

Australian

skydiver

magazine



ISSUE 92
Volume 4
JULY/AUG/SEPT
2018

ASM AUSTRALIAN SKYDIVER MAGAZINE
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION





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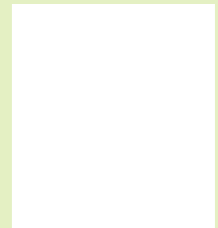
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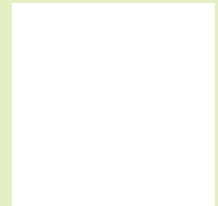
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- Profile of yourself, your mate, your hero or a 10,000 Jump Pig
- No Shit There I Was stories
- Ouch photos
- Happy Snaps
- Drop Zone stories

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Issue 92	Deadline 25th Aug, 2018
	Mag Out 29th Sept, 2018
Issue 93	Deadline 5th Nov, 2018
	Mag Out 10th Dec, 2018
Issue 94	Deadline 15th Jan, 2019
	Mag Out 19th Feb, 2019

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[Subscriptions]
5 issues per year
Australia \$44 (incl. GST)
NZ & S.E. Asia \$58 (airmail)
All other Overseas \$75 (airmail)

[Printing House]
JT Press
Mike Ling
0411 728 980

[Advertising]
Advertising rates, dimension specifications and artwork details supplied on request.

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Our AUSSIE TEAM



FORMATION SKYDIVING

JYR8

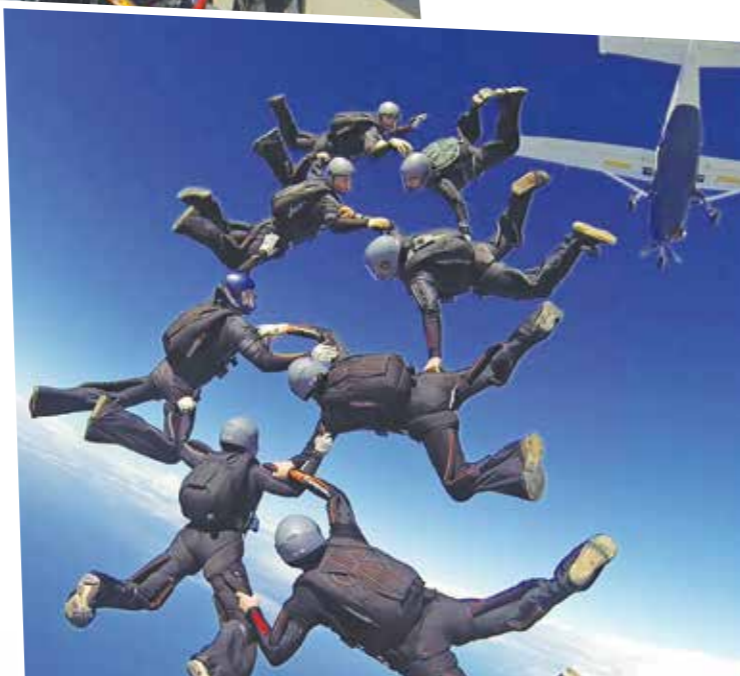
8-Way Formation Skydiving Team

Russell Blackman
Ann-Marie Jarzebowski
Gary Nemirovsky
Tanya Cale
Simon Di Sciascio
Rob Thomson
Michael Strickland
Andrew Barker
Pete Anderson (camera)



Top row left to right: Russell Blackman, Pete Anderson, Ann-Marie Jarzebowski, Gary Nemirovsky, Tanya Cale, Sas, Rob Thomson

Bottom row: Michael Strickland (Stricko), Andrew Barker



At the Nationals we posted an average of 12.9 points in time. Since the Nationals, JYR8 has been training in the iFLY wind tunnel at Penrith and at Sunshine Coast Skydivers, Caloundra. We've been lucky to have been coached by Craig Girard, the multiple world champion in 8-Way and 4-Way. We're excited to represent Australia and we've been working hard on our exits, our block times and our random work, aiming to bump up that average at the World Meet in October.

Two members of JYR8 are doing double duties in the Australian 4-Way teams - Tanya is a member of Rotor-Out and Anne-Marie is a member of Boomerang Betty. They've had a busy training schedule and they'll be very busy during the World Meet!

JYR8 would like to thank our sponsors for all their support

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BOOMERANG BETTY

4-Way Formation Skydiving Team – Female

Riss Andersen
Kate Vaughan
Ann-Marie Jarzebowski
Melissa Harvie
Dan Rossi (camera)



We have not actually done a lot of training together (some late team member changes, etc.) Because we have a heap of experience individually and some of us have done teams together previously, we decided to get together and smash out as many training jumps as possible in a relatively short period of time, to do as best as we possibly can on the Goldie. It's a bit of an 'experimental' team in that we have not employed an outside coach, choosing to spend our available resources on doing as many jumps as possible, and drawing on the myriad of different coaching-techniques we've been exposed to over the years to attempt to nut out any technical issues ourselves. It's not ideal (especially long term!), but with late notice, a hectic summer schedule for the international coaches and limited resources - we're making the most of what we have, and are actually having fun seeing how the process works. We are looking forward to represent on home turf - there is definitely something pretty special about that!



ROTOR OUT

4-Way Formation Skydiving Team

Craig Vaughan
Steve Smith
George Attard
Tanya Cale
Patrick Nygren (camera)



Since winning the Nationals at Nagambie, the team had a lineup change as Steph was 8 weeks pregnant at the Nationals! Tanya Cale was our trusty alternate and had also been training with us, and now stepped in as our permanent Point flyer. Since then, we managed some outdoor training at Moruya just before winter set in, and since then we've managed a little wind tunnel training at iFly Penrith. That culminated in winning another gold medal at the recent Indoor Championships. From there we head off to Moruya for our next phase of training and then a few more jumping days at the Gold Coast at the competition site.

Our goals for the WPC is to do a PB score and finish in the top ten. Our long-time coach and himself a World Champion, Shannon Pilcher, will be accompanying us a Moruya and then onto the WPC. We'd like to thank our sponsors - Cookie, APF, Rainbow Jumpsuits, Sunpath and Icarus and also a huge thanks for the support from the skydiving community.



CANOPY FORMATION

K4

4-Way Canopy Formation Sequential Team

Photos by Spot Tonson

Jules McConnel
Richie Dronow
Craig Bennett
Scott Brown
Steve Tonson (camera)

This year we have done more training than ever before in preparation for the World Meet on home turf. In following the wishes of our late teammate, Michael Vaughan, we're doing more 4-Way and getting coached by the French.

We have two new additions to the team this year - Steve 'Spot' Tonson has stepped into the role of camera, like he's been doing it for years! And our French coach - Frederic Mirvault, is the glue that we needed to make the team connect in the air, as we connect on the ground.

We've trained at Nagambie, Funny Farm and Innisfail, and have one more camp lined up with all the other CRW teams at Barwon Heads, right before the World Meet.

We're so stoked to have two new upcoming 2-Way teams and a new Rotations team join us this year to make a full CRW delegation.

Our goals for the World Meet are the same as always - do our best, stay on our Mains, and survive!

Thanks to NZ Aerosports for our awesome parachutes and to the APF for your continued support!



LINE BURNS

2-Way Canopy Formation Sequential Team

Photos by Matt Muth & Steve Fitchett

Tommaso Liccioli
Martin Letch
Matt Muth (camera)

We are the fun-loving, often naked, drop zone furniture that is "Line Burns" 2-Way CF Sequential team. The team consists of: cameraman Matt (Muth) - the scientist, Tommaso (Tee) - the doctor of microbiology, and Martin (Marty) - software developer/consultant. Supported by our respective better halves Jacob, Laura and Nadene. We have been jumping together in South Australia (Lower Light) since the Australian Canopy Formation record 44-Way in 2015 and competing as a team for just over 12 months.

Our training regime over the last six months was to increase our team jump numbers with jumps consisting of a Draw plus up/down Drill plus Cross Canopy Drill, plus an occasional, cheeky Downplane. Specifically, focussing on body position in the harness, lessening our inputs, reducing brake usage and trying to avoid burbling canopies where possible.

We would like to thank the following entities for giving us opportunity and enabling us to participate in the event; the APF, South Australian Sports Parachute Club, the South Australia Parachute Council, Witley Engineering, Adelaide Tandem Skydiving, and Beger & Co Lawyers. In addition, a huge thanks to our coach Jules McConnel, who introduced us to Canopy Formation and keeps inspiring us to progress in this discipline, to compete, to coach, and to have fun!

Our goal for the World Meet 2018 is to increase our points average from Australian Nationals and learn from the great local talent (in K4 and Hook It) as well as international teams. A greater aspirational goal would be to land a score placing us in or close to a top 10 position.



HOOK IT

2-Way Canopy Formation Sequential Team

George Sheather
Nathan Ravenscroft
Will Rosner (camera)

Consists of three radical dudes - Ravo and Will have been long term friends and once they met George three years ago at Skydive Oz, it became clear the trio was destined for great things. With the help of super coach, Jules McConnel, the team Hook It was formed and put to work, placing top of the ladder at the last three NSW State Championships and second at the 2018 Australian Nationals.

Hook It have gone from strength to strength, and having been selected for this year's World Parachute Championships, plan to use this as a stepping stone for what is to come in the future. We do not plan to hit top of the ladder, but only to learn from this competition, come at it stronger than ever for the next one, and continue this pathway to hopefully be one of the world's top 2-Way Sequential team in years to come.

Being all under the age of 26 we have so much to learn and look forward to in our skydive careers. To be given this opportunity to fly for Australia as such a young team is a dream come true for all team members and we will wear our jerseys with pride! Watch this space for years to come because we won't give up until we are up the top of the ladder on a world stage!



LOWER LIGHT LINE DANCERS (LLLD)

4-Way Canopy Formation Rotations Team

Allan Gray
Vlasto Zemicnik
Tom Begic
Martin Letch
Matthew Muth (camera)

LLLD are a new 4 Way Canopy Formation (CRW) Rotations team based at Lower Light Drop Zone in South Australia. The team has been socially jumping together at Lower Light since the 44-Way Australian Canopy Formation Record in 2015. Since then we've had a number of changes to team members. The current team was formed in April this year.

Our training regime over the last six months was to increase our team jump numbers with jumps consisting of quad builds on run backs, formation discipline, controlled rotations and competition rotations. Specifically, focussing on appropriate use of our riser inputs, reducing brake usage and trying to scare each other.

Our goals for the 2018 World Meet are to at least double our points average from the Australian Nationals, produce our personal best during the competition, and continue to learn from our coach and team mate Tom Begic, as well as other international competitors. A greater aspirational goal would be to consistently score double digit scores. We are proud to be able to represent our country for the first time too. Despite very limited funding and time, we are progressing quite well. An Australian record is not out of reach with more training. Something to hope for in the future.

We would like to thank the following entities for giving us opportunity and enabling us to participate in the event; the APF, South Australian Sports Parachute Club, the South Australia Parachute Council, Witley Engineering and Adelaide Tandem Skydiving. Thanks also to all the Lower Light skydivers for their support throughout the year.



VERTICAL FORMATION SKYDIVING

FOCUS

4-Way Vertical Formation Skydiving Team

By **Tim Golsby-Smith (TGS)**

Kyle Chick
Scott Hiscoe
Tim Golsby-Smith
Jimmy Cooper
Mark Gazley (camera)

Just 10 years ago Vertical Formation Skydiving (VFS) was introduced as an official discipline at the 2008 World Cup in Eloy, Arizona. Prior to this, Freeflyers were considered a group of fun-loving nutters, exploring an undisciplined and largely uncontrollable method of freefall. As described by 1990's free-fly pioneer Omar Alhegelan:

"We were anti-establishment rebels. The norms and the rules were there to be broken. Led by Olav Zipser, we wanted to prove to ourselves and to the world that there was more to skydiving than RW."

Over time the very flyers who shunned the norms and rules of RW pushed their seemingly unruly and uncontrollable version of flight to the level of precision where taking docks and building formations became the next exciting challenge. The rebels came full circle when some of the best free-flyers in the world competed in the USA National 4-Way FS Championships, completing the whole FS draw flying head-down in black rel-suits complete with boosters, sending a shockwave through the skydiving world.

The footage of this amazing feat spread like wildfire, and only a few years later VFS featured as an event at the 2010 World Championships. Australian flyers caught the bug and have represented at each World Championship event since, most recently with Focus VFS achieving fifth place at Chicago in 2016.

We have put our lives on hold over the last few years, pursuing VFS with relentless passion and dedication, hoping to catch the untouchable professional teams who podium at World Championship events. We achieved a 13-point average at 2016 WPC, 16.8 average at the 2018 Nationals, and most recently a 24.8 average at the Indoor Nationals putting more points on the board than every other discipline including open FS.

The APF have provided incredible backing for our team, allowing us to train intensively in the sky, complimented by twice weekly sessions at the tunnel thanks to iFly Downunder. We are also supported by UPT Vector, NZ Aerosports, Cookie Helmets, Vertical Suits, Cypres and LVN, all of whom make it possible for the team to compete at a world class level.

Team members have a combined 35,000 skydives, over 800 hours of tunnel time and love nothing more than a day of hard jumping followed by a few cold beers and a bucket of fresh prawns as we debrief our jumps.



ARTISTICS

DASH

Freestyle Team

Ashley Crick (performer)
Kim Hopwood (camera)

I've had 15 years break from International competition and it's 19 years since our Gold Medal at the World Meet in Australia. I'm aiming for another World Championship Gold Medal in Freestyle. The team has had a few unexpected challenges in the lead up this year. Following our first two training camps, Jonathan "JK" King found out that he would be unable to make the World Champs, due to critical staff shortages in his emergency services work. After a great stand-in performance by our outside camera legend, Mark "Dingo" McColgan, at the August training camp, Kim "Scatty" Hopwood has joined the team to complete the last three weeks training and the World Meet. I am feeling as good as I've ever felt in the air, and am looking forward to jumping with Kim as we battle it out with the world's best Freestylers for the top podium place.



FULL TILT

Freefly Team

Shea Convery
Richie Convery
Keith Grealy (camera)

We have just finished up our second last training camp in the lead up to the WPC. Training has been going really good for us, we are happy with where we are at with our Free routine and Compulsory rounds, so the next camp later in the month we won't be making any big changes to the jumps, just focusing on flying smoother and playing a little bit with camera angles.

We have done all our training jumps in Australia between Byron Bay, Caloundra and Innisfail. Fortunately, we have been lucky with weather and have been training alongside boogies and other teams to get plenty of loads in each day. We head back up to Caloundra later this month for our last camp, hopefully getting in another 80-100 jumps before heading back down to the Gold Coast to do the last couple of days jumping there out of the competition aircraft to get familiar with the exits.

We look forward to catching up with all the teams and showing them our home town.



JOHN RUMBO

Freefly Team

TEXT & PHOTOS COMING HERE

Ash Saunders
Bruno Chagas
Peder Olsen

RUNNING HOT

Freestyle Team

Alana Bertram (performer)
Archie Jamieson (camera)

We are Gold Coast locals, so we joined forces in the sky after hearing that the World Championships was going to be on our home turf. This will be Alana's debut on a world level, while Archie is a seasoned competitor - this will be his 4th World Championships, but first time competing in the Freestyle category as the camera flyer, so the old dog has had to learn some new tricks!

We've been busy cramming every last second with tunnel camps and training jumps to create a routine to write home about. With another five hours of tunnel each and another 100 training jumps planned in the last four weeks leading up to the main event. Hopefully we can come up with a routine that the judges will love that we can be proud of.



SPEED SKYDIVING

LEIGH "MACCA" McCORMACK

It's been a pretty busy year for me so far between Canopy Piloting, the World Vertical Record Attempts and now Speed, I'm definitely competition current! But being relatively new to the discipline of Speed, I'm still figuring out some of the nuances that really get it all dialled in. I've got one more training camp to go before comp starts and I'm really keen to get a 500kmh score on the board!



KIM "SCATTY" HOPWOOD

This year was my first introduction to Speed Skydiving, and I've got to admit it's a little bit scary! Jumping out solo, with nothing to think about except trying to go as fast as you possibly can has been a real challenge. While it is an individual event, the Australian team has really come together as a true team, supporting each other, sharing our ideas, jump data and learnings.



SHANE TURNER

I've got the need... The Need for Speed!!

Being just a pup in the sport compared to my counterparts, competitors and team mates, I feel blessed and privileged to be a part of such a prestigious and talented group of athletes.

Vertical Speed is as much a mental game as it is about eating pies. My mental preparation started much earlier than doing any physical jumps by researching as much as I could on this relatively new discipline, especially for us Aussies.

Learning that Vertical Speed is more of a head game than anything else taught me to relax and become one with the gravitational pull of Mother Earth, and let her drive me into her bosom, staying at peace with the ferocity of the dreaded burble breaking at your head and rolling down your body attempting to disrupt the peace as you try to ride the knife edge of instability until the insatiable scream of Dytters.

So many euphemisms for life right there. I guess that's the appeal - one fast, mighty fun ride with all the context of life jammed into seconds. Don't fight it, ride it. Don't just send it! Zen it! Namaste.



DIMITRI DIDENKO

My Speed training is going well, I have improved my average since the Nationals. I am really looking forward to this WPC and stoked to be onboard the Aussie Parachute Team. There are so many athletes coming from all around the world and I cannot wait to compete and put some decent speed in these OZ skies, "Eat pasta fly fasta"!



TIM KOLLN

My training schedule began with some training weeks at Innisfail in May, June and July. After this I went to Sweden and Germany in August on a training trip, where I completed jumps in Sweden, and also some tunnel in Sweden and Munich. Returning home I have been jumping at Innisfail on as many loads as I can, and this will continue until the 4th of October when I travel to the Gold Coast for the WPC.

My dream for the WPC is to win! Being my first international competition, I would like to get some consistent scores and help make a good representation for the Australian team in the Top 10.



ASH CRICK

Adding Speed Skydiving to this year's events has been a fascinating data experience, after discovering early that the devices we are using for the competition this year are prone to significantly overestimating the speed we are travelling. Jumping with up to 16 Flysights and Protracks at a time on some jumps, in my training I have been able to make Protracks say I'm travelling at speeds up to 700km/hr, when in fact I'm only travelling around 465km/hr. I've also been able to make them show I've been accelerating at more than 3g, even though only 1g is possible, when gravity is the only thing accelerating me.

With over 100 jumps, carrying an average over seven devices per jump, it depends on which Protracks we look at to work out what speed I supposedly went, on any jump. Protracks regularly show race speed measurement differences more than 100km/hr apart for the same jump! This is obviously a big problem for any competition trying to determine who is travelling faster than who, if the devices are inconsistent between themselves on the same jump by the same person from devices in the same place, to this extreme degree.

On top of the data collection, we have also applied hundreds of hours of data science work to these jumps, as well as jumps from previous IPC speed competitions, and have shown that this problem has been occurring for a number of years in World Championship competitions, with extremely high official scores being accepted for jumps where the competitors were doing significantly less speeds.

On the bright side, the data shows that we rarely see differences of more than 1-2km/hr from Flysights, even when 12 Flysights are used on the same jump. With this data, we have been petitioning the IPC for the past few months for a change in measuring device to Flysights, to ensure we use devices that can actually determine who is travelling faster than who at this year's competition. Fingers crossed!



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1ST FAI WORLD CANOPY PILOTING FREESTYLE & 7TH FAI WORLD CANOPY PILOTING

NEW WORLD CHAMPION AND NATIONAL HERO, ANDREW 'ANGRY' WOOLF, BRINGS HOME A GOLD MEDAL!

YOU MISS ONE TRIP AND LOOK WHAT HAPPENS! (MIGHT BE SOMETHING IN THAT...). AFTER SPENDING ONE AND A HALF HOURS UNTIL 3AM HITTING REFRESH ON THE SCORES PAGE, WAITING FOR CONFIRMATION THAT ANGRY HAD WON GOLD, I HAD 'SOMETHING IN MY EYE' FOR A COUPLE OF MINUTES, THEN FINALLY WENT TO SLEEP. I, WE, THE NATION IS BEYOND STOKED FOR HIM AND THE REST OF THE TEAM FOR THEIR EFFORTS IN POLAND.

AUSTRALIAN CP IS ENJOYING CONSTANT GROWTH AND THE FUTURE IS LOOKING BRIGHT AND FAAAAAST:) SEE YOU ALL IN FEB/MARCH AT THE CP NATIONALS IN YORK, AT THE COMBINED COMP WITH NEW ZEALAND!





ANGRY WOOLF WORLD SPEED CHAMPION

Another World Championships is over and it will be the most memorable I've ever had! This was my tenth time representing Australia and to be crowned a World Champion in the sport I love is something I will never forget.

I was lucky enough to be in Poland last year for the World Games, which definitely helped this year in comp. We had a solid downwind for most of the comp which is always fun. Quite a few of the Aussies were showing some good runs in the conditions. A shout out to Macca for getting the fastest time in Speed by an Aussie during comp, and to Kevvy for just being shy of a podium finish in Zone Accuracy.



Overall, to have a gold medal around my neck for Australia as my first FAI medal is an honour. I'll use this experience to drive me forward and keep pushing myself in competition.

This couldn't have been possible if it wasn't from the huge backing from the APF. The level of support the APF gave to competitors is phenomenal. With this support, Australian Canopy Piloting is moving in the right direction.

As well as the APF, I'd like to thank all of my friends and family for their support of me while I travel the world competing for Australia. Big shout out to all of my sponsors for their support; Sun Path Products, NZ Aerosports, Cookie Composites, Vertical Suits and GLH Systems. Without these guys, this journey would've been a much harder one!

See you all in York for the CP Nationals!

JOSH COSTA

Firstly I want to thank the APF and SQPC for all their help, not just to get to the World Meet, but over the last few years leading up to it as well.

We were lucky enough to have a good training camp in Italy at possibly one of the best drop zones around, "Skydive Pull Out Ravenna". After Ravenna we headed to Poland and started babysitting Kevvy Kapow which is always fun!

Unfortunately I hit a marker on the Speed run along with a partial collapse during comp that left me with a fractured T9 and out of the rest of the comp. But as they say, "if you're gonna be dumb, you better be tough"!

Big congrats to Angry and Kev for their awesome results and thanks for passing down some of their experience competing at the top level to us newer guys.

I still had an awesome time watching some of the best in the world go hard and it's left me hungry to get back into it and see what next year brings!

Last but not least, a MASSIVE thank you to Simon Colmer for all his help, work behind the scenes and hospital rides. Forever in debt - Thank you!



KEVEN WALTERS



What a great comp for Australian Canopy Piloting with Angry taking out Gold in the Speed event with some beautiful, consistent runs. It was truly great to watch. Congrats to you Angry, you champion, and good to see you not so angry with a big smile on your face.



It was good to be competing with some new faces in the Australian CP team. My comp wasn't the greatest, with most of my runs being average. Somehow I ended up being the top Aussie, placing ninth overall and doing a personal best in one round of Distance doing 136m, something I was super stoked with. Just goes to show that you should never give up and keep on plugging away.

Thanks to all who supported me; DEEM flywear, NZ Aerosports, Aerodyne, my beautiful girl Allana and the amazing APF for their continued support which is showing great results.



GLENN FARRELL

What a journey this year's World CP Championships was! Jack and I started early with a couple of back-to-back competitions in Italy as warm-up training. My journey, however, almost ended on Day 2 after trying to salvage the last round of Speed and obliterating the Speed course in the process.

The conditions for the World Meet in Wroclaw were extremely challenging, predominantly downwind, on the limits, sometimes changing from almost no wind to 6.5m/s within a pass! As such, the leader board kept chopping and changing.

Congratulations to Andrew "Angry" Woolf on becoming the new World Champion of Speed!

The skill level is definitely going up, which was evident with different nations on the podium. Almost everyone at the Meet was flying one of the newer style wings (Petra, Peregrine, HK). Coupled with Scott Roberts hybrid harness, it's only a matter of time before Sven Jseppi officially breaks the World Record in Speed with a sub two second run.

Competing in the 1st FAI World Canopy Piloting Freestyle Championship at the same venue was a great way to finish the trip. I had a lot of fun each round trying to drag more of the pond, finishing the last round with a dirt water Lazyboy and a stand up in downwind, on the limits conditions!

Thank you once again to the APF for their continued support of all Australian Teams, it is very much appreciated! A significant number of international competitors asked the Aussie CP Team members about our uniforms and the level of support that the APF provides.



SELWYN JOHNSON

Wow, what an awesome experience – once again, the World Championship has not disappointed. There were so many great Canopy Pilots together on the same drop zone, and a great competition was had by all the competitors, with a few crashes here and there.

Our new management took great care of us, so a special thanks to Jesse Warren and Simon Colmer. A big congratulations to Andrew Woolf for his gold medal and Kevin Walters for finishing first out of the Aussies. A special thank you to the APF and SQPC for their constant assistance. Also, thank you to my team mates.



JACK OTTAWAY

After two weeks in Italy 'training hard' (eating pizza) I arrived in Poland in 'top condition' (fat). Here I continued on a stringent diet of goulash, Maddogs and front risers which inevitably made my once baggy uniform far more aerodynamic. All this extra performance placed me deep in the 'powerzone' (corner) which, after some thorough testing of my brake lines, left me feeling pretty confident for game day.

Competition was fierce and it was simply awesome to see the best going hard for the Title. The comradery amongst competitors was humbling and really helped calm my nerves. Whilst I didn't place as highly as I hoped, it was an absolute honour to be able to represent my country doing something I love. A definite highlight of the trip was seeing Angry take the gold for Speed, but even this cannot surmount the overwhelming joy, absolute pride and schadenfreude I felt in beating Charly Rusconi.

I'd like to thank my #Spono: Manufactory, the APF, VTPC and all the legends that helped me along the way. Alright, now anyone for tea?



LEIGH MCCORMACK

What an epic three weeks it has been! It was great to get in a few solid weeks of training leading up to the WPC in Poland. Some fun was had in Ravenna, Italy, where we got in a decent amount of jumps to get current and a comp to get mentally prepared for the World Meet a couple of weeks later.

Poland was a blast! Being my first World Championships the nerves were high but thankfully I had put in the training to be able to back myself, but, you can always train more as Cornelia says.

I had some really good runs, winning the first round of Speed, and was in contention for a medal until I verted the entry gate on Round 3, that's just the way it goes!

It was awesome to see Angry take out Gold in Speed! For the rest of the trip, any time he was in a bit of a 'mood', I would just ask him what the final scores for Speed were, I swear I've never seen him smile so much before!

At the end of the traditional CP comp was the first FAI Freestyle Championships, where I ended up in a respectable seventh place, pretty happy with that result considering some of the pilots who placed below me.

All in all it was an amazing experience and the team comradery was on another level, right Jack and Charly? I'm looking forward to the Nationals and South Africa for the World Cup next year! Thanks to the Team Managers Jesse and Simon, the APF and SQPC for the support!



CHARLY RUSCONI

Well, the Worlds didn't go as expected. Unfortunately, I tried to push it hard and ended up crashing pretty hard. Lesson learnt: do what you know... Worlds or not, just have a fun and do what you have done during the training camp...

It has been a great summer tour anyway with a lot of competition experience and I cannot wait for the Aussie Nationals.

Thanks to the APF and SQPC for their support, and Jessie and Simon Perry taking care of us. Massive congrats to my teammate Angry for being the fastest canopy pilot on the planet!



During this event, the first ever Canopy Piloting Freestyle World Championships took place. Freestyle is about performing very difficult and extremely dangerous aerobatic manoeuvres on the water, just in front of the eyes of the audience and the judges. Before each jump, the competitors declare what manoeuvres they will show and then the judges evaluate the precision, technique and performance aspects. This is the most difficult and the most dangerous form of Canopy Piloting.



STATISTICS

Number of competitors in CP:	93
Number of competitors in CP Freestyle:	54
Number of judges and assistants:	25
Number of aircraft departures:	100
Number of jumps:	1,400
Estimated number of viewers:	30,000
Estimated number of reactions in internet:	600,000





THE WORLD PARACHUTING CHAMPIONSHIPS IN FREEFALL STYLE & ACCURACY

By Janine Hayes

MONTANA, BULGARIA

THE 35TH WORLD PARACHUTING CHAMPIONSHIPS IN FREEFALL STYLE AND ACCURACY WAS HOSTED AT ERDEN DROP ZONE, A GRASSY AIRFIELD ON A HILLY KNOLL IN NORTH EASTERN BULGARIA, NEAR THE TOWN OF MONTANA.

THE TEAM

Male: Mark Edwards, Tibor Glesk, Mike Dyer, Keith Perrott, Graeme Windsor

Female: Janine Hayes

Team Manager: Chris Windsor

Accompanying person & assistant: Glenda Webb

Myself and fellow team member, Mark Edwards, turned up early to take advantage of the training opportunities on site with Accuracy jumps costing \$20 from a variety of aircraft, including two Antonov (AN2), Cessna 206 and the venerable Pilatus Porter.

The AN2 was a great sight, backfiring and belching copious amounts of black smoke on starting. We were consoled by the fact that the engineer and pilot fastidiously kept up the oil supply. To our amusement, they used a variety of methods to stem the oil flow including a strategically placed rag.

If you have not jumped the AN2 then it is a wonderful experience. A single engine biplane primarily mass produced by the Soviet from 1946 as a corn crop duster, it lumbers into the air with all on board using the inside airframe as a brace and at times grips on each other to prevent sliding to the rear.

It's a treat to fly in and as you step out the door (there is enough room to take 16 or so skydivers, you can stand up in comfort and wander around prior to jumping). The aircraft is a workhorse and has been used for everything from waterbombing to dropping paratroops. The drop zone employed two AN2 aircraft and it was a joy to get a ride in the cockpit.

There were numerous jokes about the axe latched to the back wall of one of the AN2's and the staying power in an accident. This added to the humour in the Cessna 206 with a lack of door and single point restraints, the fire extinguisher was also taped to the back wall. The plane itself was immaculate and the pilot a gem.

The training was comprehensive with Mark and I managing five or so jumps per day along with the Bulgarians, Guam from Mongolia, Anthony from Argentina, a couple of Swedes Jonas and Magnus, and a sprinkling of the U.S. team including world champion Cheryl Stearns, along with Merry Rose, Jimmy Hayhust and Dennis Murphy, and our team tent friends Angelika and Valentine from Austria. Training commenced early and as with any civilized drop zone, operations ceased for the heat of the day. By the end of the week and just prior to the rest of the team turning up we had managed over 25 jumps and felt comfortable with the area.

The conditions were extremely tricky with the target located below the level of the runway, in front of a row of trees and inside a circle of tents. The local winds created all sorts of funnel effects, thermals and conditions which challenged the most seasoned and the highly trained amongst the competitors. These conditions prevailed over the competition with myself mainly getting more favourable early morning conditions for most of the meet, our mixed women team being the third to jump in the first round on the first day.

On first appearance I was not 100% convinced that the Meet would be a quality event. There were issues with electronic equipment and the usual decisions that affect



the competitors, however the drop zone owners, Angle, Ani and their daughter Vesily, along with very dedicated staff and volunteers, created a fantastic event with everyone being made to feel welcome and accommodated. It is a lovely drop zone with great facilities, café, pool and large packing area.

With a friendly and warm atmosphere, and an opening ceremony in town accompanied by an English translation from Chudomir which had us in stitches from, 'the rest of us' felt totally welcomed and enjoyed the local atmosphere. I would not hesitate to go back to Bulgaria to jump or for a holiday.

Ivan at the drop zone café, a young 17 year old, ran the place with great aplomb. He was a delight to chat to. We spent a lot of time on the drop zone and except for a couple of cooler days, the weather was hot and warm for the duration.

We were ensconced in the 'A' tent with the Austrians as neighbours and again it is the overwhelming friendships over a long period of time that come to the fore. My good friend and champion jumper, Marina, was part of a full Austrian women's team, something they had not had for several years.

I was also fortunate to catch up and create a team with my good friends from Canada, Dana Sarssarean, and Great Britain, Esther Reynolds. Teaming up with Croatian jumpers, Helena Janson and Jadranka Zaradic, our first jump together was in the first round of the competition where I was in the middle of the stack, a nice change from most of my career where I have been at the top. It was a delight to jump with these ladies and

we had every confidence in Jadranka who spotted for the team. We put in a credible performance placing in front of a couple of countries and a mixed team with two world champions in it.

On a personal note, I achieved an average of 5cms per round with consistent approaches. This was not quite nailing the finesse to put myself in the echelons of Deborah Fernand from France with 5cm over 8 rounds, who went on to take out the golden prize after two more jumps. Thanks to Tibor who provided great coaching and engaged a couple of international coaches to assist in my learning.

It's a challenging discipline and I would like to encourage more women to have a go and be part of something that is incredibly difficult but rewarding and fulfilling.

We had our Commonwealth Cup meet amongst the Aussies, Canadians and the Brits. The Canadians were the victors taking home the memorably-made pot from the local market. This is something that we have done since 2000 and creates great camaraderie and friendly rivalry amongst the amateur teams.



THE WORLD PARACHUTING CHAMPIONSHIPS IN FREEFALL STYLE & ACCURACY



Thanks to our team Manager, Chris Windsor, who did a sterling job in a sometime difficult environment from a language and cultural point of view. Thanks to Glenda Webb for diligently videoing each approach for all team members. Thanks to Jodie for her help and support.

To my fellow team members - Mark Edwards, Graeme Windsor, Mike Dyer, Keith Perrott and Tibor Glesk - it was a great comp with good learnings all round, and I look forward to taking our discussions into the skydiving community to help create the next round of Aussie team members for future competitions.

It was interesting that three of the six members of the team are on the Australian World Parachuting Championships Organising Committee, as well as another being an Assistant Project manager, and both accompanying persons being volunteers.

There were times when things did not go smoothly for ourselves and other competitors; accommodation, transport, facilities and meals that at times caused some frustration. We were all aware that we would be measured on those same services very shortly in Australia.

I am glad to say that we are all very confident that many of those frustrations would not arise at Runaway Bay, Gold Coast because of the great effort being put in by an extremely capable and very dedicated group of individuals.

From a team point of view, Accuracy jumpers are selected on an individual

basis and often do not jump together regularly. Fortunately, we were able to meet onsite and get in a number of jumps to sort our stack and familiarise ourselves with local conditions.

175 males, 60 females

The conditions were extremely variable and more than at any WPC previously, some highly rated professional sportsmen found themselves getting disastrous results. When members of the top team are scoring the maximum result of 16cm, you know they are difficult conditions.

Some highlights were:

- The team achieving very respectable team scores on about half of the eight rounds.
- Being in front of the team from USA on our second last jump.
- Dead Center's scored by both Graeme Windsor and Mike Dyer.
- Myself, being on the pad with respectable scores on all but two jumps. (Of the other two jumps, both involved misreads from the pad, but at the moment there is no recourse.)

We also had the opportunity to see what other countries had done to increase participation in this the most widely contested Parachuting event around the world. Most notably, Great Britain. A brainstorming session was held; watch this space.



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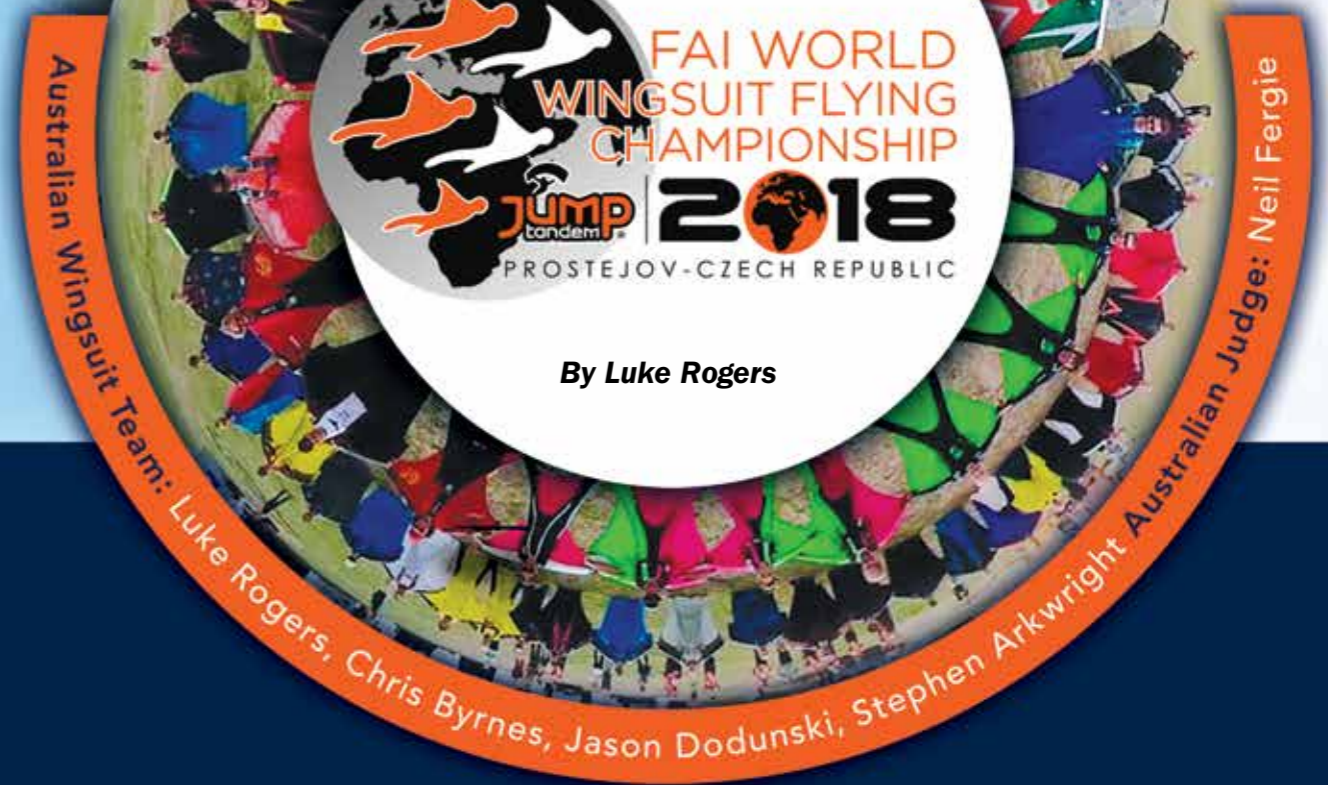
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#DreamOfFlight



AS I'M WRITING THIS, THE 2ND FAI WORLD WINGSUIT FLYING CHAMPIONSHIPS 2018 HAVE ONLY JUST COME TO AN END! THE EVENT WAS HELD AT JUMP TANADEM, PROSTEJOV, CZECH REPUBLIC FROM THE 26TH OF AUGUST THROUGH TO THE 2ND OF SEPTEMBER, AND DREW OVER 63 OF THE BEST WINGSUIT PILOTS IN THE WORLD, FROM 23 NATIONS, ALL COMPETING FOR THE TOP SPOT IN BOTH PERFORMANCE AND ACRO DISCIPLINES. I CAN TELL YOU FIRST HAND THAT THIS EVENT WAS A ROLLER COASTER OF EMOTIONS FOR ALL COMPETITORS INVOLVED.

For those not familiar with Performance Wingsuiting, we are given a 1,000m Vertical "window" between 3,000m and 2,000m to perform three separate tasks - Time, Distance and Speed. Completing these three makes one full round, and there are three rounds to a competition.

- Time: the longest freefall time for a vertical distance of 1,000m
- Distance: the greatest horizontal distance covered over a vertical distance of 1,000m
- Speed: the greatest average horizontal speed over a vertical distance of 1,000 m

For safety, we are also given 600m wide lanes to perform the tasks, these lanes consist of a reference point given to us on a map, which after exiting we are to fly as straight as possible directly to these points all the way through to the

deployment process. A deduction on the percentage score is given out to competitors who fly outside of these lanes, and depending on the severity, range from 10%, 20%, 50% and a 0 score.

Sounds simple right?

During this competition there were over 120 lane violations which saw some of the top competitors score their very first lane violations in competition ever! This played havoc with the score board. The Australian team felt the effects from this on day one. I posted the third fastest speed which would have put me in third place, but due to a 10% penalty for a lane violation, I was put down to 22nd place! Chris Byrnes put in a solid effort securing third place, Jason Dodunski tenth position, and Stephen Arkwright, in his second ever performance competition, holding a Top 30 position out of 63!



On Day Two we completed the first full round which saw Chris Byrnes put in another two solid runs and finished the day holding down seventh place. I managed to crawl from 22nd up to eighth position just behind Chris, while Jason slipped from tenth position down to 36th from a lane violation costing him a 20% penalty. Stephen also felt the brunt of the lane violations, copping two, which took him down to 45th place.

On Day Three we saw the reigning champion, Chris Geiler from team USA, set a new World Time Record of 100.2 seconds which is super impressive, but in doing so copped a 10% penalty for a lane violation which took him from 1st to 4th position, proving he isn't a robot after all. Chris Byrnes from team Australia was showing his experience and throwing down another three decent runs keeping him solid in seventh position. I managed to get another lane violation of 10%, but due to some decent scores managed to hold down eighth position just behind Chris. Jason put in a solid effort and climbed up the board another nine places to 27th after three cautious jumps avoiding penalties, and Stephen was just eleven points behind Jason!

The last round was not without some controversy. In between one of the tasks we were put on a weather hold. Even though we weren't released, the weather looked terrible, so Chris took this time to go pick his friend up from the train station to come see the event. During his travels there was just a big enough opening in the weather that it warranted sending a load up, the load Chris was meant to be on. Chris missed his assigned load, and in the rules, this is an automatic zero for that round. Due to

the weather closing back up, six competitors chose not to leave the aircraft and came down in the plane, meaning a new aircraft would be assigned to them the next day to complete the round. The next day came and something surprising happened - Chris was given a slot on the new plane by the Chief judge in the "spirit of competition". He completed the round leaving him in seventh position. Unfortunately, it's not up to the Chief Judge to determine who is on what loads, this decision is up to the Meet Director, and the Meet Director didn't agree with the Chief Judges decision and a formal written complaint was handed in by Team USA. As it turns out, the Jury made the decision to give Chris a zero for that task which is pursuant to the FAI sporting code. The unfortunate part here is Chris was unaware of anything going on and had just landed and started to pack his parachute when he was notified of what had just happened. It was a harsh blow to the Australian team, and Chris in particular. Where do we draw the line of spirit of competition and the rule book? One thing is certain, I will be making sure our fellow Australians won't be taking any more chances to find out.

After the final round was complete, the score sheet was up and we saw a good friend, Espen Fadnes from Norway, take first position, Chris Geiler from the USA second and Dmitry Padoryashy from Russia third. With the Australians we saw myself come in sixth position, Jason Dodunski in 29th, Chris Byrnes in 40th and Stephen Arkwright in 48th position. Being first timers to the World Championships Jason and Stephen should be proud of their achievements in a rough competition.

Another notable performance was by none other than Amber Forte. She managed to finish tenth overall, making her the first female to place in the Top Ten EVER! Proving the gals can kick just as much butt as the guys in a wingsuit! She will be one to look out for in the future competitions that's for sure, considering this is only her second ever competition!

There were only five Wingsuiting Acro Teams in this World Championships. We had no Australian teams competing, which leaves the door open to aspiring Wingsuit Acro Teams in the future! In a tight competition Russia1 took First place over reigning World Cup champions, Wicked Wingsuits from Team America, followed closely by the second Russian team in Third place, then Finland and lastly Great Britain.

For those interested in Wingsuit Acro: The competition puts teams against each other in an aerial display of flying skills, showcasing their best to impress the judges. The competition is centred around 2-Way teams with a camera flyer, and includes both Compulsory moves and Free rounds. The compulsory figures are randomly drawn from a Dive Pool with a series of Loops, Rolls, Transitions and Docks. The Free rounds are where teams are invited to go impress the judges and fellow wingsuit pilots with creativity and flying skills. Teams not only score points for the number of figures shown, but also get a score for the camera work and flying style. The flying style is a crucial element in these type of wingsuit competitions, as it's what forces teams to fly their best. Style points are given for body position, smoothness of flying, controlled docks and forward flying speed.



That just about wraps up the 2nd FAI World Wingsuit Flying Championships 2018! if you made it this far, thanks for reading and I hope to fly with y'all soon.

MORE INFO TO COME



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AUSSIE ASSAULT



VERTICAL WORLD RECORD
2018



By Kieren "KJ" James, Team Focus Photos by Norman Kent & Ewan Cowie

AUGUST 2018, SKYDIVE CHICAGO, VERTICAL WORLD RECORD ATTEMPTED 200-WAY... HEAPS ON!

The Lead-Up

Let's wind back the clock... The last 18 months have been an incredible time for Australian Freefly. We set out last year with a goal of bringing Vertical back and to beat the long-standing Aussie Vertical Record (33-Way) which was set way back in 2011. After 12 training camps and a successful record event at Skydive Oz (Moruya) in October (2017), we managed a successful 36-Way followed by a 44-Way from only nine attempts thanks to uncooperative weather. Little did we know that everything about these skills camps and the record event itself would ultimately prove invaluable preparation for all the Aussies attending the Vertical World Record at Skydive Chicago this year.

After last year's awesome effort we already knew we would have a strong Aussie contingent in Chicago. We were allocated 20 slots at the Australian selections and being highly critical of everyone's flying, we (Scott Hiscoe and myself) ended up issuing 17 golden tickets. To their credit, several Aussies took the initiative to upskill and gain more currency by attending other selection camps overseas, and in the end we had no less than 21 Aussies (including expats) representing us in Chicago.

Let's absorb that for a moment... after the USA, Australia was the 2nd largest country being represented, making up 10% of the total camp. 'Straya!

After a long wait the final selection camp had finally been held, but the organisers had inadvertently issued 211 golden tickets with only 200 slots available. We had to wait another couple of weeks for 11 people to volunteer to be bench starters before the initial slot allocation could be issued.

We received our slots about two weeks before the event. Almost all the Aussies were in a single plane (Right, Right, Right, Trail) with Scotty Hiscoe deservingly appointed our Plane Captain. With the exception of a few Aussies, we were all flying in to form one of the most difficult quadrants of the formation... three layers of Pods plus Whackers all building off a Bridge, with a long approach. For those who don't know, this was a pretty tough ask of anyone, and we had to build our sector faster than others who would be building off first layer Pods instead. No problem... put the Aussies there and see what they can do... Haha... WE GOT THIS!



“Australia was the second largest country being represented”

#BELIKETHEAUSSIES



“ This was definitely the hardest record I’ve attended so far... and I’ve been to about eight World Records (women’s and mixed). Although we had a higher number of return record flyers and a lot of experience on that side, there were still a lot of newbies just due to the sheer size of the piece, and I think that made it a bit harder again. We were getting closer and in a few more jumps we might have been able to nail it, but unfortunately the weather just didn’t cooperate with us. Still it was an awesome event with great people and another incredible experience. ” Erlca (Noodle) Tadokoro



The Event

People started arriving at Skydive Chicago at all different times of the days and weeks before the event, taking time to get into warm-up mode. Many stories and laughs about lost luggage, delayed and missed flights, and the hangar was awash with so many Aussies it felt like a local Boogie. The place was abuzz with excitement. We were all going to be doing something never attempted before... 200-Way Vertical just sounds epic itself. It’s just something we don’t get to do every day.

We had over 55% of the flyers from the previous record returning for this one (highest ever return attendance), and there was a strong looking bunch of well-known flyers everywhere you looked... it felt like this was just a matter of time.

Now that’s the thing... record jumps do take time. Even if the weather is perfect, it takes time to arrange nine plane formation loads, oxygen, dirt diving and the long (and cold) climb to height. It was expected that we would manage five attempts per day over four days (with one spare day in the bag if needed). Alas things just weren’t going to go our way...

Day # 1

We piled into the auditorium for the daily motivational clip and preliminary briefing before heading to the grassy area for what would become the first of our many dirt dives (yes – Freeflyers dirt dive). Then that moment of the first jump and what this is all about... the first visualisation of a 200-Way/9-plane exit picture. WOW... what a scene! I mean that’s one hell of a sky party!

Now as always with record events, it takes time for the pilots to get dialled in too. So on these first jumps, those of us exiting from the outer planes had to cover three postcodes before arriving at the formation. It’s one of those experiences that can only be felt to be truly appreciated... you go fast, you go faster, you go faster again... and then

woah... that little dot of a formation starts to get real big, real fast... Brakes!!! That little voice inside your head screams at you... don’t over-float!! Haha... we’re all guilty of doing it at some stage, and often it’s just a case of who got away with it on the first jump and who got caught on camera. All up 11 slots were changed after the first couple of jumps and unfortunately we did initially lose one Aussie in that culling... never mind... he’ll be back!

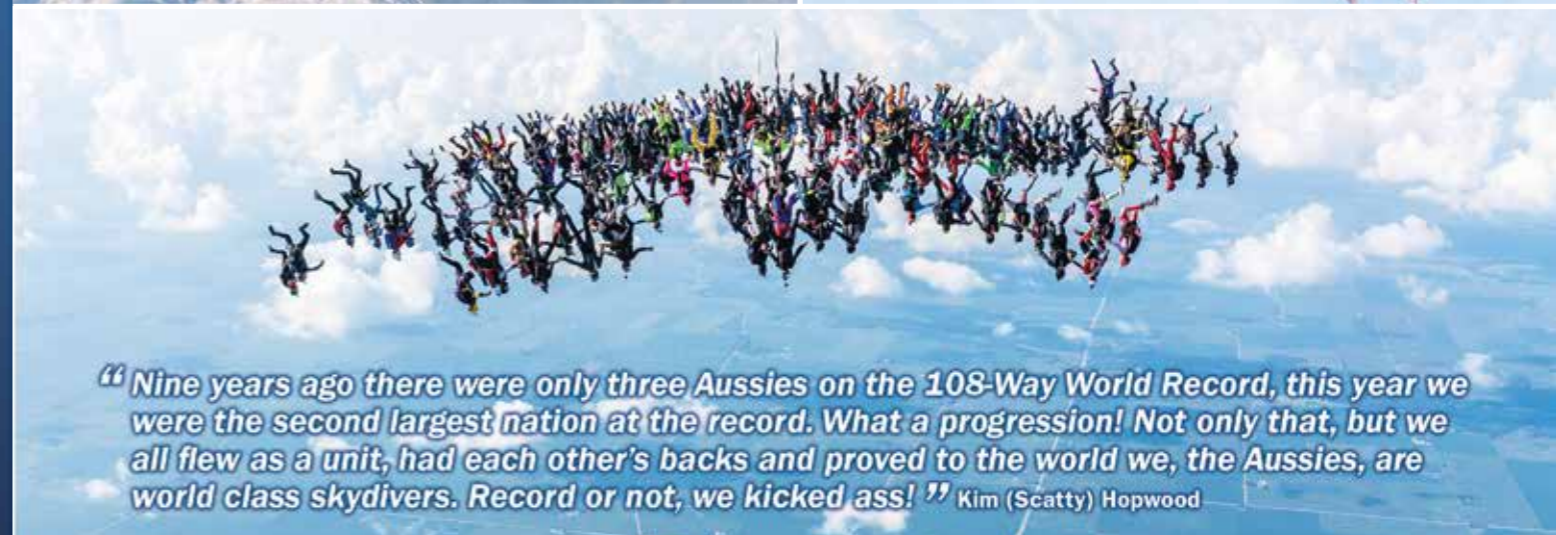
We only managed to get three jumps done on Day #1 as one of the Skyvans was having mechanical issues and had to fly back to the workshop twice, eating up valuable jump time. This was painful as we had great weather overhead and we all knew that bad weather was on its way.

Day # 2

Got off to a better start and we managed to crank out five jumps... the first jump being super close, we could taste it, but then things started to slide and “levels” issues started creeping in over the remainder of the day. It’s amazing how something so rudimentary could become an issue at this point in time, and this would ultimately become the key discussion point over the next few days.

Day # 3 & 4

Was spent mostly on the ground, with only one jump completed due to the weather. The organisers decided to use this down time to conduct a thorough debrief on each of the ten radial sectors. When it came time to debrief our Aussie sector, we were basically told to “keep doing what we are doing”, being told that we are leading by example and that we are the only sector without any changes. We later found out that at each one of the other sector debriefings, the organisers would be showing shots of the Aussie sector as an example of proper levels, and thus the hashtag was born... #beliketheaussies. Now that’s pretty freakin’ awesome!



“ Nine years ago there were only three Aussies on the 108-Way World Record, this year we were the second largest nation at the record. What a progression! Not only that, but we all flew as a unit, had each other’s backs and proved to the world we, the Aussies, are world class skydivers. Record or not, we kicked ass! ” Kim (Scatty) Hopwood



“ Nope... it’s got no pedals or brakes... I’m not jumping it. ”

Sam (Buttons Pastrana) Millington



Day # 5

So finally it all came down to the last day. Spirits were high and we had another early start (never seen so many Freeflyers up this early ready to fly). We know we had gotten close before and we all wanted this. The pilots were killing it with the planes lining up perfectly now, all of the Aussies were back in the formation again and performing well... So, let's do this!

We were still gambling with borderline weather, at one stage having to do a 20-minute, 9-plane go-around at 18,000 feet in minus 15 degrees (not fun).

First jump away... pretty good but a few small issues. Ok... Go straight up and do it again. Yes... this is the one we can all feel it. Everything was set for a fairy tale end to the event... the planes were aligned in the tightest formation they have ever flown, everyone was pumped and focussed and, well, we simply flew the shit out of that jump in our sector! Alas... although every Aussie was on and flying well, we were still a few grips off around the formation... there was simply not going to be a new 200-Way record.

The light was fading fast as we all landed and the organisers had to make a very tough and swift call... They have never NOT set a record before and with one last shot it was decided to axe all outer slots without bias and just send up a 176-Way. It must have been a tough decision and divided the team a little, but in the end it was all about trying to get that new record. Unfortunately again, fate decided otherwise and although it was close, it was still a few grips shy of a new World Record. The 164-Way of 2015 would still stand.

Not to be disheartened, closing ceremonies took place and the entire team were left feeling proud of personal and group accomplishments, especially the Aussies who could all walk away with heads held high of doing their job.

Party night kicked into gear... it was a pretty quiet night (lol). The Aussies continued in fine tradition, being very much off level... riding bikes into the lake or enjoying sunrise grumpycat yoga on the runway... just the usual really. So many laughs. As morning came we disbanded at various times... sleep deprived and wondering why we had booked immediate flights out, envying those who were staying on for the “Off the Couch” boogie. TGS seemed to have lost something somewhere... who knows?

From my perspective, this was an awesome event as always. Professionally run and well organised. I could not be any prouder with so many Aussies not only attending, but dominating the event and being the example to follow. We all did our bit. No record on this occasion, but complete success for the Aussie camp... well done to everyone involved.

Special mention goes to our incredible Plane (and Aussie team) Captain, Scott Hiscoe. Totally the right person for the job. Tireless and ever professional in keeping us all in line and on point, I speak for the whole Aussie team when I say well done mate... Professional!

Thanks to the APF and various State Councils for not only supporting us all on this event, but for all the lead-up support previously granted. Without that support we simply wouldn't have had such a strong stable of Vertical flyers.

Next VWR attempt is scheduled for 2021... although rumours for an early attempt are already circulating. I know the Aussies are frothing for Vertical and it's definitely come back onto the local scene. So if you're keen on hitting one of the Vertical World Records... keep smashing the Vertical skills and most importantly... Levels!

Team FOCUS remains dedicated to the ongoing skill development of vertical flying for all Aussies. Feel free to get in touch with any of us to organise events at your local DZ.



“Damn... we are pretty cooked ay?!”
Dimitri Didenko



#BELIKETHEAUSSIES



Airlie Beach Skydivers delivered BIG time on warmth, whales and a magic day out at Whitehaven Beach.

By Kelly Brennan Photos by Anna van der Vlugt, Marco DeBoni, Phil Gordon, Brandon Van Niekerk and many others!

Paragear

WHEN YOUR WATER SAFETY BRIEFING INCLUDES TIPS TO AVOID BEING TOWED AWAY BY A WHALE, YOU KNOW YOU'RE IN FOR A VERY SPECIAL EXPERIENCE! FORTUNATELY, THERE WERE NO WET RIGS, JUST MANY MASSIVE GRINS AFTER A RARE CHANCE TO LAND ON AUSTRALIA'S MOST INSTA-FAMOUS SHORELINE.

The jumps onto Whitehaven were a drawcard for skydivers at the Bowen Bigway Boogie, as well as the chance to thaw out away from the bitter mid-winter cold down south and to get in some bigway practice. If that wasn't enough, jumpers were also treated to stunning views of the Coral Sea and the northern islands of the Whitsundays. Oh, and plenty of divine mango sorbet as well!

If you hadn't heard much about Bowen DZ (Airlie Beach Skydivers) before this event, you'll hear plenty about it from now on!

THE EVENT...

The idea for the boogie began at the APF conference last year, when Jonny Goss (CI) was telling mates all about her new venture with Phil Onis. "Come and play," she said.

"It'll be fun," she said. As it turned out, she was right. Very right!

We rounded up a dozen deep-frozen Victorians, plus a few flattie friends from NSW and WA, and some north Queenslanders, of course, who were proud to show off their home turf. Jonny secured generous funding support from the NQPC and the APF Fi Fund for a packing marquee and coaches.

Through all the event planning, Jonny did a mountain of permit paperwork and logistics for the Whitehaven mission, and she organised accommodation for the visitors. Jonny's trademark smile was sometimes strained by sleepless nights and gritted teeth, but the first Bowen Bigway Boogie became a reality.

For the flatties, the boogie was a perfect blend of training, team-building and tourism. It had all the expertise of the usual Aussie Bigway training events, with a relaxed boogie vibe. Phil Onis provided two vital ingredients for the event; the Caravan, plus one very popular Freely coach, Shane Onis, who was a superstar of the day tapes. There were Wingsuiters having a ball too, plus Tandem Masters from several NQ drop zones stopping in for fun jumps with mates on their days off work. The Swoopers tried out new canopies, and Jules McConnel provided a wealth of Canopy Piloting knowledge for everybody.

The weather was unbeatable. We had blue skies and temperatures in the mid-twenties all week, while Melbourne rarely went above 12 degrees.

We almost had a chop-free boogie record as well. We were on track for that until Amelia pondered the fact out loud, while watching the plane take off on the second last day. Yep. She jinxed it. Mick Hardy had a chop on a wingsuit jump and spent the next 24 hours searching the nearby salt ponds for all his bits.





THE HIGHLIGHT...

Whitehaven repeatedly makes the lists of the world's top beaches, and it's one of Australia's favourite spots for Instagram pics. Our display jumps were nothing short of magic. It was one of those rare spots where the colours and beauty really did match the glossy postcard photos.

You've probably seen our own specky photos and video by now, because they were all over social media and TV. Not to mention page 5 of Queensland's Courier mail. It was a superb chance to promote Aussie Bigways and skydiving in general.

The logistical challenges for the Whitehaven jumps were immense, but the rewards were incredible. Jonny pulled off this once-in-a-lifetime experience TWICE! Two plane loads of skydivers, three days apart, landed on Whitsunday Island in the heritage protected National Park, 90 kilometres from the DZ. It was the first time jumpers had been allowed to land at the famous Hill Inlet. The bigway team did a lovely formation, captured by Anna van der Vlugt on camera.

We landed, hugged and high-fived on the world's whitest beach sand. The ground crew had brought our belongings over on the boat, and they helped us gather our rigs and jumpsuits into rubbish bags for the return ride. For the first group, it was a full day out. This included a delicious picnic lunch and photo opps on the beach as stingrays glided past in the shallows. Then we could take a dip in Hill inlet, before a short walk to the top of the lookout and a pitstop at the \$2m long drop loos.

There was one hilarious insta moment where two attractive, patient tourists obliged by taking a snap of two of our people. 'Oh, one more please?' we urged, as a couple of other skydivers joined the shot. Then one more and one more. In the space of a minute, we'd managed to squeeze every other tourist off the crowded lookout platform, and we

scored a fantastic group shot of our entire plane load and ground crew. Well played!

Speaking of perfect images from the day, Steve Rose had a couple of bonuses from his long and picturesque Wingsuit descent. He had a 360 degree video camera which produced some very specky shots of his descent. But he also scored a special sight that didn't show up on camera, spotting whales breaching in the distance.

On the boat ride back to mainland, we scanned the water for our own whale sightings. No such luck. But, when we paused for a snorkelling stop, there was whale song down there as a backdrop to the gorgeous sea life.

The ground crew team for the second Whitehaven load had a much closer encounter. They were on the rafting boat, heading to the landing area, when they happened across a dead young whale that was floating in the water. Just as they prepared to plot their location and report it to authorities, the lifeless whale woke up! It did a lap or two around the boat before heading off to find a better spot to rest.

The ground crew recovered from their surprise and resumed their own mission to support the jumpers. This load included a Wingsuit flock, a Hybrid and a Tandem pair, with landing directions just as varied as the jumpers on the load.

THE DEVELOPMENT...

How could the rest of the week possibly live up to the big adventure at Whitehaven Beach? Well, somehow, it did!

There were many opportunities to learn and develop with the coaches and many 'Ring the Bell' moments. If there was any doubt about the development potential in boogie-style events, then look no further than our new teamie, Chuang Liu! In the space of a week, he got his Star Crest, he did a 12-way Hybrid jump, he was part of a 3-point 16-



THE LOGISTICAL CHALLENGES FOR THE WHITEHAVEN JUMPS WERE IMMENSE, BUT THE REWARDS WERE INCREDIBLE.

RING THE BELL!

Completed Star Crest: Zaire Pieper, Jacob Logan, Stefan Tarne, Chuang Liu, Karolina Kunnari

Completed B-Rel: Shinji Hain (Son of Bruce Hain)

Completed Tandem rating: Anna Van Der Vlugt

Biggest formation over Whitehaven: 13-way

100th jump: Zaire Piper

1,000th jump: Tara Muir

2,000th jump: Ben Harnett

3,000th jump: Karen Hardy

1st Wingsuit over Whitehaven: Steve Rose

Wingsuit head down & head up: Cameron Olivieri

Hybrid: 12-way

Wingsuit Rodeo Angle: 10-way

way, he obtained his Display Licence and he got to jump onto Whitehaven Beach.

Some of the more experienced jumpers learned new tricks too. For example, Dave Loncasty looked after refuelling and he had a lesson in why you shouldn't stand downwind. Jonny learned just how hard it is to mix a boogie with her annual APF audit. Some of the flatties were surprised to discover that flotation bum bags for a beach jump can stuff up the dive angle quite dramatically.

Brandon Van Niekerk learned how unpopular you can become as third last diver on a 16-way when your SPR is still done up and the others have left the plane!

There was one lesson learned that could have been expensive as well as embarrassing. The entire second Whitehaven load fuffed around too much before take-off and came excruciatingly close to missing their 10-minute window over the beach. They very nearly blew all the cash spent on the plane, boat and permits.



Bowen BIGWAY boogie



BOWEN IS A SMALLISH COUNTRY TOWN ON THE MAINLAND, AT THE TOP END OF THE 70+ ISLANDS OF THE WHITSUNDAYS.

THE LOCATION...

Bowen is a smallish country town on the mainland, at the top end of the 70+ islands of the Whitsundays. At height, there are 270 degrees of water views, with islands dotted around in the distance, cute little bays and swirly tidal inlets.

It's well worth the trip, even if you don't get the Whitehaven opportunity that we had. Airlie Beach Skydivers often do jumps onto a local landmark, Queens Beach, and there were two of those loads during the boogie.

Bowen has several pretty beaches and bays to check out, complete with some impressive snorkelling spots. And that mango sorbet was a very nice treat each afternoon!



THANK YOU...

This event was given huge support by the North Queensland Parachute Council, the APF Fi Fund and Sydney Skydivers. It couldn't have happened without their financial backing, or the passion (slash perseverance) of Jonny Goss, who took every challenge in her (tiny) stride. She proved, once again, that there's something special about a smaller DZ putting on a great event and really making their visitors feel welcome.

Our pilot, Jade Atkinson, was fantastic to fly with, helping us spot whales from the air and incentivising us to contain any farts. (There's nothing like a 1,000ft penalty system to help keep it clean up there!)

At the beginning of this boogie, Jonny was adamant she wasn't ever doing another one. By the end, she'd backed away from 'never again', so we'll take that as a good sign for the future. If you get the opportunity to visit, don't let it pass by. Jonny and Craig, plus their fantastic crew, will look after you.

Skydiving really takes people to new places. And this one was well worth visiting!

Whitehaven Beach



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Carmen Hübner on her way to altitude
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Photo: Philip Berstmann Fotografie

By Mason Corby
Photo Grabs by Tommy Sierowski



FOOT FESTISH AND DOWNUNDER DYNAMICS 5 COMBINED!

SKYDIVE RAMBLERS, TOOGOLAWAH

THIS TIME FOR THE DD EVENTS WE TRIED A NEW CONCEPT (SIMILAR TO THE NORDIC MEET) OF HOSTING AN EXPERIENCED WEEK FIRST, AND USING MOST OF THOSE WHO ATTENDED AS COACHES FOR THE SECOND, INTERMEDIATE TO BEGINNER WEEK.

A BIG THANKS TO ALL THE SPONSORS FOR THE SUPPORT FOR THE EVENT: APF FI FUND, IFLY, JOB CONNECT, DEEM FLYWEAR, DEKUNU, MEELOFT RIGGING, NZ AEROSPORTS, LVN AND AERODYNE, AND A MASSIVE THANKS TO THE PARTICIPANTS FOR COMING AND THE DROP ZONE FOR HOSTING.

FOOT FETISH

With this new concept, Foot Fetish kicked off first. This week was all about Head Up. We wanted to build a basis for Head Up Static jumps in Australia as well as the main focus of getting everyone proper Head Up Tracking. Not just going straight down with a slight forward movement, but get some real tracking going on.

To do this we started the week off slow. Everyone was broken into groups of mixed level. This allowed those who were already quite confident with going Flat Head Up the chance to try Transitions, and gave those who weren't so confident a great base and reference to work towards.

Day 1 and 2 saw us battling a little bit with the wind but it was a refreshing change to see the participants making the calls on the wind themselves, and happy to wait until it calmed down.

Day 3 was on and we saw some awesome progression. Everyone was starting to get in slot now and we were really starting to get these jumps moving flatter and faster. With a combination of Vertical starting to move in, it was great to see a lot of the exits getting pulled off later in the day. There were 4-Ways, 5-Ways and 6-Way Head Up linked exits, then to a moving jump.

A couple of the comments from the participants were about how surprised they were at how similar the principles for Head Up moving were to Head Down moving. Feet levels were the main thing, making sure everyone was on level. Another focal point was learning to go slow in Head Up. A lot of the time, the focus has

been on going fast, but without the ability to slow down you are not able to get back into position as fast as possible. So as well as slot specific jumps we had drill dives that allowed the freedom for people to work on some skill sets they usually wouldn't try out on jumps that were all about slots.

Back to basics and learning how to start all over again was the key for some. Sometimes we forget that when we have such a high skill in one area it doesn't always cross over into another, and for some experienced people it can be quite frustrating to start again. On this camp it was quite humbling to see everyone frothing on this new concept and the discipline of mixed Head Up. Vert desert and flying as FLAT as you can.





DOWNUNDER DYNAMICS #5

Week 2 and DD#5 was on. There was another great turn out for this event - 50% had previously attended a DD event and 50% were new faces. It was great to see a mix of people new and old. Every DD seems to bring a different focus and usually this is only seen on Day 2 once all the kinks had been worked out. This event there were less one-on-ones and a lot more interest in Back Flying and Vertical Head Down. This is great as it shows the system has been working. Some old faces have progressed in a huge way and new faces keener than ever.

We saw people attending from all over the country - Dave Collins bringing his boys over from the West Coast, a bunch of usual suspects from Victoria, a large contingent from S.A. (watch this space), plus a couple of overseas attendee's and the typical animals from out at Toogs - setting up to have a good bunch of humans around for the week. All in all, 12 coaches and 50 participants.

The week started off well with everyone was broken up into the discipline they wanted to focus on - three Vert groups, six Angle groups, a Head Up group, a Dynamic group and a bunch of one-on-ones. This format would shuffle from day to day due to skill level changes and focal changes from the participants.



During the week we held various workshops. These workshops have slowly evolved into an open forum system. The first forum gave us the chance to speak about “the conditions that effect a spot and how to create one”. This topic might not be something that you at the drop zone may need to create, but it gives you a larger knowledge base to what is happening around you. It allows you to question what is happening at your local drop zone before you get on the plane and feel more confident with the stack up, exit order and ability to choose a direction to track on a jump, taking into account the upper/lower winds and other groups within the load.

The second workshop was about gear. Not just gear maintenance, but types of gear out there. We get a lot of questions about what is good and what is bad. So instead of saying bad and good, we decided to tell what the purpose is of the options you can order and why we use different options over others due to the effects our jumps could have on that gear. Different body shapes and uses for gear requires different options. Our goal was not to say what is bad and good but give knowledge and uses, ie. Pull Out system vs Throw Away, Articulated vs non-articulated harness, D-Ring vs Pud.

The third workshop was on “the correct visual for a jump”. During a lot of camps we receive many comments from people “I understand where I need to be on the jump but I just can’t picture the visual.” For this we used a bunch of footage from experienced jumps. Some of the jumps worked, some did not. This was also to show that you are not always going to be successful on your jump and this is ok. We also find a lot of people put large amounts of pressure on themselves to succeed and this in turn hinders their progression. Showing not only the correct visual and approach for a jump, but also multiple ways to recover, allowed a better visual representation for the students to mentally prepare and visualise their jumps correctly. If you have never seen the correct image for a jump it is quite difficult to know where you need to be.

The last workshop was “crashes, close calls and the history of the sport”. For this we showed some near misses and what can happen when it goes wrong. This can always be an endless topic but is nice to hear and see from multiple opinions on how events and circumstances can be avoided or solved. We decided to show history of the sport as many newer jumpers coming through are exposed to so much newer Youtube videos and social media that they miss out on some old school stuff. So what better way than a classic like “Crosswinds” to get the juices flowing.



The last couple of days bought on a bit of wind in the afternoon but most still managed to pump out a total of 30+ jumps for the event. There were two planes running all week. There were a fair amount of milestone jumps made, as well as a couple of Freely Crests completed. A massive focus of the participants for the week was seen on Back Angles which seemed to translate really well for some of the participants over into the Vertical realm.

I’m really looking forward to the next Downunder Dynamics event, which will be hosted by Skydive Nagambie, 1-6 April, 2019. All levels are welcome, plenty of space for all. Thanks again to all the sponsors and most of all, the participants for coming.



FLYSTATION (JAPAN): 30TH NOV-4TH DEC 2018
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S.A.

STATE SKYDIVING

championships

By Matt "Teags" Teager Photos by Matt Teager, Bryce Sellick, Jed Smith, Beau Gora and Michiel De Groot

THE CHAMPIONSHIPS WERE SCHEDULED FOR AUGUST 3RD - 5TH BUT ON THE NIGHT BEFORE THE EVENT, AFTER A LONG ASSESSMENT OF THE IN-COMING WEATHER FORECAST, THE CALL WAS MADE TO CANCEL THE CARAVAN COMING OVER FROM SKYDIVE OZ'S MORUYA AIRFIELD AND POSTPONE THE COMPETITION. THE DECISION WAS MADE TO AIM FOR ANOTHER DATE, WHEN WEATHER CONDITIONS WOULD ALLOW ALL COMPETITORS TO BE ABLE TO PARTICIPATE AND NOT HAVE SOME TEAMS FLYING AND OTHERS RESTRICTED BY WEATHER.

August 3rd continued in so much as Alan "Mossy" Moss arrived at Langhorne Creek as planned Meet Director, however modified his role to Canopy Coach, 4-Way Coach and Party Host Extraordinaire. He delivered seminars and sessions during the weathered-out weekend, focusing on canopy knowledge, patterns and circuits, common traps, useful tricks and tips, emergency landings, weather conditions and decision-making processes, 4-Way exits and kiting. Mossy imparted knowledge clearly and with some hilarious stories, receiving amazing feedback from all participant who learnt a heap while stuck on the ground; time very well spent.

We also launched a new competition while the wind was howling. Teams were formed and challenges were undertaken. Big ups to Zack Rosser (team Black Magic) and Jed Smith (team Cuddles) who competed in the inaugural Pond Surfing Challenge, using old canopies and a range of inflatable devices. Rosser came out with the win. Shaun "Hendo" Henderson picked up bonus points for his team with the "Dual Nipple Clamp", and Toby "Nutcracker" Reed bagged extra points for his team with the "Nut Clamp" trick,

difficulty: 10/10. While the pizza oven roared, DJ Teags took to the decks to fire up the party.

The competition date was rescheduled for August 31st, Sept 1st and 2nd. It was unanimously decided to open the competition over all three days to allow for teams who were originally available on the first dates, but not the second dates, to compete on the Friday. We feel this was a great decision, supported throughout the State, enabling as many participants as possible.

Friday morning the Caravan left Moruya, detouring past Nagambie to collect round two Meet Director Craig "Crash" Bennett. Eighteen excited teams comprised of 49 competitors gathered early Friday morning running dirt dives, while Katie Fluin manifested them all on planes.

We had:

- 4 x 4-Way FS teams
- 7 x 2-Way FS teams
- 2 x 2-Way VFS
- 1 x 2-Way CF Team
- 3 x Wingsuit Participants

27-31ST
DECEMBER

SKYDIVE 

MORUYA
NSW 2537



4-WAY FS BLAST

- 1st Bruise Brothers
- 2nd Currency Kings
- 3rd Galtitude
- 4th Soft Docks

WINGSUIT PERFORMANCE

- 1st Ben Cove
- 2nd Alex Newton
- 3rd Daniel Wilcox

2-WAY CF

- 1st Line Burns

2-WAY FS NOVICE

- 1st Beauty & the Beast
- 2nd TNT
- 3rd Grippindor
- 4th Simon & J-Funkel
- 5th Dragons
- 6th Ravgas

HEAD UP INTER

- 1st Lorenzo
- 2nd Flying Fist

RESULTS



Gifted with weather much nicer than the forecast, the competition was able to run all day. A combination of 4-Way and 2-Way teams cranked through a large number of competition jumps on the Friday, setting a good pace for the rest of the weekend. Competitors were kept energised by amazing onsite catering by Los Pinchos Locos' team, Scott and his Dad.

Wingsuit Performance, included in the championships for the first time, launched in action on Saturday. Big mentions must go to Ben Cove for organising the inclusion of WSP and to Mee Loft who sponsored the event with FlySights. WSP had four competitors, one withdrawing after getting way too excited and downsizing his canopy the week prior.

Canopy Formation was solely contested by team "Line Burns" who are currently training hard for the World Parachuting Championships on the Gold Coast.

VFS saw some tight competition.

Thanks to Sandy Nieuwenhoven Gray and Erika Wiszniewski who provided great draws and judged the range of disciplines. Thanks also to Crash for stepping in as Meet Director.

The event was a great success, with many novice jumpers not only experiencing their first competition environment, but thriving in it. As well as competition, we also hosted fun jumping, with Alex Hanka running Angle groups. I'd like to personally thank Jed Smith, Jay Fitzpatrick and Greg "Miff" Smith for their huge efforts in organising and hosting the event.

SA Skydiving would like to thank and acknowledge the event sponsors: South Australian Parachute Council, South Australian Sports Parachute Club, Mee Loft Rigging, Icarus by NZ Aerosports, Cookie Helmets, UPT Vector, Dekunu, Red Bull and Skydive Oz for sharing their Caravan.





Tropical Froth CANOPY COURSE

By Tim Kolln



THE SECOND INSTALMENT OF THE **TROPICAL FROTH SERIES** CAME TO FAR NORTH FREEFALL FOR A CANOPY COURSE. UNDER THE EXPERT GUIDANCE OF JESSE WARREN 15+ PARTICIPANTS INCREASED THEIR KNOWLEDGE AND CONFIDENCE IN CANOPY PILOTING. TALIA MANAGED TO COMPLETE HER 'B' LICENCE THE DAY BEFORE TO BE ELIGIBLE TO JUMP AT TULLY, AND SMASHED OUT 14 JUMPS OVER THREE DAYS! ANNA MUELLER, FRESHLY OFF HER 'B' LICENCE, WAS ANOTHER JUMP PIG PUTTING HER GEAR THROUGH A GOOD WORK OUT!

Plenty of the local Cairns crew came down with Hoody performing some scintillating swoops and jumping a new canopy. Laura and Sam also came down and showed plenty of skill and promise with some accurate and safe turns. Mick had begun mastering his 270's after taking on some great advice from Jesse and ran the gates hard!

The four day weekend ran really well with even a few full height loads completed on Friday and Saturday!

The participants celebrated in our small knit close community as always with some good yarns around the club bar!!

All in all a great sky weekend with brilliant Far North weather! Congrats to Talia King, winning 25% off voucher for an Atlas alti/dytter kindly donated from Alti-2.

Many thanks to the NQPC and APF Fi fund for supporting grass roots jumping in the Far North. To Far North Freefall and all the people who make it real! Jesse Warren for coaching and the participants for bringing the FROTH!



Photo: Luciano Baque

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safety matters

After 38 years in the sport I've narrowed down most accidents to two mistakes skydivers often make:

- 1) Underestimating the potential risk involved on any given jump.
- 2) Overestimating your ability and readiness to handle that risk.

Dan Brodsky-Chenfeld

Incident Focus

The following are a sample of incidents from those submitted to the APF June-August 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

3-way flat group, all B licence. On climb-out, rear floater climbed out first, followed by centre, who climbed out with his back to the front of the door, then stood outside with his back to the prop blast. Front floater then also climbed with his back to the front of the door. As he climbed out and stood up he snagged the centre float's pilot chute, pulling it out of the pocket. PC inflated, but the rear floater saw it and grabbed it. Rear float initially thought it was his own PC as it is the same colour, he then pushed backwards to get back inside the aircraft. All 3 jumpers got back inside. Jumper with dislodged PC moved to the front of the aircraft and landed with the plane.

Action: Change climb out procedures to a safer technique. Be aware on climb out of one's own, and other's equipment. The principals of safe exit techniques were discussed.

All jumpers will seek the input of experienced skydivers/instructors for advice on climb-outs for future jumps. Not to set up for a freefly exit when doing a flat RW jump.

The gravity of the potential situation was clearly discussed with all 3 jumpers, who are now very aware of what could have been the result of this incident, and all are clear on what they need to do in the future.

Certificate C, jump 1140. Whilst setting up in the door for a Freefly jump the jumper struck his GoPro camera on the bar inside the aircraft causing the camera case to break and the camera to fall from the aircraft. There were no reports of the camera hitting anything on the ground. **Action:** DZSO and jumper debriefed incident. DZSO and jumper spoke about better ways to set up in the door and the importance of equipment not falling from the aircraft.

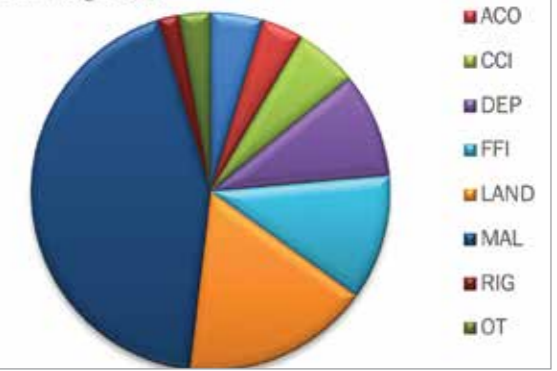
DEPLOYMENTS / MALFUNCTIONS

Certificate F, jump 2704. HFX 119 Main, Optimum 143 Reserve. 4 Way FS jump went to plan with a break off at 4500'. Jumper tracked away in his quadrant and activated his main at 3200'.

Canopy opened with an immediate rapid turn to the right, putting jumper into a belly to earth attitude, which evolved into a 360-degree fast turn. At the same time, he looked up and could not immediately see any issue. He immediately attempted to pull down on the opposite rear riser to straighten the flight path. Nil canopy response. Attempted to stop turn by opposite toggle to the canopy turn, nil response. He then cutaway. It is estimated that the reserve was open above 2200'. The reserve opened, and he then had line twists that he kicked out of. Jumper then commenced setting up in the DZ flight path with other jumpers and landed in the centre of the DZ into wind. Nil injuries.

Certificate D, jump 581. Icon container. Jump was a 7-way angle to head up at DD5. I was first to climb out to front of door. Once I was out and the second person was against me and I slid down into a lower position, dislodging my cutaway pad on their rig. Cutaway pad was completely lost around 6000ft unknown to me. As I was above the formation so deployed my main slightly early at around 4000ft. At this point the main extracted the reserve via the MAR. Uneventful canopy ride with a good landing on the dz. **Action:** DZSO, coach and jumper looked at the footage and debriefed the events. Jumper debriefed on handle and pin protection when moving around the aircraft.

INCIDENT TYPES Jun-Aug 2018



AC/EX	Aircraft/Exit Incident	ACO	Aircraft Only Incident
CCI	Canopy Control Incident	DEP	Deployment Problem
FFI	Freefall Incident	LAND	Landing Incident
MAL	Malfunction	RIG	Equipment Report Incident
OT	Other Type Incident		

Certificate D, jump 575. Katana 150 Main, PD 143 reserve. On deployment jumper had multiple line twists which he managed to kick out of. Once kicked out of the twists the canopy spun rapidly in the other direction. Jumper reports he was on his back spinning and heard his 2000 audible alarm so elected to complete emergency procedures. Some line twists on reserve resulted, which were easily



Compiled by: Kim Hardwick APF Technical Officer

kicked out. Jumper could not make it back to the drop zone but had a safe landing in a clear area. Action: Canopy has in excess of 1500 jumps and approx. 250 on lines, this is jumpers second line twist/spinning malfunction on this canopy. Jumper has been advised not to jump canopy again until it can be properly inspected for any defect etc causing these issues.

CANOPY CONTROL / LANDINGS

Certificate D, 7340 jumps. Sabre 170 Main. Unplanned early exit at 4-5K due to aircraft problem. Uneventful opening. Late turn onto final resulted in low turn, Jumper performed no flare resulting in hard impact. Jumper was only on his 2nd jump at this DZ. Sustained compound fracture to left ankle and dislocated/fractured elbow.

Certificate E, jump 1714. Velocity 96 Main. This was the jumpers 7th jump at this drop zone. Came in from a different direction to previous 6 jumps (this time over buildings and trees.) Jumper completed usual 270-degree turn. Setup for turn was deep due to concern over trees (jumper wanted to clear them and didn't have locked in 'marker points' for initiating turn at this new DZ.)

The deep setup resulted in the turn happening past the centre line of the landing area. In trying to bring the canopy back onto the correct side of the designated landing area, the jumper angled across the grassed area. Heading towards the 'beer line', the jumper flared hard and 'popped' up to slow the landing. In coming down from approx. 3m up, the jumper landed awkwardly on left leg and sustained a slight sprain to the left knee. **Action:** DZSO and Jumper debriefed landing and setting up in the main landing area. Re-briefed jumper on Centre Line and landing parallel to the beer line.

HARNESS AND CONTAINER FIT



A properly sized and adjusted harness-and-container is essential to your safety both in freefall and under canopy. It's likely that many jumpers who are reading this right now are in real danger of coming out of their harnesses during their next skydives and don't even realize it. There are two basic reasons a harness-and-container system fits a skydiver poorly:

- The harness is not sized correctly for the person jumping it.
- The harness is the correct size, but the jumper did not adjust it properly.

In most cases, a jumper is using an improperly sized harness because they bought a used parachute system

made for someone with a completely different body type. Mike Gruwell, owner of the Chuting Star skydiving equipment store, works with many jumpers buying used parachute systems. He says, "Understanding that each sport harness is custom built to a set of body measurements is critical when considering a used container. It doesn't matter how good the deal is on the used container if it doesn't fit you."

The proper fit of a harness involves more than just the length of the main lift webs. Purchasers need to consider the width of the yoke and the length of the lower lateral straps. Gruwell says, "While most harnesses can be resized, there is a limit to adjusting the size of the harness based on the original build of the container yoke. So, if your plan is to have the harness resized, find out from the manufacturer if the harness can be resized to your measurements. You'll need to provide the serial number of the rig and your measurements to the manufacturer to see if the harness can be modified to fit you properly."

AN IMPROPERLY ADJUSTED HARNESS IS PARTICULARLY NOTICEABLE - AND SURPRISINGLY COMMON - ON SIT-FLYING JUMPERS.

Gruwell recommends doing some research, saying, "By contacting the manufacturer with the rig's serial number, you can find out the body measurements of the original owner. It doesn't have to be a perfect match, but usually plus or minus two inches on height, plus or minus 15 pounds in weight and plus or minus two inches on other measurements should work, depending on the combination. Manufacturers customize each harness to correctly fit a specific body type, and your body type might be very different even if you seem to be close to the same height and weight as the previous owner, so be sure to arrange to try the rig on to check for a correct fit as a requirement before the sale is completed."

Gruwell continues, "In general, once the rig is on with the chest strap and leg straps tightened down, you want the main lift webs to come fairly straight down your body to your hips. If the main lift webs are slanting to your backside too much, your cutaway and reserve handles will end up under your armpits, making them difficult to reach. The leg straps should tighten down to the point of being slightly uncomfortable to walk in, and the padding should meet or have just a small gap of unpadded leg strap against the leg. Too much gap can make it uncomfortable during the deployment and while descending under canopy. If they reach the limit of tightening without being tight around the thigh, the rig will not stay on your torso properly. In extreme examples, this can lead to not being able to reach the main deployment handle or even falling out of the rig. If possible, suspend yourself in the rig as if you're under canopy by hanging from a training device. Or have some strong friends lift you by the main risers to see if the harness will shift much."

Just as important as choosing a rig with a correctly sized harness is properly adjusting the leg straps and chest strap. An improperly adjusted harness is particularly noticeable—and surprisingly common—on sit-flying jumpers. When the leg straps are adjusted improperly they allow the lower laterals to move backward and the

leg straps to slide down toward the knees, causing the container to pull far away from the jumper's back and the emergency handles to move into the armpit area. In this situation, a premature deployment could easily eject a jumper from the harness. Adjusting the leg straps properly can help jumpers avoid this situation. A jumper can also attach a bungee cord between the leg straps to help them stay in place while sit-flying.

Gruwell gives this advice about adjusting the harness: "The harness on a rig is designed to be worn tight so the rig doesn't shift around while you skydive, on opening, during a malfunction or under canopy. Jumping a custom rig doesn't mean you can then wear the straps however you want. If there is a common error in how a rig is worn by a new jumper, it's that the leg straps aren't tightened down all the way. The rig should be slightly uncomfortable to walk around in when tightened down correctly. While some rigs are more comfortable than others when tightened down, the critical thing on the leg straps is that they are tightened down without slack to move around."

If you plan to buy a new-to-you used harness and container, do your research to make sure the harness size is correct or can be corrected. Then, don't forget to correctly adjust the leg straps and chest strap. It takes just a second to ensure everything is right. Check with a parachute rigger—or better yet, the manufacturer—to make sure the rig suits you. There is more to it than you think, and it could literally save your life.

*By Jim Crouch (USPA Director of Safety and Training)
USPA Parachutist August 2018. Reprinted with permission.*

GEAR CHECK

Stuck Slider

A jumper experienced a main-parachute malfunction when the slider remained at the top of the lines after deployment and would not allow the parachute to inflate. He released the main parachute, deployed his reserve and landed safely.



During inspection on the ground, a Federal Aviation Administration Senior Rigger discovered that one of the plastic slider stops sewn into the stabilizer of the parachute had broken in two, which caused the slider grommet to become trapped on the stabilizer. Jumpers should inspect slider stops and the stabilizer material around them regularly due to the potential for wear and tear caused by the force placed on those four contact points during every parachute deployment.



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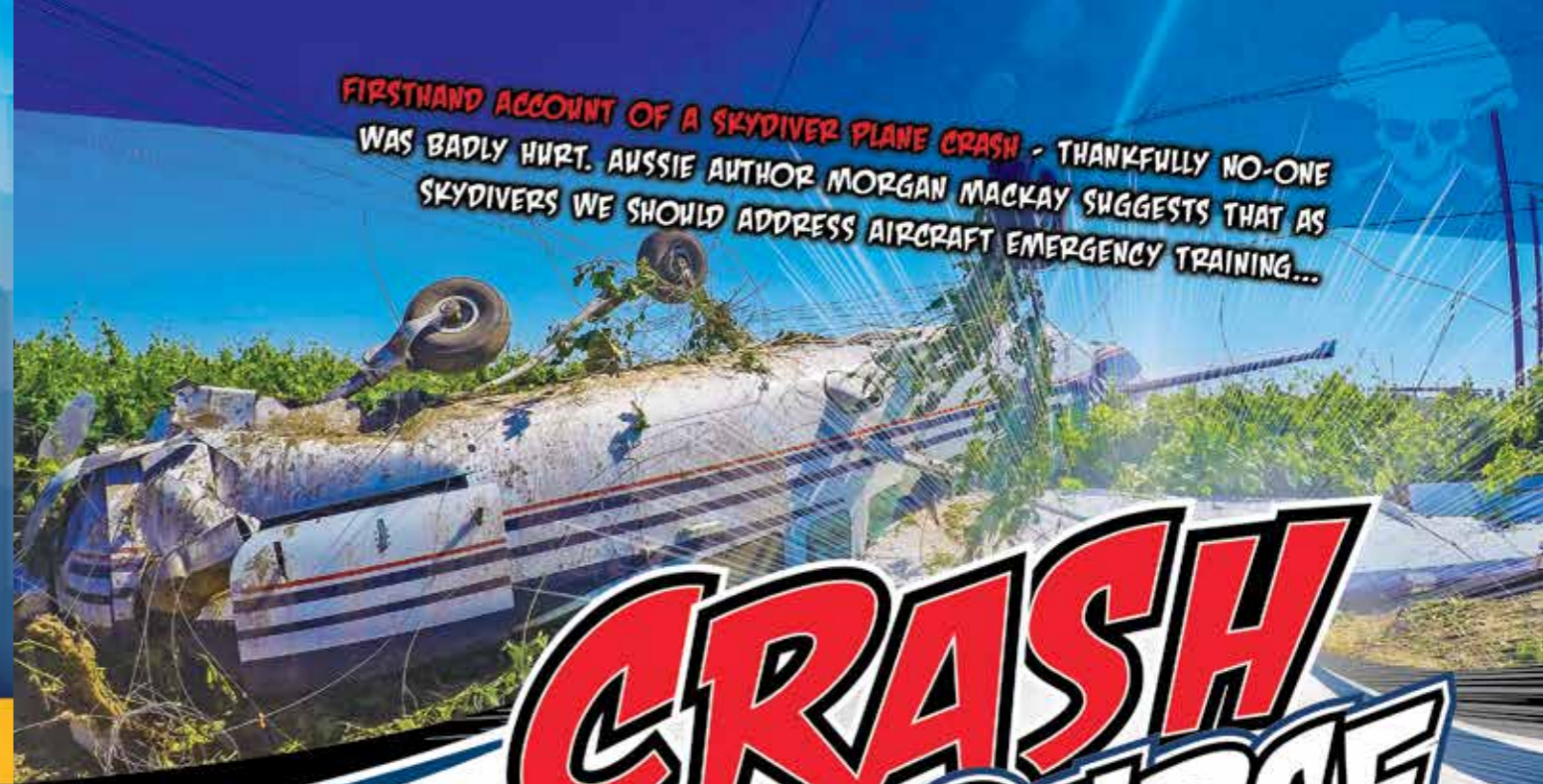
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Words and images by Morgan Mackay

One sunny California day I found myself, a would-be AFF instructor, with 17 skydivers strapped in, load 12 ready for take-off... a busy day full of jumping, packing, briefings and debriefings. As a group of friends, we had flown an examiner interstate to put us through our paces and see us worthy of our AFF ratings. The course was challenging, the days long and hot, our examiners pushing us on every jump.

On days like these I welcomed the aircraft ride, a brief 15 minutes to catch my breath, run through the dive in my mind and recheck my gear. We took off uneventfully like we had many times already that morning. Climbing through 1,000 feet the jumpers began taking off their seatbelts, sweating in our nylon suits, we eagerly anticipated this moment on every load.

FUEL SPRAY

I watched the jumper by the door as he lifted the roller, a cool rush of air, a taste of the moment of freedom soon to come. He closed it again, pointing at a few drops of liquid on the Perspex. 'Chinese Whispers' as the message was relayed to the pilot. There was fuel spraying down the side of the plane. We peered out of the small Perspex windows, the source of the leak unknown.

The engine noise changed and I felt the thrust of the turbine reducing, the plane banked to the right. I instinctively buckled my seatbelt for landing. Someone probably spilled some fuel when refuelling or left the cap off. It seemed logical that the pilot was turning around immediately to land and check it out. I checked my altimeter, 1,880 ft. High enough to get out, but maybe not with 10 people in front of me. Besides everything seemed to be under control, the engine was still running.

We came out of our 180, then an uncomfortable silence as we began descending. "Are we gliding?" someone asked. More silence. I could see the airport out my window, we were on base leg for runway 260 but we were a long way out. I willed the plane for better glide just like all those times coming home from a long spot under my parachute.

TOO LOW TO GET OUT

The plane slowed down and the airport rose higher in my field of view. I looked at my alti, we rapidly descended through 1,000ft, too low to get out. I turned to my friend on the other bench, "We aren't going to make the airport."

"We aren't going to make the airport??!!!" He blurted back. I said nothing. He tightened his tandem passenger's harness. I stared fixatedly out the window, I couldn't see any big green fields, just houses, high voltage power lines and the freeway. A cacophony of beeps rippled through the plane as 17 audible altimeters shrieked their frantic warnings. Trees came into view. "Alright we're doing this", "Relax", "Hang on" all punctuated the silence.

We passed over a row of treetops, 50 feet over a field. It seemed like forever and most of the precious green field passed until we finally slammed down, bouncing a little. I could feel the pilots attempts to apply the brakes in the loose dirt. We were fully loaded and going fast. Everyone was hanging on tight to the person in front of them....

THE CRASH

"Open the door, open the door" someone yelled. A stand of trees rushed past at astonishing speed followed immediately by a loud bang. everything went black. I was in a washing machine bouncing around colliding with other bodies, the sound of crushing metal all around.



The fuselage was almost completely intact except for one point where the wing had snapped at the attachment and started penetrating the side

"THANKFULLY EVERYONE WAS WEARING SEATBELTS AND NO-ONE WAS SERIOUSLY INJURED"



A PLAN OF ACTION

by Brandon Van Niekerk

APF STO, Senior Instructor TDM-AFF

The possibility of a forced landing or crash in a skydiving aircraft exists with every take-off so it is something we should be thoroughly prepared for, to give ourselves the best chance of walking away.

How many of us have participated in a brace position drill at a DZ?

Most situations which involve a forced landing with a full load of jumpers will develop really quickly and allow no time to discuss who does what. We each need our own carefully considered plan of action, and most importantly we need to all be on the same page regarding best practice in a crash situation.

Single Point restraints

In 1992 a Twin Otter crashed on take-off at Perris, California. Sixteen of the twenty-two people on board were killed, mostly due to the fact that none were wearing the provided restraints.

Always wear your restraint for take-off and keep it on until the aircraft has reached a height where you could realistically make it to the door and exit with enough height to deploy.

It may be quite difficult to find and refit your restraint in an emergency.

Failure to use your restraint may make you responsible for the serious injury or death of someone sitting behind you.

If you see anyone not wearing a restraint, say something, you may save several lives.

Your restraint should be attached to the aircraft aft of where it's threaded through your harness and should have minimal slack once connected. Any slack will translate into crushing force for the jumpers sitting behind you.

Request or organise a crash drill at your DZ. Note where the restraints are located and visualise what would happen in a sudden stop situation.

Brace position

After the Crash at Perris the USPA and FAA conducted a joint study to determine best practice for restraint placement and brace position. They concluded that the brace position should be leaning the head in the direction of travel. Therefore, if seated facing aft we should all be leaning back against the person or bulkhead behind us with our heads as far back as possible. If sitting on the floor with nothing to lean back against, e.g. Between the benches in a Caravan, make sure you can lean all the way back without your head striking the controls.

Have a practice session and discuss the possible scenarios for each seating position.

- How do we get as many people out at a safe altitude as possible without upsetting weight and balance?
- Just how bad do things have to be before I send my level one AFF student out on his reserve?
- How do I know when that is the situation?

LOADMASTER

Who sits opposite the pilot? Some DZs allocate an experienced instructor to be Load Master every load and he sits there to act as the interface between jumpers and pilot? An experienced jumper up the front could be useful to help make the call of who should get out (if anyone) based on the seriousness of the situation.

THE DOOR

The door remained shut throughout the incident and when upside down the disorientated jumpers took a while to open it. In some DZs the door is locked open for any kind of landing to prevent this problem. However, one of the jumpers at the door couldn't get his seatbelt back on in time. With an open door he could have been thrown from the plane during the crash. Door open or shut for landing? This is another point to discuss.

WHO SITS BY THE DOOR?

Who sits by the door? Do you make sure an experienced jumper who knows the DZ and procedures is there every load? Do you make sure he's not wearing headphones, or speaks the same language as everyone else?

TEACH CRASH DRILLS

There are ample studies and actual tests that show the correct attachment and brace position for a crash when wearing a single point restraint, this could be taught and displayed at drop zones.

We have all thought about these things as individuals and we chat about them around the fire. But we have never practiced them as a group. We practice every other emergency procedure over and over again. Maybe a variety of aircraft emergencies could be drilled in real time on the ground, just like we drill for the multitude of tandem emergencies as instructors.

I hope this article makes you pay just a little bit more attention to the other part of your skydive.



ABOUT THE AUTHOR

Morgan Mackay is a skydiving photographer, instructor and amateur filmmaker who also loves to get out in the mountains and fly his paraglider or hit the beach for a surf.

Published Skydive Mag 18 July 2018. Reprinted with permission of www.skydivemag.com and the author.



We came to rest, everything was still black. I was in a tangle of bodies. I realised I was upside-down. Yelling and beeping was everywhere. My mind was filled with fear of burning. Liquid was spraying somewhere outside. I tried to find my seatbelt latch, it was twisted and I was upside down, I couldn't get it. I struggled for a moment. Then remembered slow is smooth and smooth is fast. Click!

I fell to the floor, bodies fell on top of me, upside down under people on top of people, all tangled up. Everything still black. I struggled to my feet, I felt like a tortoise righting itself. I could see, there were people all over the floor, I had to kneel and step on them until I found some standing room.

"There is no fire, relax" someone yelled, I looked to the front, there was liquid spraying on the windows, the front of the plane was total chaos. We crawled and scrambled out of the plane. Wrapped in tangled wires and impaled by steel stakes, it was upside down in a vineyard. Broken sprinklers making little fountains everywhere. We helped each other over the wing, slipping on the aluminium surface lubricated by jet fuel. We made it to a road. I had no idea where we were.

THE AFTERMATH

A lady came up to a group of us, "You hit our truck!"

"What, with our plane?!", I replied. We found the rest of the skydivers standing around in someone's driveway, it seemed everyone was alive and well if a little disorientated. The pilot had a bloody nose. A policeman arrived, we were corralled together. He confirmed the story, "The plane landed in the field over there, hit the road, clipped the back of the pickup truck, went under the power line and then flipped over in the vineyard. Is that ok with everyone?" We murmured our agreement. "Ok you can go now".

We started walking. A resident pulled over and offered us a ride. We got back to the DZ a few minutes later. "Did you guys land off?" "Why are you still packed?" Skydivers were preparing for the next load; the plane was late. "Na the plane crashed" I replied. "Is it ok?"

"Na its f**ked".

We caught up on events whilst someone went inside to tell the owner. Just a moment later we saw him drive past in

the tug. Less than five minutes later he drove back past towing a Twin Otter. "We are going to combine load 12 and 13... ten minutes", echoed over the PA system...

LESSONS LEARNED

I don't hold all the answers, or even all the questions, but here are some of my thoughts from the experience...

SEATBELTS SAVE LIVES

Seatbelts save lives, a reasonably recent addition to jump planes, they are still not used in all drop zones in all countries. Many people are dubious about their worth in jump planes. However, the force in our relatively low speed incident was surprisingly vicious. Can you imagine being slammed into by seventeen 100kg sacks of potatoes during an accident? That becomes several tonnes of force when you multiply it by the G-forces of your sudden stop. Without everyone wearing seatbelts, I'm certain the outcome would have been different.

SEATBELTS SHOULD BE FITTED

Knowing which seatbelt is yours needs to be part of aircraft briefings. Benches can be long and people can pick up the wrong seatbelt in a rush, leaving the person at the end of the bench without one. I have jumped at DZs on five continents and unfortunately there are plenty that don't have properly configured jump planes. It's up to us as instructors and skydivers to demand high safety standards when we travel, for work or play. Otherwise they won't change. A seatbelt specially made for skydiving can be purchased for under \$100 and fitted in a few minutes to existing points in the aircraft with no modification. It shouldn't matter if the plane is rented, there is no excuse.

BRIEF AIRCRAFT EMERGENCIES

The usual DZ briefing on aircraft emergencies doesn't equate to much more than "wait for instructions from the pilot." In our situation there wasn't the time to wait for instructions from a pilot busy trying to land a heavily loaded plane in a populated area. Maybe aircraft evacuations should be practiced as part of safety days.

- What specific situations should we exit and should we stay?
- Who makes the decisions? Is it up to the individual?

"THE FUSELAGE WAS ALMOST COMPLETELY INTACT EXCEPT FOR ONE POINT WHERE THE WING HAD SNAPPED AT THE ATTACHMENT AND STARTED PENETRATING THE SIDE"

THE HOLES IN THE CHEESE TAKE AIM

By Mike Tibbitts
SAFETY & TRAINING OFFICER, SENIOR INSTRUCTOR
Screen grabs from vid
by Harvey Bentley



AKA – DON'T BE ABOVE A DEPLOYMENT

I had an AFF student deployment directly underneath me once. I pushed off the lines of his deploying canopy as he flew past.

I've been jumping for a while now, had the usual range of chops, a couple of broken bones and a few CRW wraps, but that student was the closest I've come to having my cheese holes lining up. Ironically though, I wasn't going to be falling through them, but rather when I crawled up to the edge of one and peered through, someone fired a canopy at me.

It was a beautiful summer's day. I'd done 10 tandems and was basically walking to my car when the GCA said the winds hadn't been over 15 knots for 20 minutes. Some AFF students from a course I'd taught the other day had been sat around patiently watching load after load go. All the fun jumpers were done, and we didn't have enough AFF instructors on that day to keep the caravan running, so we wheeled out the 182.

All the students were stage ones. Jump, pack, debrief, brief, repeat.

Cheese jump was number three.

I was JM2. JM1 climbed out, the student climbed out and I took up my position in the door. The student wasn't the most agile beast, but still, everything will probably be fine, right? Up, down and away we go. On our backs. Spinning. These things happen, and this looks like a problem for JM1 to fix. I let go and left the situation in his capable hands, before you know it, he's sorted it out like a champion. As I'm making my approach to re-join, the student's knees dig in and they start rotating. It is immediately evident that this is not a good thing. The spin builds up and in three or four rotations the hardcore rock-climbing JM1 can't hold on and is flung 10 feet to the side. The student is now spinning on his back. I dive down to save him – probably humming the Top Gun theme tune, but alas, the preciseness of that detail is lost in time. The student is skating around in something like a head-down ball.

I'M 10 FEET DIRECTLY ABOVE HIM WHEN I SEE A HAND GO FOR HIS BOC.

A PC appears and inflates at an angle I've never seen before and in a moment of cartoonish delight, my sense of being here to save the day blinks into something less sure of myself and the certainty of my continued existence. I backpedal like Willy E Coyote after he's gone over a precipice.



The PC goes past me and I'm exactly on level with the canopy as it comes out of the bag. The first moment it's out, not that much changes in terms of relative speed, but within half a second his deceleration is immense. I push off his suspension lines with my right hand as they go past and tumble over with my back to his body as he goes past.



BY HOW MANY CENTIMETRES WE MISSED EACH OTHER, I DO NOT KNOW, BUT IF I WAS STILL GLIB ENOUGH TO BE HUMMING THE TOP GUN THEME TUNE, HE PROBABLY WOULD HAVE HEARD IT.

After that, he sailed off into the glorious sky and I decided that my teetotal self, deserved a beer.

Why and how were indeed the pertinent questions as I drank my vegan, soy-based, free range beer in the sun.

Where did it all go wrong? Who tried to kill who?

There ended up being quite a few holes in the cheese on that jump.

I was tired, it had been a long hot day at the end of a long hot week and AFF is never just another jump, not that any jump is ever really just another jump, but oh dear is AFF most assuredly not. The causal factor on the exit was that the student's lack of agility, which might have sufficed out of the 208, wasn't up to the added difficulty of the 182. I taught the FJC, I'd seen his performance throughout the course and had my doubts, but when push came to difficult choice, I was the DZSO and I let it happen.



What did the student do wrong? Nothing. If you lose both instructors, arch and deploy. Which they did. Their performance is a mirror to our instructing and when it goes wrong, it is utterly on us. My experience and judgement should have made them wait for the big plane, or lined them up for TAFF, but it didn't.

WHAT WOULD HAVE MOST EMPHATICALLY KILLED ME, AND PROBABLY THEM TOO THOUGH, WAS BEING DIRECTLY ABOVE ANOTHER SKYDIVER WHEN THEY DEPLOYED.

That's not one of those little holes in the cheese that add up to something bigger than the whole, that's one that'll kill you without any further questions or small talk. I was not much more than a bridle length above the student and the video shows by the time they'd travelled that distance the consequences would have been huge, but by the time they were five feet further past me, the speed differential would have been nothing less than completely, entirely, utterly and irredeemably catastrophic.



The deployment with your name on it can happen for a dozen reasons. It could be intentional a-la my AFF friend, it could be a loose BOC, maybe a worn out closing loop finally gave way, it could be that they are the world's most fastidious jumper with their gear, but were bumped into the door on exit, maybe a freefall collision dislodged it, maybe they freefly like I do and they panic pitched, maybe they are pulling unexpectedly high because their contact lens got stuck in some terrible part of their eye and they felt they needed the extra canopy time to sort it out. **Ultimately though, it matters not; if you are above them when it happens, you are in serious trouble and you may only have time enough to blink before it hits you.**

There's a T-shirt worn by a jumper I know which says, "What doesn't kill you will make you stronger. Except aircraft propellers, they'll straight up kill you." Being above someone when they deploy, or being below someone and deploying, is the aircraft propeller of skydiving (as well as, of course, actual aircraft props). Don't ever allow yourself to be in that position. This is one of those lessons we need to learn from others, because we won't all survive learning this one ourselves.

Next time you see me, ask and I'll show you the video.

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Losing FOCUS?

By Kelly Brennan

NEXT TIME THE GREEN LIGHT COMES ON IN YOUR PLANE, LOOK AROUND AND COUNT THE FLASHING RED LIGHTS. CAMERAS ARE BETTER THAN EVER AND THEY'RE EVEN GETTING CHEAPER THAN THE LATEST SMART ALTI'S. BUT ARE WE LOSING THE ART OF CAMERA FLYING? IN THE RUSH TO CAPTURE AND UPLOAD EVERY SKYDIVE FOR SOCIAL MEDIA, ARE WE MISSING OUT ON SPECIALIST CAMERA SKILLS?

You can't argue against the incredible benefits of so many cameras. They revolutionised competition judging decades ago and we're still finding new ways of using them to improve our sport. But they can also create a new set of problems. And they can easily be taken for granted.

SAFETY

It's often said that Op Regs are written in the blood of skydivers who've gone before you. Sadly, this is very true when it comes to camera work. Audible alti's became compulsory after a camera flyer died because he (and his subject) lost height awareness. There are also rules about minimum experience levels and handcam requirements that have been developed and modified over the years in response to incidents.

In the early days, cameras were more complicated and riskier to fly. Even though they're smaller now and almost 'set and forget', the distraction risk is still very high. If you're using brain space to think about the shot, you're likely to have reduced peripheral vision and general awareness.

The internet is full of camera related problems. Some of the mistakes are mind-blowingly obvious. One bloke flew into a fence while filming his own shadow. Another was preoccupied with his camera and forgot to do up his chest strap.

Then there are the safety problems that affect other people as well. How often have you been quietly checking your handles and thinking through your emergency procedures on jump run when you're interrupted by some random jumper asking you if his GoPro is on? How about the camera flyer who's still fiddling at exit time and delays everybody else?

Needless to say, the experts who helped with this article ALL listed safety issues as their main priority. That's what they think of first and that's what they reinforce when coaching new camera flyers.

"Managing risk is such a large and broad subject in skydiving and camerawork," stresses Shane Sparkes, one of Australia's best-known cinematographers. "It needs continual re-thinking and training." On film jobs, Shane has a dedicated Safety Officer as his 'minder'.

"Never under estimate what can happen when you're taking pictures up there, whether you have a single, tiny POV camera or a big rig!"

Safety issues are tackled thoroughly in the new APF Camera Flying Guide. This article is concentrating on questions about skills rather than safety, with advice from experts that might help newer camera flyers learn their craft.

WHY DO CAMERA?

Many people shoot small POV cameras so they can offer an extra angle at the debrief screen or for use on social media. That's fine, until they start charging for their work and need to step it up a bit. But how do they get the skills and experience needed?

VFS Camera Flyer Mark Gazley says there's a reason why an 'old schooler' like him gets the good gigs, like the 2017 Vertical Record. "Propa' Camera work is a dying art," he says. "Hand cam did this (sorry)."

"The positive is there's never been a better time to learn the trade and carve yourself a niche. It's there for the taking."

Shane Sparkes says it's all about a MINDSET. "That is a broad word but simply there is a way to mentally approach your jump that will assist a good result," he explains.

Shane urges camera flyers to start shooting videos and pictures with intention and purpose. "Shoot jumps you have good ability to perform," he says. "Shoot pictures from a distance you can be close with."

"Put yourself ahead of the game," says Mark Gazley.

DRESS FOR SUCCESS

You might do daily camera flying for tandems, and they all start to look alike. But, for the customer, it's a once in a lifetime moment that might be lost if you sink out. Is it fair to take money from these people if you aren't prepared to invest in a camera jacket?

A hoodie might help you if you're jumping with three mates, but it probably won't be enough insurance on a large formation. A camera flyer recently plummeted head-down through a 14-Way star, clipping two jumpers on his way past them. It was ugly. Fast and ugly. Thankfully, everyone was OK. The day tape got plenty of gasps and laughs but the camera guy felt like crap afterwards.

COMPETITION

There's a reason why camera flyers get a medal or a record achievement with their team. Their role is just as essential as every other player. But, if your team is paying for your slot, then you need to deliver the goods.

Dan Rossi is a 4-Way camera flyer, who's been to world meets with plenty at stake. "If you want to be good at it then you need to train," says Dan.

Gail Bradley, the APF's National Judging Officer, says camera flyers are the judges' friends, and without them, they can't do their job.

The rules say that a 'scoring formation' is a formation which is correctly completed and clearly presented. An 'infringement' happens when a formation, inter or total separation are not clearly presented. And, importantly, it's the responsibility of the team to clearly present for all of the above.

Gail says what some judges think is clear is not so clear for others. "But a consensus view would include that we need to see all grips at the same point in time, all grips not too far away, the team not too flat to be able to see all the grips, and the team not in heavy cloud."

A camera flyer at a recent comp asked Dan Rossi for advice about nailing his exits. Dan was surprised to learn this guy had never jumped with his team before the competition, and

had only ever done four camera jumps. "I politely gave some guidance and tips as one should, but the best advice I could give was 'just do more!' Practice, practice, practice!"

Until you know your team, Dan says you should always err on the side of caution. "You'll never forget the first time you go through a formation," he says. "It happens so fast and there's very little you can do about it other than immediately initiate collision avoidance!"

Another 4-Way expert is Steve 'Spot' Tonson. "These days, with the increasing use of tunnel for training instead of jumps, the camera flyer often gets a raw deal," he says. "The camera flyer is part of the team and needs to fly with the team to be able to learn how the team flies." Steve also points out that camera flyers should give the team feedback if their exits are not able to be filmed well.

Dan stresses the need for having a dedicated set-up and having it ready to go. He checks his gear the night before the comp and again on the morning. He checks it on a gear up call, at the emplaning area and on the climb to height. He checks it again as he turns it on and puts the helmet on for climb out. "It is not your team mates' job to check if your camera is on. They have enough going on with their jump to be worried about you."

Spot agrees; "Jump run is not the time to be pestering others."



Photo of 4-Way team Boomerang Betty training over Picton, with camera flyer Dan Rossi. Photo by Steve 'Spot' Tonson



BIGWAYS

Bigway flying is a challenging experience for camera jumpers, trying to get close enough to get the shot, and trusting that the dozens of people buzzing around the sky all know what they're doing.

It makes a lot of sense, for safety and for the end result, that bigway camera flyers should have good bigway skills themselves.

Paul Barker was already a seasoned camera flyer for tandem and 4-Way when he joined the recent Aussie Bigways record camp at Moruya. "Receiving coaching from established big way camera flyers was critical to performing the role safely and effectively," he says. "Just like any discipline it's important to receive coaching. You don't understand the pitfalls and you'll be able to achieve better results with guidance rather than just having a go."

THE BIG ISSUE

Craig O'Brien is the man who runs the Perris Valley camera pools for P3 bigway events. He knows his stuff. He filmed Tom Cruise's jumps from a C17 for the next Mission Impossible movie. This was just one of many Hollywood shoots for 'OB'. And you'd think there'd be many camera flyers wanting to do this type of work. Not necessarily so.

Craig recently revealed his frustration in a Facebook post: "Are there any real Camera Fliers left in skydiving?? Finding it hard to fill slots on Camera teams. And shooting stills with a GoPro immediately disqualifies you." He went on to explain what he wanted. "Belly Big Way experience, be able to film both above and below the formation, have quality video and stills equipment (DSLR for stills), two rigs in date, hold your head still, have computer to process images, follow directions..."

It certainly costs a lot of money to get all of this gear and do the training jumps, only to have skydivers quibble over the price!

PICTURE PERFECT

Steve Fitchett has scored many ASM cover shots and his work graces the walls of many Aussie skydivers. He's passionate about creating beautiful still images that capture our sport.

He also has incredible flying skills to get that job done. If you've been lucky enough to fly with Steve, you'll understand why he's produced brilliant shots from belly bigways to hybrids and parabatics.

Fitchett went to three world meets with the British CRW team before he moved to Australia 20 years ago. Once he'd stopped competition jumping, he renewed an interest in photography that dated back to his school days.

"You have to be there if you want to get the shot," he says. Steve makes sure he knows the plan for each skydive so he can deliver the goods.

Steve advises photographers to be their own critic. "Constantly analyse your images and video so you can shoot better next time," he says.

WHERE CAN YOU LEARN?

Aussie skydivers are really fortunate to have top notch camera flyers in our midst. Not just the tech nerds who have all the latest and greatest gadgetry. We have skilled camera flyers who've honed their expertise for many years, at records, competitions and boogies. Some of them are camera nuts first and skydivers second. Others have multi-discipline skydiving experience which they've put to great use perfecting their craft as camera flyers.

Why not get a few mates together and approach one of these experts to run a camera course? Steve Fitchett does an awesome presentation on camera safety. Shane Sparkes is a seasoned trainer who loves sharing his knowledge. Steve Tonson is happy to talk with people who've got the desire to become proficient and who've put in the effort to get there. If you're interested in flying camera for competition, pin down a judge or go to those who are doing it well in each of the disciplines!

SHANE SPARKES

vortextv@hotmail.com

I choose cameras to fit with a production's requirements. For Cinema and Advertising work I run either Arri Alexa, Blackmagic or RED camera, usually with Nikkor or Zeiss Lenses.

- Plan your jump WITH the jumpers and put yourself into their plan. Be part of the dirt dive. Have a plan for 'normal' and 'not normal' scenarios.
- Get a ring sight. Get your body to fly your head to where it needs to look and frame.
- Dress for success.
- Use longer lenses. If you are shooting POV, try a medium or narrow frame.
- Watch the vortex!



STEVE 'FITCH' FITCHETT

steve@fitchimages.com

Currently I use Canon Full Frame dSLR with flash and two Sony Action video cameras (the second as a backup), but I'm looking to upgrade to Sony Mirrorless stills camera in the future.

TOP TIPS FOR QUALITY STILLS

- Understand and know your gear well - both your camera AND your skydiving gear.
- Test your cameras at least every day, preferably before every jump.
- Use some kind of sight to know where your cameras are pointing while you're filming.
- Be your own critic, never be satisfied.
- Study the work of good camera flyers out there with a lot of experience. Ask questions, be curious.



DAN ROSSI

danjumps@gmail.com

My comp helmet for FS 4-Way is a Cookie G3. Primary camera is a Sony PJ-430 with .45 lens. It's currently set at 25fps to optimise best quality image stabilisation. This camera is around 4 year old technology nowadays, but it is reliable and a good workhorse.

TOP TIPS FOR 4-WAY FS CAMERA

- Look with your head, not with your eyes.
- Skill up. Camera is the same as any other discipline. If you want to be good at it then you need to train.
- Use training camps to try new things. Comp is not the place for new exits or closer flying.
- Be selfless - flying camera is not about you.
- Have the right gear for the job. Don't turn up to a gun fight with a knife (unless you're Chuck Norris).



STEVEN 'SPOT' TONSON

bustyourboiler@hotmail.com

I'm using a Sony AX53 as primary video with a GoPro6 as backup. For stills, I use a Sony A7R2 with 25mm lens.

TOP TIPS FOR LARGER FORMATIONS

- Get the right equipment: Use a ring sight. Wings are essential safety equipment and aid to increase flying range.
- Go to the dirt dive and know the plan. Learn the colours and where people are coming from and when.
- You should be able to do what you are filming before attempting to film it.
- Know your equipment and have backup video.
- Do your job. Make sure your own cameras are on. Jump run is not the time to be pestering others.



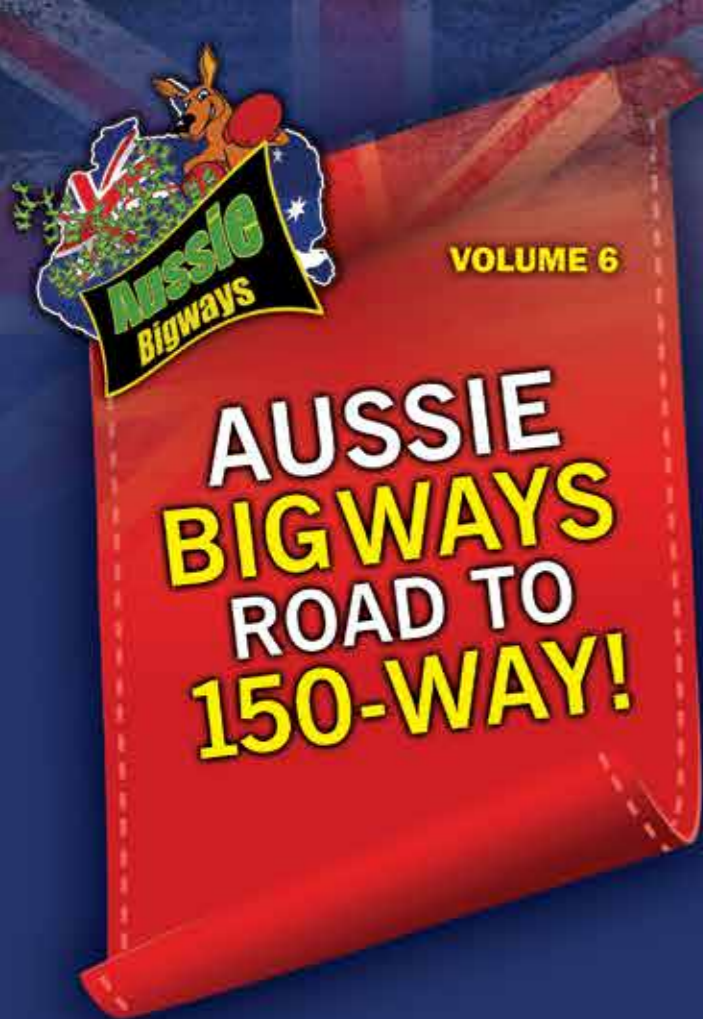
MARK GAZLEY

mark@coastalskydive.com.au

TOP TIPS TO PUT YOURSELF AHEAD OF THE GAME

1. Have good gear and know how it works.
2. Be organised (batteries, cards)
3. Continually work on consistent framing, centring and a still picture.
4. To achieve the above, always use a ring sight! Always!
5. Know the picture you want to see, fly your ass there and see it.





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Expressions of INTEREST

AUSSIE LARGE FORMATION RECORD EVENT MAY 2019

Email: gregorykjack@gmail.com

Captains Call



Well it is now just a little over nine months away from our Record Event in Perris Valley - I can still vividly remember when your organising team first sat down over three and a half years ago to map out the path to get us all to Perris Valley in May 2019.

So much has been planned, organised and delivered since then and our Aussie

Bigways Team is guiding all of us along the final stretch to Perris Valley. The next major event on the Aussie Big Ways calendar is the Larry Henderson Big Way Camp starting at the end of September and finishing early October this year - just before the start of the World Championships on the Gold Coast.

This will be our last National Event prior to May in Perris Valley. It is fully subscribed and with a small group of people eagerly waiting any slot that may become available between now and then. We have nearly 100 people attending or on the reserve list which is an amazing result and a testament to the awesome work of Tracey Basman and the State Mentors/Organisers.

I have been in contact with Dan BC and the P3 Team at Perris Valley. Dan has confirmed that **REGISTRATION** for the Australian National Large Formation Record Event will open on the P3 website on **Saturday 01 Sep 18** [p3skydiving.com]

The deposit required upon registering for the event is USD \$650. This deposit is broken down as follows:

- Camp 1: USD \$180.00
- Camp 2: USD \$195.00
- Camp 3: USD \$275.00

Those camp dates again:

May 23 to 25, 2019 - Aussie Big Way Camp 1 - 13 jumps

May 27 to 29, 2019 - Aussie Big Way Camp 2 - 13 jumps

May 31 to June 3, 2019 - Aussie Record Event [Camp 3] - 18 jumps

The total event price for all three camps is USD \$2895 for the 44 jumps. This total cost covers the jumps, coaching and photography, banquet dinner, happy hours (cocktails and appetizers) for each camp, t-shirts, patches, stickers, goodies bags etc.

We are placing lots of information and tips on our Aussiebigways website about getting to the event, where to stay, what facilities there are on the Drop Zone and local area information - please have a read and if you intend coming then NOW is definitely the time to start organising your work, holidays and travel etc. for next year AND as of 01 Sep 18 getting yourself registered.

I'm very much looking forward to seeing so many happy, familiar and motivated faces along with Larry very soon!

Blue Ones,

Greg Jack

Team Captain, Aussie Big Ways

National Perspective



Help support your National Bigway Skydiving Team by purchasing Aussie Bigways T-shirts. This fundraising activity will assist in Bigway Team Training events leading up to Perris in 2019. T-shirts come in White,

Charcoal and Dark Blue.

To order: type 'Aussie Bigways' into the search icon on the website: www.manufactoryapparel.com

Maybe you are new to the sport, an old timer, or in another discipline and nonetheless admire and love Bigways, and our growing community. Wearing a T-shirt would be a fantastic way to support Aussie Bigways. Or for those in the Team, imagine having a cheer squad at home, in the office or at your local drop zone, with your supporters wearing Aussie Bigways T-shirts?! Send your cheer squad snaps to bigways@mtbsolutions.com.au for them to be posted on the Aussie Bigways Website.



More Aussie Bigway apparel will be available soon. Stay tuned!

Tracey Basman,
National Events Coordinator and Mentor

Skill Development



MAKE THE DIFFERENCE

With our team goal fast approaching and with many people still in the early stages of their learning, I would like to encourage a culture of support and being open to listening.

When we see someone struggle, too often we comment to our friends and turn our backs.

Imagine you are the person who is struggling. How helpful would it be for someone to make the effort to connect with you?

This is a tough subject. Advice given or received mindlessly makes things worse. Also, what works for us may not work for someone else.

As individuals outside of the formal coaching process, one way we can help others is through stories. We all have stories to tell. Sharing these from our own perspective is a great way to prompt discussion.

Similarly, when we from others we new concepts or questions that we then discuss with trusted advisor.

The Aussie Bigways website resources also provide objective references to open conversations and prompt thinking.

If we avoid turning our backs, act as one team, communicate constructively and are open to listening for the opportunity in what someone might say to us, our potential for success will soar.

Melissa Harvie

Aussie Big-ways Consulting Coach, Personal Flying Skills Specialist



"Success is always a matter of some luck and timing" Kathleen Kennedy

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middle man.*

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2018

AUSTRALIAN OPEN INDOOR SKYDIVING CHAMPIONSHIPS

24th & 25th August, Sydney

By Holly Jaadla

I love the Australian Open Indoor Skydiving Championships. Now in its fourth year, I've had the pleasure of working at two and competing at two. The atmosphere starts building about five days before the event, people from all over the country are meeting up with fellow flying buddies they've not seen in a long time, teams are practising their routines and for some it's the first time they've flown with their scratch team mates. For me that's what it's all about, giving it a go, it doesn't matter if you've not entered a competition before or you don't think you are good enough to win. At the other end of the scale are the top teams, incredibly talented and battling for the top spots and the chance to represent their country at an international level.

Day One saw the 4-Way FS Rookie (Blast) and A teams competing, alongside the 2-Way VFS Inter and Open. These are some of the biggest categories and see lots of scratch teams. It's amazing to see so many mentors flying player/coach in these newbie teams. A particular shout out goes out to LG who competed in all four FS categories, one of those being with Rookie team 'All My Spoons' whose goal was to prove indoor skydiving has no boundaries when it comes to disability. Teammate **Bek Cramp** has mobility

restrictions and has only been flying since December. A second 'All Abilities' team, quirkily named '**7 Left Feet**' and featuring right-through-knee amputee **Peter Pellegrini**, took a silver medal in the same category.

Other comp pig nominations go out to **Andrea Boerkamp**, **Mark "Stretch" Szulmayer** and **Russell Blackman** who all competed in three 4-Way FS teams plus 2-Way VFS Inter (Head up), with Russell and Andrea bagging themselves a silver medal here too. I love the cross-discipline competitors, these guys are super talented all-rounders. **Tanya Cale** must get a mention here, part of four-time Australian Indoor Skydiving Championship team '**Rotor Out**' and flying in the 2-Way VFS Inter and Open. Also to **Gary Nemirovsky**, standing on the podium for both 4-Way FS AAA and 2-Way Dynamic Intermediate. Ultimate comp pig award goes to **Sarah Yates** for competing in a whopping FIVE categories across three very different disciplines. Love your work, Sarah!

This year we saw a large contingent of WA flyers and what's more impressive is they achieved podium positions in every category they flew in. Chief Judge **Peta Holmes** was representing the WA crowd for the judges and iFLY Perth



2018 AUSTRALIAN OPEN INDOOR SKYDIVING CHAMPIONSHIPS

General Manager, **Dacey Bergic** was event MC alongside the banter of **Kellie Morrissey** and **Matt Boag** (from Australia) from the Gold Coast. We were also lucky

I was pleasantly surprised we had five 4-Way VFS teams this year. Team Focus showing us why they deserve a place on a world stage with a staggering 248 points over 10 rounds in the VFS Open event. They also set a new Australian Indoor record of 32 points in one Round. In the VFS Advanced event, it was awesome to see three teams that had really put in some hard work to prepare. Team **'Block Party'** had been extremely dedicated to their training and it showed. A special shout out to **Jacob Mulder** from the **'ADFPA Frothy Dawgs'**, who only mastered Head Down a few months prior.

Dynamic is a category we've been trying to grow for the past five years of operation, but it also takes a lot of skill before you can jump in and just give it a go. We had eight 2-Way teams flying over the Inter and Open. It was the battle of the Instructors in the Open with **Kyle Chick** and **Jimmy Cooper** shredding their way to the top spot, incredible to watch and too fast to photograph! Junior iFLYER's **James Dehombre** and **Jordan Bassett-Smith** winning Gold in the Inter, these guys have been a dedicated and humble team from the start, and they deserved to be standing in the top spot. Not only that, but they also gave the 4-Way Dynamic a crack and as there was only an Open category, they put on a great show. Instructor team **'Down to Fly'** getting a perfect score here, as well as setting a new Australian record for fastest Speed round! These guys are keen to grow this discipline so hit them up for some coaching and we can see you competing here next year.

Thank you to our sponsors: **E-Waste Management Solutions; 1300SKYDIVE; Australian Parachute Federation; Red Bull; Up & Go; Direct Accounting; FireSafe ANZ; Energy Action; Penrith Panthers; Cookie Helmets; LVN; Sydney Prop Specialists; Mabuzi; Gold Coast Skydive; Mercure Penrith; Vertical Suits, Boogieman Suits; Paradise Jet Boats; Hot Air Balloon; and Mantra Legends Gold Coast.**

Thank you to everyone who came along, whether you flew or just cheered your mates along; all the iFLY staff who worked long days and endured the behind-the-scenes craziness. We can't thank enough expert judges and ground coaches. And lastly a huge THANK YOU to Michelle Liu for organising the whole thing, please give her a high five (or something Cookies'n' Cream flavour) when you next see her. Until next time!

to have some very special international guests join us this year to join the artistic/dynamic panel - FAI AE Judge Ron Miasnikov (Israel) and the **Soltyk** family (Poland), featuring **Andrzej** (Team Vipers), **Ola, Kasia** and **Krzysztof**. If you missed it, you can catch all the action on the event livestream replays on our Facebook page.

Day One saw lots of high fives, smiles and a few brain farts! The day was a huge success and the perfect warm up for Day Two, which saw 4-Way FS AA and AAA, 4-Way VFS, Dynamic and Freestyle teams competing. The freestyle kids always attract the biggest cheers and this year was no different. We had three kids flying over from Perth, two from the Gold Coast and three home-grown Junior iFLYERS. We had superhero moves, gorilla-style chest beats, carving and beautiful ballet moves. In the Freestyle Open, **Amy Watson** wowed us with her technical, flowing and incredibly bendy moves, no surprise taking out the Gold. Newcomer **Elise Brown** has also been working hard over the past year and gave us a spectacular display of tunnel gymnastics. Amy and Elise will also be representing Australia at the **3rd FAI World Cup of Indoor Skydiving** in Bahrain later this year. A special shout out to **Patrick Sullivan** who learned the Freestyle compulsories the day before his comp, enabling him to enter the Junior Freestyle Open category. Awesome work!

The FS teams on Day Two were launching from the door which added extra complexity to their dives and well as having more moves to remember and perform in each round. What always baffles me is the slot swapping, from the start to the finish of the round. It was a close battle between previous AAA champions **'Rotor Out'** and team **'Kinetix'**, with just three points separating them after Round 10. An even closer battle took place in the AA with team **'Stetchy McStretch Face'** beating team **'What's the Point'** onto the podium by just one point. Congratulations to **'Smokin' Darts, Breakin' Hearts'** taking the gold here - we want to see you lads in the AAA next year!



Don CROSS PROFILE

2018 APF SERVICE AWARD RECIPIENT

By John (Swanee) Swanland Photos by Swanee, Patrick Nygren, Kath Chandler & Kelly Brennan

One of the least visited places at Skydive Nagambie is Don Cross' office. Few have cause to enter it, except for the rarest of occasions when a meeting is required where biscuits are most definitely not provided. This is partly because it is out of the way on the mezzanine level and gets no passing traffic, but the real reason is that you are more likely to find Don out refuelling the aircraft, or in the student area, instructing, coaching or watching openings and landings. He may also be found watering his precious patch of grass... and maybe, just occasionally, he might be found in the bar!

The office is therefore a place of mystery, and yet it provides a key to understanding where Don has been... and where he is going. Looking at the walls, it is immediately obvious that Don is proud of his time in the military; a career he started when he signed on the dotted line at the tender age of 19. It was whilst in the army that Don did his first jump at the Newcastle Sports Parachute Club in Elderslie in 1985.

He was hooked, and managed not only to make sports jumping a part of his social life, but also a part of his professional career. Don served with 3 RAR (Airborne) and Parachute Training School in many roles varying from Paratrooper, Marksman, Mobile Fire Controller and Parachute Jump Instructor through to Sergeant Major of a rifle company. All in all, Don made 1,009 military descents,

many of them at night and with combat equipment. Outside of the army, Don gained his instructor ratings and worked his way up to becoming an active Chief Instructor in 1992, establishing drop zones such as Wings over Wollongong, Skydive Nowra and Skydive Moruya, before taking on Skydive Nagambie in 2000. The keen eyed among you will note that all these drop zones had an active sports scene, and this is no coincidence.

Alongside the seemingly never-ending job of a drop zone owner, he somehow also managed to find the time to provide his expert knowledge in a volunteer capacity, from local roles as Area Instructor Examiner and Area Safety Officer in New South Wales and Victoria, through to his appointment as APF Director Instructors for two years.

To this day, he continues to be consulted by high ranking APF officials on matters relating to safety, instruction, training and Chief Instructor responsibilities. Take the APF's Cutaway training video which we've all seen. All the malfunctions were shot at "old" Nagambie, where it was raining freebags for a week! Don worked tirelessly behind the scenes to help make this happen, and it is his voice you hear on the video.

But Don's passion for the sport is not all about instruction. Pride of place in his office are gold medals displayed from no less than seven Australian National championships in both 4-Way and 8-Way competition. Don has competed at the highest level - representing Australia at four World Meets on two 8-Way teams; Rijidij and XLR8. The teams placed fourth each time - making them the best of the amateur teams at each event, an achievement which has not been equalled since.

WHEN ASKED, DON NAMES SOME OF HIS HIGHLIGHT JUMPS AS A 2-POINT 60-WAY OVER BANGKOK AND A 20-POINT 8-WAY AT THE 1999 WORLD MEET IN COROWA WITH XLR8 - AN AUSSIE RECORD THAT STILL STANDS TO THIS DAY. AND THAT'S NOT THE ONLY RECORD; HIS 8-WAY TEAMS WON EVERY YEAR THEY COMPETED AT THE NATIONALS AND FINISHED WITH A 14.7 AVERAGE - AGAIN AN ACHIEVEMENT THAT HAS YET TO BE BEATEN.

Once he decided to finish as a top level competitor, Don used his knowledge to player/coach two 8-Way teams - one Intermediate and one Open - both of which went on to win at the Nationals. Whilst the Open team then went on to the World Meet, Don retired from the team after the Nationals to spend more time running a busy sports drop zone.

Of Don's 11,000+ jumps, approximately 3,000 of them have been 8-Way, and this remains his passion as do all

Flat fly disciplines. He takes every opportunity to share his experience and expertise in his chosen disciplines with anyone who asks.

It would be easy for someone with Don's achievements to sit back and reminisce for the rest of his career. Sometimes it seems the opposite is happening. Don is not shy about sharing his vision of the future with others. He has chosen to strike out in a slightly different direction from many other drop zones. The aim is for Skydive Nagambie to be the premiere sports drop zone in the country, as well as an organisation that is offering the highest quality jump pilot and instructor training. He wants to maintain and develop the ability to host major events such as the recent POPS World Meet and the Australian Nationals (which the new drop zone has already held three times). The drive that appears to have always been there has simply been channelled into other aspects of the sport.

Like many Chief Instructors, Don got into flying and has achieved over 2,000 hours to date. He doesn't just carry out jump flying but does aerobatics as well. He is a Jump Pilot Examiner and regularly runs courses for young pilots trying to break into the industry.

Don is not retiring, in fact he is a long way from winding down. He still bubbles with ideas and enthusiasm for everything relating to skydiving and even when we think he is just watering his grass he is actually using that time to come up with new ideas. Not all these ideas come to immediate fruition, but over the years, the vision becomes reality. It seems that the drop zone is in a continuous state of improvement and occasional visitors always remark upon the improvements that have been made since their last visit.

Until recently, there was one thing that could not be found in Don's office. I think most people assumed that Don had been presented with an APF Service Award years ago. Certainly, when I approached some of the all-time legends of the sport to write references, most initially told me that he already had a Service Award. However, that proved not to be true, and Don had never mentioned that he did not hold such a high honour.

A keen-eyed visitor to Don's office today will notice the change. His prominent placement of the APF Service Award shows how highly he regards this honour, and whatever the future holds, I am sure that Award will continue to hold pride of place for Don. Don has spent 33 years in the sport, let's see what the future holds!



First jump from new XL

Nationals gold medals



4-way military nationals



Blue Heat-Elderslie



Thai military nationals



The mysterious office



Xlr8-Toogoolawah Nationals



Xlr8 training



Team Feral



Maddy's first tandem



Maddy's first AFF



Partners on and off the DZ

Jack Milne

A PIONEERING PROFESSIONAL skydiver

By Kelly Brennan

JOHN A. MILNE WAS A PIANO TUNER AND PILOT, WHO BECAME A PROFESSIONAL SKYDIVER AT THE START OF THE GREAT DEPRESSION. IN TOUGH TIMES, HE HAD WHAT IT TOOK TO SURVIVE. JACK WAS THWARTED IN A BID TO PULL OFF A PUBLIC BASE JUMP, BUT HE WENT ON TO BE DECORATED FOR HIS PIONEERING PARACHUTING SKILLS IN WW2, AND HE KICK-STARTED SPORT SKYDIVING IN QUEENSLAND.

Jack Milne's first jump, in Sydney in 1929, was driven by necessity. Nobody had a quid. "Barnstorming was in the doldrums and we agreed that we needed to put on something spectacular to bring the people out," he told a newspaper nearly half a century later.

There was talk of getting an expert parachutist from England, but Jack decided to give it a go himself. He got hold of a rig and taught himself how to pack it. In those days, they called it 'folding' the chute. His first attempt at folding was tested with a dummy and it didn't work. The second was more successful. So, on the third pack job, he did his first jump. What could possibly go wrong?

As it transpired, the early jumps must have gone quite well. Milne went on tour up the east coast with a pilot mate, Charles Kingsford-Smith, to 'any place with a paddock big enough to land a plane'. Not just any plane. The aircraft was the famous 'Southern Cross'.

Milne also flew with Kingsford-Smith in a search mission after Australia's first major airline disaster. The Southern Cloud, an Avro 618 Ten with eight people on board, vanished in bad weather in the Snowy Mountains in 1931. During the two-week search, Milne planned to jump out and assist if the plane was found in an inaccessible spot. He played down any fears for his own safety. "All I need is for Smithy to take the bus up to at least 1,000 feet!" He later came to appreciate the value of a little extra height. On one jump, he was testing his equipment and he asked the pilot for an extra 500 feet. It turned out to be a good call because he only managed to get his chute out at 400 feet.

"In those days we learned the hard way," Milne later recalled. "You jumped out first and found out what happened afterwards. There were plenty of fun and games."

There was a jump where he got more height than he expected, opening at two grand and taken up to four grand by a 'whirlwind'.

TEST JUMP
Parachutist at Archerfield

You test his parachute, which recent he fell into the sea with him at Southport. Mr. Jack Milne made a jump from an aero club machine piloted by E. W. Gardner (chief instructor) at 4.45 this morning.

There was little or no wind at Archerfield and the test was successful in every way.

LEAP FROM 4QG TOWER
THE PARACHUTE JUMPER

In the most hazardous aerial feat ever attempted in Brisbane, the daredevil Jack Milne, well known parachute jumper, will take a leap from the tower at the top of 4QG, State Insurance Buildings, George and Elizabeth streets, on Thursday morning next at 10.30.

This is to herald Parachute Jumper, the Tivoli's new and thrilling air picture, which comes to that theatre on Friday. It will be a dangerous experience in a class of its own. Milne has been taking measurements and gauging wind velocities from the tower, and he knows he can jump, get his parachute open, and land safely. It offers no terrors for him, as he says he can put up feats as dangerous as any accomplished in the film.

Milne is the parachute jumper who has made several courageous leaps from the sky. His last took him into the sea at Southport, when wind carried him off the beach in a particularly risky jump.

ENTERTAINMENTS
TIVOLI
NOW SHOWING,
CONSTANCE BENNETT, in
"ROCKABYE"
—A Triumph of Life.
DOROTHY BOYD in
"CALLED BACK."
"BYGONES," Musical Farcical.
"STRANGE AS IT MAY SEEM,"
GARDNER, PIC.
FRIDAY—
"PARACHUTE JUMPER" &
"WARRIOR'S HUSBAND."
JACK MILNE TO JUMP FROM TOP TOWER, 4QG, STATE INSURANCE BUILDING, GEORGE STREET, THURSDAY MORNING, AT 10.30. HEARLED "PARACHUTE JUMPER" —Tivoli, Friday Seat.

YOUNG PARACHUTIST PROMISES THRILLS.
(Play 1234)
J. A. MILNE ENGAGED FOR PAGEANT.

An interesting arrival in Brisbane yesterday, and one who will play a very spectacular part in the aerial pageant to be held at Archerfield 'drome' on Saturday week was the young parachutist, Mr. J. A. Milne.

Mr. Milne came from Nambigo yesterday, having taken part in a parachute jump there on Sunday.

Even today Mr. Milne said that he would do his very best to make the jump for which he has been engaged by the Queensland Aero Club as spectacular as possible.

It may not be generally known that Mr. Milne accompanied Kingsford Smith on all his flights in search of the Southern Cloud. He carried two parachutes, one for a personal use, and the other with which to drop supplies should the Southern Cloud be found in a spot where machines could not safely land. The parachute search it will be remembered lasted 30 days.

Mr. Milne has reduced parachute jumping to a very fine art. When these jump from planes and land on where the music cases in their hands, he is too accurate, was able to demonstrate how possible it was to "navigate" the chute by several times hopping on a mat, without touching the topography, landing ground.

Mr. Milne, who has about 60 jumps to his credit, confessed that he was very glad to see the progress he was making in Yamba, on the South Coast of New South Wales. He stepped from 2000 ft. when he was 10 years old, with a parachute which would be thought the size of a blanket in his hands. He did not break it in his first jump, but not broken it in his last. He took the chute off his back, he took the chute off his back, he took the chute off his back, he took the chute off his back.

Then there was his 100th jump, when Milne drifted out to sea at Southport, Queensland. He had a long swim back before being helped out by some of the spectators. Milne managed to turn around any bad publicity from that jump. His rig, worth 70 quid, needed to be tested after its drop into the sea so he attracted good crowds and headlines for the next two jumps.

The Great Depression took its toll on Australia, like the rest of the world, but there was a quid or two to be made for a while. Milne endorsed a perfume called 'Queen' on one of his jumps, a blend of lavender and musk. He also wore bright red to promote a Madame Satan movie, in return for a pay cheque of just over 37 pounds. That was the equivalent of seven weeks' average pay for one jump. PLUS a bonus two quid if there were more than 10,000 spectators. But the contract would have been null and void if the jump was cancelled for bad weather.

Soon after his Southport swim, Milne was scheduled to do a base jump from the top of the 4QG tower in 1933, to promote a Douglas Fairbanks Jnr film called 'Parachute Jumper'. The tower was a radio aerial on top of the eight floor SGIO building. But police stepped in and stopped the jump for safety reasons. Milne wrote to a newspaper, claiming his ability as a parachute jumper had been underestimated. He'd measured the winds, he was confident there was enough distance between the tower and the ground, and — as long as the roadway below was kept clear — he felt there was no danger to life.

Milne and Smithy made a lot of money with parachuting for a while but he said people soon became tired of it. So he moved to Mackay and ran a spray painting business, putting jumping behind him.

But World War Two broke out, and Milne's parachuting skills were needed. He became Pilot Officer Jack Milne, as a key player in a newly formed Parachute Training Unit. With 150 jumps under his belt, he was the first to leap from its DC2 in January 1943. He later became a Squadron Leader and the only RAAF officer to wear the red beret. Milne trained agents for drops behind Japanese lines. He was also mentioned in despatches for his gallantry.

But, just like his early days, it was a jump that didn't happen that stuck in his memory. He recalled there were 1,500 Australian paratroopers ready to jump into Singapore when word came through of the Japanese surrender. "It was called off and there were 1,500 very angry Australians," said Jack.

After the war he went back to Brisbane, first in spray painting and then back to piano tuning. But it turned out there was another new way of using his old skydiving skills. Sport parachuting clubs were being created around Australia in mid-1958, with eager ex-military people and civilians signing up to play. Jack's health had been affected by his high-altitude efforts in the military but he became the Chief Instructor for the Queensland Parachute Club. He was probably the most experienced Instructor among those Aussie pioneers, but his club had an agonising six month wait for equipment before finally getting started in early 1959.

Milne gave it all away five years later, with some 400 jumps to his name. He told a reporter he didn't include the paratroop jumps in this number because 'they were too easy' compared to his civilian adventures.

He tried, in vain, to form a medical parachute group to drop emergency teams into big accident scenes. Eventually, he retired quietly in Brisbane.

MILNE'S "CENTURY"
A PROPOS of stunts, Jack Milne scored his parachuting "century" on Sunday. It must have been his most hectic drop, for he finished up in the "drink," half a mile away from the shore at Southport.

As you would expect of this steel-nerved, quick-thinking young man, he got out of it all right. It's a habit of his.

His brother "Sandy" also once nearly paid a visit to Davy Jones' locker. He was trying out a glider at Stanwell

QUEENSLAND
WHEN making a parachute descent from an aeroplane at a height of 2000 ft. at the Southport Gliding Club, Milne was caught in a crosswind and his parachute carried half a mile out to sea. As the parachute dropped into the sea Milne freed himself from the harness. When he touched the water he struck out for shore. He was rescued when he was within 200 yards of the beach.



Time to the Bed

Compiled by the APF at ASM deadline time.

'A' CERTIFICATE

CURTIS ALLEN
AARON ANDREWS
SEBASTIAN BAEHR ALARCON
JAMES BITMEAD
SAMUEL BRIEN
MITCHELL BROWN
DANIEL BROWNE
DECLAN BROWNLEE
JACOB BUCHANAN
ANTHONY BULFORD
PATRICK BURKE
SHAYE BYLES
MATTHEW CARTER
JONATHAN CHAN
BEAU CHAPMAN
ALEX CLIPPER
DANIEL CUSCHIERI
RONILDO DA ROCHA BRAGA
JUNIOR
DANIEL DARE
WARREN DAVIES
HAROLD DAVIES
TAYLOR DE VENNY
MICHAEL DIMMER
JACOB DOYLE
TIM DUGAN
MAGGIE DUTCH
CLEAENT DUVIGNEAU
RYAN EBELING
INDIANA ECK
ZEA ELMES
PATRICIO ELOSUA
RODRIGUEZ
TOBIAS ENGEMANN PEET
CARLOS GARCÉS VASQUEZ
MARK GINNANE
KA YING GONG
SHINJI HAIN
HARRY HARLEY
ROBERT HARRISON
PETER HASTINGS
RYAN HE
WANGJIN HENDRIE
ROSS HICKS
STEPHEN HILDEBRAND
LUKE JAEGER-POUND
EMMA JAMES
STEPHEN JARAMILLO
ALBERT JONES
NICHOLAS Yael
MATTHEW KADSHAI
GARTH KANE
JASON KELLY
YOUNG KERR
BRADLEY KIM
MARTIN KLOSE
ALEXANDRA KOLEV
SARAH KONGSHAUG
MATTHEW LACH
CHRIS LAYCOCK
ADRIEN LEES
JOHAN LEFORT
SEAN LOEF
ALEXANDER LUDLAM
JAMES LUNN
HUGH MADSEN
JOHN MANSON
BEN MARTIN
CASEY MATHESON
STEVEN MCCLOGHRY
TEGAN MCINTOSH
ANDRIJA MESTEROWIC
JACKSON MILLARD
OLIVER MORRIS
JASON MORRIS
MICHAEL MUNSTER
DAVID NICOLAOU
YONGHWAN OAKROOT
RUFUS OH
LIAM OOSTHUYSEN
SOFIA OSBORNE
JOSEPH PIRES
MORGAN PODPLESKY
PRESTON

'KYE' CERTIFICATE

CAMERON PUTTEE
RYAN READER
SEAN RICHARDS
ANDREW RICHARDS
LUCAS RUNCIMAN
PETER SAMPSON
RUBIN SCHROEDER
JAI SEEFELD
KARAMVEER SINGH
TANMAY SINGHAL
JACOB SKAINES
SAM SLOAN
LEAH SMITH
SAM SMITH
DAVID STEADMAN
CHARLES TEY
KEINAM THOMPSON
JONATHAN VAN AALST
DANIEL VARKER
JACOB WALSH
ADRIAN WARD
RYAN WILKINS
NEIL WILLIAMS
DANIEL WOOD
RAYMOND WOOLCOTT
JAMIE WRIGHT
CHUNG HO WRIGHT
NELSON YOON
ERIC YOUNG
ZALINDA ZUNKER

'B' CERTIFICATE

ANNE BAARTS
ASHLEY BOLT
JESSICA BOWLER
NORMAN CARTER
JOSH CARTY
KANE CHALLIS
RYAN CRAMPTON
HARRY CRAWFORD
HAROLD DAVIES
PETER DAVIS
RYAN DOYLE
JACOB DOYLE
PATRICIA ENG
ROBERTO ESSWEIN
EDUARDO FOGACA MARQUES
PRESTES
DOUGLAS FRASER
ANDREW FRASER-SCOTT
ALEXANDER GALLAGHER
ZACHARY GOEPEL
SHINJI HAIN
VICTOR HARRIS
ANTHONY HUGHES
GEORGINA HUNIA
TALIA KING
MARTIN LEE
HUI LEE
ARTHUR LITTLE
LUKE MARQUIS
AIDAN MATTHEWS
ROWAN MCKENZIE
DEREK MENSEN
OLIVER MORRIS
JOHN MUSCENTE
KENNETH NAVARRO OSUNA
LUKE NEIL
JESSICA ONIE
MATTHEW O'SULLIVAN
JOHN POSADA
BEN PROP
CASEY RAY
STEVEN RICHARDS
TEGAN MCINTOSH
ANDRIJA MESTEROWIC
JACKSON MILLARD
OLIVER MORRIS
JASON MORRIS
MICHAEL MUNSTER
DAVID NICOLAOU
YONGHWAN OAKROOT
RUFUS OH
LIAM OOSTHUYSEN
SOFIA OSBORNE
JOSEPH PIRES
MORGAN PODPLESKY
PRESTON

'C' CERTIFICATE

CHLOE BAUER
JESSICA BAUER
TEL BODIAM
OLIVER BOOTH
EMILY BROUGHAM
DARIUS CHAN
ALEX CLAPIN
MICHAEL CONNOLLY
BLAKE DICKSON
MITCH DRUCE
BRANDEN DUBERY
FREDERIC DUPLAA
ROBERTO ESSWEIN
LAUREN FULLER
BARRY GILL
HOEL GUY
MITCHELL HANCOCK
BEN HARPER
MARC HAUSER
MATTHEW HILLS
RICHARD HOLMES
ANDREW HUIH
ELIZABETH INACIO
TORAN JACOBSON
ANDRE JESUINO GOMES
MELANIE KOERBER
XIN PING KOH
NIKOLAY KURNOSOV
SHAYE LAKE
DANIEL LEE
STEVEN LISLE
RUBIN MAH
JAI MAH
KARAMVEER MCMURTRIE
TANMAY MILES
JACOB MORARD
SAM O'NEILE
LEAH PIEPER
SAM RICHARDSON
DAVID RINGGENBURGER
CHARLES ROBANGI
KEINAM SANDQUIST
JONATHAN VAN AALST
DANIEL VARKER
JACOB WALSH
ADRIAN WARD
RYAN WILKINS
NEIL WILLIAMS
DANIEL WOOD
RAYMOND WOOLCOTT
JAMIE WRIGHT
CHUNG HO WRIGHT
NELSON YOON
ERIC YOUNG
ZALINDA ZUNKER

'D' CERTIFICATE

CHERIE BAILLY
JACKSON BROCKWELL
MARK DUNNE
JODY ERNST
YUANDI FENG
JORDAN HALE
JACKSON HUNTLEY
BRETT HYLAND
HENRY HUNTLEY
ANDRE JAMES
CHUANG JESUINO GOMES
HANNAH HWANG
ANTHONY INACIO
SASCHA KING
SAM MALDONADO
CHIHN NIEL
MICHAEL ORO
TASSIO PORTO
JACK POULTNEY
ROBIN SPEDDING
GEORGE TOLLEY
KELLIE WATSON
JAMES WHITE

'E' CERTIFICATE

SAM BROAD
DAVID BROWN
MARCO DEBONI
NATISHA DINGLE
JAMES FISHER
MARISKA FOLLEY
JARROD GARDINER
NICHOLAS GILLIANO
LIAM GODDARD
JOSHUA GULIA
JONAH HERTAN
MYLES HEWITT-
TREADWELL
PETER JOHNSON
JESSICA JOHNSTON
GABRIEL KLINE
WING HIN KONG
KAROLINA KUNNARI
FAREED LAFTA
ROBERT MCCULLOCH
DIEGO MUNOZ FARIAS
THOMAS NAF
CAMERON OLIVIERI
CHRISTOPHER RAWLE
LAURA SCOTT
THOMAS SHORTEN
ALEXANDER STUART

'F' CERTIFICATE

MYLES HEWITT-
TREADWELL
MICHAEL HOWELL
SHANE BOOTH
CHRISTOPHER PAINTER
CORMAC REIDY
BLAIR SMITH
PACCKER 'B'
JOSHUA HAWKINS
MITCH DRUCE
DANIEL EGAN
ANTHONY FALCONER
RICHARD FERRARA
ALEXANDER GALLAGHER
LEE CLINTON GODFREY
GORDON GORDON
SHINJI HAIN
ANDREW HUIH
JACKSON HUNTLEY
SHAUN LAKE
TROY LARCOMBE
BRADLEY MEIKLEJOHN
MARLEY NOLAN-DUNCAN
DEAN O'NEILL
CAROLIN SIEDLER
RUSSELL THOMSON
PACCKER 'A'
ARRON TOEPPER
RIGGER ARMSTRONG
DANIEL CARTER
STAR CREST
GEOFFREY AICKIN
ADAM BLAXTER
LEAH BOOTH
ZAIRE BOWRING
DAVID RICHARDSON
THERESA RINGGENBURGER
MOHAMAD ROBANGI
LINUS SANDQUIST
BRENDON SCHAFFER
RYAN SENDLHOFFER
JOSHUA SHEEHAN
EMMA THOMSON
ALEXANDRA TOMASI
DANIEL VALES
JAKE DRUCE
ROBERTO ECKSTEIN
JAMES ESSWEIN
MELANIE FISCHER
CHRISTOPHER FORSTER
LUKE FRAZER-JAMES
BARRY GILL
LIAM GODDARD
KURT JORDAN
GREGSON HALE
SEBASTIAN HAM
VICTOR HARRIS
MARC HAUSER
DARREN HILLS
JAKE HITCHMAN
SHAN HODGE
ROBIN HOWARD
JACKSON HUNTLEY
HYUN WOO HWANG
ELIZABETH INACIO
TALIA KING
KAROLINA KUNNARI
ROBERT LAIDLAW
CHUANG LAIDLAW
LIU MALDONADO
ANTHONY MCCLYMONT
SCOTT MCKERIHAN
TAMARA MCMURTRIE
JACOB MULDER
MATTHEW MULLENS
THOMAS NAF
MARLEY NOLAN-DUNCAN
CHIHUN OH
ZOE PALMER
ZAIRE PIEPER
TASSIO PORTO
ANDREW RAE
DAVID RICHARDSON
BRENDA SCHAFER
OLIVER SCOTT
RYAN SENDLHOFFER
THOMAS SHORTEN
MARLIES STANEK
GEOFFREY STILLMAN
JAMIE TAN
JOSHUA TAY
JAKE IAN VALES
CAIN VELLA
JAMES WHITE
CANOPY CREST
DALE HOOPER
DANE KLEINER
WINGSUIT CREST
MARC ROCHECOUSTE
JOSHUA WALLACE
BEVAN WHITTAKER
FREELY CREST HEAD UP
LEE BARRACLOUGH
MICHAEL BELL
PHILIP COMYN

IAN OLIVER
ANTHONY CHRISTOPHER
SHANA KESTREL
SNOWDON
LAUREN FULLER
KURT GREGSON
JORDAN HALE
ADAM HALKET
SEBASTIAN HAM
SHANA HARRIS
JONATHAN HUNT
SAMUEL INACIO
ANDRE JESUINO GOMES
CRAIG KELLY
JOHN KING
HIKITENE KINGI
JOEL MATTHEWS
BRYN MOLONEY
THOMAS NAF
CAMERON OLIVIERI
JAMES PRITCHARD
NATHAN RAVENSCROFT
ROBERT ROWE
DANIEL RUTTEN
JOSHUA TAY
CASSANDRA VALASTRO
JOSHUA WALLACE
JOSHUA WOZNAK
FREEFLY CREST HEAD DOWN
CRAIG ALLENDER
MICHAEL BAILLY
LEE BARRACLOUGH
MARISKA FOLLEY
CHRISTOPHER FORSTER
LAUREN FULLER
KURT GREGSON
ADAM HALKET
JACK HOPPER
JONATHAN HUNT
JOHN KING
JACOB LOGAN
MATTHEW LUTTON
JACOB MULDER
THOMAS NAF
NATHAN RAVENSCROFT
JOSHUA TAY
SHANE TURNER
MICHAEL WALLACE
JOSHUA WALLACE
CERTIFICATE B COACH
DANIEL CATLOW
KRISTINA HICKS
HENRY JAMES
TOBIAS NOTT
CAMERON OLIVIERI
FREEFLY COACH
DAVID COLLINS
RENATO WERTH
WINGSUIT COACH
JONAH HERTAN
HIGH PERFORMANCE CANOPY COACH
DARREN GRIGGS
ANDREW LIPINSKI
JULIA MCCONNEL
ROBERT MCMILLAN
RONALD PERRY
MICHAEL VAUGHAN
ANDREW WOLF
CRW COACH
CRAIG BENNETT
JULIA MCCONNEL
BERNARDUS NORDKAMP
INSTRUCTOR
BERNARD ALEXANDER
JONN CONNOLLY
DANIEL EGAN
JAMES FISHER
MICHAEL FLANAGAN
CHAD GORDON
ROBIN HOWARD
ROBERT LAIDLAW
BRADLEY MEIKLEJOHN
DIEGO MUNOZ FARIAS
MARLEY NOLAN-DUNCAN
WILLIAM ROSNER
MICHAEL SMITH
ANNA VAN DER VLUGT
SENIOR INSTRUCTOR
SARA APALAIS
MASTER INSTRUCTOR
ROBIN O'NEILL
ENDORSEMENT DZSO
BERNARD ALEXANDER
MICHAEL BAILLY
DAVID BRUCE
DOBSON

DIONG DIXON
FALCONER FORSTER-
FOSTER-
FULLER
GREGSON
HALE
HALKET
HAM
HARRIS
HUNT
INACIO
JESUINO GOMES
KELLY
KING
KINGI
MATTHEWS
MOLONEY
NAF
OLIVIERI
PRITCHARD
RAVENSCROFT
ROWE
RUTTEN
TAY
VALASTRO
WALLACE
WOZNAK
FREEFLY CREST HEAD DOWN
ALLENDER
BAILLY
BARRACLOUGH
FOLLEY
FORSTER
FULLER
GREGSON
HALKET
HOPPER
HUNT
KING
LOGAN
LUTTON
MULDER
NAF
RAVENSCROFT
TAY
TURNER
WALLACE
WALLACE
CATLOW
HICKS
JAMES
NOTT
OLIVIERI
COLLINS
WERTH
HERTAN
MULLENS
NORDKAMP
ALEXANDER
CONNOLLY
EGAN
FISHER
FLANAGAN
GORDON
HOWARD
LAIDLAW
MEIKLEJOHN
MUNOZ FARIAS
NOLAN-DUNCAN
OSNER
SMITH
VAN DER VLUGT

DUDDERIDGE GIRVIN
DAVID HARRIS
SHANA PECK
RIA POTTER
NATHAN REUGEGRINK
BEN SCOTT
MATTHEW SEEMANN
ADRIAN
ENDORSEMENT COURSE TRAINER
MICHAEL BAILLY
THOMAS BOEHM
DAVID BRUCE
DAVID GIRVIN
SHANA HARRIS
NATHAN POTTER
MATTHEW SCOTT
ADRIAN SEEMANN
ENDORSEMENT AFF
JONN CONNOLLY
DANIEL EGAN
JAMES FISHER
CHAD GORDON
ROBIN HOWARD
ROBERT LAIDLAW
BRADLEY MEIKLEJOHN
WILLIAM ROSNER
MICHAEL SMITH
ENDORSEMENT TANDEM
MICHAEL BAILLY
JACK BAKER
JONATHAN HUNT
DIEGO MUNOZ FARIAS
MARLEY NOLAN-DUNCAN
SAM QUEENAN
ANNA VAN DER VLUGT
DISPLAY GENERAL
NATALIA BAEZ
LEE BARRACLOUGH
LEON BLACK
OLIVER BOOTH
JACKSON BROCKWELL
EMILY BROUGHAM
WILLIAM CASS
CALDER CHERNOFF
TROY CROTTY
KIM DEFOSSE
BLAKE DICKSON
MITCH DRUCE
BRANDEN DUBERY
TIARNE EASLEY
BRYCE EDEN
JODY ERNST
ANTHONY FALCONER
MARISKA FOLLEY
LUKE FRAZER-JAMES
JAMES GENTLE
BRAD GUNSON
HOEL GUY
MARCIA HAMMOND
MARC HAUSER
JACK HOPPER
JACKSON HUNTLEY
SKYE KALMS
TIMOTHY LAYCOCK
CHUANG LIU
MICHELLE LU
YI HUI MAH
JACOB MULDER
THOMAS NAF
CAMERON OLIVIERI
JESSE PEARCE
ZAIRE PIEPER
SAM QUEENAN
CHRISTOPHER RAWLE
ANDREW ROBINSON
JOSHUA SHEEHAN
MICHAEL SMART
MATTHEW SMITH
ASHLEIGH-MARIE VAN HAGEN
JAMES WHITE
CHRIS WOJTCOWICZ
DISPLAY PRO
VLADZIMIR ATAMAS
ALANA BERTRAM
KAROLINA KUNNARI
ALEXANDRE OHNO DA CRUZ
LAURA SCOTT
SIMON URSIN
ANNA VAN DER VLUGT
JUMP PILOT AUTHORIZATION
MICHAEL ARCON
JARED BENFELL
LIAM BURRELL
ELISE DEED
GLENN LECKY
MORGAN LEE
CHRISTOPHER MITCHELL
TIMOTHY MONTE
THOMAS POYNTER
GLENN SEAGE
DARREN SHELTON
MANPREET SINGH
TONY VIDLER
PAUL WILSON



ICARUS Safire 3

COMPLETELY FAMILIAR, ENTIRELY REVOLUTIONARY.
CONSISTENT OPENINGS AND A POWERFUL, CONFIDENCE INSPIRING FLARE
MAKE THE SAFIRE 3 THE PERFECT WING FOR BRAND NEW SKYDIVERS
AND EXPERIENCED JUMPERS WHO WANT A CRUISEY RIDE.

LBS	KG	INTERMEDIATE 1.3 - 1.1		NOVICE 1.1 - 0.8		MAX WING LOADING 2.0		PRICE: \$2,175.00									
		100	110	120	130	140	150										
275	125																
265	120																
242	110																
220	100																
198	90																
154	70																
132	60																
CANOPY SIZE		98	100	110	125	130	140	150	155	158	160	165	170	180	190	200	220

ICARUS Crossfire 3

THIS IS HOW WE DO JUSTICE TO THE CROSSFIRE LEGEND.
UNPARALLELED OPENINGS, A LONGER RECOVERY ARC AND INCREDIBLE SWOOP
DISTANCE COMBINE IN A NON-CROSSBRACED ELLIPTICAL 9-BELL 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							
		100	110	120	130	140	150	160	170								
275	125																
265	120																
242	110																
220	100																
198	90																
176	80																
154	70																
132	60																
CANOPY SIZE		10	11	120	130	140	150	160	170	180	190	200	210	220	230	240	250



az directory

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWIN)

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

SKYDIVE CAIRNS (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

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 MISSION BEACH (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: skydivecapricorn@icloud.com
 Web: skydivecapricorn.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

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

FUNNY FARM (FUNFAR)

Non-training organisation
 9479 Meandarra Talwood Road, Bungunya, Qld 4494
 Ph: 0429 630 897.
 Email: benncord@ozemail.com.au
 Web: www.funnyfarmaustralia.com
 Drop Zone Location: Bungunya

LEARN TO SKYDIVE (LTS)

AFF/Tunnel, Tandem.
 Chief Instructor: Roger Mulcey
 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: Darren Doyle
 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 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: 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 FRASER ISLAND (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)

SKYDIVE HERVEY BAY (HERVEY)

AFF, Tandem and Licence holders.
 Chief Instructor: Pete Agnew
 PO Box 7441, Hervey Bay, QLD 4655
 Ph: 0458 064 703.
 Email: bookings@skydiveherveybay.com.au
 Web: www.skydiveherveybay.com.au
 Drop Zone Location: Hervey Bay beaches, Bunya Creek and Fraser Island
 Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE 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

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

TOOGOOLOWAH SKYDIVERS CLUB INC. (RASP)

Non-training organisation. Licence holders
 40 Sword St, Woolloongabba, Qld 4102
 Club Ph: 0418 154 119.
 Email: benncord@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: Matt Chambers
 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 Road, Tapitallee, NSW 2540
 Ph: 0487 505 800.
 Fax 02 4421 5107.
 Email: shep@airbornesupportservices.com
 Drop Zone Location: Nowra Airport

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, SFF, 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 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 Trangie NSW
 Aircraft: Cessna 182, Cessna 185

SKYDIVE 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 AUSTRALIA 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 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

SKYDIVE NSW DROP ZONE (NSWDZ)

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

SYDNEY SKYDIVERS (SYD)

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

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: Ralph Hamilton-Presgrave
 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: 0409 802 338.
 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: Cessna Super Caravan 208, 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: skydivesemelbourne.com.au/
 Drop Zone Location: Tooradin Airfield
 Aircraft: Cessna 182

SKYDIVE GREAT OCEAN ROAD (GOROAD)

AFF, Tandem and Licence holders.
 Chief Instructor: Mike Tibbitts
 PO Box 5361, Wollongong, NSW 2500
 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 MELBOURNE (STBM)

Tandem only.
 Chief Instructor: Cody Bekkerus
 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 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

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC (SOUTH)

Non-training organisation. Licence holders
 PO Box 884, North Adelaide, SA 5006
 Email: saspc.committee@gmail.com
 Web: https://www.saspc.asn.au/
 Drop Zone Location: No fixed DZ

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@iinet.net.au
 Web: waskydiving.com.au
 Drop Zone Location: Pinjarra
 Aircraft: Cessna 182, Airvan GA8

SKYDIVE GERONIMO WA (PURE)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Paul Morton
 PO Box 1478, Bussetton, WA 6280
 Club Ph: 1300 449 669.
 DZ Ph: 0498 100 242.
 Email: bussetton@skydivegeronimo.com.au
 Web: skydivegeronimo.com.au
 Drop Zone Location: Bussetton Airport
 Aircraft: Cessna 182, TC 320 Airvan

GERONIMO ROTTNES (GEROT)

Tandem only.
 Chief Instructor: Glenn Stutt
 PO Box 1478, Bussetton, WA 6280
 Club Ph: 1300 449 669.
 DZ Ph: 0424 174 197.
 Email: rotnnest@skydivegeronimo.com.au
 Web: skydivegeronimo.com.au
 Drop Zone Location: Rotttnest Island Airport and beaches
 Aircraft: Cessna 182, TC 320 Airvan

HILLMAN FARM SKYDIVERS INC. (HILL)

