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FEATURES



KAPOW KUP



DOWNUNDER DYNAMICS



AUSTRALIAN NATIONALS



WINGSUITING ANTARCTICA

EDITORIAL

Once again, Heather Swan and Glen Singleman have blown me away – their latest quest: wingsuiting over Antarctica. Yes, of all the places on this planet, Antarctica, where very few humans dream of going, and even less actually go, and now, these two incredibly inspiring folk have flown.

I didn't see or hear of it's concept, so when Heather sent through the photos out of the blue, my heart skipped a beat, the images, wow, they took my breath away!

I absolutely hate the cold (I wear skydiving gloves in summer when south of the Queensland border!) so it's hard for me to imagine myself flying in the minus 30+ degrees temperatures, though I can't seem to shake the wonder of it all and have spent a lot of time visualising what it was like up there, down there. Stimulating!

I'm ridiculously impressed by these two human beings - their adventurism, their fastidious planning and their go-get-em attitudes. What on earth could they possibly top this with?

I'd like to start profiling up-and-coming jumpers in the mag, you know those types with that certain sparkle in their eye, they are so keen, are jumping hard and having a riot of a time... Nominate your mate, or send in your story.



Susie EDITOR
Susie McLachlan

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FRONT COVER



On top, Pablo Hernandes from the PD Factory Team barrel rolling over flag jumper, John Woods, coach of the Bahrain CRW team, over Dubai UAE. Photographer: Juan Mayer. www.JuanMayer.com

BACK COVER



4-Way BLAST bronze medalists 'Goulburn Supermax', Mark Higgins, Nathan Davies, Jarrad Nolan and Ben Crow, on a training jump at the Nationals, Nagambie, Victoria.. Photographer: Steve Fitchett

[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]

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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

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

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REPORT FROM IPC DELEGATE TO ASM

If you are a competitor, you may find this extremely interesting. Otherwise, it's a dry, rules-making article so bear with me while I cover off a few basics and then we'll come to the gritty stuff.

I am the APF Board-selected Delegate from Australia to the International Parachuting Commission (IPC). The IPC is one of the thirteen airsports that globally affiliate through the Fédération Aéronautique Internationale (FAI) in Switzerland, to make the rules for competitions and maintain records. Other aero-sports include ones such as Ballooning, Hang gliding, Aeromodelling, and the fastest growing of them all, Drones.

Within Parachuting, we have nine disciplines with 22 events, so that makes for a lot of rules to be examined and tweaked annually. All common Parachuting rules, things like Judges, Jury, Records, Organisation of Competitions, are covered in Section 5 of the Sporting Code of the FAI. Below that, each of the nine disciplines has its own set of Competition Rules specific to their events.

The annual IPC Meeting is usually held somewhere in Europe as this is cost-effective for the greatest number of Delegates to attend. Different countries bid to host an IPC meeting and it lasts for six days. This year it was held in Sofia, Bulgaria; next year in Lille, France. It is always held in the last week in January as this is when the least number of countries are jumping. For those of us in the Southern Hemisphere, we go to the snowy north each year!

Australia is represented by Mark Szulmayer and I as Alternate Delegate. We are honoured each year to be given New Zealand's proxy too, so Stretch and I vote as a "bloc". Of two! Most countries will send two delegates as we do, and their alignment is typically along the lines of the Scandinavian, German, Russian, European, Asian, Middle Eastern and USA-UK-Canadian voting blocs. These can change on a whisker and no one really believes there are political blocs in place. Much. Little countries like Australia, New Zealand, Ireland, Argentina, and others are highly valued for their neutrality.

There are over 60 countries registered though their local airsports authorities, so up to 120 persons can formally attend, plus Official Observers, speakers, and bidders for competitions. If you ever wanted to attend one, just let me know as I need to register you as an Official Observer, which allows you to speak but not vote.

The format of the IPC Meeting is highly structured and formal. In addition to the 12 Committees comprising up to eight "experts" in each, which cover the nine Disciplines and also Rules & Regs, Technical and Safety, and Judges, there are three working Groups for Finance, Dynamic and Disabled Parachuting. Stretch is the Chair of the FS Discipline Committee and I am the Chair of the Finance Working Group.

So how does this mish-mash of interests, countries and politics actually work together to make rules? Rather well

actually. Throughout the year, the Competitor Meetings at First Category Events will have produced suggestions for rule-changes. Impassioned Delegates will offer proposals they want voted on. With over 60 countries and nine Disciplines raising topics for consideration, there's usually a lot of meat on the agenda.

The deadline for any proposals from Australian/NZ competitors is 1 December, so if you have great ideas for rule-changes, please contact Stretch or I before 1 November with your ideas that we can work up into a formal proposal on ANZ's behalf.

For the first two days the Open Meeting discusses the myriad Annexes and Proposals and Bids which change our sport. There were nearly 70 Annexes in Sofia. On the third day the Committees go in camera and resolve all the issues the Open Meeting has raised. Positions are finalised, rules are re-written, proposals are accepted or discarded, and the "experts" define the rules for the next year. Bids to host future events are considered too. For the last two days, "the Plenary", everyone dons business attire, we are seated in alphabetical order by country (for us between Argentina and Austria), and formally vote, either openly or by secret ballot, for the many items on the agenda.

Every two years, all the positions in the Executive, known as "the Bureau", are spilled and re-elected. These include President, 1st Vice-President, two Vice-Presidents and Finance and Recording Secretaries. I am now on the Bureau as the Finance Secretary, a role which manages the finances of the IPC. Graeme Windsor and Claude Gillard are both past Presidents of Honour. The current Bureau comprises all FAI Judges, and for the first time in any aviation sport, a Female President Gillian Rayner and an all-female Bureau. We are doing a good job so far, I think.

Some examples of what we considered or learned about this year include:

- Use of a camera review in Accuracy – no
- Signalling a "valid" landing in Accuracy (versus not signalling a positive) – secret ballot - yes
- Russia's bid for a Mondial in 2020 including CP - successful
- Events that may be dropped as they cost Organisers too much to host, e.g.: Style
- Introduction of new events in Dynamic Indoor and CP Freestyle – successful
- The French proposal to include Indoor as an Olympic sport in Paris 2024 Olympic Games - yes
- Bids for events including Indoor France 2019, Indoor Belgium 2020
- The change of name for the British Parachuting Association (BPA) to BS – British Skydiving, to acknowledge that Indoor fliers do not wear parachutes
- Bids for events in 2019

- Modifications to support Judging rules
- New blocks in FS for 2019
- Skydiving Museum & Hall of Fame
- World Air Games Turkey
- World Games Birmingham Alabama will include CP

As this is an "on-year" for World Championships, we changed few rules for 2018 but proposed rule changes for 2019 World Cups. All the Competition Rules were published by this Bureau by 1 March, also a first.

It was a snowy and cold week with temperatures ranging from minus 11 to minus 1. We didn't leave the hotel for six days on end, not even to get fresh air. The hotel was good, but remote from the city of Sofia. The days were long and hard and full of politics, negotiating and "languaging" things.

Most lobbying is done in the breaks. Stretch and I work very hard together, are mutually jet-lagged, think alike, and there are never any issues.

Be assured the ANZ "bloc" is a neutral, moral, learned team, with very high capability on the rules due to our combined over 50 years in competitions, doing good work for all competitors and competitions. We look forward to your ideas before 1 November and actively welcome them.

Gail Bradley
IPC Delegate – Australia
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APF WELCOMES NEW NATIONAL RIGGING OFFICER

by Kim Hardwick, APF Technical Officer

We say farewell and thankyou to Brett Newman who has held the volunteer position of National Rigging Officer for six years and decided to leave to pursue other interests. Brett has been an integral part of the APF operations overseeing the development of improved equipment standards and growth of our packing and rigging community. He conducted lively presentations and demonstrations at the APF annual conference, regional workshops and many DZ locations, all with the goal to enhance knowledge and therefore safety amongst our community. Many will have read his topical articles published in both the Australian Skydive Magazine and the APF Instructor News. We wish Brett all success in his future endeavours.

Brett has now handed over the mantle to Trish Vogels, a full-time rigger at Air Safety Solutions in NSW, specialising in compliance and manufacturing. She has been skydiving for over ten years and is also a current AFF instructor. Trish will also Chair the Rigging Committee and join the Technical & Safety Committee.

A few words from Trish

Many years before I started skydiving I, like many others, experienced a drogue-fall (Tandem). That first taste of leaving an aeroplane, falling through the sky, then beetling around the sky under what felt at the time a fast canopy left me hungry for more. Finally, years later I found myself on an AFF course. I was not only introduced and welcomed into a fabulous sport, I was also introduced and welcomed into the best, weirdest, sometimes a little messed up but most amazing family anyone could wish for, skydivers!

Early on I found myself on my knees, packing. I have packed more tandems than I care to remember. I have sweated, I have bled, I have experienced the joy of rubber bands breaking on the soft bit of my inner thigh, and for sure

I have sworn more than I should. Nonetheless, the wondrous experiences and conversations that happened in various packing rooms leave me smiling to this day.

Life has a remarkable way of meandering. When Fiona died in Tully I came close to leaving the sport, I sold all my gear and settled into a whuffo way of life. Like a crazy mouse jiggling with a sharp change of direction I found myself back in skydiving and back on my knees packing. This time working towards my Packer A, and eventually my rigger rating.

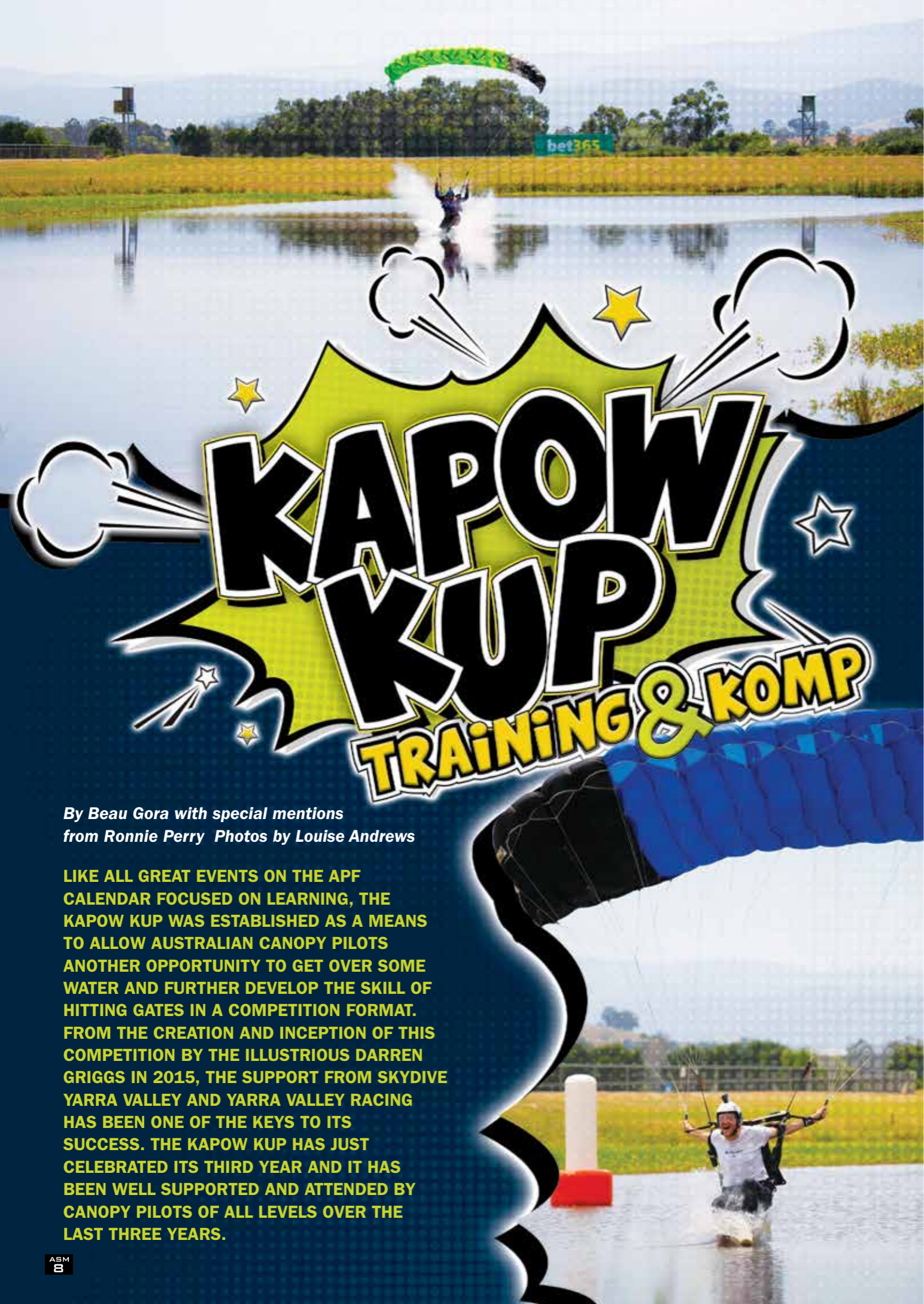
I feel very fortunate to find myself in the position I am currently in. To be sewing for a living, to have my rigger rating and to be appointed to the role of NRO. I am motivated to give back to the sport of skydiving and I hope, more-so I intend, to fulfil my role with humility, fairness and a degree of humour.

What I would like to achieve while in the role of NRO? My goals are to be approachable and for people to feel that they have been listened to. I want to develop a positive culture around Equipment Defect Reports, for EDRs to be seen as an opportunity for learning and as an educational tool to improve the skills of all packers and riggers. I am also motivated to encourage people to achieve their Packer As, I will do this through developing a training syllabus and subsequently promoting Packer A training courses.

I'll be at the conference on the Gold Coast in May – so if you're there, come say hi!

Trish Vogels
APF National Rigging Officer
Trish.vogels@apf.com.au





By Beau Gora with special mentions
from Ronnie Perry Photos by Louise Andrews

LIKE ALL GREAT EVENTS ON THE APF CALENDAR FOCUSED ON LEARNING, THE KAPOW KUP WAS ESTABLISHED AS A MEANS TO ALLOW AUSTRALIAN CANOPY PILOTS ANOTHER OPPORTUNITY TO GET OVER SOME WATER AND FURTHER DEVELOP THE SKILL OF HITTING GATES IN A COMPETITION FORMAT. FROM THE CREATION AND INCEPTION OF THIS COMPETITION BY THE ILLUSTRIOUS DARREN GRIGGS IN 2015, THE SUPPORT FROM SKYDIVE YARRA VALLEY AND YARRA VALLEY RACING HAS BEEN ONE OF THE KEYS TO ITS SUCCESS. THE KAPOW KUP HAS JUST CELEBRATED ITS THIRD YEAR AND IT HAS BEEN WELL SUPPORTED AND ATTENDED BY CANOPY PILOTS OF ALL LEVELS OVER THE LAST THREE YEARS.

This was my second time competing in a CP comp, however my first time attending the Kapow Kup and Lilydale, so needless to say the beers were certainly on me. The Lilydale airport was the first point of call where Smeds and Lou from Skydive Yarra Valley got us all gear checked and in credit ready for three days of coaching from the one and only Super Coach, Ronnie Perry. I was blown away by the absolutely stunning no wind conditions and lush grass area, was it always like this?

First jump was manifested and as Ronnie always says, its just a look around jump to dust the cobwebs off and set you up for the day/week. This proved to be the rhythm of the day, with everyone exhibiting good separation on exit and in particular on landing; otherwise Ronnie had no time for his trademark commentary. Debriefs were fantastic with simple yet effective advice and allowed everyone to get themselves into gear for the Kup, even using the long grass as water to develop setup pictures for transfer onto the pond. Kevi Cooper ripped it up on his Velo as it whistled across the ground.

On Day two I woke to the sounds of a French delicatessen and then realised that Charlie "Swooping Queen" was in the tent next to mine. As the coffee was being drunk more eager Canopy Pilots were arriving and the vibe was getting even better. Of course, the usual Swoop camp/event push up game was in full effect with Jack Ottaway and Simon Colmer getting the party going on a number of occasions among many others, not to mention myself too; on the floor at the bloody pub, well played Charly hahaha.

Jumping was in full swing as Ronnie continued to pull apart the pieces of everyone's setup and turn to maximise the power they were bringing. One of the awesome things about Swoop Camp is the camaraderie, each person often does one thing really well and is always happy to offer advice on what works for them; "Jack is so still on his base leg it's like looking at a bloody wax museum figure", RP

Later in the day on Thursday the heat kicked in so we did a recon mission to the pond at the Yarra Glen Race Track to check it out and setup the course for Friday and the subsequent comp over the weekend. Thanks to all those who helped swim weights and buoys out or marked the course. Griggsy and Ronnie were quite good at directing traffic and reciting the Sporting Code. Unfortunately, Friday brought an armageddon of heat which only allowed for the morning coffee jump, despite this day meant to be for pond training. Nonetheless as Ronnie explained you shouldn't be doing anything different over the pond that you wouldn't do over the ground... unless it's round one in comp and you gotta hit those gates hahaha.

We awoke Friday to the Kapow Kup Komp day and some quite favourable conditions; essentially nil wind. It was time to put the training into practice. We were all given one familiarisation jump over the pond, which gave everyone an idea of setup points and the feeling of being too hot on the gates or deep over the water. The Kapow Kup is slightly different in that there are no Speed rounds, only Distance and Accuracy; two rounds of each with Intermediate and Open divisions.

All Swoopers in both Inter and Open faired quite well in the Distance event, with local boy Kim Foster "Scuddy", taking an early lead over arch rival Glenn Farrel. Accuracy of the gates and a look at water certainly played a part in Inter, however all were taking it in their stride. In particular Jaimie Stevens, with one of the smoothest 90s going around and go getter Jessica Johnston being very consistent all comp.

THE KAPOW KUP IS SLIGHTLY DIFFERENT IN THAT THERE ARE NO SPEED ROUNDS, ONLY DISTANCE AND ACCURACY; TWO ROUNDS OF EACH WITH INTERMEDIATE AND OPEN DIVISIONS.

We moved onto Zone Accuracy later in the day and were met with a slight head wind to change the game. There were some textbook gentle dragging through the gates from Skuddy and not so textbook dragging; perhaps a few solid drags that ended abruptly. I opted to drag for too long and end up in the deliciously smelling pond and walked away with my three points... Yes!

Sunday was our last day to finish the comp and brought with it a slight downwind or nil wind at times and some funky turbulence. It was always going to be a close battle for the finish, you could even hear the tenseness in the crowd. In true veteran style, Glenn Farrel pulled out a beautiful final Zone Acc run and claimed first place over Scuddy, a close second. Ben Cuttler, Mr Consistent over the comp came in third. In the Inters Jaimie Stevens brought home the gold with his consistent runs followed closely by Jessica Johnston, "AK" Andrew Keir and "Dumpling" David Shen. Unfortunately, we never got to our Freestyle event (insert sad face), so this will have to wait until next time.



A FEW HONOURABLE MENTIONS:

- Jack Ottaway for ensuring the judges didn't miss and could wear his gentle touch on the water before gate 1 in Distance.
 - Simon Colmer for trusting his rears and losing a shoe to the pond troll; later recovered by pond bitch Rach.
 - Brownee for his commitment to the course in Zone Acc. putting on a show with a Superman into a solid chest bump on the lip, just like in the Australian Open Tennis Doubles.
 - Myself for being balls deep on Zone Acc. into a head wind and ending up in the drink alongside the Swooping Queen.
 - Ben "Ditchy" Cuttler for always being where he needed to be, getting the gates, getting the drag and getting the points to secure third in Open.
 - Andrew Keir for not using enough rears to get him out of the pond. Remember a wise monk once said, "rears be to the knees, one will forever make it to the trees".
 - Ronnie for his video debriefs and of course unforgettable commentary, which honestly has to be heard... "What the hell are you doing over there... that's not the turn we practiced... this could cost him."
 - Louise Andrews for keeping us going with zooper doopers, her amazing manifest skills and putting up with Swoopers everywhere, not to mention just being amazing and helping where we needed.
 - Griggys for being Event Manager, Chief Judge and his knowledge in comp. specific coaching.
 - Rach for being designated driver in the bus to shuttle us back to the airport and an amazing "pond bitch".
 - Finally, our illustrious pilots who had to put up with some pretty horrific heat, thank you.
 - It was an awesome fun filled few days with plenty of swoops, drags, splashes, learning and laughs. I took home so much from the comp. and now can't wait to put all of this into training towards Nationals. Thanks to everyone involved, in particular: Darren Griggs for organising the event, Ronnie Perry for Coaching, Skydive Yarra Valley, Yarra Valley Racing and of course Rob Libeau and APF for their ongoing support in developing Canopy Piloting within Australia.
- «If you want to build your knowledge in CP and have a hell of a time, come to the Kapow Kup next year, it's only going to get bigger and better.

Until next year...

JESSICA JOHNSTON

Shredin Enterprises Pty Ltd

Kapow Kup 2018, this would be the first competition I have competed in, in Canopy Piloting. As the only female canopy pilot competing, running with the boys can be rather intimidating, but it was not like that at all, everyone was beyond supportive and encouraging the whole time!

I was so excited to receive the McMillan Medal, for achievements I made through the course and competition. My goals are to become a well diverse Canopy Pilot, and to really encourage more females to get involved in CP!

One thing Ronnie said to me that has always stuck with me is that a skydive is made up of two parts 20% Freefall and 80% Canopy (the time spent between the Aircraft and the ground) and more people get hurt and injured under canopies. That's why I'm so excited that the APF and others have a strong focus on Canopy Piloting and understand the importance of understanding the canopy you are flying and the risks involved and making the progression safer for all!

A massive thank you to Ronnie Perry, Daren Griggs, Cody, Lou, APF, VTPC, Skydive Yarra Valley, the amazing crew at Lillydale DZ and everyone involved, it was epic!! Can't wait for next year!

RONNIE PERRY

Coaching at the Kapow Kup is always a pleasure and the progress this year by all who attended was most pleasing to say the least. More than a few lightbulb moments occurred and everyone was better off for it, eventually!). The usual couple of close calls to remind some people of having a Plan B and making the decision to make a decision early to keep their workload down is a pretty standard occurrence at these events, thanks to all who participated for keeping themselves safe and well, mostly...

I'd like to congratulate Glenn Farrell for retaining the Open Kup and Jamie Stevens for destroying the competition and taking out the Intermediate Kup. Special mention to Jess Johnston who received the McMillan Medal for inspiring everyone with her efforts!

Big thanks to the APF, VTPC, Lou at Lillydale for keeping things running smooth and organising the un-organisable, Smeds for the gear checking, Griggys for Meet Directing and Course Management, and Cody for his enthusiasm and encouragement to keep the Kapow moving forward and growing. See you at Kapow 2019, that's assuming you have registered and paid before turning up!:) Ggrrr..



TO FIND OUT MORE ABOUT THE KAPOW KUP INCLUDING NEXT YEAR'S EVENT CHECK OUT THE FACEBOOK PAGE YARRA VALLEY KAPOW KUP. NEXT YEAR'S KOMP IS TENTATIVELY BOOKED FOR WEDNESDAY JANUARY 16TH TO SUNDAY 20TH. LOCK IT IN!





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DOWNUNDER

DYNAMICS 4

By Mason Corby Photos by Dmitry, Seb Wagne, and Jessica Johnson



WITH OVER 55 PARTICIPANTS SKYDIVE NAGAMBIE WAS A PERFECT PLACE TO HOST THE EVENT. WE CHOSE THIS DROP ZONE BECAUSE IT HAS GREAT FACILITIES WITH PLENTY OF SPACE TO HANG OUT IN BETWEEN JUMPS AS WELL AS A FAST CARAVAN TO GET THE LOADS DONE, AND WITH ACCOMMODATION ONSITE ALLOWING EVERYONE TO STAY FOR THE DURATION OF THE EVENT.



The week started off brilliantly with picture perfect weather. There was only one weather day during the whole week due to hot temperatures and high winds, but the day was easily filled with ground work, seminars, workshops and other drop zone activities/shenanigans.

During the week over fourteen Freely Crests were achieved, 140+ loads, as well as keeping the clean record of NO injuries. Two chops were had and plenty of cartons were put over the bar, all aiding many a few good chats that were going on.

It was great to see such a big turnout from all levels - from people attending their first skydive event through to seasoned veterans of the sport. This camp also hosted a wide range of coaches - beginner part time coaches through to advanced full time coaches, and some of the pioneers of the sport hopping on board to help out and share their wisdom. All in all this set the scene for a brilliant week of learning.

DOWNUNDER DYNAMICS 4

At the start of the event people had to choose the main discipline they wanted to focus on during the week - Angles, Head Down or Head Up. We have found doing this allows you to focus on one area that you need to improve on, delivering the best results for progression. Jumping in between different disciplines from jump to jump tends to stagnate a jumper's progression. We applied the same method as what we do in the tunnel for an individual but used it as a whole camp format. The results proved to produce some great jumps and improvements in people's flying.

Groups generally didn't change too much during the week unless the dynamics of the group were a bit off or the levels within the group weren't matching. Groups were of a smaller size ranging from three to six, allowing people to learn in a more comfortable environment. During the end of the week some of the more experienced groups were joined together to do some larger multi-dimensional Angles/Tracking jumps.

A large focus for the week was to improve everyone's situational awareness, with a big factor on knowing where everyone in their group was, as well as not relying on a rigid plan but being flexible to changes that may happen during the jump. i.e.: break-off awareness, someone not making it into slot etc.

During this event we tried to change the seminars and workshops slightly to be more of a forum style. We scattered the coaches through the group and shared the experiences we had from our mistakes and successes, and why we would do it that way again or change it. This proved for a more welcoming environment early on in the week. We are trying to break that boundary between experienced Freeflyer and the newcomer. We were all once just starting and the guys now coaching only got to where they are from having experienced friends and mentors at their local drop zones willing to watch over them and help out with guiding which jumps to do and not to do. This is something that has been lost a little in this age of information - bringing back human connection and receiving guidance not just from a YouTube video.

Some of the seminars and workshops held were:

- How and why to choose a tracking direction (other groups on the load, uppers, lowers, crosswind run ins and wind shear effects during flight and opening.)
- Knowing your level and how to progress to the next stage.
- Explaining and busting the myths of the Freefly crest.
- Tunnel to sky
- Creating and choosing a jump after returning home.

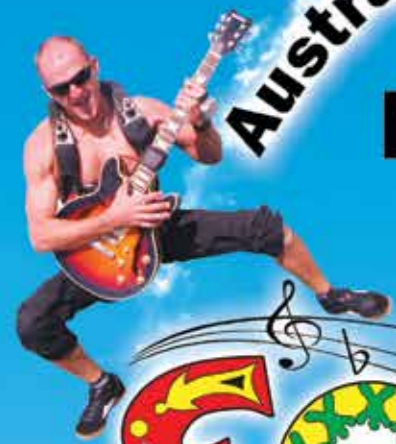
We want to extend a big thank you to all the sponsors and participants of the event - without you this event wouldn't happen. Also to the coaches for attending and sharing all their knowledge and to Don and Louise Cross for allowing us to use their drop zone for the week.

Thank you and big support from the APF for the access to the Fi Fund as well as SQPC, Job Connect, iFly Downunder, Icarus NZ Aerosports, Deem Flywear, Dekunu and LVN.

COACHES: Mason Corby, Keith Grealy, Matt Boag, Jimmy Cooper, Scott Hiscoe, Simon Colmer, Adam Long, James Evered, Tayne Farrant, Read Ramage, Ben Lucock, Shannon Seyb, Andrew Keir
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**FIRST
NEXT LEVEL
FLIGHT SKILLS CAMP**
YORK, WESTERN AUSTRALIA

*By Luke Rogers
Photos by Luke Rogers,
Matt Gerdes and Nicole Schaefer*

AS THE VERY FIRST NEXT LEVEL FLIGHT SKILLS CAMP IN AUSTRALIA HAS COME TO AN END, IT'S PRETTY SAFE TO SAY THAT IT WAS A HUGE SUCCESS! THE EIGHT DAY CAMP WAS HELD AT SKYDIVE YORK IN WESTERN AUSTRALIA AND RAN FROM THE 19TH THROUGH TO THE 26TH OF JANUARY. THE EVENT DREW OVER 25 WINGSUIT PILOTS FROM AS FAR AS DUBAI, SWITZERLAND, DENMARK, NEW ZEALAND AND ALL OVER AUSTRALIA. THE BIG DRAWING POWER TO THE EVENT WAS THE QUALITY OF COACHES WHO MADE UP THE NEXT LEVEL TEAM. THE INSTRUCTORS FOR THE EVENT ARE SOME OF THE WORLD'S MOST KNOWLEDGEABLE AND EXPERIENCED WINGSUIT PILOTS WHICH INCLUDED THE LIKES OF MATT GERDES, MIKE STEEN, NOAH BAHNSON, CHRIS GEILER, SCOTTY BOB, VAL SOBAL AND MYSELF.

The achievements among the coaching team are far too long to list, but to get an idea, we had the current World Champion and multiple American champion in Wingsuit Performance, the current Australian Wingsuit Performance champion, multiple Red Bull Aces podiums, multiple Wide Open Wingsuit series podiums, respected published authors in Wingsuit Safety/technique and the owners of Squirrel. Not too shabby right? With all this combined knowledge from wingsuit design all the way up to the cutting edge of performance flying techniques, I knew that this camp was going to be something special and much needed for the Australian Wingsuit scene.

Over the eight days, the skill level of each pilot was assessed and split into small groups tailored to their needs, goals, and wingsuit design. The groups were then assigned a new coach daily to get the opportunity to work with a variety of coaching styles, techniques, drills and personalities to keep everything fresh and fun. We also provided 1-on-1 coaching to each pilot, tailoring to specific needs and skills that they wanted to work on and also demo the ridiculously large range of brand new wingsuits and demo canopies that Squirrel generously brought with them for everyone to safely try out.





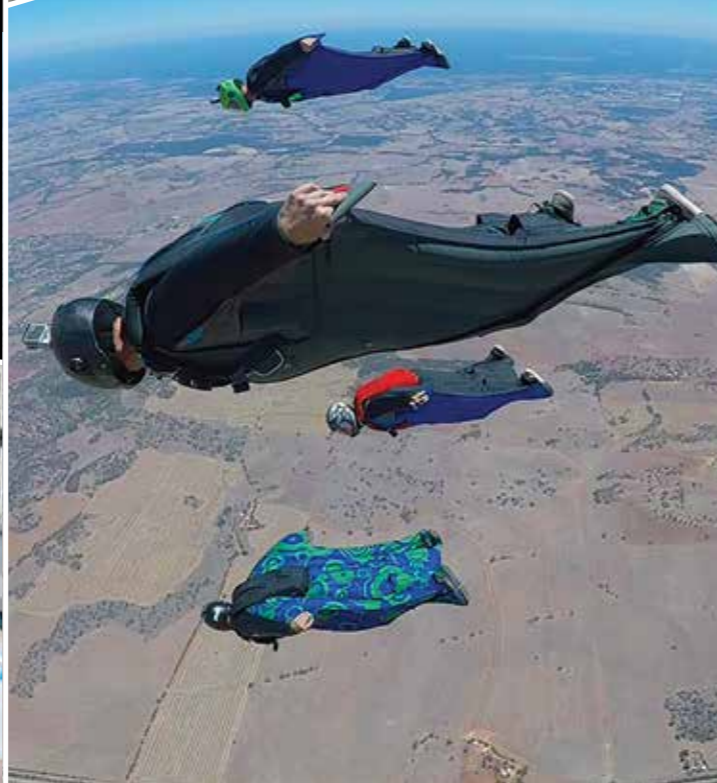
Next Level Flight provided an amazing educational opportunity for Australian Wingsuit pilots of all skill levels to join together in a more structured learning environment, our syllabus stresses that knowledge is the key to safety, and deliberate practice is critical to progression. The camp focused on areas of the sport that are most commonly associated with accidents, which are all preventable with proper guidance. Our seminars included a wide variety of subjects such as aircraft exits, approaching formations, patterns of flight (navigation), collision avoidance, deployment procedures, peripheral equipment choices, decision-making, aerodynamics of gliding flight, flaring technique, competition, large formations, XRW fundamentals, B.A.S.E preparation and more!

“ **WITH OVER 800 WINGSUIT JUMPS MADE BY PARTICIPANTS DURING THE CAMP (NOT INCLUDING THE COACHES WHO MADE ABOUT 50 JUMPS EACH), IT WAS NO SURPRISE THAT WE SAW A HUGE PROGRESSION IN WINGSUIT SKILLS AND KNOWLEDGE FROM ALL PILOTS, AND AS A RESULT THE ATMOSPHERE WAS FULL OF STOKE, SOMETIMES FRUSTRATION, FOLLOWED BY LAUGHS, EVEN MORE STOKE, SWOOP AND CHUGS AND OF COURSE MORE LAUGHS. SCIENCE, NOT MAGIC!** ”

A huge thank you goes out to the Australian Parachute Federation, the W.A. Parachute Council, the APF FI Fund, Squirrel, Mee Loft, Cookie Helmets and Manufactory apparel! Thank you for supporting and helping the growth of Australian Wingsuiting. Thank you to all my fellow Next Level Coaches who travelled all the way from the USA to be here for this event, and last but not most certainly not least, a massive thank you to all the participants who showed up, kicked ass and supported the event!

For more information on Next Level Flight or upcoming events please check out the website: www.nextlevel.ws or the facebook page <https://www.facebook.com/nextlevelflight/>

It was a pleasure meeting you all, and I look forward to flying with you all soon. Peace!





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AUSTRALIAN NATIONAL SKYDIVING CHAMPIONSHIPS

20 18



Nagambie, Victoria

By Tom Fletcher
 Photos by Steve Fitchett, www.fitch.com

WITH THE WORLD MEET COMING TO THE GOLD COAST LATER THIS YEAR, THERE WAS ALWAYS GOING TO BE SOME INTEREST IN THE 2018 AUSTRALIAN NATIONAL CHAMPIONSHIP AT SKYDIVE NAGAMBIE. BUT NO-ONE COULD HAVE GUESSED JUST QUITE HOW SPECIAL THIS YEAR WOULD TURN OUT TO BE.

In total, 67 teams and individuals registered across 22 events, and there was certainly a buzz around the meet that exceeded previous Nationals over the last few years. As all the competitors started arriving over the practice days, it was clear that everyone was excited to get the opportunity to put their training to the test. Thirty teams registered across the Formation events, ensuring that this Nationals was the biggest the country had seen in the past fifteen years.

With so many people wanting a last chance to jump, making sure everyone could get in the air was no mean feat. It's not every day that 160 skydivers descend on a drop zone. But the two Supervan 900s handled it all with ease, dropping loads every five minutes and making sure no-one had to wait.

Day One of the competition unfortunately fell foul of the Weather Gods, and everyone sat on the ground, but having paid our dues we were then blessed with great conditions for the rest of the meet. Day Two kicked off with Formation Skydiving getting underway. There was a keen battle between reigning champions 'Rotor Out' and the newly

formed 'Kinetix' for the highly coveted AAA Gold medal. The two teams were neck and neck for the first five rounds, but 'Rotor Out' managed to start pulling away from round six to put themselves into pole position.

Day Two finished with both AAA and AA having completed eight rounds, so both categories continued into Day Three. 'Rotor Out' maintained their lead to take Gold, whilst in AA the champions were 'iCaliente'. As soon as these categories had finished, A and Blast started - many of which had player-coaches from the senior teams. In A the amusingly named 'Stretchy McStretch Face' did their player-coach namesake proud, with a comfortable win.

The Blast category was once again a highlight of the competition, with nine junior teams of beginner skydivers taking the opportunity to learn the basics of Formation Skydiving. It is fantastic to see such passion from these people who are just starting out in the sport. It was a tight competition, with 'Blasted Wings' taking Gold and 'Star-Cross'd Lovers' and 'Goulburn Supermax' taking Silver and Bronze respectively - with only a nail-biting two-point difference separating these two at the end!



Throughout the meet, the APF had secured the services of Craig Girard and Eliana Rodriguez, both former World Champions with Arizona Airspeed, and Australia's own Alan Moss, to provide expert FS coaching to all levels. It was fantastic to see people taking advantage of the advice and tips to help improve their performance. Many teams found the smallest of changes could actually make the biggest differences to the exit or move that they were trying to do.

8-Way was a quieter affair this year, with 'Jyr8' in Open and 'Gr8st Hits' in Inter. Both teams took the opportunity to hone their skills under competition conditions, with 'Jyr8' preparing to represent Australia. As the 8-Way started on Day Five, so did the Artistic disciplines.

Artistic Freestyle Open was one of the events to watch, with the return of Ash Crick, filmed by Jon King. Ash is well known as a former World Champion for Australia and came back from a 10 year break to compete. Team 'Ash and Jon' managed to take the Gold medal from 'Running Hot', Alana Bertram with Archie Jamieson on camera. Nipping at their heels was 'Free at Last', with James Evered and Mark "Dingo" McColgan videoing.

'John Rumbo' and 'Full Tilt' – having first handed their keys in to manifest – went head to head in Artistic Freely

Open, with the 'Full Tilt' boys taking Gold with a great set of routines.

In VFS 4-Way Open, 'Focus' maintained their strong position as the only current Aussie challengers in this discipline, whilst in VFS 2-Way 'Inter Shake Don't Flake' took the Gold medal after all the teams agreed to complete judging after four rounds.

Wingsuit Performance is a relatively new discipline, and one where Australia is looking to lead the world. International guest competitor Chris Geiler came across from the USA to provide tips and encouragement to everyone. Ronnie Perry, the APF National Coach, was also on hand, providing advice and filming landings to help individuals. Chris

took pole position himself, with Luke Rogers and Jason Dodunski following up to represent the home crowd. Wingsuit Acrobatic was an all Victorian affair, with 'Wet Cement' and 'Thunderballs' battling it out with some impressive flying.

Another new and rising discipline is Speed skydiving. Leigh "Macca" McCormack led the pack in the Male category and set a new Aussie record of 476.6km/h in Round 7, whilst Bella Smart took Gold in the Female category.

Whilst the other events were going on, both Classic Accuracy and the CREW events took advantage of the cooler conditions afforded by the mornings. Sadly, Don Woodland managed to break an ankle on the practice day and Dave Boulter pulled a hamstring on the fourth, taking both out of the competition earlier than expected. After all the results were tallied up, the Australian team will be represented by Tibor Glesk, Graeme Windsor, Mike Dyer, Keith Perrett and Mark Edwards. Corey Ronalds took first place in Sports Accuracy, ahead of Jason Colless in second and Stephen Arkwright in third place.

'K4' kept the 4-Way Sequential CREW interesting with a six point average and a new Australian record of nine points on Round 4, whilst 'LLDD' competed in 4-Way Rotations with a 4.75 average. There was more competition in the 2-Way Sequential category, 'Line Burns' took first place with a total of 57 points, with 'Hook It' behind them on 13.

The whole competition was finished on Day Six, with medal presentations for the successful teams. Once again, Skydive TV and Channel 7 were on-site to record the events and broadcast the excitement of our sport to the world. Throughout the event, everyone was kept well fed and watered by our new caterers, who did an outstanding job.

Thanks must go to our sponsors – the Victoria State Government, the Australian Parachute Federation and Tahbilk winery, all of whose support helped to make this a great event. To quote many of the highly experienced competitors, this was "the best Nationals ever!"

Now we wish good luck to everyone who earned their spot at the Gold Coast World Meet!

Tommaso Liccioli of team 'Line Burns'

"HAVING TRAINED IN 2-WAY CRW SEQUENTIAL AT OUR DROPZONE FOR A FEW MONTHS, IT WAS AMAZING COMPETING AT THE NATIONALS, BRINGING OUR ACHIEVEMENTS TO EVERYONE'S ATTENTION! NOW WE WILL HAVE THE POSSIBILITY TO KEEP IMPROVING, TRAINING WITH MORE STRUCTURE, A SUPER COACH AND AN EVEN MORE IMPORTANT OBJECTIVE: PARTICIPATING IN THE WORLD CHAMPIONSHIPS IN OCTOBER!"

Tommaso from the 4-way rotations team

"OUR 4-WAY CRW TEAM STARTED PRACTICING ROTATIONS FOR THE NATIONALS ONLY A FEW MONTHS AGO, AND IT WAS FANTASTIC TO SEE OUR CONFIDENCE INCREASING AFTER EACH ROUND OF COMPETITION. AND OF COURSE, OUR AVERAGE OF POINTS!"



K4, 4-way sequential team

“ONE OF MY LAST CONVERSATIONS WITH MY SUPERHERO TEAMMATE, MICHAEL VAUGHAN WAS 'LET'S DO MORE 4-WAY AND LET'S GET A FRENCH COACH.' WELL FOR THE LAST 3 YEARS WE'VE BEEN DOING ONLY 4-WAY AND FINALLY MANAGED TO ALIGN CALENDARS WITH SUPER COACH FREDERIC MIRVAULT.

THANKS TO HIS AMAZING ABILITY TO UNITE AN ALREADY TIGHT FRIENDSHIP AMONGST THE FOUR OF US INTO A TIGHTER CRW UNIT - WE ARE NOW A LOT LESS SHIT! AND WE MADE PBS IN COMP AND SET A NEW AUSSIE RECORD!

WE'RE SUPER EXCITED TO HAVE SPOT JOINING US ON OUR JOURNEY TO THE WORLD MEET WHO NATURALLY SLOTTED INTO CAMERA.

WE'RE ALSO LOOKING FORWARD TO HAVING A FULL DELEGATION IN CF AT THE WORLD MEET AND SHARING GREAT MEMORIES WITH THE SA BOYS AND MOO CREW!”



RESULTS

VERTICAL FORMATION SKYDIVING - OPEN

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	501 - Focus	20	15	16	15	16	14	14	-	-	-	-	110

VERTICAL FORMATION SKYDIVING 2-WAY - INTERMEDIATE

POS	TEAM	1	2	3	4	5	6	JO	TOTAL
1.	573 - Shake Don't Flake	1	6	4	7	-	-	-	18
2.	572 - Dockless Duo	0	5	2	3	-	-	-	10
3.	571 - TVR Defence	1	5	2	2	-	-	-	9

ARTISTIC EVENTS - FREEFLY - OPEN

POS	TEAM	1	2	3	4	5	6	7	JO	TOTAL
1.	902 - Full Tilt	7.8	7.9	7.6	7.5	8.1	7.5	7.5	-	53.9
2.	572 - Dockless Duo	5.5	5.6	7.2	7.3	2.6	6.8	7.4	-	42.4

ARTISTIC EVENTS - FREESTYLE - OPEN

POS	TEAM	1	2	3	4	5	6	7	JO	TOTAL
1.	961 - Ash & Jon	8.0	6.8	8.0	8.0	7.4	8.0	7.9	-	54.1
2.	963 - Running Hot	7.3	6.0	7.4	7.3	6.7	7.3	7.4	-	49.4
3.	962 - Free at Last	6.2	4.0	6.3	6.3	2.6	6.2	7.0	-	38.6

CANOPY FORMATION 2-WAY SEQUENTIAL - OPEN

POS	TEAM	1	2	3	4	5	6	7	8	TOTAL
1.	203 - Line Burns	8	13	7	7	6	6	10	-	57
2.	204 - Hook It	1	3	3	0	0	1	5	-	13

CANOPY FORMATION 4-WAY ROTATIONS - OPEN

POS	TEAM	1	2	3	4	5	6	7	8	TOTAL
1.	601 - LLLD	4	4	5	6	5	5	4	5	38

CANOPY FORMATION 4-WAY SEQUENTIAL - OPEN

POS	TEAM	1	2	3	4	5	6	7	8	TOTAL
1.	651 - K4	6	6	5	9	6	6	5	5	48

FORMATION SKYDIVING 4-WAY - BLAST

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	481 - Blasted Wings	14	17	15	7	9	13	12	17	13	10	-	127
2.	482 - Star-Cress'd Lovers	9	11	11	7	7	9	11	11	8	8	-	92
3.	486 - Goulburn Supermax	10	13	8	8	4	10	8	13	8	8	-	90
4.	483 - Bin Chickens	12	5	10	7	8	5	11	13	10	8	-	89
5.	480 - Slightly Premature	12	11	9	6	7	7	7	8	10	7	-	84
6.	489 - Who Gives an Open Acc	6	2	4	4	6	5	6	8	5	5	-	51
7.	485 - Flaming Galahs	4	4	4	0	3	5	7	5	4	2	-	38
8.	484 - Soft Docks	4	3	4	0	4	3	3	3	2	3	-	29
9.	490 - Helious	3	2	2	1	0	3	4	5	4	3	-	27

FORMATION SKYDIVING 4-WAY - FS A

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	469 - Stretchy McStretch Face	11	8	15	8	10	10	12	15	8	8	-	105
2.	466 - Sneaky Guns	13	6	13	7	11	8	9	15	9	7	-	98
3.	64 - Little Creatures	9	6	17	7	8	9	9	14	9	5	-	93
4.	460 - 4 Bills	2	9	16	8	9	5	9	15	9	7	-	89
5.	462 - Goulburn Glory	9	7	7	5	8	6	12	14	8	9	-	85
6.	465 - Cam's Angels	9	7	12	5	7	7	7	12	9	7	-	82
7.	463 - Instamatik	9	7	14	6	9	4	11	8	8	6	-	82
8.	461 - Bruise Brothers	7	6	12	6	9	5	8	8	7	7	-	75
9.	468 - JAAM	8	6	6	7	3	7	9	8	7	5	-	66

FORMATION SKYDIVING 4-WAY - FS AA

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	430 - Caliente	9	16	11	14	13	16	16	12	10	11	-	128
2.	431 - Straight Outta Nowhere	7	11	9	14	11	13	17	10	8	10	-	110
3.	432 - Smokin' Darts BH	7	10	8	10	11	15	15	11	7	11	-	105
4.	436 - Toight N Frothy	6	9	9	11	12	13	15	11	7	8	-	101
5.	435 - USA	4	12	7	14	9	11	12	10	6	6	-	91
6.	434 - The Screaming Eagles	6	9	1	10	9	11	10	7	6	7	-	76

FORMATION SKYDIVING 4-WAY - FS AAA

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	403 - Rotor Out	16	17	25	18	17	21	14	17	16	18	-	179
2.	406 - Kinetix	16	18	24	17	16	16	12	17	15	17	-	168
3.	402 - Boomerang Betty	13	16	20	17	12	14	11	15	13	14	-	145
4.	404 - Eminence	11	11	15	13	8	10	9	13	9	8	-	107
5.	405 - TVR Defence	8	9	13	11	9	12	7	12	10	9	-	100
6.	401 - 120 Whitefish	8	9	8	11	9	11	8	11	11	9	-	95

FORMATION SKYDIVING 8-WAY - OPEN

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	801 - Jyr8	12	14	12	11	15	13	13	13	12	14	-	129

FORMATION SKYDIVING 8-WAY - INTERMEDIATE

POS	TEAM	1	2	3	4	5	6	7	8	9	10	JO	TOTAL
1.	831 - Gr8est Hits	2	6	6	5	6	5	11	5	-	-	-	46

PRECISION ACCURACY

POS	INDIVIDUAL	1	2
1.	Cory Ronalds	0.80cm	0cm (dead centre)
2.	Jason Colles	3.20m	3.20m
3.	Stephen Ackwright	30m	9.15m

CLASSIC ACCURACY

POS	INDIVIDUAL	1	2	3	4	5	6	7	8	9	10	TOTAL
1	103 - Tibor Glesk	0.02	0.05	0.01	0.03	0.02	0.01	0.08	0.02	0.02	0.06	0.32
2	104 - Graeme Windsor	0.03	0.02	0.16	0.04	0.02	0.07	0.01	0.04	0.03	0.08	0.50
3	Mike Dyer	0.16	0.05	0.04	0.16	0.05	0.07	0.05	0.02	0.07	0.02	0.69
4	Keith Perrott	0.16	0.07	0.03	0.16	0.02	0.16	0.03	0.02	0.08	0.02	0.75
5	Mark Edwards	0.05	0.04	0.16	0.14	0.06	0.09	0.03	0.03	0.13	0.04	0.77
6	Kras Bankov	0.01	0.08	0.04	0.16	0.16	0.16	0.02	0.09	0.05	-	0.77
7	Andrew Mulholland	0.09	0.10	0.02	0.16	0.16	0.16	0.02	0.05	0.02	-	0.78
8	Vlasto Zamecnik	0.02	0.16	0.16	0.16	0.16	0.02	0.02	0.01	0.16	-	0.87
9	Jason Colles	0.05	0.03	0.16	0.16	0.12	0.16	0.08	0.10	0.04	-	0.90
10	Janine Hayes	0.05	0.16	0.16	0.06	0.16	0.06	0.01	0.16	0.16	-	0.98
11	David Boulter	0.02	0.16	0.04	0.16	0.16	0.16	0.16	0.16	0.16	0.16	1.18

SPEED SKYDIVING - MALE

POS	NAME	Round 1 [km/h]	Round 2 [km/h]	Round 3 [km/h]	Round 4 [km/h]	Round 5 [km/h]	Round 6 [km/h]	Round 7 [km/h]	Round 8 [km/h]	best 5/8 [km/h]
1.	Leigh McCormack	454.3	434.2	457.2	464.0	460.1	468.7	476.6	457.2	465.3
2.	Dimitri Didenko	434.9	409.0	461.9	449.6	448.2	425.2	443.9	446.8	450.1
3.	Kim Hopwood	450.0	398.5	352.1	430.2	442.8	445.3	439.2	446.4	444.7
4.	Ash Crick	415.1	430.2	432.4	422.6	428.4	424.1	439.6	419.0	430.9
5.	Shane Turner	343.8	372.2	446.8	426.6	407.2	383.0	414.4	429.5	424.9
6.	Tim Kolln	423.7	427.0	420.5	436.7	381.2	416.5	413.3	402.8	424.9
7.	Mark Edwards	414.4	410.8	427.7	397.4	433.8	414.7	425.2	408.2	423.1
8.	Ray Worrall	421.2	399.2	392.4	410.0	8.3	402.5	410.8	-	408.7
9.	Matt Smith	351.4	310.3	380.9	349.6	326.2	359.6	369.4	-	362.2
10.	Corey Ronalds	355.7	365.0	342.0	341.3	355.7	341.3	344.5	-	352.6
11.	Jordan Michalov	385.2	335.2	402.1	423.0	-	-	-	-	309.1

SPEED SKYDIVING - FEMALE

POS	NAME	Round 1 [km/h]	Round 2 [km/h]	Round 3 [km/h]	Round 4 [km/h]	Round 5 [km/h]	Round 6 [km/h]	Round 7 [km/h]	Round 8 [km/h]	best 5/8 [km/h]
1.	Bela Smart	389.5	383.8	405.4	394.6	437.8	418.0	421.2	422.6	421.0

WINGSUIT PERFORMANCE FLYING - ADVANCED

POS	NAME	Time			Distance			Speed			Total						
		Round 1 [s]	Round 2 [s]	Total [s]	Round 1 [km]	Round 2 [km]	Total [km]	Round 1 [%]	Round 2 [%]	Total [%]							
1.	Chris Geiler	95.2	100.0	87.4	100.0	100.0	4.683	96.8	4.943	100.0	98.4	308.9	100.0	316.8	100.0	100.0	298.4
2.	Luke Rogers	87.9	92.3	84.4	96.6	94.4	4.836	100.0	4.877	98.7	99.3	296.6	96.0	310.3	98.0	97.0	290.8
3.	Jason Dodunski	77.0	80.9	74.6	85.4	83.1	4.268	88.3	3.922	79.3	83.8	291.2	94.3	289.1	91.3	92.8	259.7
4.	Chris Byrnes	69.1	72.6	69.9	80.0	76.3	3.896	80.6									

NATIONALS 2018

By Rob Libeau, National Development Manager

Can I first say a big thank you to the APF members, your spirit in embracing the Australian Nationals is heart-warming!

The athletes who turn up week after week to train for a National competition is highly commendable, and a special thank you must go out to the coaches, many of whom compete over several disciplines; from Novice to Intermediate to Open.

There were thirty 4-Way Formation Skydiving teams at this Nationals and the APF commitment to making the Nationals the marquee event with the status it deserves, is only possible with the support from these competitors, coaches and keen new skydivers who want to see Aussie Skydiving the best in the world! Let's hope the legacy from 2018 is an even bigger 2019 Nationals.

It is also important to say a massive thank you to the host drop zones that run these events - they are not easy to schedule and they take on big challenges to deliver a great event. Skydive Nagambie is purpose built for skydivers, has an awesome atmosphere and a fantastic crew! No one could ask more of this crew, they continue to deliver a Nationals to be proud of. (Best of luck with the POPS Meet guys).

Of course, there are many volunteers who take on the behind the scenes, and the not so behind the scenes tasks; dubbers, refuellers, runners, support staff, builders - all at the whim of the event, ready to action whatever is needed.

A major contribution from volunteers is of course the judges. They work long hours, are fastidious with their role and do a great job delivering scores to the big screen for our competitors (and spectators) to watch the competition evolve and, for our enjoyment. They of course have a support staff for the tech stuff too, all in a days work for the love of our sport.

We also saw the first "in person" appearance of the newly appointed APF National Coach. Ronnie Perry was tireless in talking to every competitor and passing out Sporting Codes (who knew there was a Sporting Code, eh Ronnie!). Information collected by Ronnie will go a long way to help the APF continue to develop competition in Australia.

Of course, Craig Gerard (Arizona Airspeed & Golden Knights), Eliana Rodriguez (Arizona Airspeed) and Aussie Allan Moss (too many champion teams to mention), were on hand to help the FS teams develop their skills. The three of them were planted on the creeper pad from before day one until the comps end. Their days were 12+ hours, every day. I'm told they loved it! I know we did!

Congratulations to everyone involved, from BLAST to Wingsuiting. Yes, it was a BLAST! See you at the 2018 FAI World Parachuting Championships - Gold Coast, Queensland.

Thanks to our major partner - Sportscover Australia.



Sending a video message to Claude Gillard for his 90th birthday



Craig & Eliana Downunder WINNERS COACHING WINNERS!

Written and compiled by Tracey Basman



I heard it more than once that the Nationals 2018 at Nagambie were the best yet with 30 x 4-Way teams attending, competing across the four new divisions – Blast, A, AA, AAA categories. One of the key components that made

this Nationals a success was the second to none coaching by World Champions Craig Girard and Eliana Rodriguez. Both from the USA and multiple World Champions in 4-Way and 8-Way competing for 10+ years in Airspeed and Craig prior to Airspeed with the Golden Knights.

We can all thank Michael “Sticko” Strickland for this brilliant idea to bring Craig Girard to Australia to coach the Australian 8-Way team and to ground coach all teams during Nationals. Rob Libeau, in sports development with the APF, has this incredible foresight into what will work for our sport and instantly jumped on the idea. This quickly grew into including Craig’s partner, Eliana Rodriguez, to also come to Australia to help with the coaching of teams in preparation for nationals. Craig’s last stint in Australia was in 1999 but this was to be Eliana’s first trip Downunder. There were some obstacles to overcome for them both to be here in Australia, but thanks to Craig’s family’s support, they were able to make it.

Eliana arrived in Sydney on the 8th February, and from the 9th was busy coaching individuals and teams in the tunnel for up to an hour each day, jump coaching with the A team ‘Sneaky Guns’, and ground coaching the women’s team ‘Boomerang Betty’ at Sydney Skydivers, Picton. It was a gruelling schedule with her first day off a travel day from Picton to Moruya on the 23rd Feb.

Note: both of these teams were on the podium at Nationals!

The weekend of the 24/25 February was to be ground coaching 4-Way teams at Skydive Oz, Moruya, preparing for the Nationals. Unfortunately, the weather gods did not want to play and each of the three teams attending only got in one jump on the Saturday. I thought this weekend would have been somewhat of a break for Eliana ground coaching whilst the teams were jumping galore, however with the plane on the ground it was busy times with dirt diving, discussing block techniques with the AA teams ‘Toight n Frothy’ and ‘Smokin Darts Breakin Hearts’ for hours on end; creepering and filming randoms A – Q with Blast Team ‘Blasted Wings’, discussing exits, viewing Airspeed footage and discussing all things competition and nationals - I’m surprised Eliana still had a voice come the end of the weekend! Thanks for the event support from the NSWPC, Paul Smith, the staff of Skydive Oz and Sarah for the awesome meal cooked for us all on Saturday night.

Another note: these AA teams battled it out for third place, and the Blast team were on the podium too... interesting.

Craig arrived in Melbourne on 17th February to coach the Australian 8-Way Team ‘JYR8’. This was their 8-day camp prior to the Nationals at Skydive Nagambie. (See their story below).

We did allow Craig and Eliana a small five day break to enjoy the sights of Sydney before we cracked the whip for them to get back to work.

Craig stayed on in Sydney for five days to coach more individuals in the tunnel and two AA teams ‘Straight Otta Nowhere’ and ‘Caliente’. Eliana flew to Melbourne and coached AAA team ‘Kinetix’ at Nagambie.

Third note: all these teams were on the podium with medals. Am I painting a picture here of winners being coached by winners?

Craig and Eliana snuck in two days to see the sights of Melbourne before the next leg in their schedule of ground coaching at Nationals. With 30 teams to coach prior and during the competition days for 4-Way, and with only one other ground coach to assist (our very own Aussie coach, a staple for us all, Alan ‘Mossy’ Moss) it was super busy from sun up to well into the night. There were some very long days!

The comment that sums up this best was from the head 4-Way judge Kelly, who on behalf of the judging team announced it was THE BEST overall performance they had witnessed of 4-Way teams at any Nationals in Australia! And whilst this article is about Craig and Eliana, Mossy also had a great deal to do with this success as well and we thank you Mossy, and Shannon Pilcher, World Champion also from the USA ground coaching ‘Rotor Out’.

Craig went on to coach the 8-Way team, who performed top notch and grabbed themselves a more than decent average. Good luck you guys training for the World Meet!

Thank you so much Craig and Eliana for all your awesome work here in Australia. The knowledge and experience you have brought to us has had a massive domino effect, increasing individual and 4-Way skills across our country. The next generation of 4-Way players are already snapping at the heels of seasoned competitors.

Thanks again to the APF for sponsoring both Craig and Eliana to come to Australia, to prepare our teams for Nationals. It truly was a winning idea that came to fruition. We hope to get a repeat next year!!

By Andrew Barker of ‘JYR8’ and ‘Caliente’

‘JYR8’ is an 8-Way Open team formed to compete at the Australian Nationals with the goal of representing Australia at the World Meet in October. All team members were experienced FS competitors, but we came from a variety of backgrounds - some had little 8-Way experience or needed to learn new slots in the challenging 8-Way Open dive pool.

We knew we needed help and turned to seven-time World Champion Craig Girard for our training camp to teach us “best practice” for the technical elements of 8-Way. Importantly, Craig also had the soft skills to help us create a framework for preparing each jump, a process for debriefing and ensure that by the end of the week we functioned as a team.

By Henry James of ‘Blasted Wings’

I first met Eliana during her ground coaching event at Moruya DZ and even though the weather didn’t permit jumping, just being able to soak up some of her skills and knowledge was extremely valuable to me.

After I was really excited to see her again at nationals and to meet Craig, even though they were both extremely busy trying to help all the teams train, they would both make the time to give any advice you needed to improve your flying and always happy to just sit down and have a chat. They were both extremely welcoming to everyone and I can’t wait until they return to Australia so I can see them again!

8-Way team ‘JYR8’
Photo by Steve Fitchett



By Sas of ‘Kinetix’ and ‘JYR8’

What a great opportunity to be coached by two of the sport’s greats. Craig’s depth of experience and detailed analytical process made for hard work but very rewarding results for ‘JYR8’. Eliana guided ‘Kinetix’ in finding the rhythm and flow that brought the 4-Way team its best performance at the time that counted. Watching the two of them ground coaching at the nationals, getting the best out of competitors of all levels, some of whom probably didn’t realise who was hovering over them and giving them priceless knowledge for free, was inspiring. Thanks APF for facilitating access to two of the best coaches in the world in the lead up to and through the national championships.



TO BLAST OR NOT TO BLAST?

As a rookie skydiver, should you spend your time and money getting into 4-Ways? I certainly think so - here's one way to go about doing it.

By Kiran Narang

For a novice jumper coming off your B-Rels, the skydiving world becomes a confusing place. What do you do after you no longer have a progression of coached and assessed jumps? Many people tell you Rel is boring so do you get into this angles thing that all the guys seem to be frothing over? Or maybe you can start Freeflying to join the club of cool people in their tight suits and see how fast you can go. When I arrived at this stage of endless possibilities, my twenty year old, \$300 ill-fitting Dolphin container full of Velcro made the decision for me. Until I had money to upgrade, belly flying it was.

One day, I saw a notification on one of my fun jumper Facebook groups. A guy with similar jump numbers posted about his Blast team for Nationals. The decision was made. That's what I was going to do too. The only problem was that I had no idea what Blast was nor did I know anything about this event they called Nationals.

I approached my mentor Elise Vale to get her advice about this idea (as a side note - women, if you haven't joined the mentor program, do it!). She gave me her blessing and off I went to find some teammates to make it happen. I put some feelers out at the drop zone and it was amazing. Everyone was interested. Getting a team together was going to be so easy. In fact, at one point I had so much interest I was faced with actually making decisions about who was going to make the cut. I floated the idea of setting up a training schedule for the next few months and suddenly, I had no takers.

Elise connected me to Jac - her other mentee who had similar goals. Jac knew Alberto from her drop zone. Around this time, I also learned that Blast was set up to have a player-coach as the fourth member. I thought this was a mistake because why on earth would someone with mad skills want to jump with us novices? We found ourselves connected to Kate who confirmed that this is indeed how Blast works and that she would be keen to jump with us. She set up a Skype call so we could virtually meet and asked us about our goals and commitment to training. She was so lovely and excited that the three of us couldn't pass up the opportunity to learn from such a sky goddess.

Our first training session together back in November basically consisted of Kate trying to convince Jac and I that booties were not scary and that we should learn how to put them on. Thus, the 'Star Cress'd Lovers' was born.

Fast forward. Nationals. March 2018.

The privilege of attending the Australian National Skydiving Championships in Nagambie as a participant was a two-fold experience - it consisted of the competition factor as well as the life experience component.

The Blast category was an exciting one in which the race to the podium actually came down to the very last round. First and foremost, I have to congratulate 'Blasted Wings' who were convincing winners and a class above the rest of the teams.

They were humble and lovely to be around and watching their jumps was an absolute pleasure. We ended up taking second place by two points but it was so close that it really could have been any of the teams. Thank you to 'Goulburn Supermax', 'Bin Chickens' and 'Slightly Premature' for an incredible competition that came down to the wire.

I have to admit that being on the podium was a pretty cool and surreal experience. You felt rewarded for all the times you gave up your social life to be at the drop zone at the crack of dawn for team training. Being able to see that you actually had some new skills in a competitive environment was quite exciting. In fact, over the months prior to Nationals, we had all started to realise that we could hold our own in events such as Black Death, and we could jump with those less experienced than ourselves and contribute something valuable to them without feeling like we were wasting someone's jump ticket. For me, coming from a club environment like Elderslie, being able to finally pay all the time and energy people had given me forward to others made it very worth it.



have Eliana and Craig taking us through dirt dives. People like Ronnie Perry and Crash were on hand to give advice about canopy flying and landings. Even those who had arrived as part of scratch teams (they showed up to Nationals, formed a team and learned how to jump together then and there) felt that it was an incredible and supportive environment to develop their skills and get coached by the best of the best. The competition was part of it

but definitely not the be all and end all of the package.

Thinking back to the other things that formed my Nationals experience makes me smile. It was a dusty place where all the misfits that make up the skydiving world were thrown together sans much mobile phone reception. I must admit I got pretty excited when we were addressed as athletes. I was an athlete at a national level just like all the other people around me. It was cool.

I got to watch some amazing jumps on the big screen and clink cans with my idols as they celebrated their achievements. There were the campsite parties, caravan hang outs with the Nagambie crew, the moments after I woke up each day and looked at the hill to see what the Moo Crew had done with the tyres the night before. There was great food, late nights watching shooting stars and sharing drinks, knowledge and laughter with strangers who became friends.

So if you are a novice jumper wondering if you should start a Blast team and take it to a competition, I ask you, why not? You get to have a sky god/dess as your team mate who will help you develop mad freefall skills, it is a short term commitment and a pretty cool life experience. All the other disciplines of skydiving still await once the competition is over. Do it.



adventure WINGSUITING ICE & STEEL

THE FIRST WINGSUIT SKYDIVES IN ANTARCTICA AND ACROSS MELBOURNE CITY

By Heather Swan Photos by Heather Swan,
Glenn Singleman, Roger Hugelshofer and Chris Byrnes

FLYING WINGSUITS IN Antarctica

*The more we fly, the greater
the allure of challenging,
remote and beautiful landscapes.*

Antarctica is all of those things, and so much more. Just thinking about flying our wingsuits there was exhilarating (and a little overwhelming).

Our kick-off point for the adventure was Punta Arenas in Chili on the edge of Magellan Strait. Many Antarctic expeditions leave from this small windy city at the bottom of Patagonia where even in Summer its ski-jacket cold, and so windy the trees grow sideways.

After a few days exploring we joined a crew of assorted adventurers, tourists and staff at Antarctic Logistics and Expeditions' Punta Arenas headquarters for a comprehensive briefing on what to expect on the 3,500 kilometre flight to their base at Union Glacier Camp (UGC) and during our stay there. If the weather was favourable (it's often too windy for the plane to take off and/or land) we would begin our journey at 5.30am the following morning.

Boarding the *Ilyushin Il-76* - an iconic Russian heavy lifter conscripted to make the return crossing in the Antarctic summer from November to February - it was clear the flight would be an adventure in itself. The *Ilyushin* has had Military Service, and while its now fitted for civilian operation and perfectly suited to its role as a 'dream carrier', you cannot fail to be impressed by its serious military bearing. Plus, the crew look like they stepped straight out of a World War II movie.

Four-and-a-half-hours (and too many 'Hallmark Channel' movies) later the Ilyushin crunched down on the remotest, blue-ice runway in the world. The landscape outside was ice, mountains and an uninterrupted blue horizon interrupted only by snow. It was minus 35 degrees Celsius but the fierce chill of the katabatic winds made it seem even colder (yes that's possible).

To venture out into this wilderness you basically need the clothing equivalent of a Mt Everest sleeping bag along with heavy boots capable of gripping the slippery ice. My first thought, after noting the unique beauty of the place - how can we fly wingsuits here!?

An eight-kilometre four-wheel drive trip away, Union Glacier Camp (UGC) - is like no other expedition camp.

UGC is designed (as far as possible) to tame the otherwise inhospitable environment. Because it is protected from the wind, its much warmer than the blue ice runway - around minus 10 degrees Celsius throughout the day. Set against the Mt Ellsworth range, the prominent peak of Mt Rossman looks over the camp with its field of neatly arranged dome tents. Central to camp life are three large heated mess tents. The toilets and showers are set-up, so every drop of waste is taken out. Absolutely nothing is left behind.

Client tents are big enough to stand in, and have twin camp-beds with luxurious, ultra-warm sleeping bags. In December - the middle of Summer - it is light 24-hours a day. Distance perception is way-off - what looks like a few hundred metres is really kilometres away. There is no noise, no pollution and no animal life, other than the temporary, but thriving human population.



“ SET AGAINST THE
MT ELLSWORTH RANGE,
THE PROMINENT PEAK
OF MT ROSSMAN LOOKS
OVER THE CAMP WITH ITS
FIELD OF NEATLY ARRANGED
DOME TENTS ”

adventure WINGSUITING



“ WITH THE RIGHT GEAR, YOU CAN DO THINGS PREVIOUSLY CONSIDERED IMPOSSIBLE – LIKE FLYING A HIGH-PERFORMANCE WINGSUIT IN ANTARCTICA. ”

UGC is an adventure hub for explorers - mountaineers dreaming of climbing Mt Vinson and other remote peaks, adventurers attempting to ski to the South Pole, runners taking part in an ice marathon, nature photographers hoping to capture the perfect shot of an Emperor Penguin chick, scientists studying climate change and rock and ice climbers looking for new challenges.

The operation is staffed by expert guides, technicians, medical personnel and air crews. There are world class chefs and hospitality experts who look after the accommodations. Unlike most basecamps, it's a nice place just to hang out.

My husband Glenn Singleman and I love flying in beautiful, challenging, undiscovered places. We've been fortunate to fly our wingsuits all over the world, including from Mt Meru (6,772m) in the Garhwal Himalaya of India and the Grand Canyon, making the first wingsuit crossing from rim to rim; but Antarctica had always seemed the remotest dream. The logistical, environment and safety protocols were the most challenging we'd faced.

So, we were incredibly excited, but also nervous to ensure everything went perfectly. I was worried about how the cold would impact our gear and my flying. Not taking into account the wind-chill generated by our forward speed, the anticipated temperature at jump altitude would be minus 35 degrees Celsius, the door of the aircraft would be open from take-off to exit and any exposed skin would freeze almost instantly.

For advice on how best to deal with this we asked Vlad Moroz, the CEO of outdoor gear manufacturer RedFox, for help. Vlad is a Russian mountaineer with an incredible resume of high altitude, extreme cold adventures. We knew he could give us expert advice on gear that would provide the best protection, while allowing us to move freely so we could still fly our wingsuits well.

Vlad recommended clever layering in high-tech fabrics. A quality thermal layer, a soft-shell and wind-stopper layer, then the wingsuit. Hands and feet also needed layered protection. Adding chemical hand-warmers to our gloves and shoes provided warmth without loss of the dexterity needed to open and fly our canopies.

With the right gear, you can do things previously considered impossible – like flying a high-performance wingsuit in Antarctica.

While we waited for the perfect weather, I watched excited climbers come and go on their way to Mt Vinson. The mess tent was a 'united nations of adventure'. There were climbers from Alaska to Adelaide to the Isle of Skye. There were legends of Antarctic exploration, corporate tycoons, and some who had invested everything they had to realise a long-held dream of simply visiting inland Antarctica.

Skiers hauling sledges practiced for trips to the 'Last Degree' or for much longer expeditions from the coast to the South Pole. Mountain bikers rode a 10km loop around the camp on fat-tire bikes to stay fit and cross-country skiers and ice-climbing enthusiasts explored the endless possibilities close to camp. We tried this one morning.

“ IT WAS UTTERLY BREATHTAKING. THE STARK MOUNTAINS, CONTRASTED AGAINST THE UNINTERRUPTED BLUE HORIZON AND THE ENDLESS WHITE OF THE SNOW AND ICE. THERE WAS AN ETHEREAL RING AROUND THE SUN. ”



It was great fun, especially when the camp disappeared from sight and we seemed to be all alone in an endless icescape. Without venturing too far from camp, you could also go rock climbing and down-hill skiing (provided you were willing to hike up first).

When the day arrived for us to jump, Glenn had completed a meticulous safety protocol for the skydive and landing, not just for our jumps, but for anyone wanting to skydive at UGC in the future.

We had a perfectly groomed 100 metre x 100 metre landing area not far from the camp, complete with a huge landing arrow made for us by Craig Morris in Sydney. Thanks to ALE's expert Travel Safety crew, we knew where the crevasse fields and other 'no-go' areas were. The Otter aircraft taking us to height was piloted by a veteran of Antarctic flying. In the Canadian Summer he is a 'smoke-jump' pilot accustomed to dropping skydivers at precise exit points. He'd removed all but two seats from the plane, put carpet near the door and taped all the possible snag points. The attention to detail was rigorous and impressive.

Glenn and I had done all our gear checks (more than once). Along with our regular safety gear we were carrying Garmin 'InReach' GPS trackers and the new 'Dekunu' smart altimeter. We'd tested the cameras – Sony FDR X3000 4K Action Cams and the brand new RX0's – an impressive cube format camera with a full-frame sensor that shoots high resolution stills and video - and they'd worked flawlessly, so we were ready.

ALE's Otter does not have a skydiving door, so we climbed to altitude with the cargo door off. It was frigid, but our gear worked well so we were warm enough and no skin was exposed. It was a quick trip to exit height at 15,000ft AGL, so I took a moment to sit in the open door just looking at the incredible view. It was utterly breathtaking. The stark mountains, contrasted against the uninterrupted blue horizon and the endless white of the snow and ice. There was an ethereal ring around the sun.

At our exit point near Mt Rossman, we jumped, being careful to avoid the plane's large skids. Out of the Otter and flying fast I didn't notice the cold at all. The landscape moved past as the most glorious spectacle. Our red suits made a vivid contrast against the white and looking at Glenn flying out to my left, I was awestruck by what we were doing - the beauty and the incredible privilege of flying wingsuits here. Glenn navigated our turns perfectly, so the flight went well and when it came time to open our canopies we were right above the camp, exactly where we needed to be.

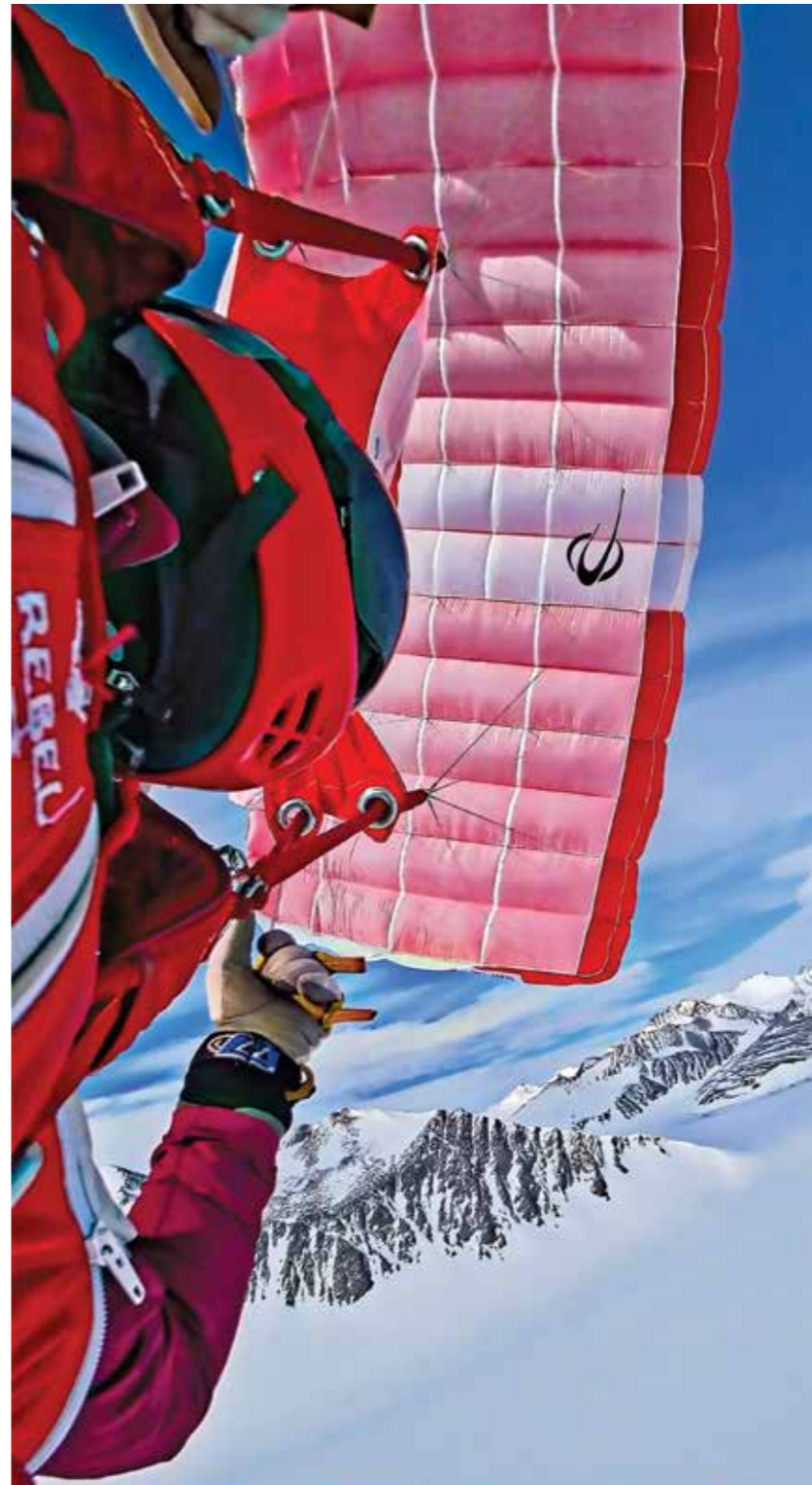
My Atair 7-cell Winx delivered another perfect on heading opening so I relaxed and simply enjoyed the freedom of floating over Antarctica. I could clearly see the camp and its entire population who were out cheering for us. Our landing area was directly beneath my feet, but I was in no hurry to get there. Fully appreciating how incredibly rare and special this canopy ride was, I wanted it to last as long as possible.

All too quickly though we are on the ground and back in the warm mess tent having a celebratory lunch.





adventure
WINGSUITING Antarctica



adventure WINGSUITING



BACK HOME IN JANUARY WE GOT READY FOR MELBOURNE. FLYING CITY-SCAPES HAS A VERY DIFFERENT APPEAL TO THE WILDERNESS. WE'VE FLOWN SYDNEY - STRAIGHT DOWN THE HARBOUR FROM ROSE BAY TO BARRANGAROO - AND BRISBANE. BOTH WERE SPECTACULAR FLIGHTS. MELBOURNE THOUGH HAD ELUDED US. PARTLY DUE TO WEATHER, BUT MOSTLY BECAUSE PERMISSION WAS PARTICULARLY DIFFICULT.

Air Traffic Control struggled with the concept of our proposed cross-city flight path (right on the flight path of jets), and in such cases it's always easier for them to say no, or to make the conditions so difficult (as they did in 2016) we couldn't get it done. Potential landing areas also required a detailed application and heavy insurance.

Glenn worked closely with them all and completed the mountain of sometimes tedious paperwork. With the unwavering help of Ossie Khan and Ralph Hamilton-Presgrave we finally got our permit to fly and also to land. We had a six-minute window on one day to make the flight. Roger Hugelshofer and Chris Byrnes were flying with us.

As it happened the day of the flight, the weather was horrible. When we arrived at Australian Skydive in Torquay at 5am, it was raining. Ralph, Ossie, Kelly and Nigel Brennan, and our ground crew, Marc Hugelshofer, were at the landing

area in Richmond. They reported it was fine on the ground there, so after checking the runway was clear of kangaroos, we took off right on sunrise. Rob Ellery was flying with us, as another set of (unstressed) eyes and hands in the aircraft is always a good thing.

Flying at first light, in an almost empty caravan, with just good friends, is part of what makes these flights so special to me. In this case our flight path took us up the coast to the exit point over the Dockyards, with the Bay out to our right. Everything went mostly as we'd planned and as we flew together toward the Melbourne Cricket Ground, the city was still lit by lights. The sunrise struggled against the clouds, but it was spectacular.

For more about Glenn & Heather or Skydiving in Antarctica visit: www.baseclimb.com





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ASIDE FROM THE GREAT APF MEMBERS AND FRIENDS WHO ARE EXCITED, INVOLVED AND A MASSIVE PART OF THE **2018 FAI WORLD PARACHUTING CHAMPIONSHIPS - GOLD COAST, QUEENSLAND**, HERE ARE THE KEY PEOPLE STRIVING TO DELIVER THE BEST WORLD CHAMPIONSHIPS, EVER!

THE TEAM BEHIND DELIVERING THE BEST WORLD CHAMPIONSHIPS – EVER!

Compiled by Rob Libeau, APF National Development Manager

ORGANISING COMMITTEE:

Mike Dyer Chairperson

Mike has been skydiving since 1973, becoming an instructor in 1975 and has had various roles within the APF at Board level and State Council since 1980. He has chaired both the WAPC and SQPC for a number of years and remains actively involved in the sport as a sports jumper and competitor. Born in Brisbane, he has lived and worked around Australia in the manufacturing industry and now resides in Brisbane. He has been a long-time competitor with his first World Meet in 1982 and many since then.



Brad Turner Event Director

Brad joined the APF completing his first jump on April Fools Day 1982 and has done over 11,000 jumps since. He's an Instructor A with endorsements in Tandem, AFF, Static Line, is an LDO and Packer A. Brad sat on the Board of Directors between 2001 - 2009, was an Honorary Board of Management member 2005 - 2010, was the APF Director of National Development between 2006 - 2008, an SQPC Instructor Panel Chairman between 2001 - 2008 and currently sits in the role as APF CEO, since 2008.



Graeme Windsor Specialist Insight

Graeme Windsor is President-of-Honour of the FAI Parachuting Commission (IPC). He has attended numerous World Championships events, as Competitor, Team Manager, Meet Director,



FAI Controller, Jury Member and as IPC President. He has agreed to accept the role of Assistant Meet Director alongside Bryan Burke from Skydive Arizona. Since retiring from the IPC, he now serves on the Board of Trustees of the International Skydiving Museum and Hall of Fame. Graeme is in his 50th year of skydiving.

Gail Bradley Rules and Regulations

Gail Bradley is presently an FAI Judge in FS, CF and AE and has been our National Judging Officer for the past three years, introducing the joys of judging to a brand new generation of highly capable APF Judges. She is the Delegate for Australia to the International Parachuting Commission, the ultimate competition rule-making body. As such, she is ideally placed to be the Project Manager in charge of Rules and Officials, and is our go-to source for the strict protocols and rules governing a First Category Event. She was recently honoured to be elected to the Bureau (Board) of the IPC as its Financial Secretary. Gail started jumping in 1991 and stopped in 2000. She is married to Keith, lives in Melbourne, raises Guide Dogs, has retired from a financial executive career and drives fast cars.



Mark Edwards Aircraft

Mark Edwards has been skydiving and flying aircraft for over 25 years and is currently the APF National Aviation Officer. Throughout the Gold Coast WPC Mark will be co-ordinating the aircraft operations for the event.



PROJECT MANAGERS:

Rob Libeau Media and Promotions

APF National Development Manager, Rob Libeau has worked on developing the sport of skydiving for over five years. His drive comes from his passion to see skydiving recognised as a legitimate sport. Rob's background is in event management and sport development. He has worked with Queensland Cricket and the Queensland State Sport and Recreation department. Married with three kids, Rob is happy that his job is also his hobby.



Richard McCooley Risk

Richard McCooley has been APF Safety & Training Manager for four years. He has been skydiving for 35 years and is an Instructor A with all endorsements. He also holds a Commercial Pilots Licence.



His industry qualifications include; Certificate IV in Training and Assessment, Workplace Health & Safety and Diploma of Auditing.

Richard is responsible for managing the APF organisational and Club operational Safety Management Systems SMS.

Gemma Hodges IT

Gem Hodges has been an active competitive skydiver and tunnel flyer for the last two years both in Australia and overseas. She has been specialising in IT Project Management in the corporate sector for 13 years. Her role allows her to combine her passion for skydiving with the skills and experience in project management to help bring a seamless World Parachuting Championships to all.



James Moir Transport and Accommodation

Started jumping in 1962 with Southern Cross Skydivers at Packerham. Went to the '64 WPC as a spectator; competed in the 66 WPC and was Australian Team Manager for the 68, 72 & 2014 WPC. After the 72 WPC, spent the next 14 yrs overseas working for a large construction company, Bechtel, before being transferred back to Australia as a Project Manager at the Portland Aluminium Smelter. Retired from Bechtel after 26yrs and farmed for 10yrs. Upon selling the farm, started judging which I enjoy to this day.



Katie Fluin Manifest

Katie Fluin has been skydiving for approximately 19 years and holds an Instructor B rating with an AFF endorsement and has worked at SA Skydiving for many years in both the air and behind manifest. Katie is most proud of SA Skydiving's commitment and encouragement to women in the sport and hopes that a World Meet may bring



more female participants. In her other life Katie works as a Manager with the Department for Child Protection, with a focus on social justice and keeping children safe, Katie has a range of qualifications including a Master's in Social Work. Katie's other great love is her exceptionally beautiful daughter Jazz Smith (Miff Smith's daughter too), who at the age of 10 has just started going tandem skydiving – go Jazzy!

Dion Peru Venue and Facilities

Dion has worked in the health sector for over 20 years, currently working as a Director of Operations for Sydney Local Health District. Originally he took to the air paragliding but found his passion skydiving around five years ago. Dion loves the technical and psychological preparation for Bigway formations and the smell of Avgas on a cold, clear morning!



Jon Kent Volunteers

Jon commenced skydiving in September 1978 and after a break for family and career, recommenced skydiving in 2016. Jon represented Australia at Ankara Turkey in 1986, Dublin Ireland in 1987, Nyköping Sweden in 1988 and Beijing China in 1989. He was the Australian Parachute Team Leader in 1990. Jon received an APF Achievement Award in May 2001.



Brett Newman Rigging

Brett Newman has been jumping for 27 years and has owned and operated Downward Trend for 17 years. He is an Instructor A and holds ratings in Tandem, AFF, S/L and Rigger. Brett has formerly held the position of APF National Rigging officer for six years and QLD Safety and Officer. He has been married for 20 years to a very patient wife and has three crazy kids.



Want to volunteer at the World Meet, contact one of the Project Managers or go to: www.apf.com.au/get-into-skydiving/wpc/2018-world-parachuting-championships
Volunteers are integral to delivering this World Championships. Volunteers will be asked to support project managers and will be provided with meals and accommodation; whispers say, "and a great big party afterwards!"

Finding THE Flow

WHAT FOUR HIGH-PROFILE ACCIDENTS CAN TEACH US ABOUT FINDING THE IDEAL MENTAL STATE FOR SURVIVAL

By Shannon Pilcher

Photos by J.C. Colclasure

Achieving an optimal state of consciousness is essential to performing at your best. In high-risk sports such as skydiving, reaching that state of mind can be a life saver. Literally. Yet getting and staying there can be elusive and fleeting. However, three simple habits can help you achieve and maintain an optimal state of mind in any endeavour:

- The first habit is to remember why you are doing what you are doing. Staying true to your core motivation is more than just cultivating a positive attitude. It is a key component to operating in the now.
- The second habit is creating consistent and effective planning processes and sticking to them, especially if you've gone through them hundreds or thousands of times before.
- Habit number three is creating consistent and effective reflection processes, and again, being wary of the tendency to shortcut a process when it becomes exceedingly familiar.



The Flow State

Whether we realise it or not, we are all trying to find balance between risk and passion. Have you ever thought about why it is you do what you do? What it is that you love about it? Well, part of it is the unique state of mind that comes over us. It feels unlike anything else we do.

Do you know that feeling of being completely lost in the moment with no thought of past or future, when time seems to slow down? When, for a short moment, you feel almost superhuman? Of course you do. We all do. It's a big part of why skydiving has changed so many people's lives. Scientists have given this elusive state of consciousness a name: flow.

Author and speaker Steven Kotler describes it like this: "Flow is an optimal state of consciousness, a peak state where we feel both our best and perform our best. It is a transformation available to anyone, anywhere, provided that certain initial considerations are met."

So, flow is not only about how we feel, but also the state in which we perform our best. Why is that? Because that's when we don't let anything else distract us or interfere with a task. We are consumed with the action for the sake of the action. And because 100 percent of our concentration is on the task, we see things we normally wouldn't see. Our perception changes, our senses heighten, and we have an acute ability to see cues that are relevant to the task.

However, achieving a flow state will not make you impervious to danger. It simply means that when situations or conditions change, your best chance of reacting appropriately is if you are in this flow mind state.

The Paradox of Experience

In relation to canopy piloting, one might think that highly experienced jumpers would be less vulnerable to danger. However, this is not so. In fact, as you will see, there is a paradox at play that stands to pluck even the most experienced jumpers from our midst.

In his book "Deep Survival," adventure writer Laurence Gonzales writes, "The word experience often refers to someone who's gotten away with doing the wrong thing more frequently than you have. If you've tallied a lot of experience in dangerous environments without significant calamity, it's easy to assume that it was your skill and savvy that told the tale. And when that environment changes, your own experience might be inappropriate."

Gonzales' words resonate with me because, as a founding member of the Performance Designs Factory Team with more than 26 years and 19,000 jumps worth of experience, I've been a part of a number of huge skydiving successes, but I've also witnessed tremendous tragedies. The PDFT, for example, has lost three teammates in the last five years. And the humbling truth is that each of the three fatalities occurred to people whom we would classify as experienced. As tragic as each of their stories may be, there are valuable lessons to be learned.

Grab your tissues, because these stories do not have happy endings. Not sharing them, however, would be a disservice to the jumpers and to others who can learn from their mistakes. My intent here is not to offer a conclusive report on the details of each incident, but rather to share the story and context and to highlight some key takeaways. (Rest assured, I received approval from family members to do so.)

Jonathan Tagle

Jonathan Tagle died while aggressively steering his highly loaded canopy down the bottom of a steep mountain ravine. It was his seventh flight of the day down the same route. Point-of-view video illustrates the comfort and confidence he developed. At times, as he sashayed assertively from side to side, it appears that he banks his canopy well past the 90-degree roll angle on each side. Repeatedly his end cells narrowly miss the granite walls and small outcroppings of vegetation. At one point, the fabric indeed brushes a small bush as he continues to attack the valley. And then, the camera stops. Seconds later (and not captured on video) his left end cell snags a tree, swinging him into the left wall and over a small waterfall, where he comes to rest in the pooling water below.

As Tagle became more familiar with the route, his comfort and confidence naturally ballooned. On his final flight, he flew with uncanny precision, making audacious manoeuvres in a physical space that provided zero tolerance for even the smallest of mistakes.

The takeaway: Treat each experience with the same care and respect as you do the first, and be wary of the inherent tendency to cut corners as you gain familiarity. Recognise that as you become familiar with something, your senses more easily detect the nuances. And that is part of the irony. This sharper focus allows more stimuli to enter your awareness.

We can never know what went through his mind, but we do know that it came down to missing something very small in a very crucial point in time. In other words—and I am speculating here—might it be possible that Tagle had become so aware of that route that he was pondering future scenarios? For example, as he banked hard around one rock jetty, could he have been contemplating how to improve that manoeuvre on the next flight? Or maybe, being that it was his seventh run of the day, he was revelling in the improvements he already made. Even if these were mere fleeting thoughts, it may have distracted him from an activity that demanded 100 percent of his attention (i.e., an activity that has no margin for fleeting thoughts).

Jessica Edgeington

Jessica Edgeington died while executing a routine, high-performance landing with a familiar canopy at a familiar drop zone. She was instructing a load of seven military jumpers. They were exiting at 5,000 feet and flying 360-square-foot canopies. Her job was to film their exits and to exit last. Because she had a smaller wing, she followed protocol: She steered clear of the seven canopies on her way back to the designated landing area and began her 450-degree landing manoeuvre. At somewhere between 300 and 500 feet, Jessica struck the top skin of an eighth canopy. The collision tore her canopy apart. She quickly jettisoned the tattered main and fired her reserve. It didn't have the time or altitude to inflate.

As the jumpmaster of the load, Jessica clearly knew of the eighth jumper, a civilian who exited before the soldiers. After flying past each of the seven, she either forgot about the civilian or incorrectly assumed that he was either above her or flying to a different landing area.

The key takeaway: Use planning processes that allow you to account for the little things, especially the small details that may change from jump to jump. And, as in Tagle's incident, be wary of the inherent tendency to overlook seemingly insignificant details as you gain familiarity.



Gage Galle

Gage Galle died while doing a solo BASE jump off a giant wall. It was his second jump at that location. His friend exited before him with a wingsuit and flew and landed out of sight of the exit point. Nobody witnessed any part of Gage's jump. Gage was found at the bottom of the wall with both closing loops severed, evidently from impact. We don't know with certainty what caused his inability to execute the most routine yet life-critical action (to deploy his canopy), but we do know he was jumping a relatively new and unfamiliar tracking suit. Likewise, while Galle possessed a disproportionate share of canopy piloting skills, the bulk of his freefall experience was accumulated as a tandem instructor. Thus, his body-flying skills, while adequate, were not proportional to the number of jumps he had accumulated.

On his final jump, there were many relatively new factors contributing to the situation: Freefalling beside a giant wall of granite, flying his body while wearing a new kind of suit and the powerful awareness of the earth's surface quickly rising up to meet him (the thrill of BASE jumping).

Although not a skydive, this incident still has lessons to teach skydivers. The key takeaway: We will never know Galle's mindset as he stood on the launch point. But we can learn from his unfortunate experience by reminding ourselves to always include an inventory of our internal environment (our experience, intentions, arousal levels, fears, ego) and our external environment (teammates, competitors, playing field, conditions) as part of every pre-jump plan.

Yours Truly

An accident I experienced seven years ago nearly ended my life and serves as a vivid reminder that experience does not guarantee survival. The PDFT was on a two-week mission to fly team formations in the Swiss Alps and make high-speed descents of some of its biggest mountains. I was following a teammate on our second descent of the day, our seventh total at this location, when my body struck a half-inch braided-steel cable. It severed all the lines of my canopy and sent me freefalling to the trees approximately 150 feet below, then over two ledges before coming to rest approximately 400 feet beneath the cable.

I lost almost one month of memory and broke many of the bones in my body from the waist up. My spinal cord was mere centimetres away from being severed, and the swelling and bleeding of my brain caused justifiable concern for enduring brain damage.

The most common question people ask is, "Were you guys aware of the cable?" The answer is yes. And for seven years I have been rationalising that answer with the fact that snowmelt on the trees and valley beneath the cable one week after our first descents of that route made the cable less visible; it blended in easily with the background, as opposed to the previous week when it contrasted sharply against the snowy backdrop.

The key takeaway: Although the above details are accurate, the fact is, my teammate and I deviated from the planned course. Being familiar and confident with the route, we exited from the final ravine of the giant mountain and instead of soaring over the remaining forest to reach the designated landing field, we banked left to fly the contours of the tree tops. Thorough briefings of the area a week earlier had clearly revealed the cable, but the conditions had changed, and we failed to perform an exhaustive pre-flight checklist that would have reminded us of the obstacle.

When Situations Change

These incidents show that achieving flow will not make you impervious to danger. However, you will have the best chance of reacting appropriately if you are in a flow mind state when conditions or situations change. So how do you access this? You can start by intentionally refining the three habits mentioned at the beginning of this article.

Habit 1: Stay Connected to Your Core Motive

Start by remembering that you don't do this for the cameras, the sponsors, the magazine ads, the Facebook likes or the chicks! Those are all fantastic by-products, but if those thoughts enter your mind during the activity—especially when the environment changes, even in the slightest way—then you risk momentarily losing that super-human awareness.

Our current culture's common obsession is to capture and share all life experiences. The very nature of most activities in today's GoPro generation stands directly in the way of flow. That's okay. It's okay to share and inspire and satisfy

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sponsors, but embracing the core reason that you are doing what you love will help you genuinely focus on the moment.

Habit 2: Create Consistent and Effective Preparation Processes

Preparation means knowing the plan, knowing yourself (your internal environment: your experience, intentions, arousal levels, fears and ego) and knowing your external environment (teammates, competitors, playing field and conditions).

But here's an ironic truth: The more experience you have, the easier it is to neglect the nuances of preparation. Think again about Tagle's accident. It was his seventh jump of the day in the same location. He was dialled in. He was getting more and more aggressive. Chances are, his familiarity allowed other thoughts to enter his awareness. And the margins were too small for even the smallest distraction.

Are you letting the small details of preparation fall between the cracks because you have too much faith in your experience? Or said differently, have you amassed so much experience that you are fooling yourself into believing that your skill and savvy alone are responsible for your success and survival? How much of your preparation is relying on experience and how much is relying on actually preparing or running through the checklists, no matter how many times you've done it?

Habit 3: Create Consistent and Effective Reflection Processes

Reflection means creating time and space to learn and grow so that every new experience builds on the last one. That means learning from mistakes and successes.

We all know the drill—we wake up early (or too late), eat quickly, get to the drop zone, small talk with friends as we informally manifest for an upcoming load, do a quick once-over of our equipment, get on the plane and go jump. Land, pack, maybe a short celebration as we watch the video, then relish in the moment as we plan the next jump and do it again. Long days, dinner, beer, sleep, repeat. Over and over. Sure, we watch a half dozen video angles of each flight. But are we taking the time to maximise our learning opportunities?

Whether it's human instinct or derived from a scientific culture, we more easily focus on our failures than our victories. While this can be a catalyst for tremendous growth, it's often only part of the story. Wholesome growth occurs when we reflect not only on the factors that led to our errors but also those that led to our successes. Then we must ask ourselves how can we ensure more of the latter.

That's it. Stay grounded with your core motivation, create consistent preparation processes and create consistent reflection processes. It's that simple. If you truly love the game and if you are checking all the boxes before and after so that you can be fully present in the moment, then I believe that is when you will find the flow.

About the Author

Shannon Pilcher, USPA D-18803, is a founding member of the Performance Designs Factory Team who began flying high-performance canopies when they first entered the skydiving scene. He has more than 26 years in the sport and has made more than 19,000 jumps, most of them involving high-speed landing manoeuvres.



Tracking

By Mason Corby

BEFORE LEARNING TO TRACK ON YOUR OWN OR IN A GROUP, IT IS VERY IMPORTANT TO FAMILIARISE YOURSELF WITH THE TECHNIQUES OF SPOTTING AND NAVIGATION BEFORE EXITING AND DURING FLIGHT.

In the AFF course, they teach you to pick a point on the horizon or in the distance. This is ok when you have someone that can stop you and correct you, but when you are by yourself, leading or even following, you can get distracted and drift off course quite easily. To counteract this, I put into place some drills and exercisers that I go through pre-jump and on the way to height to make my navigation and awareness of where I am second nature. WARNING this does take a couple of jumps to get into the habit of. I still do this every skydive to this day.

BUILD A MENTAL TOPOGRAPHICAL PICTURE OF THE DROP ZONE

Memorise and build a visual topographical picture of the drop zone you are jumping at. You should be able to tell the north, east, south and west orientation. Once you have built this picture in your mind, visually start to create a larger visual picture of the area using key landmarks that are close to the drop zone, for example, a highway, chicken sheds, a mountain. With each ride to height, continue to add to your mental visual picture of the drop zone's area in your head. Eventually, you should be able to look out the window at any point and know where the drop zone is located to you.

NOTE, this only works if you continue to build this picture. Don't just build the picture straight down, build one for the horizon as well.

VISUAL AND MENTAL CHECKS DURING THE JUMP

This can be a difficult one to remember and easy one to forget. For me, I use a system of questions I ask myself:

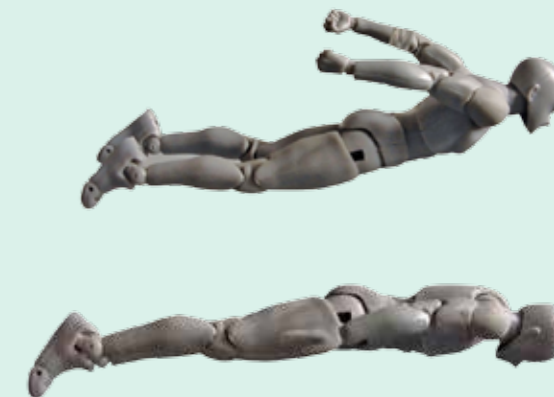
1. How is my heading? I physically check it and answer myself. If it's not good, I change it.
2. How is the group? Are they struggling to keep up, or finding it easy. If the former, such as it looks too slow or steep, then I make the adjustments needed to correct it.
3. How am I? How does my body feel? Am I on the angle that I think I am? I confirm those feelings and adjust if needed.
4. Go back to number 1, repeat the process until opening the canopy.

Depending on your skill level and what you are doing during the jump may depend on what your check list is. I recommend everyone build their own inflight check list. A beginner may have: 1. How is my heading? 2. Where is the group? 3. How is my body (is it in the position I think it is? Mentally scan the feeling of your body, for example, is my leg actually straight?) These questions seem strange and very basic to ask, but time and time again I have been told by students, "I thought my legs were straight but I can see now on the video that they are completely bent". A typical thing people do is just tense their muscles when under stress rather than actually moving them into the position needed.

BACK TO TRACKING

Now that we are able to pick and keep a heading, it's time to learn controls. I found the best way to learn to track is to start in a familiar position. Belly flying. From here, point yourself in the direction you want to go. Slowly, move your arms toward your hips ensuring not to push them forward of your body. (This will cause instability as it disrupts clean air flow around the body.) Straighten the legs at the same time keeping the chin up. This is known as the Delta position. As you start to feel comfortable in this position, start slowly moving your chin down and flattening out your body from an arch belly position.

NOTE: Do not add tension to your body when doing this as it will also cause instability and bucking. The right position will turn your body into a wing profile, and you will gain more forward speed and a slower fall rate. Keep the legs straight, but shoulder width apart. This is known as a Tracking position.



CONTROLS

Now we have the basic position, it's time to learn how to control it.

FAST SLOW

To slow down, keep your arms straight with no kinks and slowly bring them out from your side. This will slow the forward speed. Bringing the legs to the side also slows you down.

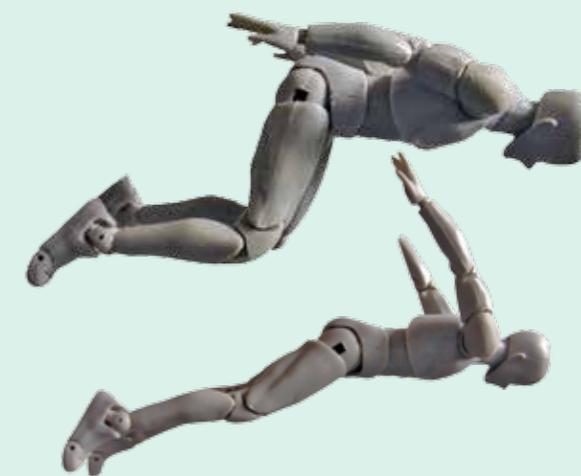


DOWN

Bring your knees forward, ensuring to keep your shins exposed into the wind. This will maintain a little forward speed, but start to drop you downwards, NOTE: If you don't keep the shins exposed to the wind, you will forward drive.



Bringing the arms behind, taking them out of exposure to the relative wind also does the same.



UP

If you need to gain lift again, start to Track faster, bringing your chin down a little and straightening your legs and arms; making the profile of your body even from head to toe. (Speed = Lift) This is the opposite to belly flying as they tell you to "Cup" the wind. If you cup the wind, you expose the surface area of your arms causing them to create drag and slow down your forward speed. So, if you do fall in someone's burble, "Speed up, don't cup".



TURN

To turn, drop the shoulder in the direction you intend to turn. Be careful with this as there are many types of turns this can induce. Practice this slowly at first, increasing the input the more you get comfortable. NOTE: This is where danger can come quickly.



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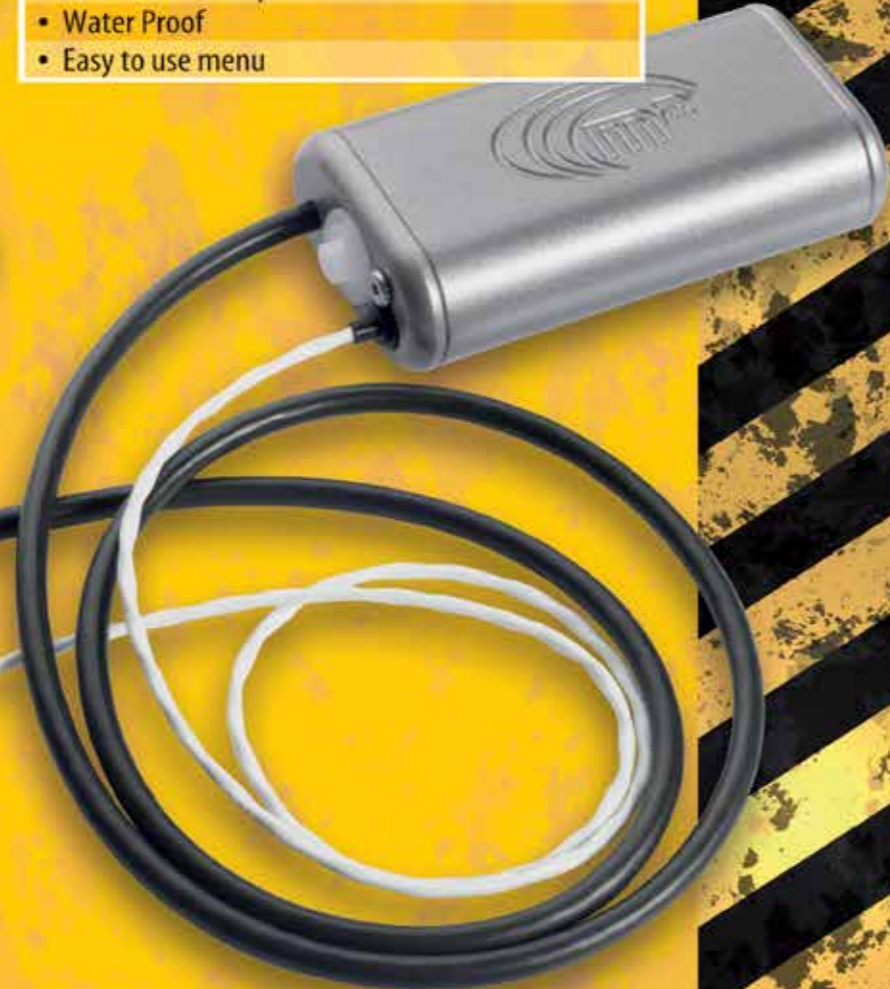
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Team Zion (Norway), Photo: Petter Stensvold



safety matters



Compiled by:
Kim Hardwick
APF Technical Officer

"You will very likely become involved with others as you all converge in the same airspace trying to make it back under canopy. It all only strengthens the need to fly wisely when joining a pattern." Albert 'Gus' Wing (1954 - 2005)

Canopy Collisions Due to Target Fixation

One of the more common canopy-collision scenarios is when a jumper flies a high-performance landing approach into slower canopy traffic below. Thankfully, we are seeing fewer examples of this type of collision since skydivers and dropzone management have made huge efforts to separate the landing styles. It is paying off with safer skies above our landing areas. But occasionally, two jumpers flying standard patterns at close to the same speed and descent rate manage to run into each other. It is hard to imagine how a canopy collision can occur in this type of situation, especially when the airspace is otherwise clear, and the jumpers have a large, unobstructed area available to land in. The usual answer is target fixation. Whether the jumpers focussed too much on another nearby canopy or stared at the intended landing spot without watching for traffic, the jumpers somehow stopped paying attention to their surrounding and failed to see or react to the impending collision.



This photos series provides a perfect example of how target fixation can lead to a collision. Two jumpers who were flying at nearly the same altitude and relatively close together on the base legs of their landing patterns turned to final approach and began to focus on the landing area directly ahead. Neither jumper looked side to side or had any awareness that the other jumper was flying at nearly the same altitude on a converging path. Just as the two jumpers began to flare for landing, one jumper's canopy struck the back of the other jumper's canopy. Luckily, this happened just as both jumpers flared for landing, and both managed to land without injury. Had this collision occurred at 50-100 feet above the ground or higher, both jumpers could have been injured or even killed.

Jumpers need to make every effort to separate from other canopy traffic during the landing descent so that no other canopies are nearby when reaching pattern altitude. When these two were flying their base legs and saw that they were at the same altitude and close together, it should have set off all sorts of alarms. They both needed to keep an eye on the nearby canopy and continue steering with gentle input to maintain adequate horizontal separation.

Canopy collisions are generally easy to avoid. If you never allow yourself to fly your canopy into a position where another canopy pilot can reach you, you will never have a canopy collision. Regardless, all jumpers need to remain vigilant throughout their entire canopy descents.

*Jim Crouch (USPA Director of Safety and Training)
USPA Parachutist February 2018
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Incident Focus

The following are a sample of incidents from those submitted to the APF January-March (inclusive) 2018 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.

Use these incidents to think about what actions you might take to reduce your chances of having a similar incident and/or how you might handle the situation. Discuss your options with the Chief Instructor/DZSO/qualified personnel at your drop zone.

AIRCRAFT/EXIT

Certificate C, jump 161. Vector 3 container. PD 143 Reserve. 5-way Freely jump. Skydiver dislodged cutaway handle on exit from aircraft. On deployment main canopy released at three rings and RSL activated reserve canopy. Skydiver landed uneventfully under reserve canopy. **Action:** Discussed importance of correct stack up and exit and to protect handles.

FREEFALL

4-way flat-fly. On exit, the jumper positioned Inside Centre (IC), took a grip on the cutaway handle of jumper positioned Outside Centre (OC), instead of their arm grip. Exited the plane fine but just before moving to the second point IC pulled the cutaway handle. After IC realised he could not put the cut away back in place he presented the Pud to OC. OC turned away from the formation, cleared the cutaway and then deployed her reserve at 8500ft. **Action:** I (CI/Reporter) watched the footage together with all involved and explained the importance of looking before taking a 'grip' on another jumper, and how we could have prevented this incident. I have no doubt that IC learned a lot from this incident.

Certificate E, jump 1570. Teardrop container, Sabre 150 Main. Jumper carrying out a solo FF jump. Transitioned to a sit position and had a premature main deployment at approximately 8000ft. Main opened cleanly and jumper landed safely on DZ without further incident.

Action: On inspection of gear, BOC pocket very loose and insecure which could well be the cause of the premature PC extraction. This is the jumper's second premature opening in a week. Did not get gear checked after last incident. Not to jump gear again until BOC pouch has been replaced and deemed as free fly safe. Gear has been given to rigger to replace BOC pouch and clear as freefly friendly.

DEPLOYMENTS / MALFUNCTIONS

Certificate B, jump 178. Javelin container, Safire 189 Main, PD 190 Reserve. After 2-way FF jump, tracked and deployed. Felt nothing, looked behind and saw a pilot chute in tow so carried out EPs. Deployment sequence continued as EPs were being carried out, and main was out of the bag after being jettisoned. Observed main and free bag descent from ground. Reserve opened well, and jumper landed on DZ without further incident.

Jumper said P/C appeared inverted after pitching. On inspection of retrieved gear PC was inverted. Bridle had detached from PC and was only connected by the kill line. On deployment the kill line has pulled the BOC handle through the base of the PC. **Action:** Jumper said he specifically checked and refolded the PC prior to jumping and he tested the attachment points with some tension. Gear will be taken to a rigger for further input and repair/replacement as required.

Certificate B, jump 95. Mirage container, Safire 150 Main, PD Reserve. Participating in FS4-way, tracked off and opened at 4000 feet. Felt opening shock, looked up and saw the risers were clear, saw inflated canopy and slider. As it opened it developed line twists which quickly got worse. Elected to cutaway at 3000 and deployed reserve. Could have been caused from an uneven reach for risers during canopy development. **Action:** Emphasis made on having shoulders level at deployment and even reaching for risers.

Certificate C, jump 144. Javelin container, Sabre 170 Main, PD 160 Reserve. Hop and Pop from 4000ft. Deployment was uneventful. Jumper was flying in half brakes at approximately 2000ft, to gain more vertical separation from another jumper above him, he decided to do an aggressive left toggle turn. This induced a spinning line twist, most likely caused by harness turning the opposite direction. The jumper made the decision, that he wouldn't be able to fix the line twist considering his altitude, so he followed emergency procedures. The reserve canopy opened with a manageable line twist and the jumper landed safely. **Action:** Talked to the jumper about avoiding aggressive

maneuvers under the hard deck altitude and about letting the canopy recover from one turn before starting another one, as well as body position during turns. Jumper advised to refresh on canopy control skills in braked turns.

CANOPY CONTROL / LANDINGS

Jumper A Certificate A, jump 51. Safire 169 Main. Jumper B Certificate C, jump 169. Sabre 135 Main.

Sunset load. Two groups of high pullers. Jumper (A) was doing a solo and deploying at 10k, while jumper (B) was part of a 3-way group deploying at 13k. The jumpers didn't interact with each other at all until the last few hundred feet.

(A) was set up on final to land to the South east, flying straight from approx. 350ft. (B) was descending faster due to higher wing loading. (B's) Gopro shows the jumper playing with his altimeter at 450ft and flying a slightly erratic pattern.

At approx. 250ft, (B) initiated a front riser 90 that turned him right into the unaware (A).



(B's) canopy collapsed around (A's) lines and the pair descended to the ground together.



(A) remained conscious, (B) lost consciousness briefly. Paramedics attended. Jumper A was taken via ambulance to local hospital, Jumper B was airlifted to city hospital. (A) sustained fractures to his elbow, ankle and compressed vertebra. (B) sustained a broken pelvis. **Actions Taken to Prevent Recurrence:** Video discussed with all sport jumpers and added into canopy briefing.

Lessons Learnt

- Look! You idiot! Look!
- Don't be distracted by a malfunctioning altimeter or anything else in the landing pattern.
- Look! You idiot!
- If you are going to be doing front riser turns, ensure you have some method of keeping your slider at the bottom of your risers so you don't spend an extra 2-3 seconds reaching past them to find your dive loops.

- Know where everyone who is aiming for your landing area is at all times.
- Keep your head on a swivel.
- Know what others on the load are doing. Just because the Load Master has given you an exit order, it doesn't mean you can switch your brain off.
- Look! For the love of God, look!

Documented procedures for dealing with emergencies and malfunctions, including canopy collisions, entanglements and two-parachute-out scenarios, should regularly be reviewed by all parachutists. A very strong focus should be on avoiding canopy collisions. This cannot be emphasised enough.

Certificate A, jump 31. Aerodyne 187 Main. After an uneventful freefall and opening, jumper underestimated wind strength (15 knots) and on crosswind leg, side drifted over trees and hanger. Jumper failed to recognise this happening until it was too late and then got target fixation on a tree. She hit the tree with her body, pulled right toggle down and got thrown heavily to the ground from about 8m. Jumper only sustained minimal bruising, went to hospital for assessment and found no injury. **Action:** A similar 'near miss' the day before with this jumper, points to the fact that she needs more training on landing patterns and wind assessment. She is enrolled in a canopy course in which all aspects of canopy flight will be revised and practised.

Certificate D, 700 jumps. Extreme FX 96 Main. Jumper was on a free fly jump with 4 other jumpers. Plane ride and free-fall were uneventful. Canopy flight and landing pattern was conservative and appropriate. At approx. 500ft he initiated a 270° turn to the left. As the jumper completed the turn he realized that he was too low and risked landing amongst a row of trees/bushes. He applied 1/2 brakes immediately and was seen to level out at around 50ft. He held the brakes at the same level until he landed on the edge of the grassed landing area next to the access road. His landing was not particularly hard, but his feet and backside hit the ground firmly. He was attended to by two staff members and complained about pain in his lower back. Transferred to local hospital. Sustained fracture L5 vertebra. **Action:** skydiver advised that it would be a good idea to not do 270deg turns into this landing area. Instead he should do them in the large B cert landing area in the paddock next door. He was also advised to take a canopy course as soon as he can / recovered.

Certificate B, jump 103. Pilot 188 Main. Uneventful Freefall and opening, set up too far downwind behind the trees and tried to clear them but canopy clipped a branch about two meters off the ground and caused a sideways landing on the hip, sustaining fractured pelvis. **Action:** Jumper was briefed on the importance of flying to a clear area and accepting a crosswind landing. Also, not to set up over obstacles below 1000 feet.

Stay Calm and Open Straight

If your canopy flies straight both in brakes and with the brakes released but it turns to the right on opening, you have a common problem that frequently has a simple, no-cost solution. This is often an issue for jumpers with between 100 and 300 jumps, especially those who have recently purchased a new main canopy, and even after they've checked that their leg straps are even, measured their harness and risers and exhausted every other equipment-based possibility.

The possible solution? Relax on opening.

A great technique is to take a big, deep breath in and out while waving off to signal your opening. Soften your body. Then, rather than looking up or grabbing the risers right away, just focus on the horizon and levelling your hips and shoulders. (If you know how long your canopy takes to open and what it should feel like, then you don't need to watch.)

When concentrating on relaxing and controlling your body like this during the opening, you'll notice much sooner if your canopy starts to pull in one direction or another. You can correct by gently dropping a hip or shoulder in the opposite direction, but don't overdo it. Even a slight torso correction is very powerful, which is most likely why your canopy has been turning on opening. Your body has been stiff and probably a little off centre from your right-hand pull. As the canopy opens, that translates into harness input. The canopy responds by turning. You may get away with being stiff and asymmetrical during the opening on a larger canopy, but a smaller one reacts more readily to subtle inputs. That's part of the reason that it's wise to delay downsizing until you're capable of thinking about all this along with all the other stuff that happens during opening—traffic, spot and, of course, altitude.

The stimulation peaks associated with both exit and opening make it challenging to concentrate on the task at hand. To improve performance, many jumpers employ breathing techniques on jump run and just before the exit count. The same techniques just prior to and during opening will help you transition more smoothly and safely to canopy flight.

(Kevin Gibson | USPA D-6943 and FAA Master Rigger
USPA Parachutist March 2018. Reprinted with permission.)

GEAR CHECK

PC in Tow

Following an uneventful 2-way head-down skydive, a jumper experienced a pilot-chute-in-tow malfunction and a subsequent uneventful reserve deployment. She had recently installed a canopy that had the same square footage as her previous canopy but that had a larger pack volume. The new canopy also had a retractable pilot chute, a design common on canopy formation skydiving canopies.

Because the new canopy would not fit properly in the container, a closing loop longer than the manufacturer specified was used to close the main-container flaps. When the jumper tried to deploy her main parachute, the main closing pin wedged itself on top of the bridle, locking the container closed. This unusual malfunction was likely the result of combining the longer closing loop with a retractable bridle, which allowed the pin and bridle to lock together. Jumpers should follow manufacturer guidelines to make sure that a canopy and its components match properly with the container size.

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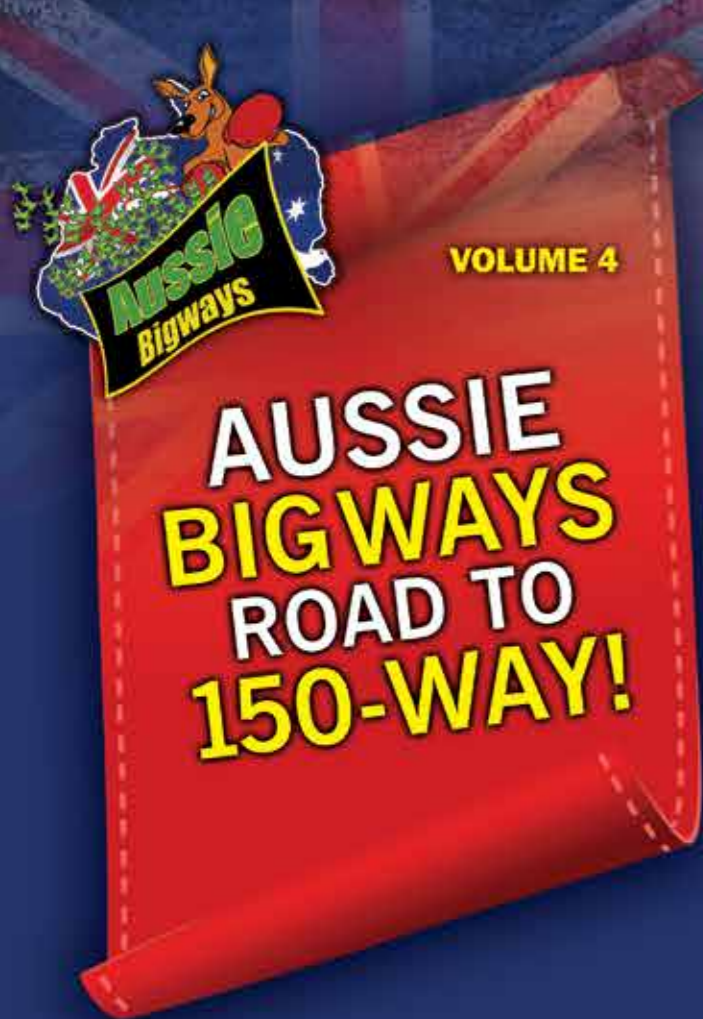
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Expressions of INTEREST

AUSSIE LARGE FORMATION RECORD EVENT MAY 2019

Email: gregorykjack@gmail.com

Captains Call



Hi everyone and welcome to March's edition of our monthly Newsletter, the next edition for 2018.

It was really great to see how many Aussie Big Way people were competing at the APF Nationals at Nagambie last month; Tracey was telling me just how many ABW people were in teams and how much fun was had – not to mention the skills improvement it brings.

Now that the APF Nationals are now behind us the tempo of Aussiebigways Events is now ramping up again, many who are registered on the ABW Website will have received Tracey Basman's e-mail [our National Events Coordinator] titled "Aussie Bigway Events Nationally 2018" detailing what is coming up at a DZ near you.

This is all building up to the last major ABW Event being held in Australia prior to Our Record Event in May 2019 at Perris Valley, California, USA:

AUSSIE BIGWAYS PREMIER EVENT 2018 WITH LARRY HENDERSON
When: Sat 29 Sept - Fri 5 Oct 2018
Where: Skydive Ramblers, Toogoolawah

REGISTRATION OPENS FRIDAY 1ST JUNE AT 5PM EST

Note: This is a 7-day Bigway Skills Camp & Sequential Record Event.

Slots will be on a first in, first served basis.

It is now have just over 13 months before our Australian National Record Event starts at Perris Valley - that has really come so quickly since we started this journey about 2 and 1/2 years ago after we set the current Australian Large Formation Record of 119 on 31st May 2015.

So much has happened since, so much work has been done and so many great events have been conducted, all under the watchful eye and coordination of Tracey !! Now is the time to start organising holidays, travel, for next year, please keep an eye on our Aussiebigways website and supporting information in preparing for the Event starts to be posted in the next few weeks. Lastly please remember - if you have yet to register your interest in [potentially] attending our Event in May 2019 at Perris Valley, California, U.S.A. please do so by sending me an e-mail at gregorykjack@gmail.com.

Blue Ones,

Greg Jack
Aussie Bigways Captain

Blue Ones,

Greg Jack
Aussie Bigways Captain

National Perspective



Life sure was busy leading up to Nationals, with teams ramming their training in preparation for competition day. Kelly, the head FS Judge, made comment it was the best overall 4way talent the judges had witnessed in their time of judging at a Nationals competition!

Many factors contributed to this and to name a few, we had THE BEST ground coaches during Nationals with Craig Girard, Eliana Rodriguez and Alan Moss. We now have wind tunnels in three States with superior programs in personal flying skills such as Supercharge and highly talented Aussie 4way coaches busy coaching teams. Drop zones around Australia have been sponsoring coaches and teams to progress. The APF and State Parachute Councils have been sponsoring events to help a skydiver save and progress further on the same dime. We are in good times, please don't take anything for granted and thank those who help you progress.

What's next in 4way?

Let's keep the momentum going! 4way is THE BEST training platform for Bigways. If you want to give yourself the best chance of making it through to that last record jump in Perris 2019, then pick up three others and start jumping 4way.

If you are a novice flyer, get some of your buddies to fly 4way with you whilst hunting down someone who can give you some tips on 4way. If you know something about 4way, pick up three novices and take them through to Blast and / or the A division. If you know a little more, then pick up another like you and two intermediate 4way players and train for the AA division. Or if you want to jump with your peers in the Open divisions, grab

Skill Development



The Mental side of Bigways

Initially our vision is narrow. We care about not going unstable on exit, not going low, making it to our slot on time, tracking and landing safely. The things we have as our references are just enough to ensure our success, assuming everything else goes to plan.

At best we may know who is beside us in the door, who is in front of us on our radial, who our base radial reference is and who is leading our tracking group.

The challenge is to expand our awareness. When we see more, we can anticipate and cope with change.

I am talking about training our brain, an additional skill to being able to fly. Being able to store more information and having the mental focus to select and use it in the moment.

Challenge yourself to know everyone in your stack up, where they are on the exit frame, who is in the base or in the aircraft next to you, who is ahead, behind, to the side and opposite on

a AA or AAA division team. There are so many options now to choose from when it comes to 4way and here are some key events to aim for to strut your stuff:

- iFLY National Indoor Championship - Sydney NSW 24/25 August 2018
- State Meet Championships – check your States Calendar of Events for dates and venue
- Nationals 2018 - Moruya NSW 11 to 17 March 2019

What's next with Bigways?

LOTS! For starters we have our next Aussie Bigways Premier Event with Larry Henderson. Information has been posted and more to come so stay tuned. *Currency will be a key qualifying factor for Larry's event.* Number of jumps within the last 6mths will be important. Of course, type of jumps is important too – the jumps will need to be Rel jumps of some sort, either 4way, 8way, Star Crest or Bigways. You may feel this is harsh, but it is a point of safety when we are stepping up with three plane formation loads.

There are major Bigway Events scheduled around Australia leading up to our event with Larry to assist with currency. Check the Aussie Bigways Calendar of Events on our website for Registration and Details: <http://www.aussiebigways.com/>

The Aussie Bigway Team

We have a vision of a new Aussie Record come Perris 2019. It is a great goal to work towards with incredible support from the APF and State Councils. We welcome all new and existing jumpers into the fold of our community. For any assistance with the journey to Perris 2019, please don't hesitate to contact your State Mentor.

Our website is building into an incredible resource of material and information. Check it out!

We are just over a year out now to Perris 2019. Lots going on in Australia. It is a fun time to be skydiving! Enjoy the journey and see you real soon.

Tracey Basman,
National Events Coordinator and Mentor

your approach radial also your slot set up references. Store the same information for your tracking group, including people on either side and behind you. Add to this the colours of the canopies you expect to see in front, behind and to the side on opening.



Use any opportunity to train. A 2-Way jump is a good start. Simply include more points than you might be used to and add information about communication, timing, the grip plan and set ups.

It is always fun to land and recount what you saw, what data you used and what you had not anticipated. The goal – to see more, be more aware and more responsive.

Melissa Harvie

Aussie Big-ways Consulting Coach,
Personal Flying Skills Specialist



PARADOXICALLY: Smaller is better if you want to get better at bigger

By Mark "Higoo" Higgins Photos by Steve Tonson and Steve Fitchett

IN 2012, AT 120 JUMPS OR THEREABOUTS I ASKED MYSELF... "WHAT'S NEXT?" I'D DONE THE OCCASIONAL "2 KATES 4-WAY WEEKEND" AT PICTON AND THOUGHT 4-WAY WAS ALL ABOUT NOT FUNNELING ON EXIT. FREEFLY LOOKED TO BE A BRIDGE TOO FAR, AND WINGSUITING WAS STILL EMBRYONIC AT THAT STAGE. I'D RECENTLY ACQUIRED MY STAR CREST BUT THEY TENDED TO BE A JUMP DONE AT THE END OF THE DAY, WHEN THE INSTRUCTORS WANTED A FUN JUMP, OR ONE OF THE MORE EXPERIENCED FUN JUMPERS DECIDED TO ORGANISE ONE. I KNEW FACES AROUND THE DROP ZONE BUT WASN'T CONFIDENT ENOUGH TO SUGGEST I BE INCLUDED IN THEIR JUMPS. WHERE WAS I HEADING IN THIS SPORT?

There was much talk around the D.Z. of the legendary 2010 Aussie Bigway record: stories of 100-Way formations, multiple plane exit; foreign phrases like "left rear trail plane", "superfloaters", "taking out a chunk", "zippers, stingers and whackers" punctuated conversations; I wondered at this new lexicon, and tried to imagine a sky filled with skydivers given my largest was a Star Crest of eight. Jump planes called "twin engine Otters" and "Skyvans" conjured images of new lands, new experiences and new D.Z.s. I wanted to be part of that!

With talk of a Big Way record in somewhere called "Perris" and with the encouragement of others at the D.Z., I joined the group, paid my ticket, booked in at the iHop, and headed over to Southern California in May 2012. I knew no-one well, and did not know what to expect, but fortune favours the brave, and at worst I'd be jumping at a new D.Z. from larger planes than previously.

The events of the 2012 camp, is a story for another day, and a tale in itself, but I left that camp not only with a record, new friends, and a \$900 t-shirt, but with some very sound advice from the likes of Dan BC, Tony Dimenico and Mark Brown about how to confidently perform in Big Ways... "get into 4-Way".

Counter-intuitively, I thought my path in skydiving was in larger formations but found myself moving back to smaller formations so that I might perform better in larger formations. The paradox of "smaller is better if you want to get better at bigger" pushed me to 4-Way FS.

What thereafter transpired between 2012 and 2015, when the next Aussie Bigways Record was convened in Perris, was three years of 4-Way FS. And whilst I was fortunate to have the tutelage of the likes of Chris Farina, Christy Fricken and Simone Bambach, 4-Way FS gave me something more than something to do; it offered more than teaching me to competently exit a plane in a linked formation; more than finally understanding what my AFF instructors kept going on about when they spoke about the "relative wind"; it taught me more than matching fall rates and flying in close proximity with others... it gave me that sense of camaraderie a team event offers; that shared experience of the physical exhaustion of training, the focus



of achieving precision as a shared goal, sharing lodgings at competition, laughing at your team mate's personal habits, poking fun at one another, getting to know others and their stories, the stress of competition, the anxiety of watching the points board, the collective good will of all teams in that category, and at times the adulation of success.

By 2015 I was certainly no less a skydiver than I was by mid 2012, and I'd hoped I was better. It was time to put to test whether "smaller is better if you want to get better at bigger".

The 2015 Aussie Bigway record camp occurred. It has passed into Aussie Skydive legend. But what of all that 4-Way experience? Was it just a way of occupying the years between the Bigway records? Was it just an excuse to meet and jump with others? Did it just give me an excuse to travel to other D.Z. and jump in foreign landscapes?

Well it was all of that and more. When you exit that twin engine Otter, as part of an eight-plane formation load, with 125 other skydivers, you want to exit presented to the relative wind... 4-Way teaches you that; when you exit that Skyvan as part of the chunk in the base, you want to know how to take out that linked chunk relative to the wind... 4-Way teaches you that; when you're a front front float outside an Otter with four others expecting you to take the wind and move forward of the door... 4-Way teaches you that; when you're rear rear float outside the Otter, and sharing the camera step with the cameraman... 4-Way teaches you that; when you're a front row diver in the door of an Otter, and there's five outside the plane floating and 15 or so behind you counting on you exiting stable, and identifying and moving to the base... 4-Way teaches you that; when you're a stinger between two zippers, off the base, and your sector has 40 other skydivers behind you all counting on you being there, remember back to your time at tail in a H, it's exactly the same... 4-Way teaches you that; when you're an outside whacker, with 125 other skydivers in front of you, and you cannot take up the grip until all in front of you have taken up their grips, and you just have to fly your slot and look through the formation... you can do it... why?

“Because... 4-Way teaches you that!”



So when that load organiser at your D.Z. suggests, would you like to do a 4-Way jump... just one... not asking you to commit to a team... just so three others have a fourth to make up that 4-Way... and you start thinking "it'll funnel" or "I'd rather do a Star Crest" or heaven forbid "I wouldn't mind doing some Headdown"... stop... pause... and recalibrate to think: "actually, I don't know these three people... this could be fun... I'll ask someone to show us how to exit properly". You never know... you might just decide to go to Black Death at Elderslie, to attend one of the 4-Way 4 Everyone camps, and you may just take that 4-Way to State Champs at Moruya. If you do, you're on your way to the 2019 Aussie Bigway Record Camp.

4-Way FS may not reward you with podium finishes; it may not even guarantee you a spot on the record... but it will upskill you faster, and I guarantee you'll quadruple your circle of skydiving buddies.

Mark "Higoo" Higgins



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By Robbo Robertson and Kellie Watson with Guest Coaches



Australia Day Long Weekend 2018

Skydive Elderslie hit the ground running in the first few weeks of 2018. We had a couple of 4-Way camps, Wingsuit and Angle camps, plus we held the biggest Black Death 4-Way Scrambles for many years – 12 x 4-Way teams, followed by our first Speed Star Sunday!

We have events planned for the next few months and we won't stop there: Freefly, CRW, Bigways, 4-Ways, Wingsuits, Angles, Canopy Piloting, even a Packer B course! If you are into Bigways keep the June Long Weekend free!

Watch our Facebook Pages for more information and to register!

4-Way Camps

We had two 4-Way weekends in January, with Stretch doing the opening weekend for 2018 and Helen Mahony the Australia Day Weekend. We plan to have such camps throughout the year, along with Star Crest Saturdays.

The plan for these weekends is to encourage jumpers to get involved in Flatfly Relative Work, to facilitate improvement in basic flying skills and safety, involvement in teams and competition, and as the platform for whatever discipline jumpers choose down the track.

Several participants moved on to teams training for the Nationals.



Helen Mahony doing her coaching stuff on the ground



Wingsuit Camp with Chris Byrnes

Article by Chris



Wingsuit Camp Participants

Wingsuiting at Elderslie over the Australia Day long weekend. I had jumped at Elderslie twice in the past for the Wingsuit and Tracking race in 2014 and 2015. Since then for the past three years I have been competing internationally in Wingsuit Performance Flying on the Australian Parachute Team and it was a pleasure to return and share the knowledge I have picked up.

There were twelve wingsuit participants over the three days of the camp and I made fifteen coach jumps. I was careful of the weather and avoided jumping when the cloud or wind was not suitable. I believe this will help set a good example for the local wingsuiters. I am proud to say that no wingsuiters landed off the drop zone during the weekend on the loads that I organised and there were also no cutaways.

There were some good achievements during the weekend with six wingsuit pilots completing their wingsuit crests. These were Vivian Merz, Helinton, Jay Sharp, Cameron Olivieri, Luke Andersson and Tim Cassar. Also, Michael Steele completed his wingsuit First Flight Course and was signed off on Part A of the Wingsuit Training Table which allows him to do solo jumps and Wingsuit Relative Work with experienced pilots or a wingsuit coach.

During the weekend we did wingsuit Flocking jumps working on safety and control from exit, through flight to deployment. I was able to tailor individual coaching during the briefs and debriefs to assist pilots to work on specific skills that they needed to improve on. I was also able to fit in some classroom time with a lesson on introduction to wingsuit performance competition and techniques. This is a subject which I am personally extremely passionate about and I feel is very useful information for progressing wingsuit pilots.

Overall, I feel I found the balance between fun and learning. I think the participants of the camp got a lot of value from having me involved as a wingsuit coach. I greatly appreciate the opportunity and I can't wait to return for more jumps.



Angles Camp with Tayne Farrant and Ben Lucock

Article by Tayne

I was excited to coach It was great to be back at Elderslie after so long away, there is something special about this drop zone, it was great seeing so many new and old faces. The weekend started off well, jumping straight into some nice, fast angles. We had a few beginner angle flyers learning the basics about exits, body position, approach and break-off, and a few of the more experienced flyers working on their back flying. Dane Kleiner gave me his 360 camera which was awesome for debriefing, being able to view every person on the jump from one camera was cool. The forecast was grim for day two but we still managed to get half a day of jumping and seeing some good overall progression for the weekend. Massive thanks to the NSWPC, APF Fi Fund & Skydive Elderslie for organising the event.



Black Death 4 Way Scrambles & 1st Speed Star Sunday

A concerted promotional campaign resulted in twelve teams registering for the 39th Annual Black Death 4-Way Scrambles, the most number of teams for many years. The organisers selected twelve Team Captains whose names were placed in a hat and under the watchful eyes of Treasurer Martin Perrins, Meet Director and Chief Judge Mossy, and the group of team captains names were pulled out at random, and the captains then drew names from two containers marked 'experienced' and 'inter/novice'.

Four rounds were completed with three teams going into the last rounds vying for gold, results being:



Winning Inaugural Speed Star Sunday Team 'Robbo's Rabble'

1ST ONE POINT ABOVE 33 PTS	2ND JACK & HER GIANTS 26 PTS	3RD BIG DAWGS 21 PTS
Ivan Kljajic Capt.	Mark Higgins Capt.	Zac Cusato Capt.
Lennon Whiley	Adam Curr	Grant Martin/Rod White
Ryan Sendlhofer	Steve Fowler	Marcus Bolleurs
Albie Castelluchio	Jac Tearle	Beau Niha
Vid: Wade Edwards	Vid: Nathan Wagemans	Vid: Robbie McMillan



The medal presentations ended a memorable day, and we look forward to a bigger and better 40th Annual Black Death Scrambles in 2019!

**SKYDIVE ELDERSLIE
HAS A NEW IMAGE**

**We have T-shirts in black and white
available for sale at the DZ.**



2018
AUSTRALIAN OPEN
INDOOR SKYDIVING
CHAMPIONSHIPS

SAVE THE DATE
24th & 25th August

VFS SCRAMBLES
@ iFLY DOWNUNDER

Written by Holly Kilham, revised by Michelle Lu

VFS SCRAMBLES – MY FAVOURITE SKYDIVING EVENT OF THE CALENDAR.
SOME PEOPLE LOVE THE COMPETITION, BUT I’M DEFINITELY IN FOR THE FUN!

Kyle Chick (Chicko) from Team Focus was our judge for the evening and provided some expert advice while we were frantically finding our partner for each round and walking through the draw.

In Round 1, I was lucky enough to be drawn with Thea - someone I had flown with previously and had similar windspeeds with. This was not the case for all pairs and there were some nerves about flying together. As soon as the rounds started, all nerves flew out the tunnel and participants were desperately moving for the next point while trying to remember to present each dock to judge Kyle.

Rounds 2 and 4 were belly/back rounds. This always confuses me as it’s hard to visualise how to get from one move to another. Luckily my partner for Round 2, Cheryl, was happy to indulge my need to dirt dive while lying on the floor and flipping from belly to back. It



worked as we came out on top. My other belly/back round did not go to plan because of a brain malfunction of my behalf (sorry Jacob)!

My remaining rounds were with flyers I had not flown with before and this is what excites me about the Scrambles. I was keen to fly with Greg Hamilton. We all know Greg as an expert in 4-Way FS and some of us might know he also competed at the last Australian Indoor

Skydiving Championships in a Head Up VFS team and completed in a 4-Way FS team on his back. What a legend! Greg offered me advice on taking the grips which he had clearly learnt from his years in 4-Way.

You don’t have to be an amazing flyer and it doesn’t matter if you are not on the podium, there is lots of fun to be had. Hats off to Courteney - she must have been the flyer most recently signed off to Sit fly. She completed every round, slowly and steadily, but also very accurately and well presented to the judge.



It's easy to get carried away trying to get the grip and forget about presentation. Courtney got the biggest cheers as she wowed some of the other competitors, who'd last seen Courtney at Ladies Night, having just mastered back flying. Another round of applause was reserved for Cheryl after a spectacular bail and recovery, to rival that of an instructor demo.

We had 20 participants and ten of those all chucked in an extra three minutes, so we could have an impromptu Huckjam after the Scrambles. This is something I also love about tunnel flying. Let's all pile in the tunnel and fly as much as we can. A Huckjam also allowed me to find volunteers to become human surf boards (thank you Jacob) and even attempt to build a human pyramid.

For many it was their first Scrambles, saying it was the most fun they've had in the tunnel. It was the perfect mix of challenging, craziness, laughter and fun! Congratulations to Greg Hamilton for finishing in first place with 61 points, Manuela Habicht in second place with 56 points and Brienne Maloney chasing close behind in third place with 54 points.



2-WAY VFS INTER (HEAD UP) will be one of our events at the Australian Open Indoor Skydiving Championships held at **iFLY DOWNUNDER ON 24-25TH AUGUST 2018**. Make sure to follow Frequent iFLYERS on Facebook to find more events at our tunnels!

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LBS	KG	INTERMEDIATE 1.3 - 1.1	NOVICE 1.1 - 0.8	MAX WING LOADING 2.0	PRICE: \$2,175.00								
275	130												
256	120												
242	110												
229	105												
198	90												
176	80												
154	70												
132	60												
CANOPY SIZE	80	90	100	110	120	130	140	150	160	170	180	190	200

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UNPARALLELED OPENINGS, A LONGER RECOVERY ARC AND INCREDIBLE SWOOP DISTANCE COMBINE IN A NON-CROSSBRACED ELLIPTICAL 9-CELL WING 100% DEVOTED TO THE ART OF HAVING FUN.

LBS	KG	EXPERT 2.0 - 1.7	ADVANCED 1.7 - 1.4	INTERMEDIATE 1.4 - 1.2	MAX WING LOADING 2.0	PRICE: \$2,390.00								
275	130													
256	120													
242	110													
229	105													
198	90													
176	80													
154	70													
132	60													
CANOPY SIZE	70	80	90	100	110	120	130	140	150	160	170	180	190	200

Time on the Bed

Compiled by the APF at ASM deadline time.

CERTIFICATE 'A'

MOHD ABDULLAH
DAVID ALBERSE
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ANNA MUELLER
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CHIUN OH
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TEEJAY OSBORNE-
HOWARTH JAY
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MILLIE OZARD
KRISTA OZOLNIKS
ZAIRE PIEPER
RIVER PRICE

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MATTHEW ROZIER
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OLIVIA SCHOLTEN
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ROBERT STEWART
RENEE STOKES
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JACK COWD WALLINGTON
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MAX EVANS WHITE
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LUKE FLEMING WILLIAMS
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BENJAMIN GARDINER YONG

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TEL BOBOWSKI
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ANNAMARIA ELLIS
CALLUM FODOR
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DEXTER OELRICH
CHIUN OH
EDWARD PEARCE GOULD
CEDRICK RACICOT

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MIGUEL TAME
JOHN ANDREW
AFSHIN ARABGHANI
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BARTOSZ BORKOWSKI
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MARQUES DA COSTA
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TZADOK ESHL
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RICHARD FERRARA
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MAUDE LARCOMBE
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ANDREW LEE
STEVEN LIONS
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DECLAN MOON
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PATRICK NIELD
SAM O'CONNOR
DOROTHEA OELRICH
DEXTER OH
CHIUN OH
EDWARD PEARCE GOULD
CEDRICK RACICOT

CERTIFICATE 'E'

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DANIEL BAGG
DONNIE BANEZ
PHILLIP BRADLEY
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HELINTON CATTANEO
MARQUES DA COSTA
ALBERTHA DOLFING
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DIANE EVANS
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MATT GRAVES
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ROGER ALAIN
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MATTHEW KAIKKONEN
ANDREW KALMS
ROBERT LAY
TOM MACICHOVA
DAVID MCLEOD
ANDREW MOLLOY
ROBERT MORCOMBE
CHRISTOPHER MORGAN
TOBY NOTT
MARINA PETERS
MARCO RAMALHO
CHRISTOPHER GOLDING
SEBASTIAN HAM
HELENA HAYES
SHAN HODGE
RYAN JAMES
ANTON KLEINERT
SIMON LAYCOCK
JONAN LUZZI
MARSHALL MCPHERSON

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWIN)

AFF, Tandem and Licence holders.
 Chief Instructor: Terry King
 GPO Box 3114, Darwin, NT 0801
 Club 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: Sam McKay
 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 - NORTH

ALTITUDE SKYDIVE (ASMB)

Non-training organisation.
 PO Box 5361, Wollongong, NSW 2520
 DZ Ph: 1300 663 634.
 Email: info@skydive.com.au
 Web: skydive.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
 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

SKY DIVE GREAT BARRIER REEF (WONGA)

Tandem only.
 Chief Instructor: TBA
 95 Wollli St, Kingsgrove, NSW 2208
 Ph: 0408 213 903.
 Email: dzoras@optusnet.com.au
 Drop Zone Location: Wonga Beach, Port Douglas, Cow Bay, Cape Tribulation
 Aircraft: TBA

SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only.
 Chief Instructor: Max Motzo
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 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
 Ph: 1300 663 634.
 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: skydivcapricorn@icloud.com
 Web: skydivcapricorn.com.au
 Drop Zone Location: Hedlow Airfield, between Yeppoon and Rockhampton
 Aircraft: Cessna 182, Cessna 185

SKYDIVE THE WHITSUNDAYS (WHITS)

AFF, Tandem and Licence holders.
 Chief Instructor: Jonny Goss
 PO Box 226, Milperra, NSW 2214
 Club Ph: 0414 566 697.
 Email: support@airliebeachskydivers.com.au
 Web: airliebeachskydivers.com.au/
 Drop Zone Location: Bowen Aerodrome and Queens Beach
 Aircraft: Cessna 182

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, Bungalow, 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)

Non-training organisation
 Burroo, 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, Coolangatta, 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)

AFF/Tunnel, Tandem.
 Chief Instructor: Roger Mulckey
 Club/DZ Ph: 07 5536 6077.
 Email: info@learntoskydive.net
 Web: learntoskydive.net
 Drop Zone Location: Tweed River Jockey Club, Murwillumbah
 Aircraft: Cessna 182, Piper Chieftain

RAMBLERS PARACHUTE CENTRE (RAMBL)

AFF, SFF, Tandem and Licence holders.
 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: 2x Cessna Caravan 208

SKYDIVE 1770 (AGNES)

Tandem only. Chief Instructor: Craig Sander
 Ph: 0417 079 460.
 Email: skydive1770@hotmail.com
 Web: TBA
 Drop Zone Location: Agnes Water Main Beach
 Aircraft: Cessna (TBA)

SKYDIVE AUSTRALIA BRISBANE (RED)

Tandem only.
 Chief Instructor: John Cook
 PO Box 5361, Wollongong, NSW 2500
 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)

Tandem only.
 Chief Instructor: Luke Oliver
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 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)

AFF, Tandem and Licence holders.
 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
 Ph: 1300 663 634. Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/noosa
 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
 Ph: 1300 663 634. Fax: 1300 338 803.
 Email: info@skydive.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 Highclare 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, Tandem and Licence holders.
 Chief Instructor: Cameron Cooper
 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: Cessna Caravan 208

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)

AFF, Tandem and Licence holders.
 Chief Instructor: Kobi Bokay
 PO Box 844, Goulburn, NSW 2580
 Club Ph: 02 9042 2000.
 Email: bookings@askydiver.com.au
 Web: askydiver.com.au
 Drop Zone Location: Goulburn Airport
 Aircraft: EMB-110P1, Cessna 206

AIRBORNE SUPPORT SERVICES (3RAR)

Non-training organisation (Military)
 11 Yanderra Rd, Tapitallee, NSW 2540
 Club/DZ phone: 0487 505 800.
 Email: shep@airbornesupportservices.com
 Drop Zone Location: Nowra Airfield

COASTAL SKYDIVERS (COAST)

AFF, Tandem and Licence holders.
 Chief Instructor: Tony Maurer
 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)

Non-training organisation. Wind tunnel only
 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
 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
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 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
 Ph: 1300 663 634.
 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 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 Trangle NSW
 Aircraft: Cessna 182, Cessna 185

SKYDIVE THE BEACH AND BEYOND - CENTRAL COAST (SCC)

Non-training organisation
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 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
 Ph: 1300 663 634.
 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
 Ph: 1300 663 634.
 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 Hemmler
 PO Box 226, Milperra, NSW 2214
 Club Ph: 02 9791 9155.
 DZ Ph: 02 4630 9265.
 Email: support@sydneykydivers.com.au

Web: sydneykydivers.com.au
 Drop Zone Location: Pictou
 Aircraft: Cessna Caravan 208, de Havilland Beaver, XL

TANDEM SKYDIVING (TANDY)

Non-training organisation.
 25 Comara Close, Coffs Harbour, NSW 2450
 Ph: 0418 275 200.
 Email: rpeters@ozemail.com.au
 Web: tandemskydivingcentre.com.au/

VICTORIA / TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

Non-training. Licence holders only.
 PO Box 839, Torquay, Vic 3228
 Ph: 1800 557 101.
 Email: info@australianskydive.com.au
 Web: australianskydive.com.au
 Drop Zone Location: Tiger Moth World Torquay
 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: Cessnas 182, 206 and Caravan 208

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 UNLIMITED INCORPORATED (WORK)

Non-training organisation. Licence holders
 7 Akers Court, Darley, Vic 3340
 Club Ph: 1300 449 669.
 Email: relworkers@relworkers.org
 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 SOUTH EAST MELBOURNE (SSEM)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Chippe Lindberg
 PO Box 486, Yulara, NT 0872
 Club Ph: 0450 337 951.
 Email: skydivemelbourne@gmail.com
 Web: skydivemelbourne.com.au/
 Drop Zone Location: Tooradin Airfield
 Aircraft: 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/DZ Ph: 1300 663 634.
 Fax: 1300 338 803.
 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
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 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: Steve Smedley
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 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

FOR LOVE OF SKYDIVING (FLOS)

AFF, Tandem and Licence holders.
 Chief Instructor: Robin O'Neill
 Hangar 1, 2 Mustang Road, Jandakot, WA 6164
 Club Ph: 08 9417 9400.
 Email: wasac@inet.net.au

