5.0	3.8	5.6	5.6	3.3	5.3	5.2	-	33.8
2	613 - Focus Dynamics	4.0	1.5	4.8	4.6	2.2	5.0	4.9	-	27.0
3	612 - Team Wicked Awesome	3.7	1.7	4.0	4.5	1.3	4.3	4.5	-	24.0



## VERTICAL FORMATION SKYDIVING

### Team – Focus

Content supplied by Team Focus



These are a group of guys who all share a passion and commitment to Vertical Formation Skydiving (VFS). Although origins go further back, the competitive 4-way VFS team really started just over two years ago with a firm goal to challenge the Australian champions at the time: “The Addicted”, who had led the charge in Australian VFS for many years.

FOCUS started off as an Advanced team with previous team member, Tina Muddle, and scored a Silver medal at the 2015 Australian National Championships (being beaten by the iFLY Downunder team). The team was happy at the time, achieving most of their progression goals and setting a 12pt competition average, but the journey had just begun.

Following the 2015 Nationals, Scott (previous camera flyer of “The Addicted”) joined the 4-way team and the new team evolved and accelerated rapidly into the current Australian Open Champions in 2016 who scored a close fought 5th place and set a new Australian and Oceanic record (24 points in time) at the recent 2016 World Championships in Chicago.

The anticipated “FOCUS” vs. “The Addicted” battle never eventuated. In fact, it became more of a merger as Tim (also ex-“The Addicted”) has now swapped out his slot with Kieren’s; moving from alternate to inside centre for the competitive 4-way team being put forward at the next world championships in 2018.

The current team is built on strength and commitment, and is continuing to expand their ranks as they grow the FOCUS brand. The main drive of the team may still be competitive VFS, but they are also bringing in more Dynamic flying, sky and tunnel coaching and load organising; continuing to set the bar ever higher for anything they touch in Australian Freefly.

### Sponsors

Team Focus are proud to be part of the LVN Dream Team and only align themselves with what they consider the top brands. Their industry leading sponsors include:

- Vertical Suits • UPT Micron • NZ Aerosports (JPX Leia)
- Cypres2 • Larsen & Brusgaard Alti’s
- Cookie Composites

The team would also like to recognize and thank iFLY Downunder, the Australian Parachute Federation, Sydney Skydivers

and Manufactory S2S for their tremendous support over the last few years.

### Competition results and records

- 2016 5th Place – World Skydiving Championships 4-way VFS (Open)
- 2016 Australian and Oceanic VFS record (Open) 24pts
- 2016 Gold – Australian National Indoor Skydive Championships 4-way VFS (Open)
- 2016 Australian competition VFS record (Open) 15pts
- 2016 Gold – Australian National Championships 4-way VFS (Open)
- 2015 Gold – Australian National Indoor Skydive Championships 4-way VFS (Open)
- 2015 Silver – Australian National Championships 4-way VFS (Advanced)
- 2014 Gold – N.S.W. State Championships 4-way VFS (Advanced)

### What’s next

The VFS team is now training hard towards the coveted podium at the 2018 World Championships. With the event being held in Australia and having home ground advantage, this is the best chance yet to score bling for Australia in VFS on the world stage.

Focus are also running the “FOCUS Vertical Program 2017”; a series of vertical skills camps across the nation, with the end goal to set a new Australian Vertical Record later this year.

The team is also expanding into competitive Dynamic flying and looking to bring on board some new faces in that arena, as well as demo teams and more coaching and load organising across the country. Get in touch with these guys if you want to get some private tunnel or sky coaching, or get an event or camp running at your local drop zone.

### “Like” FOCUS

Show your support of the team by jumping on the FOCUS Facebook page and stay up to date with the team’s competitive progress, events and anything else they’ve got going on.

VERTICAL FORMATION SKYDIVING - OPEN											
Pos	Team	1	2	3	4	5	6	7	8	JO	TOTAL
1	502 - Focus	13	13	22	8	7	12	12	14	-	101
2	501 - Skyrunners	2	2	4	2	0	0	0	-	-	10

## FLYER PROFILES

### NAME: KYLE CHICK (CHICKO)

**WORK:** Indoor Skydive Instructor (iFLY DOWNUNDER)

**YEARS IN SPORT:** 10

**NUMBER OF SKYDIVES:** 3,000

**TUNNEL HOURS:** 70

**OTHER INTERESTS:** Snowboarding

**BRIEF HISTORY:** Military

parachuting instructor for seven years. Started AFF in 2007 and began tunnel flying in 2009. Started competing in 2-way Artistic, then changed to 2-way VFS. Started 4-way VFS in 2013. Several indoor and outdoor medals and records with FOCUS. Australian VFS record (24 points) and Australian Vertical formation record (33-way).



### NAME: NATHAN SMITH (SMITTY)

**WORK:** Indoor Skydive Instructor (iFLY DOWNUNDER)

**YEARS IN SPORT:** 10

**NUMBER OF SKYDIVES:** 3,200

**TUNNEL HOURS:** 100

**OTHER INTERESTS:** Scuba diving/ surfing/snowboarding

**BRIEF HISTORY:** Ex-military

parachute instructor. Started doing 2-way Artistic with Kyle then switched to 2-way VFS, then 4-way VFS. Several indoor and outdoor medals and records with FOCUS. Australian VFS record (24 points).



### NAME: KIEREN JAMES (K.J.)

**WORK:** Commercial Development Manager (Indoor Skydive Australia Group Ltd)

**YEARS IN SPORT:** 17

**NUMBER OF SKYDIVES:** 2,500/

**TUNNEL HOURS:** 100

**OTHER INTERESTS:** Fitness/ skiing and snowboarding/motorbike riding/travelling

**BRIEF HISTORY:** Started skydiving in 2000 and tunnelling since 2007. Freefly coaching and load organising since 2009. Formed Team Nemesis and won 2-way VFS Gold at State and national level before moving into 4-way VFS with FOCUS. Several indoor and outdoor medals and records with FOCUS. Aussie VFS record (24pts), Aussie Vertical record (33-way), world Vertical record (164-way).



### NAME: TIM GOLSBY-SMITH (TGS)

**WORK:** Strategy Operations

**YEARS IN SPORT:** 10

**NUMBER OF SKYDIVES:** 1,500

**TUNNEL HOURS:** 100

**OTHER INTERESTS:** Surfing/ snowboarding/motorbikes/fast cars

**BRIEF HISTORY:** Five-times

Australian VFS national champion. Represented Australia at world championships in Dubai 2012 and Czech Republic in 2014. Represented Australia at the indoor world championships in Singapore 2012. Multiple Australian medals and records in VFS with The Addicted. Australian Vertical record (33-way).



### NAME: DAN SMITH (DANIEL)

**WORK:** Skydiver (Indoor and Outdoor)

**YEARS IN SPORT:** 18

**NUMBER OF SKYDIVES:** 10,000

**TUNNEL HOURS:** 50

**OTHER INTERESTS:** Anything adventurous. Loves being outdoors, unless flying tunnel.

**BRIEF HISTORY:** Started jumping at Picton in November 1998 with his brother and was hooked from the first jump. Started working outside camera from 2003. Instructor ratings since 2006 including AFF, Tandem, Freefly and Canopy Coach. IB rated and IBA tunnel instructor. Worked in skydiving in Australia and abroad. Multiple times Australian skydive team member, competing in both Canopy Piloting and Freefall events at an international level. Skydiving is his sport, his career, his life. Several indoor and outdoor medals and records with FOCUS. Aussie VFS record (24pts).



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WALLY LAMB



# Bogdan DRAZEK

T R I B U T E

By Kelly Brennan

BOGDAN DRAZEK SOARED WITH AUSSIE SKYDIVERS FOR ONLY A SHORT TIME, BUT HIS MEMORY WILL LONG BURN BRIGHTLY FOR THOSE WHO HAD THE PLEASURE OF JUMPING WITH HIM.

It's hard to believe that it's only just over three years since this quiet little Polish man joined the APF. He'd started jumping once before, perhaps a decade ago, with a bunch of Polish friends in Ireland. Their instructor remembered Bogdan as a really nice guy with a fantastic smile. For whatever reason, skydiving went onto the back burner until Bogdan joined the APF in late 2013. This time around, there was no stopping him!

Joey Sanza was the coach on many of Bogdan's B-Rels, and they quickly became mates. Joey said Bogdan's standout qualities were his high intelligence and his knack for reading the moods of people around him. "During our

frequent talks, I was amazed at his insight regarding human nature," said Joey. "It was impossible to hide any feelings from Bogdan".

He finished his B-Rels in 2014 with a solid 4-way, apparently holding his signature serious face in freefall. Soon after this, he fell in love with Big-way jumping. He easily achieved his Star Crest, and then kept coming to Star Crest weekends to build his skills and play with his growing crowd of Big-way friends. Bogdan's 200th jump was a memorable three point 10-way. He didn't take up much space on the plane, but his smile would fill the hangar!



*He didn't talk a lot. Not at first, anyway. I used to wonder if it was the language barrier. But then I realised Bogdan wasn't missing a trick. He wanted to soak up other people's stories and skydiving tips rather than steal the spotlight for himself. His eyes and his smile did so much of the talking for him.*

During a jump, his face would be set in total concentration. Then, at break-off, you'd see that giant grin appear under Bogdan's helmet, and often a thumbs up as well.

# Bogdan DRAZEK

T R I B U T E

He wasn't totally silent, of course. "He had a grasp of several languages and we often talked to each other in Italian," said Joey. He also spoke Russian and, naturally, his native tongue Polish, delighting in teaching skydiving friends a few rude phrases. He was a real-world citizen with amazing tales of adventure from around the globe. Bogdan had cycled thousands of kilometres in India and other countries. He would describe the trust you needed to place in total strangers, and the rewards of taking a risk.

**One of his favourite sayings, "Good man yourself", summed up the way he looked at people who came into his life.**

Laurence "LG" Garceau remembers meeting him at a Sydney multi-plane weekend in late 2015 when he had 180 jumps. "Bogdan was respectful, very attentive and appeared to know what was going on," LG recalled. "He told us at the end that he really didn't have a clue and was just getting by, but you wouldn't have known from his poker face!"

By the 2016 nationals, Bogdan was part of an 8-way team, "Octaviate", which took home a silver medal.

At a Supercharge tunnel camp a few months later, LG and Melissa Harvie told Bogdan that he flew better when he lifted his chest more. LG made a cheeky comment about his big, muscly chest and Bogdan was ready with an answer. "He patiently explained to me that it was winter so it was the hair on his chest that was weighing him down," laughed LG.



Bogdan found 4-way team-mates in Ben Allen, Adam Davis and Merv O'Connell, who formed the intermediate team "Unloaded" last year. (Ben's previous team "Relo4ded" had tasted intermediate gold at the 2014 York nationals.) Together, the lads got stuck into training, winning the Victorian championships and securing VTPC funding support for their mission.

There was a detour on the long road to the York nationals, with the Dan BC camp in December 2016. It was an intensive week of Big-way action, and Bogdan earned himself an Aussie record with a two-point 32-way.

The Unloaded boys then got cracking on as much training as they could squeeze in for the nationals, with Joey snapping some memorable shots of the team in action. They arrived in York with about 50 training jumps under their belt, and they pulled off a 10-pointer in the first round!

"After round 7 at the nationals, their team was equal third placing," said Tracey Basman. "What an amazing achievement for Unloaded!"

Unfortunately, there wouldn't be a dream finish. Unloaded's ninth round became a cruel nightmare for everybody at York who witnessed Bogdan's death, and for the friends and family who lost him.

Competitors held a meeting and decided to proceed, but they only wanted to be judged through to round 8, the last competition jump that Unloaded had completed. In the end, Bogdan's team finished fourth. They were two points short of a medal.

The tragedy marred the mood of the nationals, but also brought out the best in the skydiving family. Friends supported the boys from Unloaded, and staff at the drop zone did a great job of managing the incident. There was also a touching tribute jump from another intermediate team, "Jigsaw", which did the 4-way randoms B-O-G-D-A-N.

Competitors lifted their glasses to Bogdan before leaving York, and wakes were also held later in Melbourne and Sydney to remember our mate.

Bogdan had set his sights on many more achievements in skydiving. A tunnel trip to Russia was being planned for later this year, and the Aussie 150-way record was on his agenda for 2019 in California.

Australian skydiving certainly lucked in when Bogdan came here on his global adventures and found his passion. His distinctive red gear brightened our skies and his excitement for the sport brightened our lives.

Fly free, Bogdan.

## BOGDAN DAZEK'S MEMORIAL By Adam Davis on behalf of team Unloaded

I first met Bogdan a little under two years ago. Both of us were freshly-minted Star Cresters, barely over 100 jumps. It was my second 4way4everyone event, and I was starting to get a taste for turning points and blocks; eager for more, I put myself out there, looking to start a 4-way team. I'd seen him around at a couple of other newbie friendly events, exchanging a few words in what I'd thought was broken English, unaccustomed as I was to his characteristically thick Polish accent.

"Y'know, that Bogdan guy is looking for a 4-way team too", a mutual friend stated. Seeing I was unsure of who she was referring to, she continued, "That guy from Eastern Europe or something." My blank stare in response demanded more information.

"Oh come on. Bogdan. The guy with that smile," she finished, waving him over. It clicked. Ah, I thought, that guy. As he swaggered over, I felt a little unsure of what I was getting myself into; in my limited interactions, I'd been caught out a few times by his extremely dry sense of humour. Shaking my hand in a vice grip, I noticed the signature intensity in his expression, softened with genuine warmth and honesty. As we chatted, my reticence dissipated. We both shared similar goals: A desire to compete, to become better skydivers through training and dedication, and to be a part of a team.

Unfortunately, 4-way was not to be that year, though we continued to attend various events of 4w4e1, Scrambles and Star Crests. We began our own little competitions, seeing whose team, or group, could turn the most points.

Yet, as one door closes, another opens. In late 2015, we both attended, (along with Unloaded's late entry to the team, Merv) Simone Bambach's 8-way camp. Much to her amusement and ultimate confusion, Bogdan managed to convince Simone that he was in fact Russian. His utterly deadpan face, wide grin and furious nodding at her jabs of his Russian heritage cementing the fact in her mind.

The conclusion of this camp saw us form Octavi8, the erstwhile core of the 8-way camp. With a grand total of fifteen training jumps, we hurled ourselves into our first national competition. For myself and Bogdan, with barely 400 jumps between us, it was a fairly brutal introduction to competitive skydiving. The intense schedule was my first glimpse into Bogdan's uncanny ability to power-nap. Somehow managing to find time to put his head down between packing and creeping the third round of competition.

Around this time, he came up to me with fire in his eyes. "Adam, we need to get this exit. We get this exit and we will be sweet", he stated, face full of determination. I admired his optimism, merely replying that we'll see. We did. Meeting up on the landing area, his unique grin impossibly wide, he gave the team jarring high-fives that had a few of us rubbing our palms. "That was good, wasn't it?" He asked. I simply replied yes.

The Nationals wrapped up with us completing all rounds, standing upon the podium with silver medals, drenched in champagne. Bogdan and I shared a knowing glance; we were one step closer to achieving our goals. We were competitors.

A few months later, Bogdan granted me an opportunity. He introduced me to Ben and Kiwi, and team Unloaded formed shortly after. We began to gel as a team, with friendly banter culminating in Bogdan's insistent requests that Kiwi get in contact with his New Zealand girlfriend. Entirely unsure if he was serious, a stone-faced Bogdan produced a photo.

There he stood, an enormous smile, eyes scrunched in laughter, being embraced by a titan of a woman; three times his girth and at least as twice as tall. Ben asked if he was being serious, to which he gave a sideways glance, nodding furiously as we all lost it.

State championships rolled around swiftly. With an unexpected line-up change, Merv filled the absence of Kiwi. A short meet with an unexpectedly full field, we completed the competition in style, a seven-point average with a difficult draw. Once more we stood upon the podium, this time with gold. The excitement in Bogdan's face was palpable as reality set in: We were State Champions.

There was no time to rest however, as Bogdan, Merv, and myself attended Dan B.C.'s Big-way camp a few short weeks later. His connection to the Australian sky family became apparent to me then as, just days before his passing, he would remark that everyone knew our cameraman Joey; at this camp, it was obvious that everyone knew Bogdan. Friends from interstate Boogies, events and locals all shared a word with him, from simple greetings to in-jokes with Coach Melissa.

On the day of the record jumps, I found him on the packing mat, quiet and reserved. He had not yet been selected to be on a record jump. I assured him that the coaches had seen him fly, and not to worry. He'd get a record. He felt unsure, but as the last record group was posted, his name appeared on the list. Merv and I helped form an honour guard for the last group, screaming encouragement for our team mate as he walked proudly to the plane.

The footage was reviewed, the entire camp watching in strained silence as Coach L.J. inched the footage forward, frame by frame. The first point completed and the crowd grew restless. Usually reserved, Bogdan began yelling with the crowd, "Come on! Get on! Get it!" As the second point closed, we erupted in joy. We were national record holders.

This was it. Our final ramp-up to Nationals. We trained hard, and to the best of our ability. Something clicked in those final practice jumps before Nationals; we were a team. Well trained, with strong communication.

Despite some minor squabbles, it occurs to me now that we fought more like siblings. We presented a united front, powerful and determined; all the way up until that fateful jump, Bogdan's final round, and one that left us with a seemingly unending well of grief. It was a testament to Bogdan's skill as a flyer, his passion for this sport, his sky family, and the fire in those eyes that we achieved what we did. As Ben said as we ascended to the sky in the first round, "Let's show 'em what we got." We did.

I can say with confidence from Ben, Merv, Joey, Kiwi and myself, that we are no longer just sky family: We are brothers.

Good man yourself, Bogdan.







9/12/1963 - 4/3/2017

# T R I B U T E PAUL MARTYN

**TITLE:** Omnipotent Dictator

**JOB DESCRIPTION:** Designing badass canopies – Micro-managing – Jumps on a sewing machine every now and again

**INTERESTS:** He enjoys Heineken, scrolling through hundreds of photos of prototypes and experimenting with the latest materials – a combination that has solved hundreds of complicated design problems over the years.

**FUN FACTS:** 4,200 jumps – 32 years in the sport – Never had a cutaway



AKA *Jyro*  
*"There's fun to be had"*  
Compiled by Shannon Seyb

Jyro's name was infamous in the sport. If you'd been jumping more than 10 minutes, it's likely you'd have heard the tales. From a \$50,000 room bill after a party at the APF conference (sweet-talked down to 5,000 whew!), to spa bath suites filled with beer at PIA parties, and that one time someone tried to drag a seal into his NZA party room at SeaWorld (don't even ask). If you attended any type of industry event you would have heard the room number being passed around in chinese whispers. Because around Jyro, there was always fun to be had.

He was a mad scientist, a tortured artist, a genius, and a soft and gentle soul. He had a zest for life and a passion for his company. The Jyro appointed NZ Aerosports mission statement:

*Stay out of the shit, have a phat time, make some money, be the best.*



*Celebrating Jyro's canopy designs by flying 13 of them in the air together, at his Service.*



Photo: Chris Stewart, NZ Aerosports





T R I B U T E  
**PAUL MARTYN**  
 AKA *Jyro*



**A little history...**

Paul 'Jyro' Martyn started jumping as a keen 16-year-old in Wellington who loved skydiving. He didn't have the money to jump, so he started making logbook covers and gear bags to sell for jump tickets. Jyro soon moved on to jumpsuits, and it seemed only natural that he eventually begin to make canopies too.

At first he copied American designs and sewed them himself.

In Jyro's words, "I was broke, drunk, unemployed and 18, and borrowed my mums sewing machine 'cause I pawned my girlfriends main canopy for drugs, but still loved her and needed to make her another one! Seriously though, I made a canopy for myself rst out of interest - I was pretty sure I got it right! Then one for my girlfriend and the others in the team I was jumping with. And then people started buying them."

Jyro founded NZ Aerosports in 1986, and gradually began elevating the performance levels of the designs of the time. A process that led to the development of the Icarus Alpha and Beta, Extreme FX and VX, Icarus Tandem, Icarus Student, Crossfire 1, 2 and 3, Safire 1, 2 and 3, JVX, JFX, Matrix2, Leia, Petra, Sofia and our latest prototypes Karma and Anna.

And as they say, the rest is history... world leader in sports and tandem canopy design; unparalleled love and supporter to friends, family, work family, the sport and it's superstars.



**Joe Stein**  
 March 4 · 🌐

"No time to be void  
 Or save up on life  
 Uh you've got to spend it all  
 And wherever you've gone  
 And where ever we might go  
 It don't seem fair  
 Today just disappeared  
 Your lights reflected now  
 Reflected from a far  
 We were but stones  
 Your light made us stars"  
 Words by Eddie Vedder.  
 Fly free Jyro.



**Debbie Allum Ennis**  
 March 18 · 🌐

So I'm checking the money market & I see the Euro is soaring, partly because of Dutch exports, then I realize it's the amount of Heineken that was purchased all over the world, this weekend by so many to commemorate a good Man.  
 Well played Jyro BlahFairy, well played..Dx



**Luci Martyn** added 8 new photos — with Erica Tadokoro and 4 others.  
 March 12 · 🌐

Jyro BlahFairy had kindness to give, stories to tell and made sure there was always fun to be had. The best father and friend anyone could ask for. I know where ever he is he will be re-designing the angels wings to swoop down and give us kisses of love and strength ❤️ gone too soon but so grateful for the time we had.  
 Fly free Dad x



**Glenn Singleman** > Jyro BlahFairy  
 March 4 · 🌐

Farewell to one of the legends of our sport. Jyro BlahFairy was one of the most generous, funny, crazy, inspirational people that I have ever met. He sponsored the very first BASEclimb expedition in 1992 (when everyone else thought we were crazy). After the expedition I gave a talk at an Auckland hotel with beer sponsored by Jyro. We had dinner before the talk and Jyro brought 4 beers to the table. I said "I better not drink before the presentation" and Jyro said "they're not for you - they're for me. I hate public speaking and I have to get prepared to introduce you tonight". RIP my friend - the world is a lesser place without you.



**Angela S Day** with Jyro BlahFairy.  
 March 16 · 🌐

You took my breath away xxx



**Brian Germain** > Jyro BlahFairy  
 March 4 · 🌐

Thank you Jyro. To me, you will always be the Nikola Tesla of the parachute industry.



**Shannon Seyb** added 8 new photos — with Luci Martyn and 5 others.  
 March 4 · 🌐

Jyro BlahFairy...thank you.

You were the only person who ever cried when they watched my flying videos, because you were so proud. Thank you for believing in me. Thank you for teaching me. To think outside the box, to entertain the impossible, to work with what I had. Thank you for being the boss I could ring from the Dropzone to say I wasn't coming into work today 😭 you understood my hunger for jumping more than anyone. Thank you for helping me live my dream.  
 Thankyou for all the crazy adventures. You worked with what you got and instigated all the fun there was to be had 🍷💚💙💜💖 #flyfree



**Blue McGowan** added 3 new photos — with Jyro BlahFairy.  
 March 4 · 🌐

My heart is broken to say farewell to Jyro BlahFairy 🥺💔. We met in 1987 when I started skydiving and became life long friends. So many fond memories & fun adventures. Jyro was adventurous, playful, generous, intelligent & funny. A mad scientist & shrewd businessman and of course, the life of the party. I'm proud to have been your friend, you will be missed. Legend 🍷💖🍷



**Nicholas Batsch**  
 March 4 · 🌐

Jyro BlahFairy, what a time was had by all with you in their lives, its going to be a little slower ride and less ideas floating around without your genius piece of mind. Wishing the best for everyone who is suffering such a great loss right now, I know the world will be less without Jyro's personal touch on it. Thank you for the legacy you have created and left all of us, such an amazing company with amazing people. They came for opportunity to work for you and stayed for the friendship and great times with the environment you created around life and work values. I wish I had more personal time with you but have the most respect for you and what you have done personally for me over the last 12 years of working with you. Thanks for the most wonderful flight, endless respect my friend. Sincerely Nick Batsch



**Samantha Ingham**  
 March 5 · Solothurn, Switzerland · 🌐

Just remembered a little gem. Martin Ingham asked Jyro BlahFairy, 'if you had your own political party, what would you call it?' With no hesitation, Jyro said, 'I'd call it the Party Party Party' 🍷🍷 So we all signed up 🍷



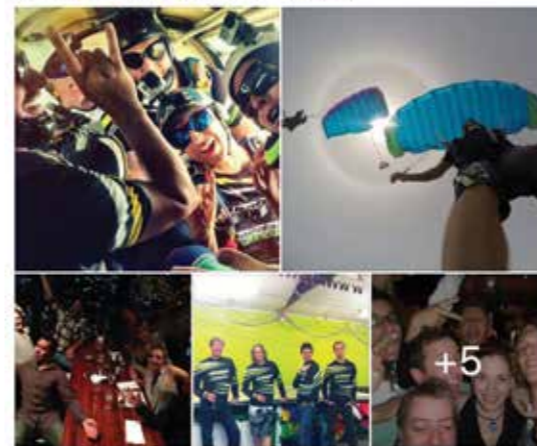
**Brett Newman** > Jyro BlahFairy  
 March 5 · Scarborough · 🌐

One for you and one for us. To all the good times we've had. There certainly was, and is fun to be had.  
 We all miss you.



**Chris Brook** > Jyro BlahFairy  
 March 4 · 🌐

Jyro, what a ride!! I can't express in words how grateful I am for everything you've done, not just personally but for everyone around you. Your love and compassion knew no bounds. There was no one you turned away no matter what the circumstances. Because of you I have the opportunity to do what I love. I have a home and a family here with NZA. You created a company that pushed what we thought was possible and shocks the world with innovative designs like nothing else out there. Your laughter, love and infectious passion for all things flying will live on with so, so many people. I'll see you on the other side for a cold one, I'm buying 🍷 In the mean time there's fun to be had, fuck yeah!!! 🍷 — with Natalie Chinn and 16 others.



**Hamish Wilson** shared his photo — at Icarus Canopies by NZ Aerosports.  
 March 6 · Auckland, New Zealand · 🌐

Jyro, what is there to say that hasn't been already?

This photo is from my first boogie where I hit 20 jumps, and by this point you had already tucked me under your wing and were encouraging me to go balls out for my dreams, some very good yarns were had and thongs played with that night!

Three and a half years later and I am so happy to be working for your creation, New Zealand Aerosports. It's absolutely unlike any organisation I've seen or heard of before. The amount of talented and just great people who make up the staff here did not assemble by accident, it was your magnetism, genius and attitude that drew everyone in, and our family is something very, very special that I think we all cherish. You will really be missed Captain, but the boat is in good hands and you've set an exceptional course!

Some people go through life without ever really making a difference to the world around them. Jyro, you definitely don't have to worry about that mate. Every skydiver in the world, whether they know it or not, has thanks to give to you.

All my love Luci, I will see you soon.

Remember guys:  
 There's fun to be had!



**Mal Mckee** > Jyro BlahFairy  
 March 19 · 🌐

There was fun had today, Extreme Number-1 was dusted off in your honour Jyro BlahFairy . Thanks for everything you did, thanks for everything you designed, thanks for who you were, thanks for what you created, thanks for what you left for us all. You are a true legend and will be missed. We had a good sendoff for ya, RIP mate 🍷



**Vasil Mladinov** > Jyro BlahFairy  
 March 6 · Arorangi, Cook Islands · 🌐

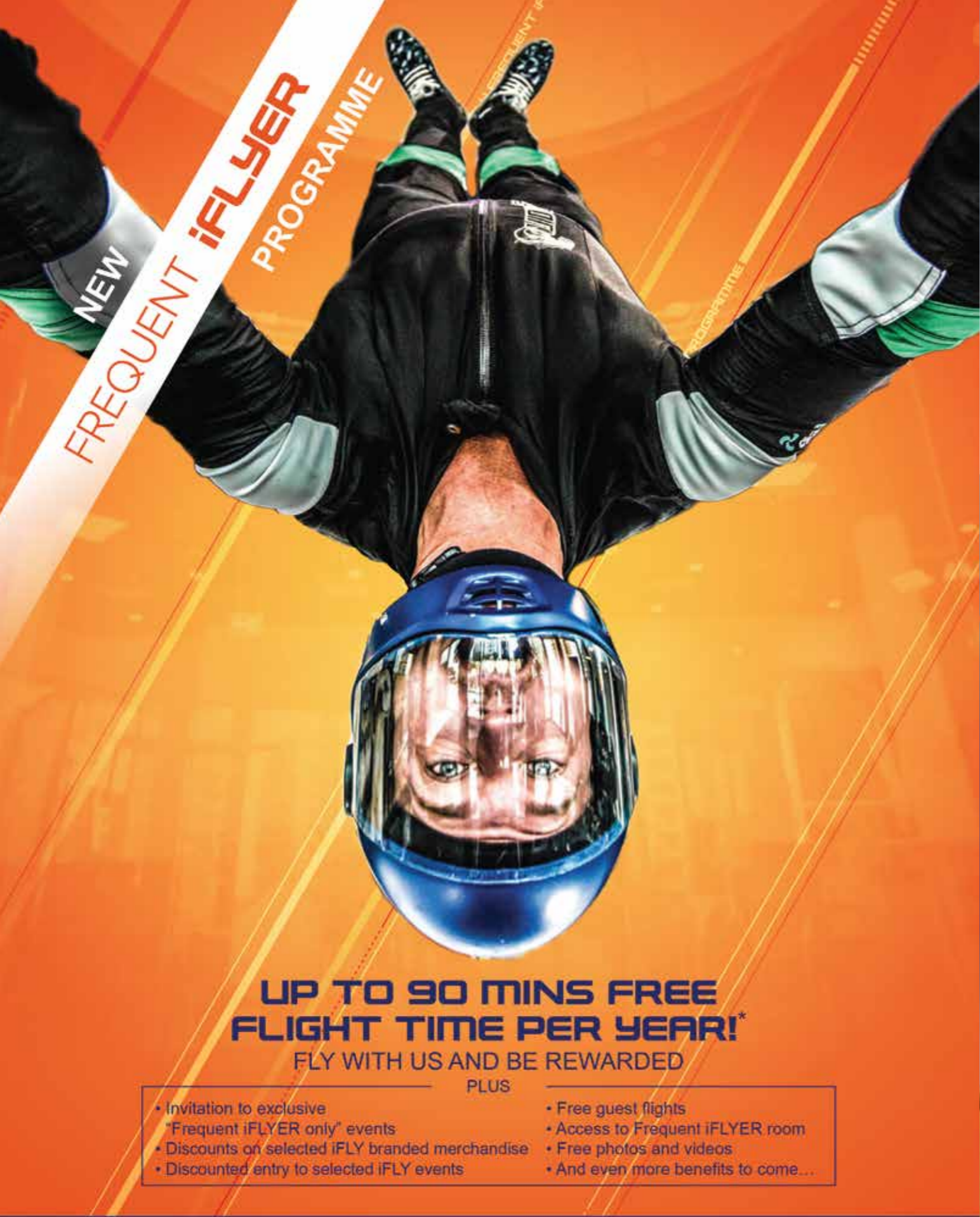
I met Jyro in Brazil in 1987 at the world meet. He was crazy, fun and full of ideas and he never changed since then. I've done more than 12000 tandem jumps on Icarus parachutes and I think it is still the best in the market. Thank you Jyro from all tandem instructors for that.  
 I'll miss you brother.



**Eric Pemberton** added 2 new photos — with Jyro BlahFairy and 2 others.  
 March 5 · 🌐

Many memories of Jyro from the early days and they all make me smile. A couple of pics of Jyro making a cameo appearance with our JK display team back in the day. Also have vivid memories of my first CRW experience with Jyro on his Stratoflyer and my Stratostar. Cheers for the jumps and all the grins Jyro...RIP and fly free!





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**NEED 4 SPEED**  
TEAM FOR SPEED

By Ash Darby

Photos by Willy Boeykens

## Blue Sky Project

The **Need 4 Speed team (Blue Sky Project)** was originally a team of eight wingsuiters from seven different countries who were selected as the top eight place-getters in a world-wide video competition organised by Phoenix Fly in 2015. The competition was open to everyone from all countries and asked for competitors to submit a 90-second video showcasing their best acrobatic and back flying moves to impress the judges. A panel of judges selected the best eight pilots from all corners of the globe from Australia to Finland. The contest was run again and the team was expanded to fourteen to try new formations and push the difficulty up a notch.



This year Ash Darby from Australia re-joined his team mates from Belgium, Netherlands, Spain, Finland and Croatia, and new team mates from South Africa, Canada and Germany, to form the expanded Need 4 Speed team. Fourteen highly-skilled pilots from ten countries, and this year they descended upon the Dubai desert campus for a week of challenging flying.

The Godfather of wingsuiting and creator of Phoenix-Fly Wingsuits, Robert Pecnik, along with Jarno Cordia organised the group formations each day, with additional camera flown by Willy Boeykens from Belgium. Last year the team chose to meet in Fermo, Italy, but this year they decided to meet in Dubai, probably because of the air-conditioned packing facilities, desert back drops, no air traffic, and an aircraft that held 37 jumpers. Once again the weapon of choice was the Havok Carve wingsuit, in a slight variation

of the usual orange team colours well known to Phoenix-Fly, as this has been, and still is the best all round acrobatic wingsuit on the market.

Back flying formations are a specialty for the Need 4 Speed team, and as the group warmed-up the flying became tighter and more dynamic by the end of each day. Typically, the formations would start out static and become steeper and more challenging throughout the day, taking influence from the Freefly and Tracking disciplines. The formations came together nicely and in no time the group were flying a Vertical Diamond with everyone on their backs under the Base.

During the week, the team mixed things up and split into two groups to practice complex dynamic moves and show off individual skills. Once everyone warmed-up, the group reunited and continued to work on large tight and original formations, including a large Vertical X, a Vertical cross, and then the steeper moving spirals.

Later in the week, the fourteen wingsuiters were perfecting a near Head-down, tight Back flying formation, and holding slots in perfect sync with each other. Closer, steeper, faster, smoother until it felt natural; the whole time looking at your Base and remembering the exact distance you were meant to be while trying to fly relative to those either side and below you. One wrong move and you could disrupt four others in the blink of an eye. You can feel the wingsuiter under you and sense those around you, so you must react, but never overreact.

Just like last year the event was a great experience and it was a pleasure to mix it up with the best in the world; while flying arguably the best wingsuit ever made for this type of flying. The highlights were many, but in the end it's about improving and pushing the bar higher for next time; and being surrounded by talent without egos and supported by an awesome company like PHOENIX-FLY. Massive thanks to Robert Pecnik, Jarno Cordia and everyone who works at Phoenix-Fly.





 **NEED FOR SPEED**  
TEAM FOR





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Photo Willy Boeykens

# DOWNUNDER DYNAMICS 2

By Mason Corby Photos by Kian Bullock



THIS YEAR I CHOSE TO MOVE THE CAMP TO ANOTHER DROP ZONE; DOWN TO ADRENALINE SKYDIVE IN GOULBURN. THE FACILITIES OF THIS DROP ZONE ARE SECOND TO NONE. PERFECT HOTEL ROOMS, EACH WITH A SHOWER AND TOILET. THERE WAS AN AWESOME PACKING AREA AND PLENTY OF SPACE FOR DEBRIEFING. ALSO, WITH THE HOT WEATHER, THERE WAS A GREAT POOL TO CHILL OUT IN. UNFORTUNATELY, THIS YEAR THE WEATHER WASN'T SO KIND TO US. THE DAYS WE DID JUMP WE SMASHED THEM OUT, ALTHOUGH WE DID RECEIVE TWO AND HALF WEATHER DAYS, WHICH PUT US ON THE GROUND FOR SEMINAR TIME.

THE EVENT WAS RUN LIKE THE PREVIOUS CAMP IN 2015 AT TOOGOLAWAH. THE FOCUS WAS ON PROGRESSION AND BUILDING THE JUMPS UP FROM BASIC TO ADVANCED. THE WEEK STARTED OFF WITH SOME SIMPLER JUMPS WITH THE GOAL TO BUILD FOR SUCCESS.



# DOWNUNDER DYNAMICS 2

- DAY 1: ANGLE AND CARVING DAY
- DAY 2: ANGLE CARVING - A MORE TECHNICAL DAY
- DAY 3: VERTICAL DAY
- DAY 4: MIXED GROUP DAY (ANGLES)
- DAY 5: TECHNICAL 8-WAY DAY
- DAY 6: TECHNICAL GROUP DAY

DUE TO WEATHER, WE WERE NOT ABLE TO GET UP TO THE TECHNICAL GROUP DAYS THIS YEAR, HENCE WE FOCUSED ON SMALLER GROUP STUFF. THIS YEAR, I ALSO OPENED THE LEVEL FOR INTERMEDIATE TO ADVANCED. WE DID THIS TO TRY AND START TO BRIDGE THE LEVEL GAP BETWEEN THE BEGINNER TO ADVANCED FLYERS, WHICH HAS BEEN A BIG FACTOR IN THE CAMPS THAT WERE RUN IN THE PREVIOUS YEAR.

ALL IN ALL, THE EVENT WAS A GREAT SUCCESS. I'M LOOKING FORWARD TO RUNNING MANY MORE CAMPS DOWN IN GOULBURN IN THE YEARS TO COME. STAY TUNED FOR THE NEXT DOWNUNDER DYNAMICS IN OCTOBER 2017.



## COACHES

- Mason Corby
- Keith Grealy
- Kyle Chick
- Zack Yusaf

## CAMERA

- Kian Bullock
- Jimmy Cooper

Photos by Keith Cready



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# ASIAN INVASION 2017

By Greg Whitehead **SKYDIVE JURIEEN BAY**

**WHEN I WAS APPROACHED AT THE MIDDLE OF LAST YEAR TO HELP FACILITATE SOME LOCAL SINGAPOREAN SKYDIVERS TO START JUMPING IN AUSTRALIA, I WOULD NEVER HAVE EXPECTED IT TO TURN INTO THE EVENT THAT IT DID!**

For the week 15-23 March, Skydive Jurien Bay was "occupied" by a bunch of rambunctious and eager to jump overseas visitors. Determined to get the most out of what the little town of Jurien Bay had to offer we descended on mass!

Coined as the "Asian Invasion", 35 skydivers from Singapore and Malaysia met to play in the Bay. Skills were wide and varied, with a combined total of over 15,000 jumps for the group.

Living in Singapore has its perks, however the lack of a home drop zone means that we have to travel in

order to get our altitude fix. After speaking with the very accommodating and hospitable owners of Skydive Jurien Bay it was a decision easily made. Not fully expecting such a large group, drop zone owner Pete Lonnon said that the Asian Invasion was, "the Boogie they didn't quite know they were having!"

With the experienced know-how and magical skills of Chrissy Sparrow, Pete Lonnon and James Garnaut, together with the logistical nightmare of the organisational task ahead of myself, we somehow managed to pull it all together and make it happen.



# ASIAN INVASION



The Invasion ran from Wednesday to Thursday, with skydivers arriving at an ungodly hour of the morning, and Bus Captain and all round good guy, James, was there to meet them. Once luggage requirements were sorted and favourite seats were allocated they were off, for the scenic two and half hour drive north to Jurien Bay.

Wednesday was a day for checks and balances, ensuring everyone was pre-registered with the APF for a temporary licence, Reserves were within expiry requirements, and a few short refreshers were performed. Then it was jump time!

We had some amazing weather, typical of this coast of Australia – big, beautiful, blue skies and sunsets for days! Load one for Thursday was an all Singaporean load, and with the Caravan running hot all day with back-to-back loads, it just continued from there. We can't thank our pilots Ollie DuBois and Pete enough. They really pulled a monster effort.

Friday was a beautiful day, the Skydive Jurien team organised a sunset tribute jump for Jyro, they came together in the skies to form a giant "J." The Regional Shire President, Ms. Leslee Holmes, came to meet our

small army for an evening BBQ on the beach as we watched the CRW team of Jules, Splitty, Craig and Richie bringing in another spectacular Western Australian sunset.

Saturday brought with it a little bit of variable weather, which resulted in not quite as many jumps being made. Half the crew took off to explore the nearby town of Cervantes and see how Cray's get from the sea to the table (and how delicious they taste when they get from the table to the mouth!) The lack of sky activity certainly didn't put too much of a dampener on the day for it did allow more preparation time for what was a very... quiet night... The Lucky Shack played host to the Asian Invasion Hawaiian Luau inspired party. There was an abundance of grass skirts, coconuts and a multitude of tacky shirts, with the addition of some fairly potent punch. The saving grace was starting the event early on account of the weather. This prevented a few too many sore heads the following day and was definitely for the best!

Sunday started with much better intentions. There were considerably fewer headaches than anticipated and manifest was ready to go at 6.30am! Loads went up and the day was filled with some great achievements! Through the experienced jumpers in the group, we worked towards

an all-Singaporean Big-way jump, which, depending on the angle of the camera dangle, was kind of successful!

With the start of the new week, some of our team had to return to that crazy little thing we all do to magically make more jump tickets appear (aka work). There was still a core crew of jumpers breathing against the manifest window every morning to get those loads sorted and get that mega Caravan back into the air! Some average weather Monday afternoon called the day a little earlier, and we were provided once again with the hospitality of Pete and Chrissy for a pool party at The Palace. Pete also pulled together some fireball-infused chicken paella, which by all accounts was delicious.

Highlights of the week included some milestone jumps. A 500th, a 300th and two 200th's. There was an all Singaporean Flat 10-way, four Star Crest loads, two newly cleared AFF students, four Tandems, a 'B' Licence, multiple Wingsuit rodeos, and plenty of grins on chins.

During the invasion, we managed to complete 432 slots, and with only one chop across the entire week it was a great outcome. We did discover however, that while we do have some amazingly skilled jumpers across the board,

we also have some amazingly lazy people who don't particularly like to play the packing game! The awesome team of riggers and packers had their hands full – packing over 85 sports rigs during the week for our languid invaders! We have decided that for the next event, we might want to run a packing skills course too!

Having the opportunity to have the whole group together allowed for the sharing of skills, and coaching from some of the more experienced jumpers. The staff at Skydive Jurien Bay were first class, always happy to put down whatever it was they were doing (usually packing some sporty jumpers rig!) and offer friendly words of advice or assistance. We all had such an epic and awesome time that before this trip had even finished, people were asking when the next Asian Invasion would occur.

We would like to thank everyone involved in the running of the week: Manifest, packers, drivers, pilots, coaches, instructors, chefs, DJ's, the APF, and most importantly, Christine Sparrow and Pete Lonnon for allowing such an event to occur! We can't wait to come back and invade again.

Till the next invasion...



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# INDOOR TO OUTDOOR

## MAKING THE TRANSITION FROM TUNNEL TO FREEFALL

By Steve Hamilton, Coach of Team Bellatrix Background photo by Steve Tonson

It's no coincidence that, in the last ten years or so, the skill-sets of skydivers, and performances of teams have improved dramatically in direct correlation to the availability of wind tunnels. I would go so far as to say that it's probably the biggest revolution to happen in our sport since square parachutes. These days, pretty much every skydiver has had some experience of flying in a tunnel. Undoubtedly, tunnels are an incredible training environment for individuals and teams alike, but we also need to be aware of their limitations and, specifically, the way in which they differ from being in freefall. Whilst it's true that tunnel-flying is developing as a sport in its own right, most participants are active skydivers who use them as a training tool towards skydiving performance.



As coaches, we've seen certain patterns emerge over the years, and have adapted our approach to tunnel training accordingly. In my experience, I would say that the tunnel differs from freefall in a few very definite areas:

**PHYSICALLY:** The most obvious difference here is that you will (hopefully) be wearing a rig in freefall, whereas in the tunnel it's likely that for most of your training, you won't be. If we say that the average sport rig weighs around 8kg, that's an extra 8kg that you have to haul around in the sky. My observation is that, for turns in place, things stay pretty much the same, since the weight is still turning around a central point. The difference is much more noticeable when you have to translate from one place to another, where that weight has to be shifted from A to B. The extra energy needed to initiate that move and, especially, to stop the momentum when you get there, can make a massive difference. The same is true with vertical transitions where you have to move yourself (relatively) up or down. That extra weight takes quite a bit of extra effort to start and stop.

A good solution to this physical difference is to do some of your indoor training with a rig. Some tunnels don't allow actual rigs to be used, but a decent compromise is to use a dummy rig of the same weight and distribution. Be aware that, with some dummy rigs, all of the weight is in the middle of your body. This loses a little realism, as your own rig will have a greater weight distributed up towards your shoulders. As a result, your centre of mass moves slightly up towards your head. These differences are more noticeable on smaller people where the relative increase in mass is of a higher percentage. You'll also appreciate the reduction in flexibility when you have a rig on, since the harness stops you from being able to move so freely.

One more thing to say about indoor training with a rig on... it's much, much harder work! My advice here is to only do around 25% of your indoor training with a rig, and load that towards your seasonal transition to outdoor training. I describe rig-training as being like interval training for fitness, in that it hurts, you don't want to do it all the time, but it will ultimately make you stronger!

**VISUALLY:** In freefall there are no walls or a net to reference from. No matter how hard you try in the tunnel, you will still take visual cues from things around you. Even if it's just in your peripheral vision, we have a lot more things that make us aware of where we are.

One thing we noticed as coaches was that being strict about visually referencing from your teammates in the tunnel, produced a much more seamless transition to outdoor training. Teams that were lazy about where they looked in the tunnel suddenly got bitten in freefall when, on a block move that they had subconsciously adjusted to based on tunnel walls, they suddenly found they were five metres away and on a completely different level. I'm sure teams get pretty fed up of hearing the words "target picture" after a winter of tunnel camps but, trust me, I only say it because it's such an important part of your success when you take it to the sky.

**EMOTIONALLY:** The wind tunnel is, for the most part, a much less stressful environment than "real" skydiving.

The consequences of something "bad" happening in the tunnel are much less serious than in freefall. There is no impending urgency of a planet rushing up to meet you. No worries about the spot. No fear of your canopy malfunctioning. No hypoxia. It's generally a more chilled out place to be. Don't underestimate how those additional factors can affect your performance in freefall compared to in a tunnel.

Unfortunately, there is no real shortcut to being able to deal with these stresses other than... expose yourself to the environment! Yep, you still have to jump if you want to make the most of your skydiving performance. The more you jump or the more you compete, the better you will become at managing your emotions in that environment. If you think back to the level of emotions you felt on your first jump compared to now, whether you have 10, 100, 1,000 or 10,000 jumps, the reason you're less stressed now is simply because you've exposed yourself to the fear, developed confidence and strategies for controlling it. It won't ever go away completely, and that's absolutely a healthy thing, as it keeps you alert and prevents complacency.

**SPECIFICITY:** In 4-way, our working time is 35 seconds. Very few teams fly 35 second sessions in the tunnel. For one, it's a hassle by the time you've got in and out of the chamber. However, if all your indoor training has been two minute flights, with no rigs, and you then go and do ten jumps before the Nationals... guess what? You're going to get a big surprise!

The rule of specificity in sport is that you should make your training specific to your event, especially during the period where you're getting ready to compete. Marathon runners don't start their season by running 26 miles as fast as they can. Nor do they do much power lifting.

The ability to structure your training program so that your performance peaks at certain events is very much a skill in itself, and you should apply that to wind tunnel training. For example, if I work with a team for a whole season, we start winter tunnel camps by focusing on personal skill sets, then look at mechanics of block moves, ensuring that we are technically as good as possible before moving on to speed and power, then flying with rigs, then, finally, flying shorter sessions at full speed before we try to take it into freefall. This is the kind of structure and tapering that other sports have employed for decades and it really works for skydiving too.

So, those are the main ways that I've seen wind tunnels can differ from skydiving. The trick is to accept those limitations and adjust how you use it as a training tool in order to get the most out of it. Enjoy your training!



### ABOUT THE AUTHOR: STEVE HAMILTON

Jumping since 1993  
12,000 + jumps  
2,000+ hrs approx tunnel time  
9 x National 4-way champion  
Best outdoor average 23.7  
Best indoor average 30.5



# Our Enemy Is Complacency

By Dan Brodsky-Chenfeld

Jumping out of a perfectly good airplane is not a normal thing to do. It takes a special kind of person to make that first jump and an even more special person to become a skydiver. We are people from all walks of life who share an intense and unusual passion for human flight. The passion is so strong that despite significant risk, investment, sacrifice and basic common sense, we are drawn to the skies where we face our fears and learn to fly. And there is nothing in the world that compares to flying.

The one thing that can diminish a love of skydiving is seeing or hearing about accidents. Anytime a skydiver dies or is seriously injured, it hurts us all. The good news is that the industry has figured out the most common causes of skydiving accidents, and we have the power to avoid the vast majority of them. Our enemy is complacency...

## Complacency

The marvellous advancements in training and equipment have lulled many of us into a false sense of security. With wind tunnels and AFF training, our freefall skills advance very quickly. We become comfortable and confident in the air with only a handful of jumps. It wouldn't hurt for us to stay a bit more scared for a little longer. These advanced freefall skills don't always equate to good aerial awareness. Good decision-making survival skills come only with practice and experience.

## Maintain Responsibility

Too often, we give up taking responsibility for ourselves and rely entirely on our equipment. For example, during a Big-way formation skydive, one person deployed his Main so low that it opened just as his automatic activation device (AAD) fired. He ended up with two canopies out and landed safely out of pure luck. Afterward, he said he went low because his audible altimeter didn't work. Although he had plenty of separation, the other jumpers were deploying, the horizon was rising toward him and he could have safely deployed more than 1,500 feet earlier, he waited for his audible altimeter and ignored the obvious. An audible altimeter is a valuable safety tool, but we shouldn't let a small, fallible device be our only source of altitude awareness.

## Time-Sensitive

It is only jumpers who can make the skies safe. Even if we have the best equipment, benefitted from great training and jump at a drop zone with the strictest safety rules, we have to take full responsibility for making safety happen. The good news is it's not difficult or complicated to skydive safely. We know what can go wrong in the air. The proper procedures for handling most of these emergencies are simple but they are also very time-sensitive. If we see a problem, we must automatically and immediately respond correctly.

## Instant Response

After cutting away and landing safely under my Reserve, several jumpers asked me what type of malfunction I had. I told them, "I don't know." They couldn't believe my answer. But I hadn't examined my equipment during the malfunction to see what was wrong. It just wasn't right! That's all I needed to know. I cut away less than two seconds after the Main canopy was out.

Too frequently, skydivers land canopies they should have cut away or are indecisive and take too long to cut away. Sometimes, the result is fatal. Skydivers say, "I thought I could get out of it," or "I wasn't sure if it was good or not." If you have to ask yourself if your canopy is good or not, then it's not good!

Remember back to when you were a student: freefall was fast and loud, your heart was pumping, and adrenaline ran through your veins. You'd throw out your pilot chute and gently slow down as your Main parachute blossomed open. Hanging underneath your parachute, everything was quiet and serene, the opposite of freefall. As you looked up at your canopy, it was almost as if it were looking down at you and saying, "It's all good, I got you." It felt like you were getting some love from your canopy... your best friend. So, if you look up at your canopy and you're not getting any love, cut it away!

## Train Yourself

You can train yourself to respond immediately and correctly to skydiving emergencies by:

### 1. Planning

Planning, visualising and rehearsing your response for each emergency until the response becomes muscle memory. Don't wait until something goes wrong and then figure out how you should respond. Your decision and execution of the proper procedure need to be automatic.

These emergencies include, but are not limited to:

- Aircraft emergencies (You should be completely geared up when you board the plane and know what you are going to do if you have to exit at any given altitude.)
- Being too close to others at break-off and deployment time
- Having a hard pull
- Main-canopy malfunctions
- Nearby canopies
- Canopy collisions
- Turbulent or downwind landings (Always be ready to PLF).

Build the right habits. The only way the correct procedure becomes automatic and instinctive is if you do it correctly every time. Wave off and check the airspace around you every time before you deploy, even if you're doing a solo. Collapse your canopy as soon as you land, and turn to see if there is anyone else on final, even if you did a Hop 'n' Pop and know there is no one else in the air. Practice the correct habits and procedures when you don't need them, and they will be there when you do.

## 2. Anticipate Disaster

Expect that anything that could go wrong will go wrong on every jump you make. You are most likely to respond correctly and immediately if you are anticipating a problem. Being surprised by a situation will usually slow your response. When you track off from a jump, expect people to be close to you. Expect a hard pull. Expect a malfunction. Expect canopies to be coming at you. Expect someone to cut you off in the pattern.

A hard pull is a good example. Several times, jumpers who have gone low have told me that they had a hard time finding or pulling their pilot chutes but got them out on the third try. Well, if a jumper got the pilot chute out on the third try, the pull wasn't that hard! The difference is that by the third try, the jumpers expected it to be difficult. Expect it to be difficult each time, and get serious about the first pull!

## Unsafe is Uncool

Being unsafe is uncool. The skies are big and a drop zone manager can't see everything. It takes every jumper on your drop zone to make your drop zone a safe one. If you see people being complacent, call them on it. If they are not paying enough attention to safe pattern flying, tell them so. Most people have a high regard for safety and think they are flying correctly. Let them know if they're not.

I have been jumping for 33 years, have more than 25,000 jumps and have never been seriously injured. I'd like to say this safety record is due to my diligence and smart decision-making. But I also know that I got lucky many times. At this point, I figure my good luck has run out. Now I make every effort to maintain the highest degree of safety and to be ready for anything at any time. Please consider doing the same. There is no room in our sport for complacency.



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Dan Brodsky-Chenfeld  
Manager Skydive Perris  
4-way and 8-way World Champion  
www.danbrodsky-chenfeld.com  
Author "Above All Else: A World Champion Skydiver's Story of Survival and What It Taught Him About Fear, Adversity, and Success." - available through Amazon on kindle and paperback.



# BUOYANCY

explains terminal velocity in skydiving

By Nick Landell

## EVER WONDERED HOW TO ESTIMATE YOUR TERMINAL VELOCITY SKYDIVING?

WELL, ESTIMATES SHOW THAT SKYDIVERS IN FREEFALL WILL DISPLACE A MASS OF AIR DOWNWARDS EQUAL TO THEIR OWN MASS EVERY SECOND, AT TERMINAL VELOCITY.

This is also demonstrated at indoor skydiving centres where air blown upwards can suspend skydivers in mid-air – at the same speed as they freefall. Like a boat floating in water, the skydiver is floating on air. This means that Archimedes' principle of buoyancy can be used to explain the physics of skydiving.

Conventional physics taught at schools, explains that drag is the force needed to push air out of a skydiver's path. This sets a limit to a skydiver's velocity. Which is correct but incomplete. Drag provides no real explanation why velocity hits a limit at a certain level. It's more accurate to add that according to buoyancy, the skydiver's velocity will increase until a mass of air equal to his own mass is displaced each second.

That's why heavier and tandem skydivers fall faster. They will fall farther each second to displace more air, due to their greater mass.

The equation for drag has severe limitations. It relies on a drag coefficient, which must be already known to calculate terminal velocity. Worse, this drag coefficient cannot be directly measured or observed, and changes constantly. The same skydiver can have a different drag coefficient depending on his position: flat or head-first.

Why is this important? This shows that buoyancy applies to skydiving, which no one has noticed before. At present, buoyancy is only applied to stationary objects, such as boats or balloons. Also, buoyancy provides a simpler and more accurate method to estimate terminal velocity, without having to know the drag coefficient.

An explanatory video: "Buoyancy explains terminal velocity in skydiving", is available on YouTube channel "N Landell" (the author of this paper).

## DRAG ON A SKYDIVER IS DEFINED BY THE EQUATION:

$$\text{Drag} = 0.5 (\text{Velocity}^2 \times \text{Air Density} \times \text{Surface Area} \times \text{Drag Coefficient})$$

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*"Every year skydivers are injured and killed because they make bad decisions, fail to prepare, become complacent, have misunderstandings, operate gear improperly, use poor judgment, exceed limitations, follow bad influence....and on, and on, and on. Don't be a statistic."*

## BUDDY CHECKS

The following article was written by Australia's most experienced skydiver, owner/operator of Sydney Skydivers, in response to an incident at his drop zone.

**Jumper (A) Certificate C, jump 448. Javelin container, Sabre 135 Main, PD 126 Reserve. Vigil AAD. G3 Helmet fitted with audible Alti.**

**Jumper (B) Certificate E, jump 600. Borrowed gear. Vector 3, Sabre 170, PD 176. Vigil AAD. No audible Alti, contrary to regulations.**

I don't normally put pen to paper, but recently I had a shoulder reconstruction and, with plenty of time on my hands, I decided to contribute to your 'educational' and pull out my typewriter, so to speak, and bring up a recent event that has much wider concerns.

In fact, this article is better shown to all jumpers not just instructors, DZSOs, etc.

The event I am referring to was a double AAD fire at Picton. This was due to loss of height awareness by two freeflyers. How can this happen one would ask?

After a busy day at the drop zone with the role of DZSO, one role I don't normally put my hand up for, I decided to head-off with one load of 'sporties' left to go. I nominated an experienced jumper to take the role of DZSO for the last load plus a GCA was nominated.

An hour or so later I received a phone call from the DZSO advising me there had been a double AAD fire. One jumper (A) saw the ground at the last minute, pitched their Main, though too low for the AAD not to fire. The other jumper (B) was a total AAD save.

Jumper (A)'s Reserve bridle entangled around one steering toggle, preventing it from being released. The Reserve stayed in the freebag, trailing behind. The jumper elected to land on rear risers resulting in superficial injuries on a hand. Jumper (B) sustained no injuries. Both jumpers landed quite a distance from the drop zone.

Incident reports were completed immediately.

I asked both jumpers to come to the drop zone the next day for interviews and further discussions.

Interviewing both jumpers separately, I found out exit height was from 8,500ft, lower than the expected 14,000ft, and (A) had a loose-fitting hand Alti that was in a difficult position to read. This had been an issue that had been dealt with by building up clothing layers on the Alti arm to better secure it. The audible was also very quiet and the jumper said that they had issues with it on previous jumps too.

Jumper (B) was jumping without an audible Alti or helmet. He was aware he was breaching regulations, but was assuming jumper (A) would signal break-off.

This was jumper (B)'s second jump back after several years' layoff. He was jumping borrowed gear. He had done one jump in the previous month.

Both admitted not paying attention to altitude prior to exit and both said as the jump was going better than expected they were concentrating on their performance and not their altitude.

Both jumpers realised the severity of the incident and both showed visual signs of distress even the next day.

The main focus of the interview/debrief was the fact Jumper (A) had a loose fitting visual Alti and an audible Alti that was not loud enough, and that (B) had no helmet or audible at all.

I asked (A) if they knew that (B) had no audible and why they never questioned it. Their answer was, ".... we all dirt dived with our helmets put to one side. Jump run was a bit rushed and when I saw he had no helmet I thought that because he was a more senior jumper than me, how could I question him?"

So, this leads me further onto **BUDDY CHECKS**.

This double AAD fire (which could have so easily been a double fatality) plus many other skydiving incidents could have been averted with a simple **BUDDY CHECK**.

Jumper (A) should have questioned the 'no audible' and not gone ahead with a risky jump.

A **BUDDY CHECK** is simply checking another jumper's gear as if it was your own. After you do your own gear check – **LOOK AROUND** and take notice of other jumpers' equipment.

Recently Shane, my son, was going up to do a jump with Sonja Gelman a staff member. Shane was in shorts and a loose T-shirt. Sonja said, "I am not jumping with you unless you wear a proper jump suit." She had seen an incident previously that nearly ended disastrously due to handles being covered by loose clothing. It scared her enough that she was adamant she would not do another jump with someone who was taking the risk of putting themselves into a similar position. Regardless of how hot it is in a jumpsuit, you are better to put up with a bit of discomfort for the sake of safety.

I take my hat off to Sonja for monitoring and educating a younger jumper.

Scuba divers do it and we should be seen to be more pro-active in this area also. Even a solo jumper can be checked over by another jumper.

There are countless reports of tandem masters exiting without all snaps done up properly, 3 rings butter-flied, chest straps incorrectly routed etc., etc. One must ask oneself -what was the jumper next to them doing if they couldn't do a simple look over a person sitting next to them in the plane.

These Buddy checks should be carried out prior to emplaning and prior to exit. One does not need to handle a person's gear but a thorough look over would suffice.

Many times in the past we have stopped people from boarding due to a misrouted chest strap, or because they are in such a hurry they are still doing up their leg straps. Our drop zone rule is gear up before walking down to the emplaning area.

Also, this sort of rushed approach is a dreadful way of demonstrating a safe and responsible approach for students and novices at training drop zones.

In our AFF and Tandem instructor courses, these are always part of oral panel exam questions.



There have been times when I have been the pilot flying loads and have noticed jumpers on board with gear issues. It's a bit sad when the pilot picks this up and not the unobservant jumper sitting next to them.

A few months ago, an instructor was getting on board with a student whose chest strap was misrouted.

After I landed I chastised the instructor who replied, "He wasn't my student".

This attitude should not exist.

Phil Onis (IA/AFF/Tdm/JPA) Owner of Sydney Skydivers. 35,000 jumps.

*The following are a sample of incidents from those submitted to the APF between Jan-March 2017 (incl.), 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 drop zone.***

## AIRCRAFT/EXIT

**Certificate D, jump 847.** Camera was flicked off helmet whilst closing plane door, and flipped out. Height approx. 4,000ft. **Action:** Jumper tightened fixing screw. Jumper put 'Occy' across camera. DZSO briefed jumper on ducking head on exit

## FREEFALL

**Certificate E, jump 1,250.** On a load of fun jumpers, myself and the three other people I was jumping with were supposed to be third out. A jumper from the group before us leaned out of the door in attempt to exit, and his clip of the GoPro case was loose. The clip flew out of the door leaving the GoPro case open. He then passed me the GoPro and exited the aircraft. I, without thinking to pass the GoPro up the plane, put the camera down my jumpsuit near my underwear below my chest strap. As we were halfway through freefall the GoPro fell out of my jumpsuit. **Action:** Jumpers reminded of the importance of not jumping with loose articles and the danger that they pose to the public below. Jumpers also reminded about the importance of securing cameras with more than just clips and stick on mounts.

**Certificate D, jump 210.** Micron container, Pilot 188 Main. Premature deployment at 5k. Jump was a 2-way Head-down exit, to Head-up. Jump went normally until Main deployed prematurely at our break-off height of 5,000ft. After reviewing footage, it became clear the handle has come out a little, from either sliding on the seat, or clipping the door. The pilot-cute has worked its way out slowly over 9,000ft of descent, and fully deployed at 5,000ft. The other jumper had started tracking away and was all clear of the incident. The rest of the jump was uneventful. **Action:** Incident appears to be pilot error. More care will be taken to check that pilot-chute is deep in BOC more times before approaching the door. As a precaution, closing loop was tightened and a pud Freely handle will be fitted.

DZSO comment: DZSO checked gear and reviewed video. Debriefed jumper. Jumper is to be hypersensitive of handle and BOC over next few jumps.

## DEPLOYMENT PROBLEMS/MALFUNCTIONS

**Certificate B, jump 75. Javelin container.** Star Crest jump, tracked away at 5,000ft. At 4,000ft deployed P/C. Pulled

the pilot chute out and threw it, counted to three and felt nothing, so turned to check for P/C hesitation. Observed the bridle and pilot chute flapping around, uninflated. I immediately commenced emergency procedures – under Reserve canopy by 1,450ft. Landed safely on the drop zone. All gear retrieved and upon inspection of pilot chute discovered it was twisted and tied up. **Action:** Gear inspected by packers and reiterated the importance of taking care whilst packing the pilot chute into the BOC so as not to create entanglements.

## CANOPY CONTROL/LANDINGS

**Certificate C, jump 177.** Wings container, Safire2 149 Main. Setup in holding area at 1,500ft. Check wind directions and turbulence to decide if to land in student area or area beyond airstrip. Saw no movement on wind sock or wind indicators so opted to land in student area. Performed a base run at approx. 1,450ft to confirm wind speeds and direction. Turbulence was minimal. Returned to base run setup point, then performed base run. Very simple stable inputs on turn back into landing run. Encountered turbulence and sinking at approx. 200ft. Flew through without issue into clean air, perfect setup for flare. At half brakes during flare encountered more turbulence and up-lift, flew into dead air. Prepared for PLR at approx. 10-15ft. Sprained ankle.

**Certificate E, jump 6500. Vector Micron container, JVX 139 79 Main, Tempo 120 Reserve, Vigil2 AAD Pro mode.** Just after completing a 720-turn under canopy, vigil AAD fired at 30ft off the ground resulting in the Main stalling and dropping to the ground. Landing roll, twisted ankle.

*Note: This jumper was very lucky. Jumpers are reminded of the potential to activate any AAD with high speed landing manoeuvres. Jumpers must understand their equipment and its limitations.*

**Certificate C, jump 409. Crossfire 149 Main.** Normal exit, freefall, deployment, opening and canopy flight. On conclusion of sliding landing, on rear risers, canopy stalled momentarily and jumper's momentum rotated his body forward from his feet onto his knees. He put his arm out to stop himself whereon he dislocated his left shoulder.

**Certificate C, jump 484. Talon container, Safire2 220 Main, Airforce 220 Reserve.** Jumper exited the aircraft at 12,000ft and experienced an uneventful freefall. Deploying Main parachute at 3,500ft, observed in-line twists from deployment and in a rapid spin. Jumper opted to cut-away after approximately five seconds, under an inflated Reserve at approximately 2,000ft. Again, observed in-line twists under Reserve, cleared line twists at approximately 900ft. Opting to land in salt lake between main and student landing areas. Firm PLR landing, resulting in a few minor cuts and bruises. All equipment recovered, on inspection of Main canopy DZSO noticed one brake stowed and the other in full flight position. Suggesting packing error. **Action:** DZSO inspected gear and debriefed jumper on the importance of properly stowing the brakes and potentially changing packing technique to add backup checks in. Jumpers line twist clearing technique will also be revisited.

After consultation with Chief Instructor, Jumpers deployment height will be raised to ensure jumper is under a fully inflated Main at minimum 4,000ft to allow for more assessment time and potential deployment issue fixes.

## GEAR CHECK

### Container Lock

A jumper experienced a pilot-chute-in-tow malfunction after the stitching that held the Main closing pin to the bridle failed. Consequently, the Main closing pin remained



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

in place after the pilot chute inflated. The jumper performed emergency procedures and landed uneventfully under the Reserve parachute. To avoid this situation, frequently inspect your main bridle's pin-attachment point to ensure that the stitching and webbing are in airworthy condition.



(Published Parachutist Magazine Feb 2017. Reprinted with USPA permission)

### FATAL INCIDENT 23RD MARCH 2017

**STATEMENT POLICY.** This information is provided in the interests of accident prevention and is intended to facilitate safety studies within appropriate organisations. It has been compiled from the information available, and issued rapidly in the interests of safety. Further investigation may reveal errors or other pertinent information.

**Report Status:** Preliminary – Investigation continuing.

**Background:** The deceased was a member of a Formation Skydiving (FS) 4-way team, competing in the intermediate event at the Australian National Parachuting Championships. The team had been together since approximately November 2016 and were the current Victorian Champions. They focused their training over the last few months on competing at the national championships, doing approximately 50 training jumps together, of which about half were done over the last month. All four members of the team were Certificate Class D holders with around 400–600 jumps each.

**The Jump:** It was the third day of the championships and the team's third jump of the day. It was also their competition jump for round 9 out of 10 rounds. Exit was from approximately 11,200ft and the team did a very smooth and problem free FS jump. The team members had their audible altimeters set at 4,000ft for break-off and it appears that they may have broken a little below this. The jump was filmed by a freefall videographer. After break-off and tracking, the deceased and another jumper ended up in close proximity when they deployed their parachutes. The other jumper's parachute deployed with line twists and the deceased flew into it a few seconds after he opened, entangling with the lines of the other parachute. The two entangled parachutes started spinning violently with neither flying properly. The other (lower) jumper cut-away his Main parachute and his MARD (Skyhook) deployed his Reserve. His Reserve deployed with line twists, which he cleared and landed safely.

The deceased appeared to have had his legs caught in the lines of the other jumper's cutaway parachute, with his own parachute also not being inflated properly. At some point he cut-away his Main parachute, but this was entangled with the other parachute. Both parachutes were trailing behind him, not inflated and not clearing. At some point the Reserve pilot chute had launched, but got caught up in the fabric or lines of the other jumper's cut-away parachute. Although the Reserve freebag was lifted out of the container, the Reserve parachute was not extracted from the freebag and did not inflate. The deceased impacted with the ground at high speed.

The incident was observed by the other two team members as well as numerous witnesses from the ground. Video footage was available for review from the in-air team cameraman of break-off and the initial track; and ground footage starting after cutaway from the entanglement.

First aid and CPR was performed by those first on the scene, but it is expected that the deceased died on impact.

#### Preliminary Equipment

**Inspection:** The equipment was inspected in detail and appears to have been operational. The AAD (mode setting unknown at time of inspection) had been switched on for the jump, but had not activated. The AAD has been sent to the manufacturer for analysis.

**System:** Wings

**Main:** Sabre2 135

**Reserve:** PD Optimum 126

**AAD:** CYPRES multimode RSL/MARD installed

**Other:** Full face Cookie G3, Analogue Galaxy Alti 11 and Pro-Track audible, FS jumpsuit with booties.

The whole parachute system is very new and was assembled and packed on 24 February 2017. The equipment does not appear to be relevant to the incident. Damage was found to the Main parachute of the other jumper involved, and to the Reserve pilot chute of the deceased, both which appear to have occurred during impact with trees on the site. These aspects will be investigated further, but at this stage do not appear to be relevant.

It was also found that the riser loop of the 3-ring on the non-RSL side of the deceased was broken. This appears to have happened at some point after the canopy collision, or possibly during collision.

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

*Charl Rootman, APF Safety & Training Officer*

### Reacting to a Canopy Collision

*Jim Crouch USPA Director of Safety & Training  
Published Parachutist Magazine Feb 2010. Reprinted with permission of USPA.*

Unless you are a jumper who has some canopy formation skydiving experience, you may not have given much thought about what you should do if you are ever involved in a canopy collision. Knowing what to do, and reacting correctly to the situation, just might save your life and the life of the other jumper involved.



Collisions often occur right after deployment when jumpers do not create enough separation at the end of the skydive. Many post-deployment collisions occur because one, or both, of the jumpers do not have control of their canopies due to line twists or because of spins caused by a premature brake release. Gaining adequate horizontal separation from other jumpers before deployment can help

ensure that even if your canopy does not open on heading or is not initially controllable, there is less chance of a collision while you work to fix the problem.

A collision at a relatively slow, survivable closing speed can lead to both parachutes clearing each other after the collision — simply bouncing off one another after the impact. The parachutes may fly normally afterward, or there may be some canopy damage or jumper injuries. This is not ideal, but at least the canopies are clear of one another.

If a collision is imminent, the jumper should spread one arm and both legs as wide as possible to bounce off the other canopy's suspension lines, reducing the possibility of penetrating them, and to try to spread out the force of the impact. The hand on the other arm should be used to protect the Reserve ripcord. Canopy lines can cut your skin during a collision, especially when the collision takes place with any significant momentum, but there's not much you can do about that, and if the contact is body-to-body, it can lead to serious injuries.

When collisions occur, jumpers must be prepared to react quickly and creatively. In the event of a collision, it is critical to know your altitude at all times. There are basically two types of situations after a collision: wraps and entanglements. If you have canopy and suspension lines around your body, you are in a wrap. If your canopy is entangled with another canopy or jumper, but your body is free of any canopy lines or material, you are in an entanglement. In either situation, the jumpers should be specific in discussing their intentions with one another before acting.

It may be possible to clear an entanglement by following the lines out through the suspension lines of the other canopy that your body passed through. However, if there is an entanglement and both jumpers are clear of the mess, both will probably be orbiting around the tangled canopies. Communication with the other jumper is critical to determine altitude and who will cut away first, altitude permitting.

If the collision results in a wrap, the wrapped jumper will most often bear much of the weight of the other jumper, because the other jumper's deflated canopy and lines will be wrapped around his body. If altitude allows for a cutaway, the pair must work together to determine who should cut away first, making sure that the cutaway will not worsen the situation. It will likely be safer for the wrapped jumper to stay with his Main canopy and have the other jumper cut away first. This will take the tension off the wrapped jumper and allow him to better deal with getting the canopy and lines off of his body. In most cases, the wrapped jumper's Main canopy will be fully or mostly inflated and descending slowly, and

he will be able to work to remove the other canopy, which will give his Reserve, if he needs to use it, the best chance of a clean deployment.

Other considerations involve whether to disconnect the Reserve static line (RSL), which will allow the jumper to fall away from the mess after a cutaway rather than have the Reserve deploy right away. Altitude permitting, it might be safest to disconnect the RSL and wait a few seconds after a cutaway to deploy the Reserve, to help ensure you are clear of the Main canopies. Bear in mind that if you are still entangled, you may not be able to drop away from the mess after the cutaway handle is pulled.

But what should you do if the collision occurs at a lower altitude and there is not enough altitude for a cutaway? Another common place for collisions to occur is in the landing pattern, below 1,000 feet. At this altitude, the only option may be to deploy the Reserve canopy (or canopies) in an effort to get something inflated to slow your descent.

Another collision hazard at low altitudes involves canopies flying at vastly different speeds in the landing pattern. These accidents involve highly wing-loaded canopies flown aggressively and colliding with canopies flown at much lower speeds. These collisions are usually so violent that the basic rules for surviving canopy collisions do not really apply. The higher the wing loading, the more violent the collision will be, and the less likely it will be that one or both pilots will survive. Avoidance is truly the only solution when it comes to canopy collisions at high wing loadings.

Every collision will result in different situations, and both jumpers need to work together to help ensure a successful outcome. Altitude awareness and communication are key to the decision making process, and it is crucial that the correct decisions are made regarding who, if anyone, will cut away and in what order. Of course, the best approach is to avoid collisions and to be able to retire from your skydiving career without ever having to deal with what is arguably one of the scariest situations a jumper can face.

### Fly to survive

**HOW TO AVOID A CANOPY COLLISION / ENTANGLEMENT**

- When jumping with others, break off in plenty of time
- Look around to make sure you're not close to others when deploying
- Get a good flat track and separation
- During deployment be ready to take avoiding actions using rear riser turns
- Give a good wave off
- Be on the lookout throughout the entire canopy descent
- MAKE SURE YOU'RE IN CLEAR SKIES BEFORE:
  - Visor goes up
  - Stowing slider
  - Chest strap adjustments
  - Releasing steering toggles
  - Booties off
  - Camera off
- Maintain altitude awareness at all times



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More than you think ....



- Student → Expert
- Expert → Speed
- Tandem
- Speed



# APF CLOUD JUMPING RULES AND PROCEDURES

Images by Steve Fitchett

**THE RULES AND PROCEDURES ARE TO: 1) MANAGE SKYDIVING THROUGH CLOUD, AND 2) PROTECT OTHER AIRCRAFT AND THEIR OCCUPANTS USING THE SAME AIRSPACE.**

While the APF looks after the skydiving side of things, the Civil Aviation Safety Authority (CASA) requires us to have checks and balances in place to protect transiting aircraft, persons and property on the ground, and the general public. CASA considers students and novices as the general public because of their limited knowledge of skydiving.

A drop zone must have an approved Cloud Jumping Procedures Manual (CJPM) describing their procedures for cloud jumping. The CJPM application is prepared by the drop zone and submitted to the APF for review and assistance with re-drafting, before an authorisation is issued under APF Regulatory Schedule 60, once the application has met all requirements.

The CJPM must clearly define the systems and procedures used to effectively, efficiently and safely conduct parachute operations where descents cannot be made in meteorological conditions that permit the target to be visible throughout the descent, and/or do not require the parachutist to enter cloud.

## DROP ZONE OPERATORS

Unless a specific CJPM has been approved for your Club/drop zone location, then nobody on the drop zone is permitted to make descents through cloud. Even if a jumper holds a cloud approval issued elsewhere this does not entitle them to jump through cloud unless the drop zone itself has an approval.

When jumping through cloud is taking place, the Ground Control Assistant (GCA) must be on watch to check that no aircraft inadvertently overflies the drop zone and presents a collision risk to jumpers. If the drop zone has controlled airspace above, an arrangement will be place with Air Traffic Control to give information of aircraft that might conflict with the jump. A drop clearance will not be issued until the airspace is declared clear.

### Skydivers must only drop through one layer of cloud.

The drop zone CJPM must detail how it will be determined that all the airspace through which the jumpers will pass is free of conflicting air traffic.



For some drop zones, this may be simple, perhaps like Figure 1.

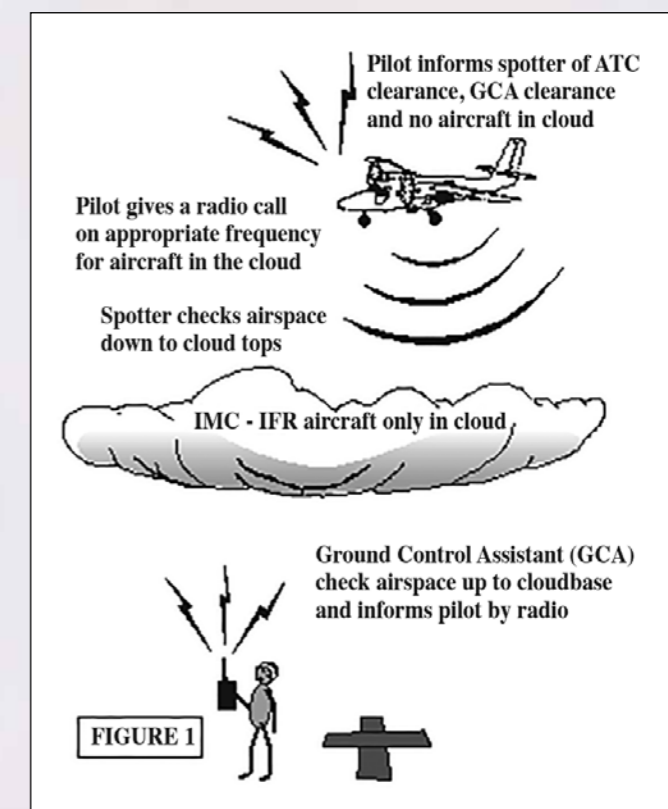


Figure 1 - Simple example. Safe to jump

For other drop zones, it may be much more complex, involving coordinating information from Air Traffic Control, responses to radio call by the pilot, and information from the spotter and GCA.



# APF CLOUD JUMPING RULES AND PROCEDURES



## SKYDIVERS – CERTIFICATE CLASS B and ABOVE

As a skydiver, you must have received training in jumping through cloud and have valid documented verification to this effect, for each APF club at which you skydive that has a CJPM. The essential rules for you are that aircraft exits must be clear of (i.e. above) cloud so that you and other participants on the jump get properly orientated before entering cloud and ensure good separation between groups. While you can pass through cloud during freefall you must be clear of cloud before deploying your parachute. The cloud base must be at least 3,000ft so that you have clear sky for tracking and you can see other jumpers and any itinerant aircraft. Parachutists must not open their canopies in cloud except in emergency. If caught in cloud under canopy, then circle at minimum speed to reduce high-speed collision risk and avoid the possibly wandering away from the drop zone before its location becomes known.

Skydivers can manage risks when jumping through cloud by having linked exits and only jumping in small groups where all have good tracking ability. Be aware that off drop zone landings are more likely.

## WINGSUIT JUMPS

Wingsuiting through cloud with no navigation or proximity awareness to other wingsuiters or jumpers is not acceptable. The horizontal closing speeds are too great and the chances of collisions and off drop zone landings are increased significantly.

## TANDEM DESCENTS

Aircraft exits must be clear of cloud. The loadmaster must look below for transiting aircraft before allowing the exit to proceed. The cloud base must be at least 5,000ft above ground level so that the parachute opening will be clear of cloud by at least 1,000ft.

## STUDENTS AND NOVICES

AFF and SFF descents are not permitted through cloud under any circumstances. Anyone with less than a Certificate Class B is either a student or novice and must not pass through cloud. Instructors must plan and execute student training descents so that there is no possibility of the student entering cloud. Individual Instructors will be held responsible for breaches of this.

## AIRCRAFT AND PILOTS

There are two possible ways under which approval is given for a particular drop zone. The first is on the basis that the aircraft remains clear of cloud during its ascent and descent. This is termed flight under VFR (Visual Flight Rules) where the aircraft does not enter

cloud but the jumpers can be dropped through cloud. The pilot does not need special qualifications and both the aircraft and pilot are said to be operating in VMC (Visual Meteorological Conditions). It is essential that there is broken cloud for the aircraft to climb up through and descend.

The other basis is IFR (Instrument Flight Rules) where the pilot is rated for flight under IMC (Instrument Meteorological Conditions) and the aircraft is specifically equipped for flight through cloud. With this type of approval, the aircraft can climb and descend through cloud but the jumpers must still exit over the top of cloud and open clear of cloud.

## JUMPING THROUGH CLOUD IS REGULATED

Cloud jumping is defined as jumping operations being conducted by either: parachutists descending through cloud or conducting parachuting descents where the drop zone cannot be visually identified or located by known reference points.

The APF Operational Regulation, which specifically prohibits it **unless** an approval is held is:

### APF Op Regs

8.1.1 Except where descents are made in accordance with the authorised written approval of the APF, all descents must be made in meteorological conditions that:

- (a) permit the target to be clearly visible throughout the descent; and
- (b) do not require the parachutist to enter cloud.

### Furthermore:

9.4.4 Wingsuit Descent Conditions

### Safety

- (a) For all wingsuit descents, the parachutist must not enter cloud, regardless of whether the operation has the written approval referred to in OR 8.1.1.

## APF Regulatory Schedule 60

APF RS 60 is the mechanism by which such jumping is permitted. It is a breach of the APF regulations to jump contrary to the procedures contained in the CJPM for your drop zone. Ask to see the Procedures Manual for your drop zone so that you can comply. Remember ignorance is no defence and individual skydivers, not just the drop zone operator, are responsible for observing the rules.

**Note:** This article was originally published in ASM issue 48 Volume 5/2009, co-authored by, Dave Smith, Paul Osborne, Fiona McEachern and Kim Hardwick.

2017 Updates authorised by APF Technical Officer Kim Hardwick.

It is acknowledged that there are some situations where we may not jump, such as where jumpers would pass through airspace which cannot positively be determined to be free of conflicting air traffic. Figure 2 shows an example.

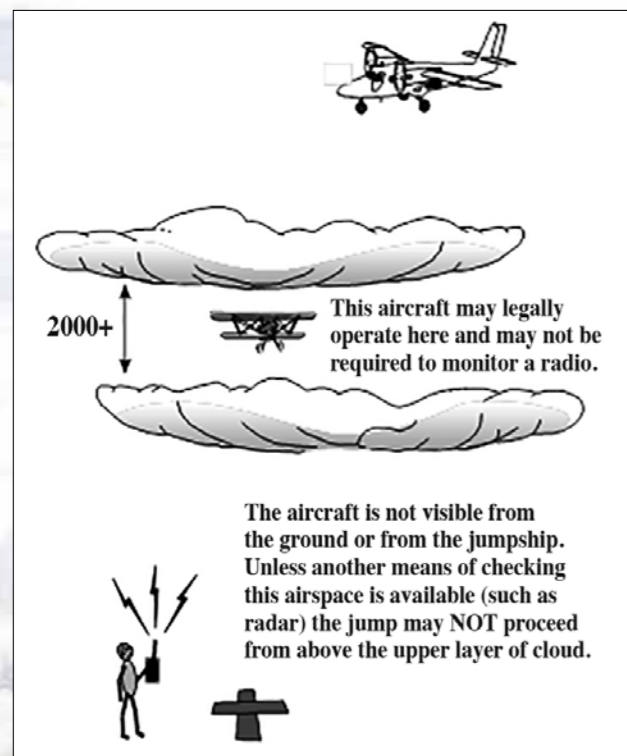


Figure 2 - Cannot clear all airspace. Unsafe to jump.

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Flight Performance

# Ladies of the sky

By Kelly Brennan

**THERE WERE SOME GUTSY WOMEN AMONG AUSTRALIA'S PIONEER PARACHUTISTS. THEIR REVEALING CLOTHING CAUSED SCANDAL, THEIR LACK OF SAFETY WAS DEADLY, AND THEIR IDENTITIES WERE DODGY. BUT THESE BRAVE WOMEN ENDURED SOME VERY SCARY MOMENTS TO EARN THEIR PLACE IN OUR SKYDIVING HISTORY.**

## Myths and legends

Was Jean Burns really Australia's first female skydiver? When the plucky teenager hit the headlines in 1937, newspaper readers with good memories were quick to argue. Editors across the nation received letters about a woman who'd descended from a balloon nearly 50 years earlier.

As it turns out, there were at least five women travelling around Australia making death-defying public descents during the late 19th century. Most Australian cities were graced with a visit from these leading ladies of the sky.



THE LANDS, and has to collapse the parachute's canopy quickly by a deflating bag at the time to avoid being dragged along the ground. Good luck Jean, but we'll stick to our homekeeping and typewriting.

## Aeronauts of the 1880s

Australia's first parachute descent was made by JT Williams from a borrowed gas balloon into a paddock in Homebush, Sydney, in December 1888. Williams, a small and wiry watchmaker, beat an international aeronaut to the punch even though he'd never flown a balloon or a parachute before. A world-famous parachutist, Professor Baldwin, was on his way to Sydney to make the colony's first parachute descent, when the feat was claimed by Williams, an unknown 33 year-old local.

The next couple of years produced several troupes of travelling aeronauts, who performed for huge crowds around Australia. They would ascend via gas or hot air balloons, riding a trapeze bar underneath. At the selected height – anywhere from 1,900 to 8,000ft – the performer would disconnect the silk parachute from the calico balloon, and they would ride the trapeze swing down to the earth. It wasn't always a graceful arrival.

Launches didn't always go to plan either. The hot air balloons would sometimes catch fire during a lengthy filling process, in which heat would be funnelled from a large fire pit.

The men who led these teams all called themselves 'Professor' or 'Captain', and they travelled with young women who took the same names and called themselves 'sisters'. It's impossible to keep track of all the different names they used or to verify their dubious backgrounds.

Fact or fiction, newspaper reports from the era certainly provide some incredible stories.

**PARACHUTE JUMP BY GIRL.**  
**Skilful Landing.**  
**WIRES AND ROOF AVOIDED.**

NEWCASTLE, Sunday.  
Jean Burns, 17, a girl parachutist, of Melbourne, had an exciting experience after jumping out of a plane flying at 1,500 feet at the Newcastle Aero Club pageant yesterday.

A wind that had increased after the plane left the ground did not carry her to the centre of the aerodrome, her anticipated landing wires, which were in her way, and men were racing to the scene.

Thinking and acting very quickly, Miss Burns manoeuvred herself, with inches to spare, over the roof of one of the works buildings, twisted herself clear of two sets of high-reached the ground in safety, while ambulance men were racing to the scene.

Another outstanding feature at the largely attended pageant was an exhibition of crazy flying. By pre-arrangement, a supposedly drunken man, who raced to the plane and climbed into it for the exhibition, was chased by a supposedly inebriated police motor cyclist. The police motor cyclist seized his part so well that some of the visiting pilots were deceived into thinking he did not know that a "stunt" was about.



Look! Watch! Remember! Miss Jean Burns and Miss Esther D'Ardenne. The Aerodrome at Newcastle, New South Wales, Australia, in 1937. Photo by G. C. Johnstone and Flight Lieutenant, W. Manning.

**PARACHUTE JUMP**  
**FIRST WOMAN IN AUSTRALIA**  
**3,200FT. DESCENT AT ESSENDON**

In addition to being Australia's youngest girl pilot, Miss Jean Burns, aged 17 years, of Rathdown street, East Brunswick, achieved the distinction yesterday at Essendon of becoming Australia's first woman parachutist.

Jumping from the DH4 plane Spirit of Melbourne, belonging to Aerial Passenger Flying (Essendon) Pty. Ltd., at a height of 3,200ft., Miss Burns made a successful landing in a paddock to the north of the aerodrome. The plane was piloted by Mr. Howard Morris.

More than 2,000 people witnessed the descent.

**Carried by Wind**

Miss Burns was carried along by the wind for a short distance until a Moth plane landed near her. The pilot ran across and smothered the parachute. Miss Burns was then picked up by the Spirit of Melbourne, which also landed in the paddock, and was flown back to the aerodrome, where she was warmly congratulated by members of the aero club.

Miss Burns was the youngest girl to become an air pilot in Australia when she obtained her "A" licence in March. She was aged 17 years in December last. She began training with the Royal Victorian Aero Club just after attaining her 17th birthday. She received instruction about parachutes from Mr. Felix Mueller, a well-known parachutist.

"It was wonderful," said Miss Burns after the descent. "My only fear was that I should land in a pond which I saw beneath me."



**Girl wants Plane so does "Cloud Tumbles" to buy it**

Miss Jean Burns, Australia's first girl parachutist, who made history with two descents recently from planes at Essendon Aerodrome, Melbourne, will again tumble from the clouds on January 29 at the Hamilton (Vic.) aerial pageant.

The Parachutists



MISS GLADYS VAN TASSELL.



MISS VALERIE VAN TASSELL.

## Gladys and Valerie Van Tassell

Valerie Van Tassell was the first woman to make a parachute descent in Australia, followed by her elder sister Gladys a week later. Miss Valerie's jump was made from one mile high at Newcastle, N.S.W., on Saturday, 8 February 1890. She was about 18 or 19 years-old.

Gladys and Valerie travelled with their 'brother' Professor Park Van Tassell, cashing in on a world-famous parachuting name.

Just a couple of weeks after those first Newcastle jumps the Van Tassell 'family' suffered a loss. Another Mr Van Tassell (relationship unknown) was eaten alive by sharks in a parachute descent off Honolulu. His boat retrieval crew witnessed the ghastly demise and all they could bring back was a piece of cloth from his coat and one of his thumbs.

This tragedy didn't stop the Van Tassells in Australia. The sisters would dress the part in pretty page costumes and, during the balloon ascent, the performer would stun the crowd by hanging from her toes and other aerial feats. On the ground, Professor Van Tassell would fire a gun to signal the parachute's disconnection from the balloon.

Valerie once described how she would sit on the trapeze bar during most of the descent. "Then, as we are nearing the earth, we jump onto it with our feet and come down feet first," she said.

There were parachute descents in Sydney, Melbourne, Adelaide and many rural centres. In Townsville, there was a huge scandal about the scantily-clad ladies descending on the Sabbath in a town full of soldiers. (This uproar inspired a bizarre plot in a novel, in which lady parachutists caused the ruin of Brisbane.)

**PRELIMINARY NOTICE.**

MISS ESSIIE VIOLA AND MISS MILLIE VIOLA, THE CHARMING YOUNG AERONAUTS, IN THEIR BALLOON ASCENT & PARACHUTE JUMP.

Full Particulars in To-morrow's Issue.

FRANK WARD, Manager Viola Sisters.



MISS VIOLA (From a photograph.)

**BONDI AQUARIUM.**  
Manager ALFRED WYBURD.  
Open Daily from 10 a.m. to 6 p.m.  
THE PLACE TO SPEND A HAPPY DAY.  
TO-MORROW, SATURDAY, OCTOBER 11, GRAND OPEN AIR FETE.  
Owing to the accident happening to the balloon on Monday last, Madame MILLIE VIOLA, Madame MILLIE VIOLA, the only lady aeronaut, will positively make an ascent and parachute descent at 4.30 p.m. sharp.  
Gigantic Holiday Programme.

**A LADY'S LEAP FROM THE CLOUDS.**  
Misses Millie and Essie Viola, THE CHARMING YOUNG AERONAUTS, Will give one of their Collected **BALLOON ASCENTS AND PARACHUTE JUMPS, AT THE OREMORNE GARDENS, On Saturday, 15th June.**  
On which occasion MISS ESSIIE VIOLA will make the ascent, descending to mother earth by the aid of a frail parachute.  
The management would draw special attention to the fact that the Misses Viola are the only Lady Aeronauts in the world, and therefore it is highly improbable that the public of Mackay will ever have an opportunity of witnessing another exhibition of the kind.  
[Further particulars in next issue.]

In between appearances around the colonies, Professor Van Tassell ended up in court over a dodgy part-sale of his business. But he somehow avoided prosecution over the death of a boy in Brisbane, when a support pole for the balloon fell on the lad's head.

The background of the women, who were believed to be the Freitas/Frietas sisters, can't be confirmed. One newspaper report claimed they were raised in Milsons Point, Sydney, and began their careers as trapeze artists in the old Haymarket Music Hall. However, Valerie once told a newspaper reporter that the sisters only began parachuting after coming to Australia.

If they were Australian, it probably suited their act a lot better to pretend they were Californians from the Van Tassell clan. They spent about a year travelling around Australia and impressing the crowds.

Gladys Van Tassell died in India in 1892 after a tree landing. People tried to help her down by holding out a bamboo stick but it broke and she fell fifteen feet to her death. It's not known what happened to Valerie.

The leader of the troupe promoted himself to 'Captain' Van Tassell after leaving Australia, and he visited 46 countries before retiring in California.

## Millie and Essie Viola

While the Van Tassell sisters were creating news up and down the east coast, two other 'sisters' would soon make headlines in the west. Millie and Essie Viola, who called each other Boo and Chum, developed a travelling act of their own. The two Texas-born girls claimed they'd travelled around the U.S. before heading to Australia in 1890.

Miss Millie had done her own first jump in Chicago in 1888, lured by a 2,000 dollar offer for the city's first lady parachutist. She landed in Lake Michigan and was rescued by fishermen. Fans in the crowd later sent her baskets full of fish in recognition of the achievement.

Miss Millie managed to land atop the Fremantle Town Hall steeple on one descent in May 1891, and she was left clinging to the spire some 800ft up. A railways boss was in the crowd and he sent a special train to Perth to pick up a visiting circus performer. The acrobat climbed up with rope to rescue the lady parachutist.



# Ladies of the sky

As time and performances marched on, a new selling point was needed. Miss Essie Viola fitted that bill. In 1892, in Albany, W.A., she claimed to be the world's youngest aeronaut. She was only about 13 or 14 years-old when she made that first parachute descent.

Miss Essie made just 21 descents before leaving Australia, compared to Millie's 240, but the younger sister also had her fair share of excitement. At 17, she survived a scare in Gympie, Qld, when her balloon caught fire during the launch. She didn't want to be seen to be scared, so she refused to step off while she still could, dramatically waving her handkerchief to the crowd as she ascended under the burning fabric. A burnt rope prevented Essie from disconnecting the parachute and trapeze pole, and she was stuck with the flaming mess until it miraculously descended gently, much to the relief of distressed spectators.

After this, Essie received top billing for the sisters' ads, as the 'heroine of the burning balloon.'

The pair performed throughout Australia, as well as India, China, South Africa and Japan. A newspaper described the Viola sisters as 'lady-like vivacious girls' overflowing with a 'charming self-assertiveness and love of everything.'

It's believed they returned to San Francisco in the spring of 1895 and they kept on parachuting.

## Leila Adair

Miss Leila Adair was a Texan with 'dark, restless grey eyes' and short brown hair 'clustering in thick little curls over a shapely head'. She'd performed balloon flights with a Mr Van Tassel in California from the age of 14. (Which Van Tassel? Who knows!) She had to be tough in those lawless days of the Wild West, once holding up two revolvers and shouting down angry cowboys who'd accused the pair of fraud.

She was reportedly on site when her 'sister' - Miss Millie Viola - had made Chicago's first successful parachute descent in 1888. And Miss Adair went on to make Hong Kong's first descent, landing in a sacred burial ground.

Leila was about 17 years-old when she came to Australia in around 1890. She apparently settled in Melbourne and married the son of an English nobleman, who died a few years later. She resumed her parachuting career in Bendigo in May 1892. But first she had to 'redeem' her chute, which had been pawned by her manager when he fled with the takings.

In Dubbo, Leila's balloon caught fire and part of her parachute was burned, but she received only 'trifling' burns. Spectators launched a 19th century crowd-funding effort to buy her a new balloon.

In a New Zealand tour, Leila flew into the top of a tree to avoid landing in a whirlpool in a river. She also came a cropper hitting an electric wire and falling 40ft to the ground. She was travelling with a Professor Price at the time and claimed to be his sister.

In a Sydney jump, she was swept across the Harbour and saved by two Italian fishermen who pulled her, unconscious, from the water.

By the age of 23, Leila Adair claimed to have made up to 500 balloon ascents, and to have performed for the 'native sons of Africa' and the 'vagabonds and nobility' of Italy. On one balloon flight, she had drifted 60 miles away and her manager was charged with manslaughter. When she returned, safe and sound, she had to bail him out.

In 1896, she was living as Mrs Lena Rayward in San Francisco, and looking forward to a long rest.

## Were there others?

There were probably other lady aeronauts in Australia during the balloon era, which ran until 1920. Newspapers lost interest as parachute displays became more and more 'normal'.

One Sydney amusement park offered daily parachuting displays from balloons in the early 1900s, but it wasn't long before aeroplanes took over the skies.

This new dawn of aviation produced a whole new generation of airmen willing to leap out with a harness and a chute. And a few brave women would soon follow suit.

Where does this leave Jean Burns?

As far as I'm concerned, Jean Burns is still our original Aussie sky sister. Not only was Jean a born and bred Melburnian, but she also did her first jump for a bet. You can't get more Aussie than that.

In November 1937, the 17 year-old, who was already Australia's youngest female pilot, climbed out on the wing of a DH4, leapt off, pulled her ripcord and landed under a big round parachute in a paddock in Essendon. She did it because another pilot had bet that she wouldn't. This man was forced to pay up with some flying hours for Jean on his account. Jean went on to do about a dozen more skydives, with a range of interesting landings, usually far from the target.

Jean turned 97 years-old last December. Her eyes are 'wobbly' nowadays and she uses a walker. But her memory of those exciting days is still bright.

Burns Street in Essendon is named after Jean and it will soon be home to Melbourne's first indoor skydiving tunnel.

## The Curse of Brisbane

Many Aussie girls have a tube of Dr Lucas Paw Paw Ointment in their handbags. But few would be aware that he penned a bizarre novel back in 1894, predicting that lady parachutists would be central to the ruin of Brisbane in the year 2000.

Dr Thomas Pennington Lucas wrote about a time traveller in *The Curse and its Cure*. He predicted Brisbane would be taken over by corruption after a cunning tactic in a civil war between the States.

He wrote that New South Wales sent in a team of lady parachutists who were dropped above the military headquarters to distract the Queensland soldiers. As those men gazed at the first 'ascending fairy' the New South Wales Army came in and defeated them. By the following day, the grog shops were emptied and the Parliament had surrendered.

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PIA FOUNDING MEMBER



### FALLING FOR OLLIE

By Timothy Kolln

Tandem Cairns recently hosted a fundraiser "Falling for Ollie" in support of a local boy born with significant heart defects in December 2016. Oliver, was born to local Innisfail parents Mark and Cheniel Norris, who are both Paramedics with the Queensland Ambulance Service. Oliver was rushed to Brisbane for hospitalisation and stayed in intensive care treatment until late January when his heart was strong enough to endure open-heart surgery.



Local jumper and paramedic, Timothy Kolln, raised the idea of running the fundraising event to assist with Oliver's future medical costs. Teaming up with Tandem Cairns' digital and fly catching guru, Paddy Dunne, the event was realised. A three-week period where each tandem sold through the event would directly donate a portion of the payment towards "Falling for Ollie". Through the local skydiver network and local newspapers nearly 30 tandem passengers helped to raise a total of \$1,500.

The event culminated with Oliver's parents, grandmother, and family friends doing a tandem. Mark wasn't the keenest skydiver and showed his nerves on the day. Cheniel had done a jump before and was keen to get in the air. Mark did have a good vomit under canopy and was happy to be back on the ground, but the others thoroughly enjoyed it. All-in-all, the fundraiser went well. The money raised will be able to purchase Oliver's medication for over a year. A big thank you to everyone who did a jump for Ollie, donated, and became involved over the three-week period. Thanks to Timothy and Paddy for organising the fundraiser, and Tandem Cairns for hosting Falling for Ollie.



# TROPICAL FROTH WEEKEND

By Patrick "Paddy" Dunne  
Photos by Tim Kolln, Paddy Dunne,  
Andrew Grego, Sonya Gelman

Tropical Froth was everything the name implies: There was froth and it was tropical.

With the unfortunate cancellation of Coast-2-Coast only days prior, the event was quickly organised and ran from 2-5 March.

We had word that there would be a few fun jumpers turning up who had already booked flights. We didn't want to disappoint.

With the generous support of Jonny Goss from NQPC, we organised local skydiver and Freely coach, Timothy Kolln, to load organise over the four days.

It was great to see some old and new faces turn up. Justin Fraser turned up all the way from Darwin and smashed out a heap of jumps, which was awesome.

Tim was very busy getting on almost every load, doing nine jumps on the last day. Tim spent time with every single jumper of all levels, ranging from B-Rel 3-ways, beginner Angles, Head-up and Head-down coaching, and organised four Star Crest jumps.

There were many highlights and a lot of fly catching over the weekend. Agwa and Marklar got their Head-up Crest. Justin Fraser, Scott McClymont and brothers Paddy and Mark Dunne all managed to get their Star Crest signed off – big congratulations boys. Adam and Lachlan completed a bunch of 3-ways. Bus driver Kyle did his first 3-way B-Rel. Nouku smashed out a few AFF stages and Han started on his B-Rel's.

It was a great weekend with a lot of fun jumping and awesome coaching. Firstly, a big thank you to the NQPC for supporting this event, Tim Kolln for coaching and putting in 100 percent with every jumper, the crew at Tandem Cairns who also got amongst all the fun – especially Mike Howell, Agwa Grego, Mart Sooba, Marklar, Mo Marbles and Rauno. Big thanks to Jade the pilot and the lovely manifest chicks, Brigitte and Jess. And finally, a big thank you to all the jumpers, local and from afar, who turned up from some tropical froth!





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

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# az directory

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

Source: APF Database as at deadline time.

## AIRCRAFT LEGEND

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

## NORTHERN TERRITORY

### DARWIN PARACHUTE CLUB INC. (DARWN)

AFF, Tandem and Licence holders.  
 Chief Instructor: Terry King  
 GPO Box 3114, Darwin, NT 0801  
 Club/DZ Ph: 0412 442 745  
 DZ Ph: 08 8976 0036  
 Email: skydive@skydiveterritory.com.au  
 Web: skydiveterritory.com.au  
 Drop Zone Location: Bachelor Airfield  
 Aircraft: Cessna 206

### SKYDIVE ULURU (SKYROK)

Tandem only.  
 Chief Instructor: Chippe Lindberg  
 PO Box 419, Yulara, NT 0872  
 Club/DZ Ph: 0450 337 951  
 Email: skydiveayersrock@gmail.com  
 Web: skydiveuluru.com.au  
 Drop Zone Location: Ayers Rock Resort  
 Aircraft: GA8 Airvan, Cessna 206

### TOP END TANDEMS (TOP)

Tandem only.  
 Chief Instructor: Ashley Smith  
 PO Box 692, Sanderson, NT 0813  
 Club/DZ Ph: 0417 888 645  
 Email: topendtandems@gmail.com  
 Web: topendtandems.com.au  
 Drop Zone Location: Lee Point Beach, Darwin  
 Aircraft: Cessna 182

## QUEENSLAND

### QUEENSLAND - NORTH

#### AIRLIE BEACH SKYDIVERS (WHITS)

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 Chief Instructor: Jonny Goss  
 PO Box 291, Cannonvale, Qld 4802  
 Club Ph: 0414 566 697  
 Email: support@airliebeachskydivers.com.au  
 Web: airliebeachskydivers.com.au/  
 Drop Zone Location: Bowen Airport and Queens Beach  
 Aircraft: Cessna 182

#### ALTITUDE SKYDIVE (ASMB)

Tandem only. Chief Instructor: Steve Lewis  
 PO Box 5361, Wollongong, NSW 2520  
 DZ Ph: 07 4088 6635  
 Email: info@altitudeskydive.com.au  
 Web: altitudeskydive.com.au/  
 Drop Zone Location: Tully Aerodrome and Mission Beach  
 Aircraft: Cessna 182

#### FAR NORTH FREEFALL INC (FARNTH)

Non-training organisation. Licence holders (Cert B+)  
 PO Box 1058, Tully, Qld 4854  
 Club Ph: 0428 420 500  
 Email: issydore@hotmail.com  
 Drop Zone Location: Tully Aerodrome

#### PAUL'S PARACHUTING (OSBO)

Tandem only. Chief Instructor: Max Motzo  
 PO Box 105, Cairns North, Qld 4870  
 Club Ph: 1300 663 634  
 Fax: 1300 338 803  
 Email: info@skydive.com.au  
 Web: skydive.com.au/cairns  
 Drop Zone Location: Edmonton and Cairns  
 Aircraft: Cessna Caravan 208

#### SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only. Chief Instructor: Max Motzo  
 PO Box 5361, Wollongong, NSW 2500  
 Club Ph: 1300 734 471  
 Fax: 1300 338 803  
 Email: info@skydive.com.au

Web: skydive.com.au/airlie-beach  
 Drop Zone Location: Whitsunday Airport, Shute Harbour  
 Aircraft: GA8 Airvan, Cessna Caravan 208

#### SKYDIVE CAIRNS (SDCNS)

Tandem only. Chief Instructor: Steve Lewis  
 PO Box 105, Cairns North, Qld 4870  
 Club Ph: 07 4068 8355  
 Fax: 1300 338 803  
 Email: info@skydive.com.au  
 Web: skydive.com.au/mission-beach  
 Drop Zone Location: Tully Aerodrome and Mission Beach  
 Aircraft: Cessna Caravan 208

#### SKYDIVE CAPRICORN (SKYCAP)

Tandem only.  
 Chief Instructor: Lloyd Cofield  
 29 Agnes St, The Range, Qld 4700  
 Club Ph: 0429 044 224  
 Email: skydivecapricorn@icloud.com  
 Web: skydivecapricorn.com.au  
 Drop Zone Location: Hedlow Airfield, between  
 Yeppoon and Rockhampton  
 Aircraft: Cessna 182, Cessna 185

#### SKYDIVE TOWNSVILLE (MOSS)

AFF, Tandem and Licence holders.  
 Chief Instructor: Alan Moss  
 PO Box 1786, Townsville, Qld 4810  
 Club Ph: 07 4721 4721  
 DZ Ph: 0412 889 154  
 Email: info@skydivetownsville.com  
 Web: skydivetownsville.com  
 Drop Zone Location: The Strand, Townsville  
 and Ayr Airport.  
 Aircraft: Cessna 182

#### TANDEM CAIRNS (CAIRNS)

AFF, Tandem and Licence holders.  
 Chief Instructor: Adam Davies  
 PO Box 753, Bungalong, Qld 4870  
 Club Ph: 07 4015 2466  
 Fax: 07 4041 7724  
 Email: support@tandemcairns.com.au  
 Web: tandemcairns.com.au  
 Drop Zone Location: Innisfail Airport  
 Aircraft: Cresco XL, de Havilland Beaver,  
 Cessna Caravan 208, Cessna 182, Cessna 185

### QUEENSLAND - SOUTH

#### AUSTRALIAN PARARESCUE TEAM (RESCU)

Non-training organisation  
 PO Box 86, Southport, Qld 4215  
 Club Ph: 0416 611 499  
 Email: paulweir56@yahoo.com.au

#### FUNNY FARM (FUNFAR)

AFF, Tandem and Licence holders.  
 Chief Instructor: Roger Mulckey  
 Burloo, Bungunya, Qld 4494  
 Club Ph: 0429 630 897  
 Email: rmulckey@gmail.com  
 Web: funnyfarmaustralia.com  
 Drop Zone Location: Funny Farm, Bungunya  
 (near Goodiwindi)  
 Aircraft: Cessna 182

#### GOLD COAST SKYDIVE PTY LTD (TGOLD)

Tandem only. Chief Instructor: Archie Jamieson  
 PO Box 332, Coolangubra, Qld 4225  
 Club/DZ Ph: 07 5599 1920  
 Fax: 07 5599 1921  
 Email: info@goldcoastskydive.com.au  
 Web: goldcoastskydive.com.au  
 Drop Zone Location: Kirra Beach and Len Peak Oval  
 Aircraft: Cessna 182, Piper Chieftain

#### LEARN TO SKYDIVE (LTS)

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 Chief Instructor: Archie Jamieson  
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 Email: info@learntoskydive.net  
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#### DROP ZONE LOCATION: Tweed River Jockey Club, Murwillumbah

#### AIRCRAFT: Cessna 182, Piper Chieftain

#### RAMBLERS PARACHUTE CENTRE (RAMBL)

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 Chief Instructor: David McEvoy  
 PO Box 136, Toogoolawah, Qld 4313  
 Club Ph: 07 5423 1159  
 Email: skydive@ramblers.com.au  
 Web: www.ramblers.com.au

#### DROP ZONE LOCATION: Toogoolawah

#### AIRCRAFT: Cessna Caravan 208, Cessna 182

#### SKYDIVE AUSTRALIA BRISBANE (RED)

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 Chief Instructor: John Cook  
 PO Box 5361, Wollongong, NSW 2500  
 Club/DZ Ph: 1300 663 634

Fax: 1300 338 803  
 Email: info@skydive.com.au  
 Web: Web: skydive.com.au/brisbane  
 Drop Zone Location: Suttons Beach, Redcliffe  
 Aircraft: Cessna Caravan 208

#### SKYDIVE BRIBIE ISLAND (ASQ)

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 PO Box 5361, Wollongong, NSW 2520  
 Club Ph: 07 3314 3664  
 Email: info@skydivebribie.com.au  
 Web: skydivebribie.com.au  
 Drop Zone Location: Caboolture Airport (Ops Centre),  
 Bribie Island beaches  
 Aircraft: Cessna 206

#### SKYDIVE HERVEY BAY (HERVEY)

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 Chief Instructor: Peter Agnew  
 PO Box 7441, Hervey Bay, Qld 4655  
 Club/DZ Ph: 0458 064 703  
 Email: bookings@skydiveherveybay.com.au  
 Web: www.skydiveherveybay.com.au  
 Drop Zone Locations: Hervey Bay beaches, Bunya  
 Creek and Fraser Island  
 Aircraft: Cessna 182, Cessna Caravan 208

#### SKYDIVE THE BEACH NOOSA (SKRAM)

AFF, SFF, Tandem and Licence holders.  
 Chief Instructor: Wayne McLachlan  
 PO Box 5361, Wollongong, NSW 2520  
 Club Ph: 07 5448 8877  
 Email: jump@skydiveforfun.com.au  
 Web: skydiveforfun.com.au  
 Drop Zone Location: Coolum Beach and Bli Bli  
 Aircraft: Cessna 182, Cessna Caravan 208

#### SKYDIVE THE BEACH RAINBOW BEACH (RAINBO)

Tandem only.  
 Chief Instructor: Wayne McLachlan  
 PO Box 5361, Wollongong, NSW 2520  
 Club Ph: 0418 218 358  
 Email: rainbow@skydiveforfun.com.au  
 Web: skydiveforfun.com.au  
 Drop Zone Location: Rainbow Beach  
 Aircraft: Cessna 182 (Super)

#### SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

Non-training organisation. Licence holders  
 23 Highclere Court, Little Mountain, Qld 4551  
 Club Ph: 0421 159 987  
 Email: seqsclub@gmail.com  
 Web: sites.google.com/site/seqsclub

#### SUNSHINE COAST SKYDIVERS (SSCSC)

AFF, SFF, Tandem and Licence holders.  
 Chief Instructor: Tibor Glesk  
 PO Box 1079, Caloundra, Qld 4551  
 Club Ph: 07 5437 0211  
 Email: bookings@sunshinecoastskydivers.com.au  
 Web: sunshinecoastskydivers.com.au  
 Drop Zone Location: Caloundra Airport and  
 local beaches  
 Aircraft: Piper Navajo

#### TOOGOO LAHAW SKYDIVERS CLUB INC. (RASP)

Non-training organisation. Licence holders  
 40 Sword St, Woolloongabba, Qld 4102  
 Club Ph: 0418 154 119  
 Email: bennord@ozemail.com.au  
 Web: tsc.skytix.com.au  
 Drop Zone Location: Toogoolawah

## NEW SOUTH WALES

#### ADRENALIN SKYDIVE (TUDD)

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 Web: askydiver.com.au  
 Drop Zone Location: Goulburn Airport  
 Aircraft: E110, Cessna 182

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 23 Bluewater Close, Wauchope, NSW 2446  
 Club/DZ Ph: 0428 471 227  
 Email: jumpportmac@bigpond.com  
 Web: coastalskydivers.com  
 Drop Zone Location: Port Macquarie Airport  
 Aircraft: Cessna 182

#### COFFS CITY SKYDIVERS (COFFS)

AFF, Tandem and Licence holders.  
 Chief Instructor: Lawrence Hill

PO Box 4208, Coffs Harbour, NSW 2450

Club Ph: 02 6651 1167

Fax: 02 6651 1094

Email: jump@coffsskydivers.com.au

Web: coffsskydivers.com.au

Drop Zone Location: Coffs Harbour Airport

Aircraft: Cessna 182, Cessna 206

#### IFLY DOWNUNDER - PENRITH (IFLYP)

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 123 Mulgoa Rd, Penrith, NSW 2750  
 Club Ph: 1300 366 364  
 Email: info@ifly.com.au  
 Tunnel Location: Penrith

#### NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

AFF, Tandem and Licence holders.  
 Chief Instructor: Mark Brody  
 PO Box 158, Branxton, NSW 2335  
 DZ Ph: 02 4938 1040  
 Email: enquiry@nspc.net.au  
 Web: skydivenewcastle.com.au  
 Drop Zone Location: Moores Lane, Elderslie  
 Aircraft: Beaver, PAC XL or Cessna Caravan 208

#### SKYDIVE AUSTRALIA - HUNTER VALLEY (GOFAST)

Tandem only.  
 Chief Instructor: Byron (Paul) Smith  
 PO Box 5361, Wollongong, NSW 2520  
 DZ Ph: 02 4225 8444  
 Email: info@skydive.com.au  
 Web: skydive.com.au/hunter-valley  
 Drop Zone Location: Whittingham Airfield  
 Aircraft: Cessna Caravan 208, Cessna 206, Cessna 182

#### SKYDIVE BYRON BAY (BYRON)

Tandem and Licence holders.  
 Chief Instructor: Joe Stein  
 PO Box 5361, Wollongong, NSW 2500  
 Club/DZ Ph: 1800 642 335.  
 Fax: 1300 338 803  
 Email: info@skydive.com.au  
 Web: skydive.com.au/byron-bay

#### DROP ZONE LOCATION: Tyagarah Airfield

#### AIRCRAFT: Cessna Caravan 208

#### SKYDIVE MAITLAND (NSWTS)

Non-training organisation. Licence holders  
 PO Box 460, Rutherford, NSW 2320  
 Club Ph: 0456 830 864  
 Email: nswts@outlook.com  
 Drop Zone Location: Gloucester Airfield  
 Aircraft: Cessna 182

#### SKYDIVE OZ (PAUL)

AFF, Tandem and Licence holders.  
 Chief Instructor: Paul (Poo) Smith  
 PO Box 925, Moruya, NSW 2537  
 Club Ph 1300 185 180  
 Email: fun@skydiveoz.com.au  
 Web: skydiveoz.com.au  
 Drop Zone Location: Moruya Airfield, Moruya Beach  
 and Trangie NSW  
 Aircraft: Cessna 182, Cessna 185

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

Non-training organisation  
 PO Box 5361, Wollongong, NSW 2520  
 Club/DZ Ph: 1300 734 471  
 Fax: 1300 338 803  
 Email: info@skydive.com.au  
 Web: skydive.com.au/central-coast  
 Drop Zone Location: Warnervale Airport

#### SKYDIVE THE BEACH AND BEYOND - NEWCASTLE (SBN)

Tandem only.  
 Chief Instructor: Bill Tuddenham  
 PO Box 5361, Wollongong, NSW 2500  
 Club Ph: 1800 215 366  
 Email: info@skydive.com.au  
 Web: skydive.com.au/newcastle  
 Drop Zone Location: Lake Macquarie Airport  
 Aircraft: Cessna 206, Cessna Caravan 208

#### SKYDIVE THE BEACH AND BEYOND SYDNEY - WOLLONGONG (SBS)

Tandem only.  
 Chief Instructor: Joe Hallin  
 PO Box 5361, Wollongong, NSW 2500  
 Club Ph: 1800 672 445  
 Email: info@skydive.com.au  
 Web: skydive.com.au/sydney-wollongong  
 Drop Zone Location: Stuart Park, North Wollongong  
 Aircraft: Cessna Caravan 208, Cessna 182

#### SKYDIVING NSW DROP ZONE (NSWDZ)

Tandem only. Chief Instructor: Mark Brody  
 PO Box 764, Taree, NSW 2430  
 Club Ph: 0418 730 741  
 Email: skydivingsw@bigpond.com  
 Drop Zone Location: Taree Airport  
 Aircraft: Cessna 182

#### SYDNEY SKYDIVERS (SYD)

AFF, Tandem and Licence holders.  
 Chief Instructor: Cindi Hemmila  
 PO Box 226, Milperra, NSW 2214  
 Club Ph: 02 9791 9155  
 DZ Ph: 02 4630 9265  
 Email: support@sydneyskydivers.com.au  
 Web: sydneyskydivers.com.au  
 Drop Zone Location: Picton  
 Aircraft: Cessna Caravan 208, de Havilland Beaver, XL

#### TANDEM SKYDIVING (TANDY)

AFF, SFF, Tandem. Chief Instructor: Richard Petters  
 25 Comara Close, Coffs Harbour, NSW 2450  
 Club/DZ Ph: 0418 275 200  
 Email: rpeters@ozemail.com.au  
 Drop Zone Location: Cambewarra  
 Aircraft: Cessna 180

## VICTORIA / TASMANIA

#### AUSTRALIAN SKYDIVE (AIRS)

AFF, SFF, Tandem and Licence holders.  
 Chief Instructor: Ralph Hamilton-Presgrave  
 PO Box 839, Torquay, Vic 3228  
 Club Ph: 1800 557 101  
 DZ Ph: 0434 174 773  
 Email: info@australianskydive.com.au  
 Web: australianskydive.com.au  
 Drop Zone Location: Bridgewater on Loddon  
 Aircraft: Cessnas 182, 206 and Caravan 208

#### AUSTRALIAN SKYDIVE - TORQUAY (TORQ)

AFF, Tandem and Licence holders.  
 Chief Instructor: Greg Bayly  
 PO Box 839, Torquay, Vic 3228  
 Club Ph: 1800 557 101  
 DZ Ph: 0402 467 253  
 Email: info@australianskydive.com.au  
 Web: australianskydive.com.au  
 Drop Zone Location: Tiger Moth World Torquay  
 Aircraft: Cessna 182, Cessna 206

#### COMMANDO SKYDIVERS INCORPORATED (CDO)

AFF, SFF, Tandem and Licence holders.  
 Chief Instructor: Craig Trimble  
 Club Ph: 1300 555 956  
 Email: info@commandoskydivers.com.au  
 Web: commandoskydivers.com.au  
 Drop Zone Location: Latrobe Regional Airport and  
 Phillip Island Airport  
 Aircraft: GA8 Airvan

#### RELWORKERS INCORPORATED (WORK)

Non-training organisation. Licence holders  
 7 Akers Court, Darley, Vic 3340  
 Club Ph: 0409 802 338  
 Email: similark@yahoo.com  
 Web: jump.relworkers.org  
 Drop Zone Location: No fixed DZ

#### SKYDIVE NAGAMBIE (CROSS)

AFF, Tandem and Licence holders.  
 Chief Instructor: Don Cross  
 PO Box 311, Nagambie, Vic 3608  
 Club Ph: 03 5794 1466  
 Email: jump@skydivenagambie.com  
 Web: skydivenagambie.com  
 Drop Zone Location: Nagambie-Wirrate  
 Aircraft: XL 750, Cessna 182

#### SKYDIVE THE BEACH AND BEYOND - GREAT OCEAN ROAD (GOROAD)

AFF, Tandem and Licence holders.  
 Chief Instructor: Mike Tibbitts  
 PO Box 5361, Wollongong, NSW 2500  
 Club Ph 1800 672 445  
 Fax: 1300 663 634  
 Email: info@skydive.com.au  
 Web: skydive.com.au/great-ocean-road  
 Drop Zone Location: Barwon Heads Airfield  
 Aircraft: Cessna 206, Cessna 182, P750

#### SKYDIVE THE BEACH AND BEYOND - MELBOURNE (STBM)

Tandem only. Chief Instructor: Greg Hays  
 PO Box 5361, Wollongong, NSW 2500  
 Club Ph 1800 672 445  
 Fax: 1300 663 634  
 Email: info@skydive.com.au  
 Web: skydive.com.au/melbourne  
 Drop Zone Location: Moran Reserve at St Kilda  
 Aircraft: Cessna 206, P750

#### SKYDIVE THE BEACH AND BEYOND - YARRA VALLEY (VPC)

Tandem only. Chief Instructor: Greg Hays  
 PO Box 5361, Wollongong, NSW 2500  
 Club Ph 1800 672 445. Fax: 1300 663 634  
 Email: info@skydive.com.au  
 Web: skydive.com.au/yarra-valley  
 Drop Zone Location: Lilydale Airport  
 Aircraft: Cessna Caravan 208, Cessna 182, P750

## SOUTH AUSTRALIA

#### ADELAIDE TANDEM SKYDIVING (SAJ)

AFF, Tandem and Licence holders.  
 Chief Instructor: Allan Gray  
 PO Box 1014, Golden Grove, SA 5125  
 Club Ph: 08 8261 4161  
 DZ Ph: 08 8520 2660  
 Email: info@adelaideskydiving.com.au  
 Web: adelaideskydiving.com.au  
 Drop Zone Location: Lower Light, Rowland Flat and  
 Clare Valley Aerodrome  
 Aircraft: Cessna 182, Cessna 206

#### COASTAL SKYDIVE SA (COOL)

Tandem and Licence holders.  
 Chief Instructor: Mark Gazley  
 PO Box 333, Glenelg, SA 5045  
 Club Ph: 0448 148 490  
 Email: jump@coastalskydive.com.au  
 Web: coastalskydive.com.au  
 Drop Zone Location: Goolwa Airfield, Aldinga Airfield  
 and Semaphore Beach  
 Aircraft: Cessna 182, PAC Fletcher FU-24

#### SA SKYDIVING OPS (SASD)

AFF, Tandem and Licence holders.  
 Chief Instructor: Greg Smith  
 PO Box 1595, Murray Bridge, SA 5253  
 Club/DZ Ph: 08 8272 7888  
 Email: admin@saskydiving.com.au  
 Web: saskydiving.com.au  
 Drop Zone Location: Langhorne Creek Airfield  
 Aircraft: Cessna 206, Cessna 182

#### SKYDIVE THE SOUTHERN VINES (VINE)

Tandem only. Chief Instructor: Mark Pincombe  
 51 Anderson Rd, Bridgewater, SA 5155  
 Club/DZ Ph: 0455 266 880  
 Email: jump@skydivethesouthernvines.com.au  
 Web: skydivethesouthernvines.com.au  
 Drop Zone Location: Leconfield Wines (McLaren Vale)  
 Aircraft: Cessna 206G

## WESTERN AUSTRALIA

