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FEATURES



EDITORIAL

So often I am reminded that skydiving has given me, and continues to deliver to me, an outstanding life with regular unique, sensational experiences. Whether the experiences are mine directly (just jumping alone challenges and fullfills me on so many levels, plus it takes me to great places to meet like-minded people) or closely and vicariously through my father Dave, and this time my husband Wayne and his best mate Archie, doesn't matter, the fact is we are doing some crazy good fun stuff that makes us high on life over and over again.

So Wayne comes home from work, he'd been jumping all day (that in itself is mind-blowingly fab, sure beats being a tradie) and says he's got a slot tomorrow, jumping from a Chopper (doesn't happen every day),



swooping through gates that are water driven jetpack men (intrigued), landing on the back of a jetski (what the?!), behind a super yacht-come-nightclub (right on), near Wavebreak Island on the Gold Coast (stunning).

What a great day! Because it was his 60th birthday I'll mention that he landed on the jetski and Archie didn't!! (They have a life long accuracy competition going on).

I was pumped just listening to him talk about it. He was kind of nonchalant as he always is. Watching his footage I was on the edge of my seat and he actually declared that he was super pumped. Yahoo. 40 years jumping, 18,000 jumps, lives to jump his Leia, this skydiving life is beautiful and just keeps on giving.

So, umm, what's next?

Jumping over the Pyramids apparently! Go Gem Hodges for a sensational selfie and Timothy Parrant for nailing the money shot (page 10).

Seeing 100 year old Irene O'Shea jumping (page 76) gives me total faith that Wayne has got a lot more decades of amazing skydiving experiences left yet.

Susie EDITOR
Susie McLachlan

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CONTRIBUTORS

Tracey Basman	Gem Hodges	Kelly Brennan
Kelly Brennan	Greg Jack	Dave Brown
Wade Challenor	Richard McCooney	Ash Crick
Jon Connolly	Skydive Nagambie	Steve Fitchett
Ash Crick	Skydive Oz	Aaron Goode
Louise Cross	Mark Norman	Johanas Heffi
Lesley Gale	Christian Peric	Gem Hodges
Laurence	Bryce Sellick	Norman Kent
Garceau	SA Skydiving	Gen Montreuil-McGowan
Vik Girvin	Dave Smith	Mark Norman
Holly Godwin	Nick Smith	Timothy Parrant
Kim Hardwick	Matt Teager	Bria Smith
Shana Harris	Brad Turner	Spot Tonson
Melissa Harvie	Scotty & Woody	Trish Vogels
Kristina Hicks	PHOTOGRAPHERS	Scotty & Woody
	Pete Agnew	

FRONT COVER



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Photographer:
????

BACK COVER



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Photographer:
????

Wanted For Next Issues!

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

Next Deadlines!

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

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

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

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

Publisher

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

Design & Layout

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

Printing House

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Dave Biddle
info@jtpress.com.au

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APF contacts



[APF OFFICE]

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

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

Chief Executive Officer	
Brad Turner	ceo@apf.com.au
Executive Director / Safety & Training	
Richard McCooley	Richard.mccooley@apf.com.au
Technical	
Kim Hardwick	technical@apf.com.au
Wade Challenor	Kim.hardwick@apf.com.au
National Development	
Vacant	apf.com.au
Accounts	
Craig Perrin	accounts@apf.com.au
Information Technology	
Michael Cole	michael.cole@apf.com.au
Office Manager	
Jenny Larkin	jenny.larkin@apf.com.au
Office Administration	
Julie Singh, Sandra Jappe, Janette Friske	apf@apf.com.au

[OFFICE BEARERS]

Chairman	
Dave Smith	0419 464 112 drs275@gmail.com
Company Secretary & Public Officer	
Andy Mulholland	0412 266 630 mul@bigpond.net.au

[BOARD OF DIRECTORS]

Trevor Collins	0401 118 203	trevor.collins@bigpond.com
Simon Colmer	0408 238 833	simon.colmer.apf@gmail.com
Mike Dyer	0407 690 564	midyer@mac.com
Allan Gray	0411 875 867	info@adelaideskydiving.com.au
Grahame Hill	0419 722 577	grahame.hill@apf.com.au
Luke Oliver	0429 020 865	email@lukeoliver.com
Ash Saunders	0452 190 015	ashdelta@gmail.com
Dave Smith	0419 464 112	drs275@gmail.com
Mark Szulmayer	0414 684 740	mszulmayer@hotmail.com
Anna Van Der Vlugt	0429 772 154	annavandervlugt@live.nl

[OPERATIONAL COMMITTEE MEMBERS]

National Aviation Officer	
Mark Edwards	0414 729 958 mark.edwards@apf.com.au
National Rigging Officer	
Trish Vogels	0435 238 079 trish.vogels@apf.com.au
National Competitions Officer	
Craig Bennett	0409 033 668 craig.bennett@apf.com.au
National Judging Officer	
Gail Bradley	0413 119 575 gail.bradley@apf.com.au
National Coach	
Ronnie Perry	0410 138 445 ronnie.perry@apf.com.au
Safety & Training Officers	
Charl Rootman	0457 299 122 charl.rootman@apf.com.au
Mike Tibbitts	0458 753 854 michael.tibbitts@apf.com.au
Brandon Van Niekerk	0412 546 763 brandon.vanniekerk@apf.com.au

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

FLYSTATION (JAPAN): 30TH NOV-4TH DEC 2018
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APFdirection

FAREWELL BRAD TURNER

Brad Turner resigned as the APF Chief Executive Officer (CEO) on 25 January after holding the position for more than 10 years. One of Brad's goals was to see the APF host a World Parachuting Championships in Australia that would be acknowledged as one of, if not the best, WPC the skydiving community has ever seen. By all accounts this was achieved!

Brad is leaving the APF in good shape financially and highly regarded by CASA as a well-run and responsible member of the aviation community. Our relations with Airservices Australia, Australian Transport Safety Bureau, and CASA have never been any better.

Being CEO of an organisation of the size and complexity of the APF can be daunting and highly stressful. Given his resignation, Brad will have more time to focus on his health and family.

Richard McCooley will move into the position of CEO effective immediately and will ensure there is an orderly hand over of the baton.

On behalf of the Board of Directors I thank Brad for his enthusiasm, dedication and passion for the sport and his 10+ years of selfless service as CEO of the APF. Much has changed during the last decade and Brad can take comfort in the fact that he has been key to what we have today.

Dave Smith
 APF Board Chairman

MESSAGE FROM THE OUTGOING CEO

Dear Members,

After nearly 11 years as your CEO, it has come time for me to stand down from my position and allow for some fresh blood to guide the organisation into the future. Whilst saddened to leave a job that I have been so dedicated to and passionate about, I leave it with pride in what has been achieved over the past decade.

I look back at a generation of dedicated co-workers, volunteers, operators, competitors and others who have helped redefine our sport and culture. I cannot find enough words that can express how sincerely grateful I am for the privilege of working with those individuals who have helped shape the Federation.

The APF Office team have been my work family and have gracefully endured the many changes to an evolving organisation. I have been fortunate to work in and for a vibrant sporting industry that is resilient and continues to prosper. However as with any sport and business it requires a broad spectrum of individuals to ensure it stays on track and encourages growth and development. I encourage all members, new and old to take more of an interest in the future direction of the Federation, stand up and be heard, let your passion be felt and ideas be spoken and help build a better, stronger skydiving fraternity.

As a lot of you would know, I have a passion for competition and it has been a pleasure to work with our sporting heroes almost as much as I enjoyed competing myself and I will miss this interaction. The 2018 World Championships on the Gold Coast was testament to what we as a Federation of members can achieve when we work together, and it is timely that I depart on such a high and for that I am thankful.

Thank you all for being part of an amazing journey!

Sincerely

Brad Turner





APFdirection

While 2017 was a time of heartache as we experienced one of the most tragic years for fatalities in Australian Parachute Federation history, I'm pleased to say 2018 delivered better times.

We had a fatality-free year, largely due to the diligence of instructors and sport jumpers, and while adverse publicity in the wake of the tragedies meant operators had a noticeable decline in new students, it's great to hear many of them are reporting a good summer and numbers improving strongly.

2018 also saw inquests held into the Caboolture and Mission Beach fatalities, both of which were traumatic for all involved.

Findings from the respective inquests are set to be handed down during the next few months, with the Coroner presiding over the Caboolture aircraft crash considering whether to mandate Dual Point Restraints and if skydiving operations should be classed as Commercial, thereby falling under an AOC.

The inquest into the Mission Beach triple fatality, which saw the deaths of two well-respected skydivers and a student jumper (who was also a mother of eight), will also

result in findings that call for tighter safety requirements aimed at preventing reoccurrences.

On the instructing front, our new Instructor structure was released last May and has proven beneficial in simplifying the system and helping align it with overseas ratings. Moving forward, this will also allow a Chief Instructor to be a tandem-only CI.

We also expect to publish new Operational Regulations in April that will contain minor improvements and new content to cover Angles and additional Coach Ratings.

You should also mark 14-15 May in your diary for the APF's annual Instructor Conference. Held in vibrant St Kilda, a Melbourne bayside suburb known for its nightlife, this event is a great chance for everyone to get together and discuss new trends and ideas.

I look forward to hopefully seeing you there.

By **Richard McCooley**
APF Executive Director



As we roll into another exciting year of parachuting, it's timely to outline changes being proposed for the selection, appointment and tenure of APF Board Members.

As background, this time last year we initiated discussions regarding APF's current governance arrangements. This was in recognition that when APF became a Company Limited by Guarantee (CLG) in 2015, further changes would be needed regarding how Board Members are selected and the term of their appointment.

During the ensuing 12 months, two discussion papers and the summary of findings were circulated to gauge member support for certain changes and I'm pleased to report that while the number of responses was relatively low, there was clear support for revamping how Board Members are selected and the time they remain in office.

The proposed changes start with Council Committees, which have been relieved of their regulatory responsibilities and now focus on fostering and promoting sport and recreational skydiving in their geographical areas.

At present only Club Delegates can vote for Council Officers, which is very restrictive and hardly democratic. The proposed changes will see every full member who attends the AGM able to vote on the appointment of Council Officers, a change that allows for greater member involvement at the local level.

Instead of each Council Committee then nominating its representative to serve on the Board, the APF Office will call for nominations from members within each Council's

geographical area and subsequently hold the election of the Board electronically.

This will allow members with specific skills to put themselves forward for election as their Council's Board Representative. With seven regional Council Representatives and two to three Board-appointed Directors the Board will be well equipped to take the APF forward to bigger and better things.

A further change being proposed is that those appointed as a Board Member will be for a 2-3 year term so new members have time to come to terms with how the Board operates and make a meaningful contribution.

Consideration is also being given to limiting the number of times a person can be re-elected so the Board is periodically refreshed with new people with new ideas.

A further governance improvement being introduced is to call for Expressions of Interest from Members who want to serve on one of the APF Board and Operational Committees. An invitation to register for such positions will coincide with this ASM arriving in people's mailboxes.

Time will be allocated to discuss these propositions at the May 2019 AGM, which will be held in Melbourne's St Kilda.

By **Dave Smith**
APF Chairman



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World Record Flag Jump 4,885.65 Square Metres

Words and photos by
Mark Norman

BREAKING WORLD RECORDS IN SKYDIVING IS NOT EASY AS ANYONE WHO HAS TAKEN PART IN ONE CAN ATTEST TO. WE LOVE OUR FLAG JUMPS HERE AT SKYDIVE DUBAI AND YOU CAN SEE THEM BEING REGULARLY FLOWN AT THE DROP ZONE, SPECIAL EVENTS AND DEMONSTRATION JUMPS THROUGHOUT THE REGION. THE GOAL FOR THIS SPECIAL PROJECT, HEADED UP BY PABLO HERNANDEZ UNDER THE WATCHFUL EYE OF ABDULLA AL MANSOORI & SAMER AL AMMAR, WAS TO BREAK THE CURRENT WORLD RECORD OF 2698 SQUARE METRES CURRENTLY HELD BY THE GERMANS, AND TO MAKE IT STAND FOR SOME TIME. NO MEAN FEAT BY ANY STANDARDS.

With that I find myself at the Desert Campus looking in disbelief at a 185kg container that was going to be piloted by David Ludvik Junior. Two earlier dummy drops from a Twin Otter had determined that a helicopter would be required to reduce the run in speed. Evgeny Gruzdev, the rigger in charge, did the last minute checks on the flag's container. We loaded the aircraft and were on our way for the first live drop. Eight of us in all; three to assist with the flag, the rest of us to record the event.

The two minute call came quickly, the atmosphere palpable, preflight checks done, cameras on and Junior was unceremoniously gone, flag and all. Words aren't needed when something isn't going well. Over the noise of the turbine and gearbox I could see Pablo gesturing not to jump. We circled and could see the drogue over the nose of the canopy and the bundle had separated from Junior with the opening shock.

It was established the we needed heavy drop equipment. Many hours of rigging later and with the help of United Parachute Technology and Performance Designs, we were ready for our second attempt using a military grade tandem rig with a 460 square foot canopy, along with a reinforced flag container.

On the next attempt the flag unfurled from the container only to have the attachment point under Junior's feet break and the entire flag slide down the rope.

The following day was going to be our last attempt and with that we found ourselves climbing to 9,500ft. After an uneventful exit and deployment, this had to be it. The attachment point had been reconfigured and we all waited and watched for the football field size flag to make an appearance. Circling in the helicopter I could see Jr rocking the bag back and forth tugging on the release handle, he seemed to be struggling. We descended slowly following along, Jr kept trying to get the container to open. The bundle was cut away and landed in the desert under a parachute. The release system had jammed under the



weight of its contents. With all his might and effort Jr could not get the container open. He was exhausted when he landed.

Needless to say morale was low. So much time and effort had gone into making this a reality. It was a quiet ride home. Later that evening a call came through from Pablo. One more attempt, we weren't going to give up without a fight!

It is hard to imagine the pressure on everyone to make this work. It was indeed a quiet ride to altitude. Everyone got ready and off went Jr into the void.

As the flag unfurled the jubilation in the helicopter was high, at last, there it was in all it's glory nearly 4,885.65 square metres of UAE flag glistening in the afternoon sun. Truly a sight to behold. Wingsuiters were buzzing past and flag bearers from sponsors were circling. It was absolutely amazing. I am sure this record will stand for years to come, although you never know.

Special thanks to Skydive Dubai and everyone who worked tirelessly to make this happen.





PYRAMID JUMPS

SKYSEEKERS BOOGIE - CAIRO

By Gem Hodges

Sky Seekers Boogie in Cairo was the first event organised by Alia Parachuting on conjunction with Moe Howary. Moe is a USPA S&TA, AFF-I and TI and was always passionate about bringing his international skydiving friends to his home country. For me, the trip was a way to reconnect with him and his lovely partner Monika, and get some once in a lifetime jumps with other like minded skydivers. The views during the jumps were made so much more special by the configuration of the plane, launching out the back of a C130 over Cairo city with the pyramids as a backdrop is a feeling I'll never quite forget.

The most memorable jump for me was most definitely the Koala onesie jump, to raise money for Save the Koala foundation. Close second was the last jump, knowing that was the last time to see the pyramids from that angle but also pulling high and playing with Cody under canopy was really special.

I learnt quickly that there was no way to control the interested locals, camels and tourists in the landing area. Yelling in English was not assisting at all! So accuracy and ability to land in chaos was really put to the test. Moe put on an incredibly safe, fun event, with just the right mix of entertainment and culture alongside what was essentially a bunch of stunt jumps. I urge everyone that has the ability to go - you will never forget it!



“At first you don't see it until you really look at the photo and you realise the shadows of the Great Pyramids of Giza create a bird/angel. This only occurs at a very short time of the day when the sun lines up correctly. It was a once in a lifetime shot to be able to capture the pyramids shadow art with a lovely skydive formation directly in the middle of the first pyramid. I hope you guys enjoy it as much as I do.”

Photo by Timothy Parrant



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AUSSIE BIGWAYS DAN BC TRAINING CAMP

MORUYA-NSW - 6TH TO 9TH DECEMBER 2018

By Kristina Hicks & Christian Peric Photos by Steve Fitchett, Dave Brown & Spot Tonson

OCEAN AIR, MOSTLY SUNSHINE AND ABSOLUTELY STUNNING BACKDROPS OF AUSTRALIA'S EAST COASTLINE. AUSSIE BIGWAYS RAISED THE BAR ONCE MORE, BY PUTTING ON AN END-OF-YEAR BIGWAY TRAINING CAMP TO TOP THEM ALL, WITH NONE OTHER THAN THE LEGENDARY RELATIVE WORK GURU AND SUPER COACH DAN "BC" BRODSKY-CHENFELD. BRINGING THE WHOLE BIGWAY TEAM BACK ONCE MORE TO ONE OF THE MOST BEAUTIFUL DZS IN THE COUNTRY, MORUYA-NSW AND, TO TRAIN, CHALLENGE AND ENCOURAGE US IN ALL THINGS BIGWAY, THUS PAVING THE ROAD FOR OUR NEXT BIGWAY ADVENTURE, THE AUSSIE RECORD IN PERRIS, MAY 2019.

DAY ONE

Began with all eager participants in their suits with anticipation to hear what Dan and the supporting coaches Greg Jack, Melissa Harvie, Tracey Basman and Dave Loncasty, had in store for the team. The whole camp goal was for everyone to gain coaching and feedback from Dan on one day, including the coaches themselves! This inclusivity is a keystone for all of the Aussie Bigways team to realise that we all have goals no matter what our skill levels are and that we can always work on finessing our personal flying skills. Despite some weather delays the teams were in good spirits and eager to test the skills and complete a wide variety of jumps. Assigned into three groups, all participants had the aim to assess current skills and identify areas to work upon to be better prepared and ready for the record attempt in 2019. From those who recently completed their star crests to highly experienced jumpers, all had the opportunity to show their skills and work on their goals for the camp, many choosing long diving as a main focus, as we don't often get to practice these in our normal weekend jumping. Three jumps for each group started us off in fine form, excited and ready for what was to come with formations of wedges, hourglasses, quad-donuts,

diamonds, two-way base with 8way compressed accordions, some of these extremely fragile and complex to build but we were up for the challenge.



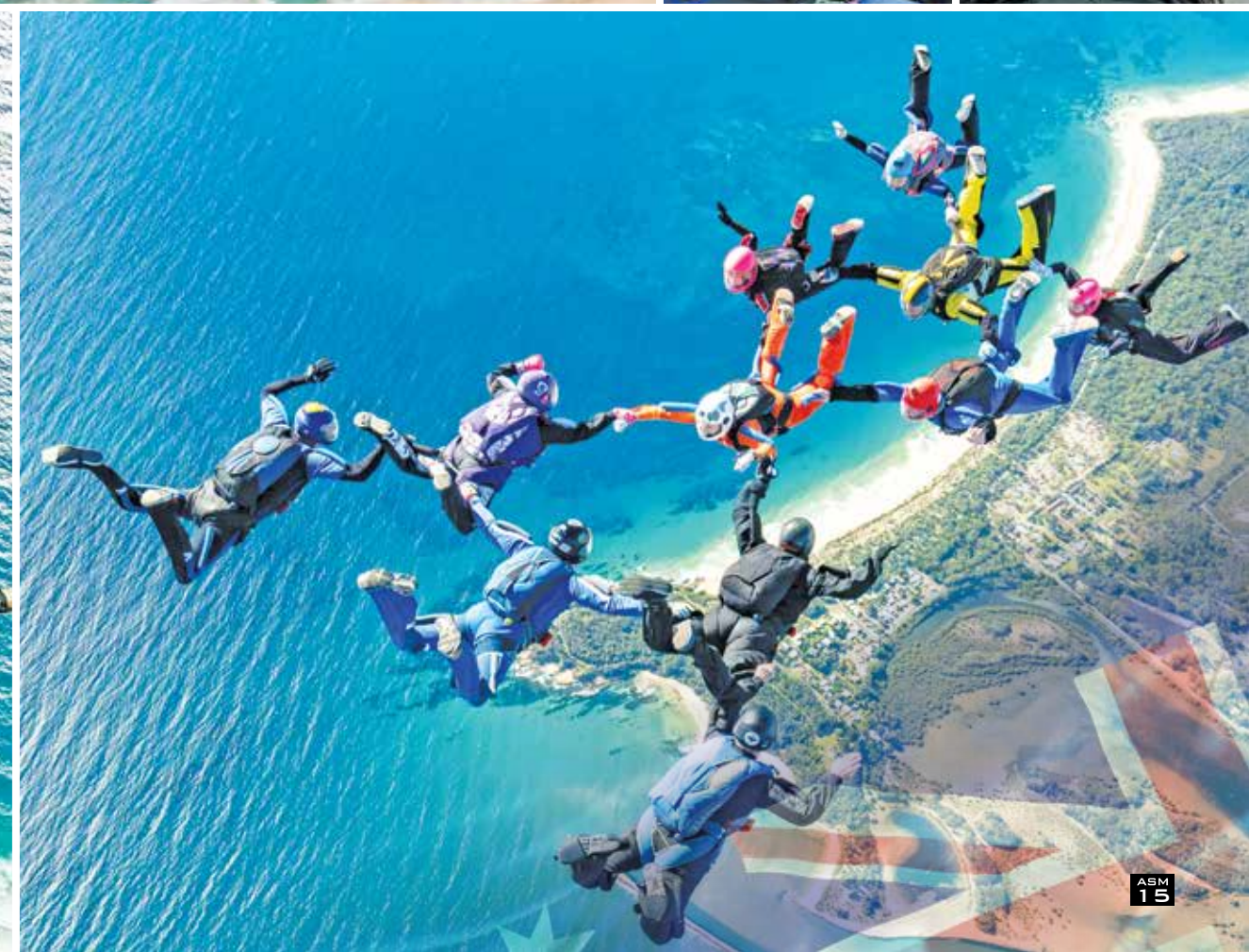
AUSSIE BIGWAYS DANBC TRAINING CAMP

DAY TWO

Due to the high winds forecast to pick up beyond safe jump limits by lunchtime, the team pulled out a special effort by meeting at 6am.

Blurry-eyed but keen, four groups of 12- to 16-Ways met in the hangar right on time, with Davey's Advanced Oz group of 12 to get wheels off by 6:30am.

The general flavour for the day was one of challenging jumps, with a higher technical difficulty, rather than basic bigway training. Multi-point 12- to 16-Ways were the order of the day, with many a challenging outfacing slot. This was only possible because most participants had been working on their personal flying skills, as well as having gone through one or more P3-style training camps or record events, so that the nomenclature and disciplines of bigways, like: stadium, radial, stopping before docking, flying quietly and looking through the centre, almost did not have to be mentioned, as we were all on the same page. We just needed to put it into practice! In line with practicing some long diving, Tracey's group did one jump by which the whole load chased her out of the aeroplane, Tracey setting base as the only floater from the door and the whole team eventually forming up to a nice wedge formation. The day's plan worked very well, lucky for the early start, as we all got in three jumps before the winds grew too strong, grounding us for the remainder of the day. The wind hold was a good time for groups to take the time and debrief the day's jumps in detail, discussing individual goals and reviewing the skills and event guide. Eventually the afternoon drew to an early close, with the wise decision to repeat the same process for the next day, by meeting at 6am, with all new groups of course.



AUSSIE BIGWAYS DAN BC TRAINING CAMP

DAY THREE

Groundhog day at 6am! Four teams were entirely shuffled around. The message from Dan that day to his group was all about "calm but confident". Calm did not mean lethargic, sloppy or slow, but rather clear of mind, to make good decisions, and see things clearly and act confidently. It was really good to hear Dan say that he tells himself to be calm on every jump, throughout the various stages: just before exit, right after, during approach, while in the formation, and so on. With the winds growing stronger throughout the morning, the teams kept turning over the loads quickly. The Weather Gods were on our side this time, as the windmeter stayed right on the safe legal limit so we could keep jumping for a full day, the first time in this camp. Emphasis was once again placed on tracking groups, a vital skill in any relative work but especially in bigways, so the team took up the opportunity to practice in this type of training environment. By 4pm, six jumps were completed by the whole training camp... very lucky indeed, especially for those in Dan's group. A deep satisfaction came also from Dan and his group in proving Loncasty wrong when he said that some of those complex formations can't be done, well Dave we proved you wrong! A few close-out speeches were held that afternoon, since the Sunday was going to be a more casual day, with various folks having to leave throughout the day. Start time was announced as 7am, a bit more generous for a Sunday morning. Celebrating that night with a delicious Thai buffet style dinner, the group was treated to a raffle for a number of iFly vouchers, a special draw for all those bigway participants that had already registered for the Perris record event next year, congratulations to the winners.



AUSSIE BIGWAYS DAN BC TRAINING CAMP

DAY 4 & CLOSE OUT

Unfortunately the weather was not on our side for Sunday and we sadly completed no jumps, however this provided many opportunities to reflect and have one-on-one discussions with Dan and other coaches to further develop plans towards the record. The Aussie Bigways team spirit was alive and ignited to see the vision of that successful record come to fruition.

Dan's words from the close out:

In every group you can see so much of all the work that you have been doing. Looking back on day one of the Perris camp in 2010 we didn't have as much preparation as we do now. This whole group is in a way better place than then. A 150-Way is big and the path that we are on can be completed, when we have people in every jump do better on every jump. This shows that everyone has the right headspace to improve their part of their performance. We have one mental group right here. Some strong advice for the team is that between events and coaching camps one thing we can do more is develop our skills in visualisation. People are not really seeing... visualising is like adding jumps and to your experience. We know what it's like to be in the stadium, stay off the grips, take a breath in your slots... you can train a lot in 5- and 6-Ways, visualise each step and perform. Aussie events have the best team spirit. Having a group there full forward and asking what needs to be done. I am looking at a group that can do a 150-Way and if we put in the work we will get that 150-Way... I think the record is there, so come and show up in Perris and blow my mind. Come to the camps and see the progression... but ultimately DO THE WORK!





AUSSIE BIGWAYS DAN BC TRAINING CAMP



Dan's Key Tips to a successful record attempt

- An achievable goal (The 150-way is achievable)
- Right attitude, determination and preparation
- Understand that there are no guarantees about anything
- Visualise...create those pictures!

Thank you's

A huge thank you first and foremost to Dan BC for not only your coaching but for flying out for the weekend. We know it was touch and go there but we were very grateful to have you here.

To the fantastic Aussie Bigway coaches Greg Jack, Melissa Harvie, Tracey Basman and David Loncasty thank you for guiding us along the way and imparting your skills.

A particular thank you to Tracey Basman who is concluding her position as National Events coordinator, for all your hard work and efforts over the past 4 years we thank you for all that you have done to make these events happen.

To our outstanding camera flyers Steve Fitchett, Spot Tonson and David Brown, thank you for making us look so damn spectacular!

To Paul Smith and the team at Skydive Oz, you have continually shown your support for Aussie Bigways and we are so thankful for you accommodating us in more ways than one.

To all the pilots and packers thank you for getting us smoothly throughout the camp.

To Sarah and Luke in café, thank you for providing us with endless deliciousness and nourishment.

To the NSWPC for funding the Aussie Bigway Coaches.

To IFLY Downunder for sponsoring the tunnel time give away for early bird P3 registrations.

And last but not least to all our amazing Aussie Bigway team who support and come to these events, without you we wouldn't have a record in 2019 to aspire to. Visualise, improve your personal flying skills and as Dan said, let's do the work!

SAVE THE DATE



AUSTRALIAN OPEN
INDOOR SKYDIVING
CHAMPIONSHIPS
2019

FRIDAY 23RD &
SATURDAY 24TH AUGUST

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2018 AUSTRALIAN DEFENCE FORCE PARACHUTE CHAMPIONSHIPS

MORUYA, 17TH-22ND DECEMBER

By Holly Godwin

ONCE AGAIN THE AUSTRALIAN DEFENCE FORCE HELD THEIR ANNUAL SKYDIVING NATIONALS. THIS YEAR, THE EVENT WAS HELD AT SKYDIVE OZ, MORUYA. OVER 58 MEMBERS FROM ARMY, AIR FORCE AND NAVY CONVERGED ON THE DROP ZONE FOR A WEEK OF SKYDIVING AND COMPETITION. THE MILITARY NATIONALS, AS IT IS REFERRED, IS GROWING YEAR BY YEAR, NOT ONLY IN ATTENDANCE BUT ALSO THE DISCIPLINES THAT ARE OFFERED.

Veteran MILNATS Meet Director, Alan 'Mossy' Moss, once again did an awesome job organising teams, coaches and loads ensuring that all competitors got as many training and competition jumps as possible. *"It was a pleasure being involved in my 7th Military Nationals. In 2012 I was the only coach with one judge. Now the event has three judges and nine coaches covering FS, VFS, Wingsuiting, Canopy and Camera. The level of improvement throughout each year is obvious and the Australian Defence Force Parachute Association (ADPA) should be very proud to run such a high standard event".*

This year, as with other years, we were lucky to have some of Australia's best coaches including Craig Vaughan, Riss Anderson, Kyle Chick, Chris Byrnes and Sas Disciascio, and they all did a fantastic job giving teams instruction and debriefing all the jumps. This year saw an increase in the number of teams competing in VFS with the main discipline being 2-Way VFS. Chicko did an outstanding job coaching all levels, including a more advance 4-Way VFS team. *"It is fantastic to see so many VFS teams competing this year, and the level of freeflying within the association is definitely getting better. It'll be great to see what the next few years bring. Overall though, what a great comp."*

Each night we watched the days skydives on the day tape which was a great way to show everyone how the teams were going. This year the 4-Way FS team, "The Meat Bombs," were back and didn't disappoint with their exits. Everyone was pretty keen to watch those. Joining the Meat Bombs this year were "The Meat Balls", so there was plenty of meat getting around.



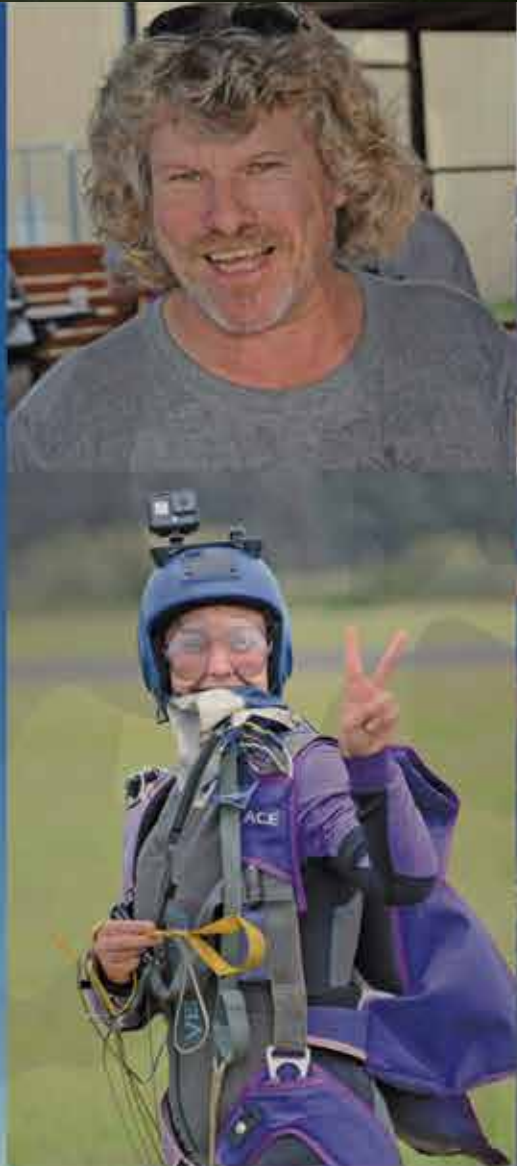
Craig Vaughan, who returned for his fourth MILNATS, was coaching some of the older and newer teams this year. "The progression of both individuals and teams was fantastic. It was great to see the application of those skills all round. Once again, it was a pleasure working with such fantastic people and what a great week of skydiving it was."

Riss Anderson attended the MILNATS for the first time, and here is what she had to say. "What a week! My virgin voyage to the MILNATS did not disappoint. I was blown away by the attitudes of everyone there. So much enthusiasm, a strong willingness to learn, the desire to help each other out while having a bloody great time. Beside the pesky weather (apparently the one constant in any great skydiving comp), the week ran as smooth as. Holly's talk about not staying up all night and partying was gold. Great comp, great venue, great organisation, great tucker and frikkin' awesome peeps. Thanks for having me along to play".

The Wingsuit comp had both Wingsuit Performance and Wingsuit Acrobatic, and Chris Byrnes was always on hand to pass on his expertise to competitors. "This is my second MILNATS and I really enjoy being a part of this event."

This year there were seven participants in the wingsuit competition, and really good progression from all involved. James McKew and I are aiming to conduct more training camps in between now and the next MILNATS with the aim to increase participation in Wingsuiting next time".

Although weather wasn't on our side for some of the comp, we still managed to complete over 840 skydives. This was the first year the Milnats were held at Moruya and I daresay they will be held there again for the 2019 Nationals. Poo Smith and the Skydive Oz team were fantastic and the catering, facilities and overall running of the event was first rate. Everyone had a wicked week of skydiving and it is great to see the increasing membership of the association. We are aiming to continue to hold training camps at various locations around Australia, and hopefully see more people attend the MILNATS 2019. If you are a Defence Force member and hold a 'B' Certificate, and would like to get involved in the MILNATS and other training camps held throughout the year, please contact sky.diving@defence.gov.au or holly.godwin@defence.gov.au.



WTPC STATE MEET 2018



THE 2018 WTPC CHAMPIONSHIPS RETURNED TO NAGAMBIE AND WAS A SMALL BUT SUCCESSFUL COMPETITION, ONCE AGAIN UTILISING NATIONAL'S COMPETITION AIRCRAFT (CARAVAN). TWO DAYS OF PERFECT WEATHER ENSURED THE COMPETITION WAS EASILY COMPLETED WITHIN A WEEKEND. AS THE EVENT CLASHED WITH THE NSW STATE MEET FOR THIS YEAR ONLY, IT WAS DECIDED TO HOLD A STATE OF ORIGIN FRIENDLY COMPETITION. THIS WAS WON BY LOCAL NAGAMBIE TEAM "THE BOYS", HOWEVER THEY ARE STILL WAITING ON NSW TO BE FORTHCOMING WITH THE PROMISED BEER.

By Louise Cross Photos by Adam Goode

Three teams competed in 4-Way FS A category. Originally only eight rounds were drawn, however the teams elected to increase the rounds to ten to fully utilise the services of sleep deprived new dad, Craig Vaughan as the FS ground coach.

Six competitors registered for Wingsuit Performance and competed over six rounds, while four Classic Accuracy competitors battled it out over five rounds.

Wingsuit Performance was a new event this year, and thanks to Jason Dodunski who encouraged his fellow birdmen and women, there was a good turnout. Once the teething problems were ironed out with the equipment and judging, the event ran like clockwork. Two "unofficial" National records were set in Time (Jason) and Speed (John McKay).

Seasoned Accuracy competitors welcomed new ones into the fold and watched over and gave advice when needed. Keith Perrot made the journey from South Australia for the event and once again took the medal home to Adelaide.

At the completion of all competitions the medal presentation (complete with podium pics) was held with Craig Vaughan and Meet Director, Don Cross officiating.



The Meet would not have been a success without the hard work of the following people, so a massive shout out to them:

Meet Director/DZSO – Don Cross

Judges – Jenni, Ray, Anna, Sandy and Barry

VTPC – medals, funding for FS coach, and event t-shirts

Craig Vaughan – for his invaluable help with the FS teams

Jason Dodunski – without his assistance the Wingsuit comp would not have proceeded.

Dave Boulter – for loaning his tuffet which meant we didn't have to use the APF one.

Ae's catering – for keeping everyone well fed and for the delicious Saturday night meal



SCORES

FS A 4-Way

1. The Boys – 93
2. Halcyon – 68
3. Bang Tidy – 64

Wingsuit Performance

1. Jason Dodunski – 291.5
2. Chloe O'Brien – 277.0
3. John McKay – 264.9

Classic Accuracy

1. Keith Perrott (SA) – 0.43m
2. Kras Bankov – 0.55m
3. Dave Boulter – 0.77m

DARWIN PARACHUTE CLUB PRESENTS...

REL WEEK 2019

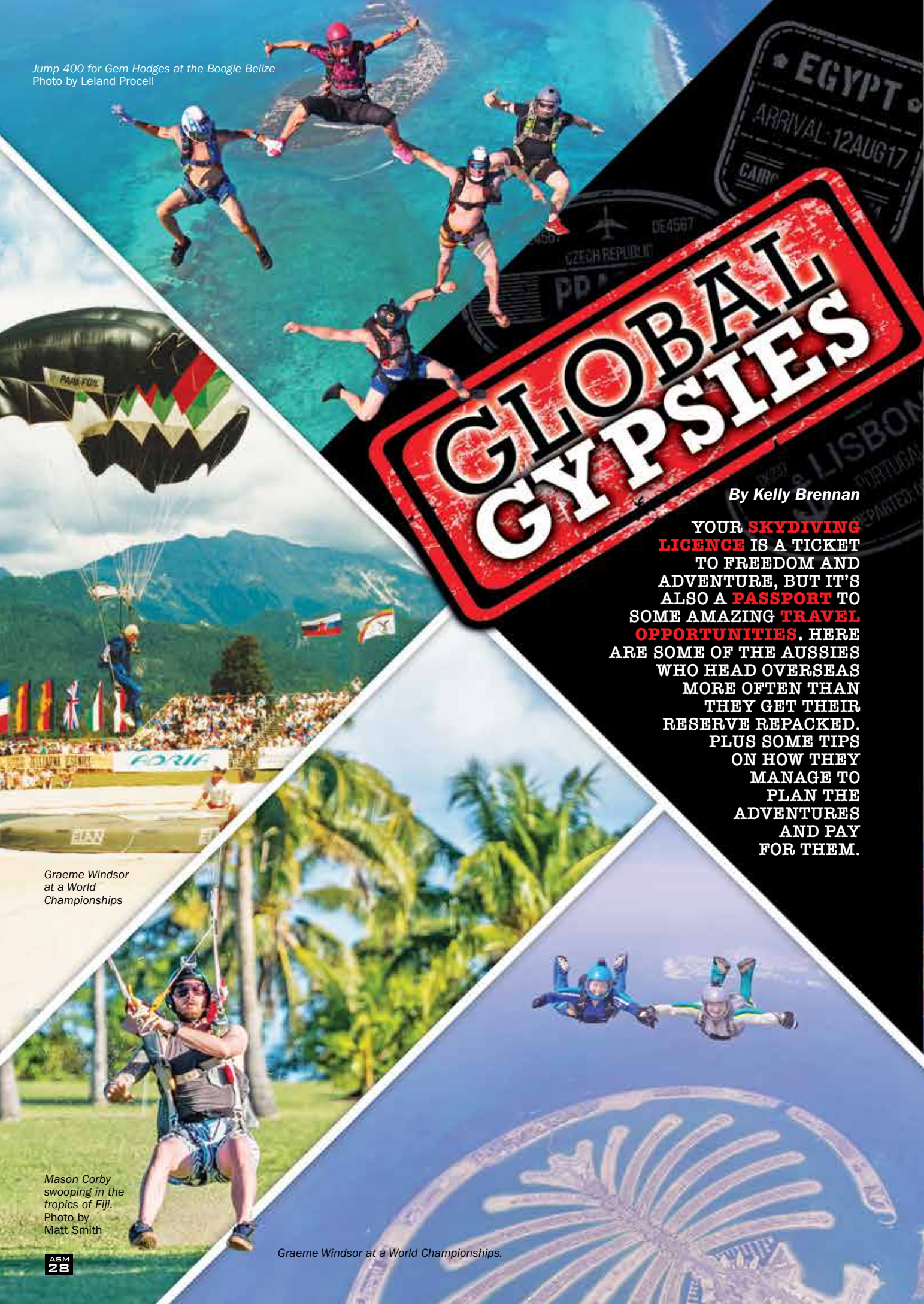
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- MATT BOAG FREE FLY
- RED FERGUSON FLAT/ANGLES/FREEFLY
- SAM HARDY & CHRIS "DOUGGS" MCDUGALL WINGSUIT
- RISS ANDERSON FLAT FORMATION

FAST CARAVAN ALL WEEK
STUDENTS & A LICENCE WELCOME

Jump 400 for Gem Hodges at the Boogie Belize
Photo by Leland Procell



GLOBAL GYPSTIES

By Kelly Brennan

YOUR SKYDIVING LICENCE IS A TICKET TO FREEDOM AND ADVENTURE, BUT IT'S ALSO A PASSPORT TO SOME AMAZING TRAVEL OPPORTUNITIES. HERE ARE SOME OF THE AUSSIES WHO HEAD OVERSEAS MORE OFTEN THAN THEY GET THEIR RESERVE REPACKED. PLUS SOME TIPS ON HOW THEY MANAGE TO PLAN THE ADVENTURES AND PAY FOR THEM.

Gem Hodges recently shared her incredible pics of landing near the Great Pyramids of Egypt. She has only been skydiving for three years, but she has already visited 6 countries and 35 different drop zones.

So, what has been Gem's best skydiving travel adventure? "Every single one," she declares. Understandable really. How do you compare landing in the blue hole in Belize, to a beach demo in Costa Rica or hanging from a biplane in Tennessee? She has also done balloon jumps in Perris Valley, three USPA Nationals, MI17 jumps in Hungary and high pulls over Sebastian, Florida. "Not to mention the hundreds of new friends I have made that make the world my home," smiles Gem.

Her travels don't always go to plan, but Gem always has interesting stories to tell. There was a dodgy spot for one of the Egypt jumps, so she was considering the landing options beside highways for a while. There was also the time she hit a dust devil in California and broke her foot, but still managed three hours of tunnel time and three competition jumps before it got too much.

Gem makes her travel plans two years ahead. (She does actually work for a living, but we'll get to that eventually.) Her 2019 Bucket List is impressive: January - Arizona for the Holiday Boogie, February - iFly Utah, April - Egypt, May - Orange Skies Colorado, May/June - Perris for the Bigway attempt, Aug/Sept - Batchelor Rel Week, October - USPA Nationals, November - South Africa & Kilimanjaro.

Mason Corby has visited a dozen different countries in 11 years of skydiving. His best travel adventure was way back on his second tunnel trip, in Bottrop, then skydiving afterwards at the Voss Freely Festival. The return trip to the same event wasn't so wonderful. "Shitty weather the whole time," he says. He did just three jumps in two weeks. "Sometimes it's a hit and miss with that place!"

Simon Colmer was a frequent traveller before skydiving, and he's added six countries to his list in six years, thanks to skydiving and tunnel trips. He was recently a Team Manager for the CP team.

While the skydiving is memorable at international events, there are usually opportunities to soak up the local highlights. Milly Spinoza's favourite boogie was Botswana (on her way to the Ukraine) because of the safaris and the friendship.

LIVING THE DREAM ...

Long-time jumpers might not have the same insta-worthy photo collection as the younger crowd of global gypsies, but many of them have an impressive collection of passport stamps.

Janine Hayes has made skydiving memories in 21 other countries for competitions and record events. "There are a whole lot I have not been to," she says, just back from Bulgaria and planning her next trip to the US. "Africa is on the bucket list."

Graeme Windsor has been competing for 50 years, and he's competed in 25 countries, several of them more than once. Plus he's been to another 20 countries for training jumps or official roles. That's 45 countries in 50 years! "It was fun making this list," said Graeme. "It brought back all sorts of memories of fun times and great people!"

Graeme Windsor at a World Championships

Mason Corby swooping in the tropics of Fiji. Photo by Matt Smith

Graeme Windsor at a World Championships.

Botswana Landscape

Gem Hodges & Skippy. Photo by Gen Montreuil-McGowan

GLOBAL GYPSIES

Craig 'Crash' Bennett counted at least 14 countries that he's been to as a competitor, judge or display jumper. "Judging has given me the most opportunities for travel," says Crash.

Gail Bradley, our National Judging Officer, has also travelled to more than a dozen other countries for official duties. "But it's not a travel club and these are not holidays," she stresses. "It's a high performance, peak stress trip, with your judging performance under scrutiny."

MANAGING THE COST...

Even when there's some assistance from the APF, for competitions and judging trips, it takes a massive commitment in time and money to get to that point. Gail Bradley built her judging experience over years and she still trains for each trip by watching hours and hours of competition video. Competitors make massive investments in training before they win the right to represent Australia, and then there'll be more leave to take and tens of thousands more to spend before they wear that uniform overseas.

So, how do mere mortals do it?

Mason Corby started travelling to build his own experience, then began working as an instructor and coach to enable more travel. Graeme Windsor operated a drop zone and also a taxi business in earlier decades, and he's put in a lot of volunteer time at international events.

Gem Hodges' adventures are all self-funded. She is experienced in her banking job, and she has a lot of flexibility. She says justifying the cost is easy! "I spend every spare cent on making a life of memories not things!"

It's a similar philosophy for Milly Spinoza, who was packing her bags for a boogie in Dubai when this was written. "Life's for living, you're dead too long," she says. "Put it on the credit card and deal with it later!"

THERE'S NO PLACE LIKE HOME...

If you can't afford an international trip, then start in Australia. "Overseas is good but I much prefer Australia," says Mason Corby, who gets around a bit with his Downunder Dynamics events.

Check out the APF Calendar and trawl Facebook for boogies and camps around the country. You may be able to time it for a couple of them in a row. Don't assume that jumps like the Cay or Whitehaven will always be around. If the C17 comes up again, don't wait and see. Register for those special events the moment they come up. Then worry later about practicalities.

Alistair Bates had no real incentive to leave Darwin until he was bitten by the bigway bug. Now he's travelling around with his van, checking out many drop zones. "I've just spent the last few months wandering around following Aussie Bigways and threw in the Equinox Boogie because I could," says Ali.

TRAVEL ADVICE...

Mason says getting out and about is the best thing you can do for your skydiving experience and career. "I really recommend Chief Instructor and drop zone owners to get out there and do this too," says Mason. "It will only improve your own drop zone from seeing how others do it too."

The journeys will be different for every travelling skydiver, but the advice is the same from all of our experts: Do it! "You never know what you're capable of or what you don't know 'til you see the other side," says Gem Hodges.

If you haven't left your own drop zone yet, Milly Spinoza is even more direct: "You're wasting your lives!"

ABOUT THE AUTHOR

Kelly's a skydiver who also collects passport stamps at every opportunity. Recent highlights include Bigways in Botswana and a picture perfect jump over Dubai.

INSURANCE

Let's not forget the holiday horror stories, which are good reminders about insurance.

Lex Stanley broke her pelvis during a boogie in Fiji. There was a helicopter flight, two different hospitals, road ambulance and a stretcher flight back to Australia with two nurse escorts. "This entire exercise would have cost in excess of \$40,000," says Lex. Thankfully, she'd spent \$89 on medical insurance. "Having the insurance company just organise and deal with everything was also a huge benefit," she says.

The risks aren't always obvious. An Aussie Bigways jumper, Phil Crofskey, spent six hours in hospital in California because a piece of chicken got stuck in his throat at dinner. His medical insurance saved him a bill of \$3,500.

Then there's gear insurance. Kelly Brennan had a chop and watched her freebag float away into a rhino conservation area. Her gear insurance, with the extra \$50 payment for international travel, paid for the loss.

RIG AS CARRY ON OR BAGGAGE?

While skydivers generally agree on the benefits of travel, they can't agree on one perennially divisive issue; Should your rig be carry-on baggage or should you check it in?

Simon Colmer always checks his in. So too does Graeme Windsor. This avoids security issues with the AAD and other metallic parts that raise eyebrows.

Janine always checks her gear in too. "I have only lost two items in all that time (touch wood) which were both recovered; A toilet bag that arrived late in the UK and my clothes bag from Peru that did its own world trip and turned up three months later."

Gem Hodges will check her two rigs in for training trips, but she prefers carry on for a boogie. "When I am only taking one, it is vital I have it when I arrive in whatever weird location I am going to," she explains. Gem carries all CASA/TSA/CYPRES documentation, and, if the rig is checked in, she tucks the paperwork into the reserve flap. "If I am travelling to a country that doesn't speak English, I try to get a translated letter explaining the gear and the reason for the visit."



2019 APF TECHNICAL CONFERENCE



Where:
Novotel, St Kilda, Vic

When:
Tue 14 and Wed 15 May, 2019

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

The event will also include:
Tuesday
APF AGM and Evening Welcome BBQ

Wednesday
Evening Awards Dinner
DON'T MISS OUT!

Early Bird Tickets

Available on-line soon
Watch your inbox for your invitation

WWW.APF.COM.AU

RISING *up to the* CHALLENGE

by Laurence Garceau 'LG' Photos by Spot Tonson

RISIN' UP, BACK ON THE PLANE
DID OUR PREP, CHECKED OUR RADIAL
QUIET RIDE TO HEIGHT WHILE WE CONCENTRATE
JUST A TEAM AND ITS WILL TO SUCCEED

IT'S THE END OF DECEMBER, IT'S THE THRILL OF THE FLIGHT
RISIN' UP TO THE CHALLENGE OF OUR COACHES
AND WE MUST ARRIVE FAST STOP THEN DOCK TRACK ALL FLAT
'CAUSE THEY'RE WATCHING US ALL WITH THE EYE OF THE SPOT LENS

Everyone singing?

Not long after setting a new sequential record in Toogoolawah, and being treated to coaching from much admired guru Dan BC at the Moo, the Aussie Bigways team was back in action to finish the year off with a bang!

The scene was set at Sydney Skydivers to replicate Perris Valley conditions as closely as possible: heat, so much heat, and sweat, so much sweat... Lucky we had "air conditioned" Caravans – second one brought in by Phil Onis for the occasion - and a team of resilient troopers.

How much fun did we have?

A LOT! Different types of fun to appeal to everyone. With the benefit of flexibility so people could hop on this load or that, with jumps adjusted on the fly. Improvisation fosters creativity they say; I think they're right.

Tracey Basman led a group of funky stars-and-stripers, making loopy formations that went around each other (or was it the world?) and transformed in front of our eyes, looking super cool. All smiles and high fives.

In Dave and LG's group, the mood was technical and challenging, eyebrow raising formations that would have defeated all but the best players were on the cards. Oh there was doubt in some eyes, making success all the sweeter. Discipline, discipline, discipline. We sound like broken records but really that's the crux of it. Set up, wait, breathe, cross-reference, rotate in cadence with your teammates, keep flying, and there you have it: a 10-Way Hope (not less) Diamond. Also a personal favourite: Dave Loncasty's dragon with wagging tail! Not to mention his startlingly hilarious and yet so pertinent commentary.

Perris here we come

There was much to celebrate after our three days together. Displays of excellence, precision, dedication and personal investment coming through. An absolute joy for the organisers.

And as the fireworks warmed up, the countdown for some of us was a little more special, as we rang in The Year of the new Aussie Bigway Record. May 2019, Perris Valley, California. Will you be there to make history?





RISING
up to the
CHALLENGE



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YARRRRR WHAT A CRACK'R SHE WAS!

5 DAYS, 142 LOADS, 1808 JUMPS LATER,
THE NEW YEAR THEN BEGUN, IN TRUE SKYDIVE OZ STYLE.

WE HAD BUCCANEERS FROM ALL OVER AUSTRALIA AND THE WORLD CAME TOGETHER AND BASTE IN THE DELIGHTS OF THE COASTAL SKYDIVES AND LIMITLESS FUN. A LEGENDARY CREW OF COACHES RAN HARD EVERY SINGLE DAY (183 SLOTS IN 5 DAYS!). THERE WERE SEAPLANE JUMPS, BEACH LANDINGS, NIGHTLY BIGSCREEN DAY TAPES, DJ'S, MUSICIANS AND UNSPEAKABLE SHENANIGANS ALL THE WAY INTO THE NEW YEAR.



Achievements:

- 7x Wingsuit Crests
- 6x Freely Crests
- 10x Star Crests
- 2x 100th Jump-wonders

Shout-Outs to

- Vivian Merz - First wingsuit Rodeo as the noble steed
- Bri Mo - 400 Jumps for 2018
- Chris Byrnes - Finished the year off with his 1200th jump
- Pauline Nicot - Back into the sport after 7 months
- Tomasz Fajst - Finished off his A licence
- 30 x unmentionable scallywags - First seaplane skydives.



// AHoy, ME HEARTIES!!! WHAT A FRIKKEN AWESOME WEEK OF ONE-EYED, DOUBLE-CUTLASSSED, MEGA-PARROTTED, MULTI-CLAP-O-THUNDERED, OLE JOLLY-ROGERING SKY FLOGGING.

SKY FEST 2 lived up to the hype, and managed to pave it's own way into sky-lore, not needing to rely on its frilly predecessors...

The wise old salts organising this epic shindig rallied sea dogs from all the yonder oceans....to come & whip the squiffy tars, wenches, lads, landlubbers & scallywags into shape in the finest of ways imaginable.

Jumps were demolished, as were the good vibes, the wide-eyes, the mega-smiles and the rum bottles. Hellz yeah.

I got to share in some of the funnest of all jumps...watching people catapult themselves through hoops (or simply track off with it around their waist!!), wagonwheel themselves into a murky, whiplashed oblivion, mix all of the disciplines in some of the most shipshape hybrids ever – thanks for playing, you crazy-assed freefliers & wingies (and spectacular attempts at hybrids, hahaaaa – SORRY STRETCH), and, of course, a gluttony of walk-the-plank starcrests. A huge congrats to all you starcresters who ticked that shit offffffff!!! And a massive thanks to everyone who came & helped out on said starcrest jumps (or offered to, and my slacker self didn't get back to you!!).

Moo crew....what can we say?? Finery. Booty. Thar she blows. You guys seriously rock.

And to all & sundry...for being there - smiley, friendly & enthused, jumping hard, partying hard, and keeping the vibe awesome – THANK YOU ALL.

Splice the mainbrace & rub yer grog-blossoms, coz dead men tell no tales...

Weigh anchor & see ya's all next year!!!! Whoop Whoop. //

Ross Anderson – FS Coach



// Every now and again you go to a boogie that takes a solid week to recover from. This was absolutely one of those boogies haha.

To Poo and the whole Skydive Oz crew, thank you for the opportunity to run at your amazing facility. Special call out to our rad manifest and pilots who kept us humming for those 12 hour days. Oh and where would we be without the magicians in the kitchen? To Nick and Shana who did a sensational amount of coordination, thank you.

Killer work by all participants keeping it together, keeping it safe and keeping it positive. There were definitely some testing conditions at times with engineering some tracking jumps plus the winds etc but it takes every single person at a boogie to make it successful so give yourself a mega pat on the back. Thanks to all my fellow coaches for making the experience super easy and keeping it 100 on the professionalism. We did some cool jumps.

Remember, 3 minutes ground speed 1 oh 5! Skyfest 2018 yarrrrrrr //

Simon Colner – Freefly Coach



// A week on the east of Australia skydiving for 5 days and then celebrating the beginning of a New Year, at what has to be one of the most epic drop zones on the planet, surrounded by 80 absolute legends...

Yeah good thanks!!

That's pretty much what came to mind when invited to organise at Skyfest #2 @ Skydive Oz in Moruya.

The week definitely didn't disappoint! Heaps of jumping, a mega heatwave, phenomenal crew, and a mega party to cap things off. If this boogie happens again do yourself a favour and get there !! //

Andrew Kier – Freefly Coach



“ Since my first visit to Moruya, the first SkyFest, at the end of 2017, I have fallen in love with this dropzone. With spectacular views, friendly staff, excellent facilities and good vibes, can ya blame me? I was so excited to return to coach at SkyFest 2.

SkyFest got underway with 2 Caravans taking us to 15,000 feet to Send it! It was so much fun to meet the other coaches and the participants and do some fun wingsuit flocks. Throughout the boogie 7 people completed their wingsuit crests, with Tom Forbut making it all the way from first flight course to getting crested. Aside from crests there were plenty of fun flocks down the beach with everyone progressing well.

Some of the more advanced wingsuit and canopy pilots came together for some XRW jumps. It was really special to see engaged couple Jason Dodunski and Chloe O'Brien flying wingsuits, both docked on Dan Smith flying canopy. Relationship goals!

My favourite jumps were the many wingsuit rodeos. I love the opportunity to mix it up with the freeflyers and the joy it gives the rodeo rider brings me so much happiness. I even ran a seminar on how to safely run a wingsuit rodeo sharing some of the trips and tips I have picked up in my time. A good one was with Amber riding me and the rest of the plane chasing for a big way angle up the beach with Simon Colmer nailing it on the outside video. So many other fun rodeos, but the highlight was a double wingsuit rodeo sword fight. I was docked with Jason flying our wingsuits down the beach with Alex and Bianca having a sword fight on our backs. Definitely a World First and got the good vibes flowing on New Years Eve.

The party on New Years went off and I felt so lucky to welcome 2019 with such a beautiful group of people. Big thank you to all the sponsors, participants, coaches, pilots, caterers, organisers, staff and manifest. I can't wait to return to Moruya for the Australian Nationals in March and many more events in the future. Yeeewww!! ”

Byrnessy (Chris Byrnes)
– Wingsuit Coach



“ Ahoy, Me Hearties!! If you missed out on the plundering of Moruya over the holidays, well... dead men tell no tales!

It was 5 days full of wicked jumps, plenty of frothers to keep the planes running and the awesome staff at Skydive Oz were running amok trying to keep up with us!

About 80 buccaneers and wenches made the journey together, and being a foreigner myself, sailing over from the far land of Canada eh, I was overwhelmed by the layout of the DZ, the proximity of the beach, and the stoke of all the scallywags. By far, the most beautiful DZ to froth at.

Plenty of boogie beer and smiles all around made the evenings a blast to hangout and have an early night... ppsssshht! When the jumping was over, the beers were flowing and the day tapes kept the stoke high!

Big thanks to the staff, and the LO's. A big shout out to Icarus Canopies for supplying us with heaps of demo canopies and for paying for the final load of the boogie and the beer for the swoop n chug! Legends!

And you can't forget the fun jumpers! What an amazing crew of people to get three sheets to the wind with and ring in the New Year! It was an honor to get the Jump Pig award at a boogie with so many people going hard!!

All in all, it was a solid boogie, and a great way to end 2018, and begin 2019!!! If you missed out, I hope to see you next year!!

Aarrgghh!!! Don't forget the rum or you'll be walking the plank! ”

Bri Ma – Jump Pig

Skydive Oz would like to extend a huge, huge, huge thanks to our amazing coaches and everyone who chipped in to help make this event a success. Including: Ben Cuttler, Simon Colmer, Andrew Keir, Chris Byrnes, Riss Anderson, and the legendary Jules McConnel for the canopy coaching. A shout out to Crash Bennett, Mossy (Alan Moss), Ale Ohno and Shane Onis for additional awesomeness, the magicians in manifest (god knows how they put up with us), Poo (Paul Smith) for his support and opportunity to host the event and of course, the one and only Greg Whitehead for putting on a show each night as our honorable MC.

The epic sponsors:

NSWPC supporting the fun jumpers to be the best they can be, in putting on the amazing coaches for the event!

APF Fi Fund did what it does best with more coaches, it's all about progression and fun, and man were there some crests achieved.

NZ Aeroports with the demo canopies of course, plus the last load fully covered for those early parrots of the event, and we can't forget the final swoop and chug... (Steamzy won't forget it either)

Cookie for the G3 discount voucher

iFly FOUR x 15 minute vouchers! Frothers be frothing.

Dekunu bringing their A-game with heaps of demo units and some super sick swag

Deem providing the goods with TWO jumpsuit discount vouchers

Zero Faux gifting of a FREE jumpsuit!

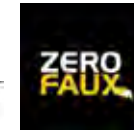
Knobby the best underwear ever, 2 lucky landlubbers now have \$100 worth of new undies

SunGod providing a pair of lifetime warranty sunnies, you can't get a better guarantee than that!

South Coast Seaplanes for making it possible to launch off their floats.

We're looking forward to seeing more scurvy sky-dogs at the upcoming National Championships and more events to come. Stay savvy.

Shana Harris & Nick Smith





Pictorial

WINGSUIT WORLD

RECORD ATTEMPTS



SKYDIVE CITY, ZEPHYRHILLS, USA

Photos by Norman Kent



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XRW CAMP

By Scotty & Woody's
School of Wingsuit

XRW... NINJA CANOPY PILOTS DOING THEIR PART TO HELP MAKE WINGSUITS LOOK COOL! THANKS GUYS! BUT SERIOUSLY, IN THE LAST FEW YEARS XRW HAS COME A LONG WAY WITH HIGH PERFORMANCE CANOPIES SHRINKING IN SIZE TO LOOK SOMETHING LIKE A PILLOW CASE, WHILE WINGSUITS HAVE GROWN TO BE ALMOST THE SIZE OF A QUEEN SIZED BED SHEET.

This latest XRW camp definitely highlighted how far things have come, with three Canopy and nineteen Wingsuit pilots coming to play from Victoria, and as far away as Perth and Sydney. While skill levels ranged from first timers to the experienced, the progression from everyone was seriously mind blowing.

Starting the days with some smaller groups (7 to 8-Ways) and then finishing each day with a big way (complete with smoke), the camp participants made the most of the world class coaching on offer by Scotty, Woody and Griggsy.

Each day produced a number of cutaways, but hey, what is a wingsuit camp without the sun being obscured by freebags?

Skydive Nagambie ran like clockwork, with their retardedly fast turbine smashing out the loads. The stoke levels on the packing mats after each jump was awesome to see, and after two days, I'm pretty sure everyone was not only content, but also slightly exhausted.

Thanks heaps Skydive Nagambie for making it happen, thank you to the APF Fi Fund and the VTPC for its support, and to everyone who came for your enthusiasm and ace flying! Looking forward to the next one - rumour has it, it's around Easter!



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YORK, WESTERN AUSTRALIA



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AN UNEXPECTED JOURNEY TO FIND THE FASTEST PERSON ON EARTH

By Ash Crick

part 1

Every person reading these words will almost certainly understand the thrill of speed. If you are a skydiver or BASE jumper, I'm betting speed is a big part of why you leap from an aircraft or object.

HAVE YOU EVER WONDERED HOW FAST A HUMAN CAN GO, FROM NORMAL SKYDIVING HEIGHTS?

An obsession with this question has driven me to more than 1,000 hours of investigation this year, to seek practical and scientific answers through the sport of Speed Skydiving.

I have learnt a huge amount, but never expected the problems it would uncover that would affect the highest international levels, or have predicted that at the World Parachuting Championships in October, 2018 we would be running a parallel competition with a majority of the world's best Speed Skydivers, to discover who really is the Fastest Person on Earth.

A little about me

I'm a technologist/scientist by trade, and have been skydiving competitively for 20 years, with a little over 4,000 jumps. Prior to this year, I'd taken almost a decade off skydiving, and back in the day won Gold and Silver World Championship medals in Freestyle (1999 & 2003), a Gold medal in the World Cup of Freestyle (2000), and Gold medal in the World Cup of Speed Skydiving in 2000, competing for Australia.

I'd be considered an old timer in the sport now, and consider myself fortunate to have been around during the birth of Freeflying in the mid/late 90s, and through the

earliest days of Speed Skydiving. It's been fascinating to see what's changed, and what's remained the same.

Qualifying for the Australian Speed Skydiving team at the Nationals this year re-awoke a deep passion for understanding the limits of freefall speed.

Freefall 101

To help understand some of the technical bits below, it's probably worth a couple of sentences on the basic science of freefall briefly.

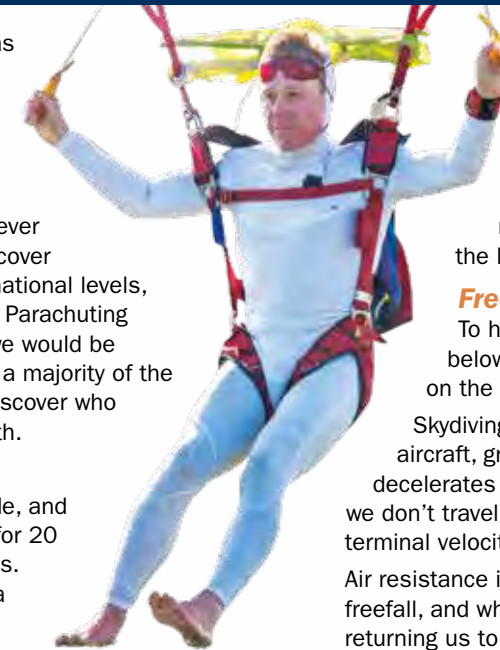
Skydiving is a gravity sport. Once we leave the aircraft, gravity accelerates us, and air resistance decelerates us. When those two forces become equal, we don't travel any faster, and we hit what is known as our terminal velocity.

Air resistance is what allows us to control ourselves in freefall, and what makes a parachute function, in its job of returning us to earth safely.

Speed Skydiving 101

Simply put, the aim of Speed Skydiving is to push the limits of terminal velocities. Reducing our surface area reduces the resistance from the air, resulting in higher speeds, but also less surface area to balance on.

The skill in Speed Skydiving is to maintain balance in highly unstable positions, whilst remaining relaxed in the



face of intense wind noise, and extreme air pressures created around our body, battering us and our equipment at speeds close to double the take off speed of a 747.

There is very little footage of high-speed Speed Skydiving, which is probably best explained by highlighting that any cameraman who could keep up with a competitor would themselves have to be capable of at least the same speed or greater as the competitor, which would make them the much better competitor :D

As such, in Speed, the graph produced from the speed measuring device data is our "cameraman". Each graph has the potential to tell a very interesting story.

Scoring

Incidentally, a Speed Skydiver is scored by carrying two speed measuring devices, placed one near each hip, that independently record each jump, and can be downloaded to a computer for analysis. The score is the average of both measurements from the jump, calculated as the average speed (in km/h) over a one kilometre distance (between 2,700m AGL and 1700m AGL).

This should hopefully be just enough background for the next part.

So how fast are the best speed skydivers actually going today?

This should be an easy question to answer, but where the story takes a bizarre turn. The world record skydive seemed like an obvious place to try and learn something from, and so it was the first graph that I looked at in detail.

The current World Record for Speed Skydiving according to Guinness is 601.26km/h by Henrik Raimer, measured at the 2016 FAI World Championships in Chicago.

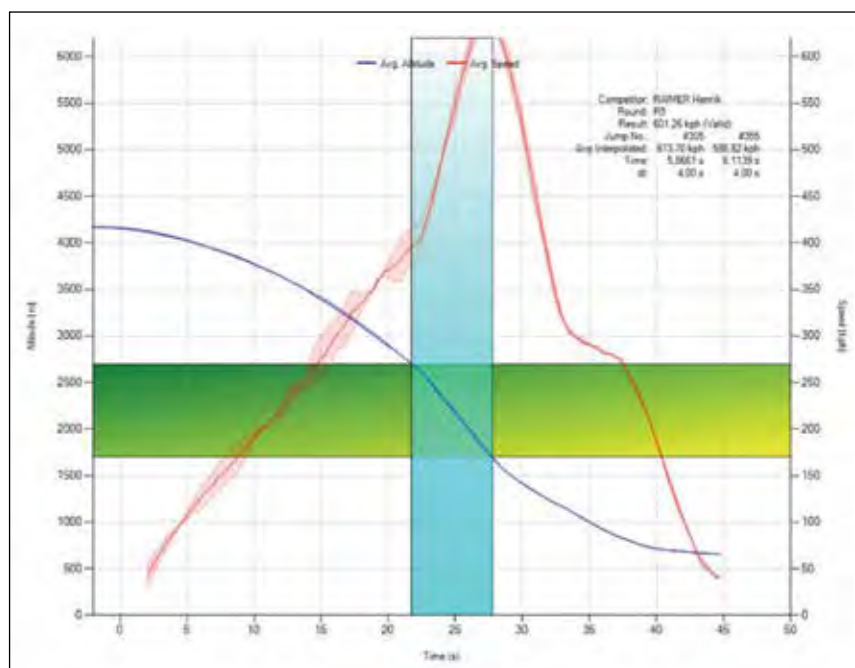


Fig 1 - Official IPC World Record Jump Graph

After appreciating 600km/h being such a big number, and imagining what it must feel like to travel more than 100km/h faster than I had ever travelled myself in the past, some strange things stood out in the data.

The first was the big difference in the speeds measured by the two devices at the same points in time (the lower and upper red lines).

This graph was suggesting that one side of Henrik's body was travelling 60km/h faster than the other side of the body, more than once, for many seconds at a time during that jump.

I tried to envisage how one side of a person's body could travel at a significantly higher speed than the other side for any amount of time, let alone for many seconds at a time.

That was strange enough, but secondly, the speed curve became a lot steeper once he hit 400km/h; suggesting that he was getting faster at a faster rate (ie. greater acceleration) at the highest speeds; completely the opposite of what you'd expect in any freefall. Highest accelerations are seen at lowest speeds, not at highest speeds.

As skydivers, we probably don't need to check the formal scientific drag equation to intuit from our own experience that the faster we go, the more air resistance we encounter, and the less our acceleration will be, until we eventually hit our terminal velocity (where acceleration becomes zero).

It turns out that the formal scientific drag equation also confirms that not only does the air resistance force increase as your speed increases, but the air resistance

force increases **exponentially** as your speed increases. Doubling your speed will quadruple the decelerating force of air resistance = way less ability to accelerate. This is all big stuff, and worthy of further detailed investigation, but where things move from the implausible to the impossible was when looking at how steep that speed curve actually was. Now stay with me here...

The graph says that Henrik went from 400km/h to 620km/h in four seconds at the top of the graph. If you can remember back to high school math lessons, acceleration = velocity divided by time. So this graph is saying that for a full sustained 4 seconds, Henrik accelerated at an average 15.3 metres per second, every second (calculation: 620 minus 400, then divide by 4, and then divide by 3.6 to convert km/h/s into m/s^2).

Why is this 15.3 number important? Well, you may also remember from high school physics classes that gravity accelerates everything toward earth at exactly the same

rate, at all times (there is a fantastic illustration of this if you look up the BBC2 video on Youtube presented by Brian Cox, where a feather and bowling ball are dropped at the same time in a large chamber with no air. Spoiler alert: they hit the ground at the same time - <https://www.youtube.com/watch?v=E43-CfukEgs&t=170s>).

This acceleration that we all experience on earth is known as gravitational acceleration, and is roughly 9.81 metres

Photos of Shane Turner by Ash Crick



per second per second - better known as 1g. It is so important in science, they give it its own symbol g.

Why this matters is that skydiving is a gravity sport. Gravity is the sole accelerating force acting on our bodies in freefall.

Because gravity accelerates everything at a constant 1g, that official IPC competition graph shows Henrik literally breaking the law of gravity, and by a large margin ($15.3\text{m/s}^2 = 1.6\text{g}$), in order to achieve the published World Record, and the gold medal.

Put bluntly, what the graph says happened is not possible, according to centuries of science. Even if he were falling in a vacuum, or could shrink himself to smaller than the size of an atom, it would still not be possible for him to achieve anything remotely approaching

that officially recorded competition result of 601.26km/h. How could no one have noticed this... for years?! If someone did notice, why hadn't anything changed in those years? Those answers were to become clearer at the World Parachuting Championships.

A fully fledged data science project was now born, that would eventually analyse over one thousand jumps in the following months. I scrounged online for other results, from other competitors, at other officially sanctioned IPC events, and found a half a dozen past medal winning jumps from competitions in either graph, or Youtube video form (displaying the heights throughout the jump).

It turned out that every single one of those jumps resulting in scores in the high 400km/h's and 500's showed the same defying-the-law-of-gravity acceleration kick seen in the World Record jump. As these impossible speeds were regularly being validated as official and true, it was clear that there was a major systemic issue with the measurement in International Speed Skydiving competitions. This could now be independently verified on a number of competitors, and across multiple competition years.

I couldn't help but wonder, did competitors know that they were being credited with speeds they weren't achieving? Did this also mean that I didn't achieve the 491km/h in the World Cup of Speed Skydiving all those years ago too, and not deserve the gold medal?

Unless something changed, the 2018 WPC competition was going to be measured this way too!

In June 2018, it was time to informally sound out the issue with some "friendlies" at the International Parachuting Commission, who I had met many years earlier when I was an advisor to the Artistic committee.

Meanwhile, we needed a lot more data, and I wanted to find a way to carry a large number of devices at a time, to see how they actually behaved in situations we could control; most particularly, could we discover how to intentionally manipulate the device data in freefall?

I contacted Larsen & Brusgaard, and asked if they would provide us with the type of speed measuring devices that were going to be used for the World Parachuting Championships shortly, for our training, and for research. Mads Larsen, who has for decades been a huge supporter of skydiving, kindly sent us six Protrack II's.

I also contacted Michael Cooper, the inventor of the Flysight, to ask if he would provide us with Flysights for our testing, and he also kindly sent ten Flysights.

Over the next few months, I jumped up to twelve Flysights at a time, with up to seven Protracks, trying out different body positions, freefall tricks, and putting devices in all different locations to measure each jump, to see if they all gave the same (or similar) results, for the same person on the same jump, for over nearly 100 jumps.

The results were unambiguous... the world's pre-eminent Speed Skydiving competition, designed to find out who the fastest skydivers on the planet were, had no way of finding out who was faster than who... and there was only four months to go...

COMING UP IN PART 2...

find out:

- the IPC reaction to discovering their Speed Skydiving competitions were awarding medals and World Records on impossible results
- fooling the Protrack and the name long given by other competitors to those who can trick them in competition
- Protracks vs Flysights head-to-head
- how competitors felt at the WPC when they realised going fast didn't mean winning medals
- and full results from the parallel Fastest Person on Earth competition (with side-by-side comparison against the WPC results)...all in the next edition of ASM!!

For further reading on the science of freefall, the following links are great places to start: https://en.wikipedia.org/wiki/Equations_for_a_falling_body and <https://www.grc.nasa.gov/www/k-12/airplane/drageq.html>

PS: If you would like to find out more about Speed Skydiving, please don't hesitate to contact me at ash@fastestpersononearth.com

I'd like to send a huge thank you for supporting my Freestyle and Speed WPC mission this year to:

The APF, Ronnie Perry, Jonathan King, Kim 'Scatty' Hopwood, Mark 'Dingo' McColgan, Phil Onis, Sunshine Coast Skydivers, Don and Lou Cross at Nagambie Skydive Centre, Rob Delaney - Manufactory, Skydive Australia - Barwon Heads & Byron Bay, Skydive Oz, Jimmy Cooper and Kyle Chick, Susie and Wayne McLachlan, Michael Cooper - Bionic Avionics, Mads Larsen - Larsen & Brusgaard, Vertical Victoria - James Evered and Dave Guilliani, Coops, Kras Bankov, Brett Newman - Downward Trend, Ben, Dakota



DIAMOND DREAM

SHE'S TINY. SHE'S TOUGH. AND SHE'S TENACIOUS. TERRY IRVING BECAME A RIGGER BECAUSE REL WORK SEEMED AN IMPOSSIBLE DREAM. THREE DECADES AND THOUSANDS OF JUMPS LATER, TERRY'S DOGGED DETERMINATION IS FINALLY PAYING OFF. HER DIAMOND DREAM HAS COME TRUE. HERE'S TERRY'S STORY:

By Kelly Brennan

I started skydiving over 34 years ago. The equipment was enormous; about 20kg plus a front mount reserve that weighed about 5kg more. The risers were so long, that I would have to haul myself up one side, and then get the toggle in my teeth, go to the other side and repeat.

I weigh 46kg after a big dinner and never grew to 150cm. I started jumping in a minor rural drop zone in Canada, which was mostly ex-military paratroopers who wanted to keep on jumping and footy players who wanted a daring sport off the field in their spare time. At least that's

how it appeared to be to me. A sort of old boy club atmosphere.

The canopies were too big to take me forward, so I got good at backward navigation and I discovered using fences as drag blockers. It took some jumps before I graduated to the RW PC, a smaller lighter version of the BIG BOY round canopies. Then I finally got to jump the 300 square foot square student canopy, which required a special educational course and a square canopy operational licence.

I thought it would be fun to jump with others, but I was told I would never do relative work as I was too small and light to fall fast enough. It was true that when I tried to jump with the footy boys, AKA the 'Brick Brothers', I was 1000 feet floaty. Then I got this purple leotard, a homemade jumpsuit thing, and I was only 500 feet over the formations!

I spent a lot of jumps solo, practicing this diving so I could get down to the formation. I eventually got to this minor formation, but I dived right on through the centre of the five-way donut base. Needless to say, I was told I'd need more solo jumps to perfect my relative work skills before I'd be welcome to join the Brick Brothers again!

So, anyway, I did a lot of solo jumps. Hundreds more over the years. I really loved the sport and wanted to continue, no matter how disadvantaged I was. I packed parachutes and got into doing any job I could do around the DZ, lawnmowing and the like, to help pay for jumping.

I sold my piano to buy my first rig, but it was still too big, even though it was smaller than anything I'd jumped up until then. The main was the smallest I could find to buy back then, only 180 square feet!

I got into old style and accuracy, since the big canopies were good for that, and you could do these kinds of skydiving solo.

I worked three jobs for a couple of years, to save some money for training in the United States,

where there were big drop zones and bigger planes, and you could jump all year round. One day I was driving to the drop zone at 3am on a Saturday morning after finishing a late shift, and I needed to stop for a brief snooze by the side of the road. I woke up to the dawn and got to the DZ in time for the first load in the fresh, bright air of a new day.

I realized in this moment that I was too deep into skydiving to do anything else. So I took a course in rigging and from then on worked in skydiving as a living. I packed for big boogies and skydiving events.

One time I was at an event where they had small bigways. There were some high clouds which made a great backdrop for viewing, and I saw these formations of diamonds. They were 20-24 ways, and I thought I would really like to be able to do one of these kinds of formations one day.

I was encouraged to try the Doug Forth camp last year, before I knew anything about proper bigway technique. From there, I was helped and mentored, and, most essentially, encouraged to go on. But I was dubious about my chances of ever getting enough training and skill to make it to the small bigways let alone anything really and truly big.

WELL, AT THE RECENT LARRY HENDERSON BIGWAY CAMP AT TOOGLOOLAWAH, THE FIRST REAL BIGWAY CAMP I WAS ABLE TO PARTICIPATE IN, I GOT TO DO A 24-WAY DIAMOND JUMP! JUST LIKE THE ONES I DREAMED OF BEING A PART OF SO LONG AGO! YIPPEE!

The help and encouragement I've received have been enormous. Most of it is a personal thing. It is what you are persuaded to believe about yourself and what you can do. Nothing can be done without a first step, which is always the hardest. Once you believe that something is obtainable, possible, it is a lot easier after that point.

And so, I am grateful to everyone who helped me make the first steps to go beyond my personal doubts and fears. You all are the spirit of skydiving, what it means and what it should be. It's why I began skydiving and why I made it my profession. It's why I have continued skydiving without stopping for the major part of my life. Through the good times and the bad. The discouragement, and encouragement, always finding a fresh new day in the sport.

Thanks again for making the Larry Henderson event a dream come true and a dream in the making for me. Australia is great at holding the torch. So, keep the spirit burning, and pass it on.

I am going to the bigway camps in Perris, to have more fun and learn some more!

Terry Irving is a rigger and packer at Skydive Jurien Bay. She has done 5,700 jumps.



THE ROAD TO A RECORD

IN MAY 2019 THE AUSSIE BIGWAY TEAM WILL ASSEMBLE AT PERRIS VALLEY, CALIFORNIA TO ATTEMPT A NEW AUSTRALIAN LARGEST FREEFALL FORMATION RECORD. WILL YOU BE THERE?

By Tracey Basman

I won't lie to you - The road to this record has not always been smooth sailing. There have been bumps and bruises, some blood, much sweat and a few tears along the way, emotions can run high... good and bad. Many skydiving gurus will tell you records don't come easy yet the Aussie Bigways team continue to make and break records. This is not normal, we are unique!

The individual and team successes along this record journey to Perris 2019 have been aplenty. We will highlight here our National Record achievements.

Aussie Sequential Records

Whilst we don't have the lift capacity to build our largest freefall formations in Australia, we have been busy making and breaking multiple point formation records here on home soil under the FAI sequential record rules.

Long standing FAI rules state if more than one team make/break a record in one day, all team players get the record. Such moments of more than one team achieving a record on the same day in competition was accidental. For a largest formation record attempt in any discipline this idea was never considered. In fact, it would have been laughed out of the coaching room. It just wasn't done!

It was Jules McConnell and her record breaking CRW team in 2015 that pioneered intentionally building the same record twice in one day by swapping participants so more achieve the record. Aussie Bigways embraced and expanded on this idea when attempting National Sequential records in Australia. Here are the results:

2016 Skydive Nagambie – 2 Point 32-Way Formations

This included 74 participants in four successful record jumps in the same day.

Visiting P3 Coach Dan BC

2017 Skydive Oz, Moruya – 3 point 32-Way Formations

This included 52 participants in three successful record jumps in the same day.

Visiting P3 Coach Doug Forth

2018 Skydive Ramblers, Toogoolawah – 2 point 45-Way Formations

This included 80 participants in three successful record jumps in the same day.

Visiting P3 Coach Larry Henderson

This had never been done in the world of Bigway Records. The Aussie Bigways team with Dan BC pioneered this new Bigway format that has since been duplicated on the bigway world record stage!

Whilst we could have selected the best few players to turn and burn through multiple points for these sequential records it was never the goal. The bigger picture prize awaits us in Perris 2019! This was always the bigger picture goal and we were out to build a team to include as many as possible on our records here in Australia. This format of the same record multiple times in one day for as many jumpers as possible suited our means to that end goal of building a strong Aussie Bigway Team for Perris 2019.

As an observer one could surmise records come easy when the results came through. But let's consider that duck on the lake, gliding as smooth as silk across that silvery surface, yet underneath is paddling like crazy to counteract that opposing tide.

Hard Yakka

What does the Road to a Record really look like? What has been happening under that water line? A lot of hard work, dedication, and commitment by team players.

Many of our team have been working hard on their personal flying skills. The investment has been huge! Tunnel coaching including the Supercharge Program; jumping in 4way and 8way teams, competing at State Championships, IFLY Scrambles and Competitions, and Nationals; jumping at numerous Bigway Events organised by State Mentors, and hosted by highly supportive Drop Zones around Australia.

Planes were fitted with oxygen systems, gear was upgraded, players travelled around Australia to get on the hot loads with the best coaches available. The APF and State Parachute Councils have and continue to fund our events. Industry sponsors have supported our fundraising ventures that assisted in funding our Sequential Record Events.

The Aussie Bigways team continue to work on their personal flying skills, continue to stay current, and continue to mentor and support their team mates.

Rewards

One may ask, why? Why invest? Why embark on such a record journey?

Well, many of us love a challenge; love how our individual performance is improving and how this impacts on the overall success of completing bigway formations; love the lifelong friendships we make with other skydivers around Australia and the world; we love jumping with and smiling across formations at our team mates; we love sharing a drink and stories with our buddies at the end of a busy jumping day. We also love making and breaking National records!

It is not too late to join the team!!

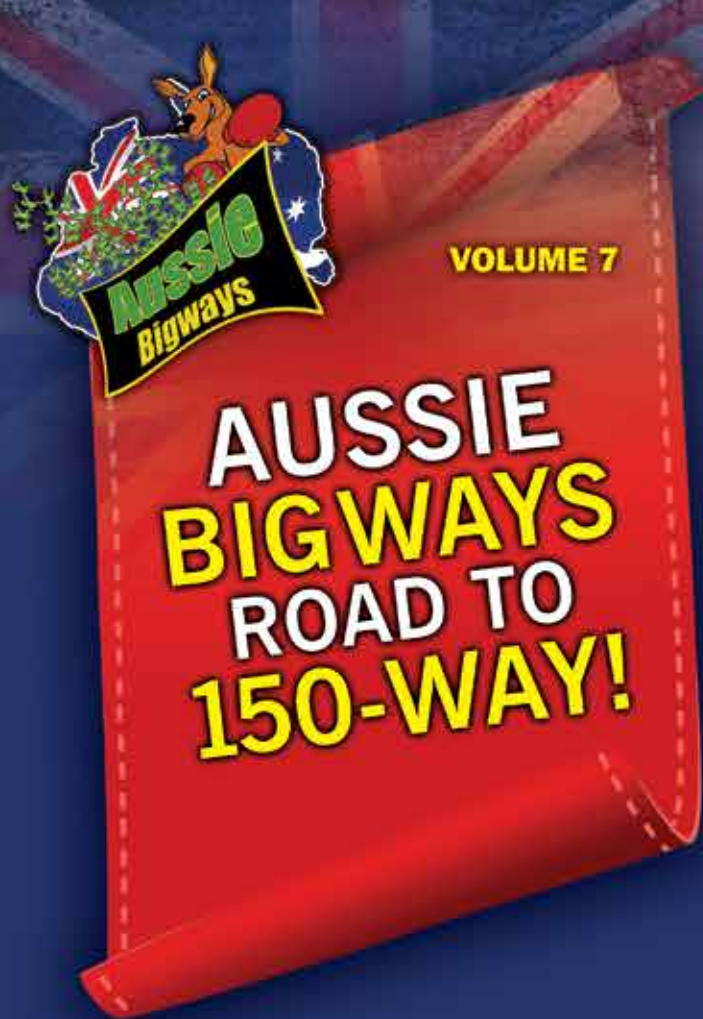
Visit our website: aussiebigways.com

Find out about our upcoming events in Australia as posted in the events calendar.

Click on 'Perris 2019' in the menu bar for information about attending the bigway camps and record attempts in May 2019.

Life is forever changing; the international stage is never assured; this opportunity may never present itself again. If it does, it will be a different journey and some years ahead. This journey is unique. So much has been invested. The team is ready now! We hope you join us in making history in building our

LARGEST AUSTRALIAN SKYDIVING FREEFALL FORMATION IN PERRIS, MAY 2019!



Subscribe to **AUSSIE BIGWAYS** news and events! Use the yellow tab on our website Home page! www.aussiebigways.com



Like the **AUSSIE BIGWAYS** Facebook Page to follow our journey!

Expressions of INTEREST

AUSSIE LARGE FORMATION RECORD EVENT MAY 2019

Email: gregorykjack@gmail.com

Captains Call



Firstly, I hope everyone had a great Christmas and New Year and got to relax a bit and catch up with family and friends.

Well, our National Record Event in Perris Valley is now this year and just three months away. Registrations for our event as at mid January stood at 95 **Australian / Permanent Australian Residents**. A fantastic result! But we need more, so keep those registrations coming in.

The "Friends of Aussies", up to 25% of slots, on our event are proving very popular and we have some pretty awesome Bigway skydivers very keen to come and make a record with us.

Dan has confirmed the following Aircraft / Sector Captains for our event:

- Dan Brodsky-Chenfeld • Kate Cooper-Jensen • Doug Forth
- Larry Henderson • Chris Farina • Scott Latinis • Craig Girard

Some amazingly talented people there to lead us during the Aussie Record Event. Dan may have one or two more big names to add to that list making special appearances – so watch this space.

Please note in recent safety discussions with Dan the following will be mandatory for participating in Perris: an audible altimeter, an AAD and a hard shell helmet. I actually don't know anyone coming who is not already complying with all three of those requirements, but it is now a necessity none the less for our event.

There is a Facebook Event page called '2019 ABW Travel Plans' for everyone to co-ordinate transport from LA Airport to the drop zone, accommodation and all things Perris. On our website www.aussiebigways.com under the menu heading 'Perris 2019' is information about travel, the drop zone, accommodation, Visas required, etc. Any further questions please refer to your State Mentor.

Since the last ASM we have held our "Day with Dan" event at Moruya 06 to 09 Dec 2018. The weather was a little uncooperative at times but still proved to be a very popular and successful event. It gave our Bigway skydivers one more opportunity to work on their skills and to jump with Dan BC.

A couple more things to get out to people - we now have confirmed our "Team Manager / Event Ground Liaison/ coordination person". This will be Graham [Dixie] Lee. He will play an important role throughout our two Camps and Record Event.

Secondly, our "on site" APF Judge for the Record Event is Jan Nejedly. Thank you Jan! Again, a very important role and now we are starting to work on the Chief Judges and the judging team for the Record Event.

Lastly, as encouragement for people to register, will still have four more draws of iFLY Wind Tunnel time up for grabs. No cost involved, if you ARE registered for Perris then your name is in the draw and the winners will be notified ASAP. This last series of draws will take place soon so don't delay in registering directly with P3 at www.p3skydiving.com

Jump safe everyone and keep working on your Bigway skills and preparing everything required for Perris, there is a ton of great information on our website to please visit there regularly.

Greg Jack

Team Captain, Aussie Big Ways Team Captain, Aussie Bigways

National Perspective



It is not too late to join the team! Any seasoned 4-Way or 8-Way skydiver is ready for this event right now. If you aren't in that category, there are so many opportunities to get up to speed; there is still time. There are Bigway camps scheduled around Australia to train.

There is Tunnel coaching available including the successful Supercharge program. There are Canopy courses. You can join a team and compete at Nationals in any of the four divisions depending on your skill level. IT IS NOT TOO LATE!

This is an opportunity to experience skydiving at its best in Bigway flying, jumping from multiple Skyvans and Twin Otters, in a disciplined fashion, with seasoned international

coaches and players. Rub shoulders with the best in the world. The dives are long, the formations are large, and tracking in groups is loads of fun. You will make lifelong friends. The stories and memories are priceless.

The Aussie Bigway Team is ready. We have trained, we are prepared, we are ready for these record attempts. We want you to come and experience what we know is a fun ride. Come join us!

If you are not sure if you are ready, or would like more information, please contact a State Mentor. We can assist you in your journey.

Tracey Basman,

National Events Coordinator and Mentor

Skill Development



Influence your success in Perris this May.

Being stressed, tired or unhappy about something in life will make it hard to learn from feedback, enjoy the jumps and be part of the team.

Typically, behaviour and response to circumstances out of our

control is a choice.

As part of your preparations and in addition to gear checks, health insurance and other logistics, invest in your frame of mind so that you can appreciate being in the team and part of something big.

Seth's quote is a great reminder that we can influence how we personally experience the May event.

Consider taking time before the start to settle in and disconnect from other life pressures. If this is not possible or you become tired and stressed during the event, make a conscious effort every day to shape any challenges into a positive story.

This will help you use feedback to learn, manage the impact of your energy levels and have fun.

Include mindset in your preparations and enjoy your Perris experience.

Melissa Harvie

Aussie Big-ways Consulting Coach, Personal Flying Skills Specialist



The challenge is a story you are marketing to yourself

Seth Godin



safety matters

SKYDIVING

EQUIPMENT SPECIALISTS



TERMINALSPORTS.COM.AU

Got Questions? Get Answers!



- 2019**
- 15th Apr to 19th Apr, 2019 (Full Moon 19th)
 - 10th June to 14th June, 2019 (Full Moon 17th)
 - 12th Aug to 16th Aug, 2019 (Full Moon 15th)
 - 7th Oct to 11th Oct, 2019 (Full Moon 13th) (7th Oct - Queens Birthday)
 - 9th to 13th Dec, 2019 (Full Moon 12th)

skydive ramblers
★ TOOGOOOLAWAH DZ

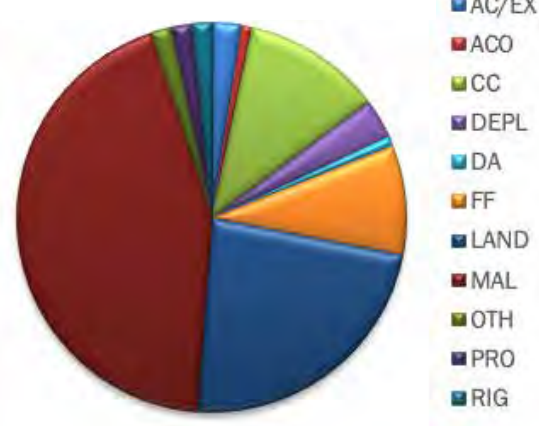
Grow out of your parachutes, not into them.

Incident Focus

The following are a sample of incidents lodged with the APF November 2018 – January 2019 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:** 'Actions' identified 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.

INCIDENTS Nov 2018 - Jan 2019



AC/EX	Aircraft/Exit	ACO	Aircraft Only
CC	Canopy Control	DEPL	Deployment
FF	Freefall	LAND	Landing
MAL	Malfunction	RIG	Rigging Report
OTH	Other	PRO	Procedural
DA	Discipline Action		

AIRCRAFT/EXIT

Certificate A. Jump 63. Icon container, Pilot7 247 Main. On his fourth jump of the day and his eleventh on the canopy course the jumper who is a large individual, hit his container on the wheel of the C182 on exit. The jumper felt something going on so threw his PC. The PC and lines went under his arm which he managed to clear and get an open main parachute. The jumper landed without further incident. **Action:** DZSO, pilot, canopy coach and jumper debriefed the incident. Jumper was retrained on leaving a C-182 and Handle and Pin protection. Pilot checked aircraft and DZSO checked container and pin security.

DEPLOYMENTS / MALFUNCTIONS

Certificate E, jump 1761. Mirage G4 Container, Velocity 190 Main, Optimum 126 Reserve. Experienced and current Instructor exited stable from side door of EMB-110 at 10k and deployed at 9500. Canopy developed multiple line twists during deployment. Canopy immediately commenced spinning. Jumper spent considerable time attempting

to clear line twists and indicated he remained height aware. After realising attempts to clear the twists were ineffective the jumper released his RSL, performed a cutaway and after a short delay post separation of main canopy, deployed his reserve in a stable position. The jumper indicated that prior to cutting away he felt dizzy and nauseous, he also indicated it too considerable an effort to raise his hands to the RSL and handles. Based on distant video the canopy appears to be spinning at 36 RPM and with a rough turning axis of the line length of 2.5m it is estimated the jumper would have been exposed to between 3-4g at the time of cutaway. Continued exposure to this kind of g loading can lead to g-LOC in some individuals. It is also noteworthy that this is the jumpers first reserve ride well beyond published averages and there may have been an element of self-pressure to rectify the line twists as opposed to cutaway.

A second skydiver observed the incident and elected to in the vicinity of the reserve flying skydiver.

A third skydiver attempted to 'catch' the malfunctioned main and risked line entanglement and wrapping in the process.

Action: The jumper was counselled with respect to decision making when dealing with a spinning canopy. While he had executed good height awareness, he however, had risked not being able to pull handles due to the g loading he had experienced. The issue was also discussed with the resident high-performance canopy coach to include as a discussion point during future seminars. The second skydiver was commended for landing in the vicinity of the reserve flying skydiver. The third skydiver was counselled on the dangers of attempting to catch a malfunctioned main canopy mid-flight.

Certificate C, jump 270. Javelin container, Triathlon 170 Main, Tempo 170 Reserve. Jumper had a normal deployment at approx. 4500ft, released the toggles from the half brake position and accidentally dropped one. Went to grab the toggle again but it had gone around the line above the guide ring (between line and riser, this was seen in review of the jump footage). Jumper tried to untangle toggle by passing the toggle through the slider grommet, thinking this was where the tangle was. This made the tangle worse, and jumper proceeded to spend the rest of the canopy flight to his 2000ft hard deck trying to fix the problem. Completed EPs well and landed on the DZ without incident.

Action: The situation has been discussed at length with the jumper, with the jumper realising 3 key points that could have prevented/improved the situation.

- Complacency in opening procedures needing to be addressed.
- Assessing the controllability of the configuration and not rushing into fixing.
- Continuing to steer the canopy through the flight.

Jumper was praised on correct decision making at hard deck altitude.

Certificate F, 3900 jumps. Leia 72 Main. Following a 6-way freefly jump, deployed and main opened well. Released brakes then let them go to undo/loosen chest strap. Spot was deep, so flew back to the DZ

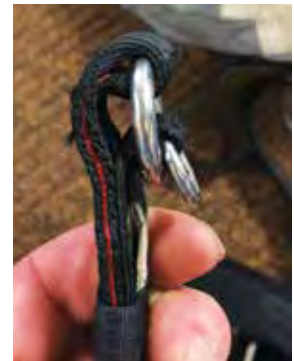


Compiled by: **Kim Hardwick**
APF Technical Officer

on rears. At approx. 150ft picked up toggles for landing procedure, and one toggle locked when pulled. Had looped back through the brake line and locked on the ring when released up high and was not noticed until coming in to land. Landed quite hard on rears and sustained minor abrasion to left leg. **Action:** Revised procedures after releasing brakes. Also, D/B with the others on the jump, and they have also revised their procedures - once toggles are released, keep a hold of them when flying on rears.

Certificate E, jump 2460. Javelin, Petra JPX 79 Main, Tempo 120 Reserve. After uneventful 3-way head-up jump, deployed, with resulting bag lock. EPs performed. Note on cutaway - did not check if risers had separated before pulling reserve ripcord fairly quickly. Main was still attached, however, reserve opened cleanly. Jumper assumed RSL was still attached, grabbed and hung onto main risers in hand. Flew back to DZ and let go of main risers/baglock over landing area. Landed on DZ, nil injury.

On inspection of gear, first stow on bag which had been doubled stowed with rubber band was pulled thru grommet and tangled with a line. (Pic right)



On inspection of risers, it was noted around 3 rings that webbing had a significant 'set' in it. (Pic left)

Action: Jumper to be given further instructions in EPs. Jumper to be given further instructions in 3 ring monthly maintenance.

Suggest use a smaller type rubber band to avoid double stow but still secure lines.

CANOPY CONTROL / LANDINGS

Certificate B, jump 139. Spectre 190 Main. After an uneventful freefall and canopy flight, during the latest stages of the landing the jumper encountered some turbulence and landed slightly harder than normal.

After the landing the jumper walked back to the hangar and then complained about pain in his leg. Jumper was offered to be taken to the hospital, but he said that he was ok and that he would drive himself there. Injury – Broken left fibula. **Action:** Jumper reminded about the risks of jumping in windy conditions and the effects of turbulence on the final stages of landing.

Certificate E, jump 1619. Omega 7 Cell 155 Main. Jumper was competing in sports accuracy (state meet). Jump was from 5000ft, and on final approach the jumper was on very deep brakes and the wind was quite gusty 10 to 18 knots. He experienced a small shut down and finished off his flare. Because he was already in deep brakes it didn't have much effect and he impacted the ground quite hard and broke his tib and fib close to the ankle. **Action:** The jumper was told before the load to take safety over accuracy. Also, that in windy conditions not to use deep brakes on landing. He also competes in classic accuracy and was told that his sports canopy is not designed for deep brake approaches.

Certificate C, jump 105. Sabre 170 Main. Hook turn at low altitude and subsequent heavy landing on left side of body. Jumper was conscious with no obvious broken bones and able to move all limbs. On questioning he said the exit and opening were normal however he felt dizzy while under canopy. First aid was given at the DZ and an ambulance called. Following assessment by the paramedics the jumper was transported to local hospital for x-rays. Sustained Compressed vertebrae between C4 and C5. **Action:** Jumper counselled on dangers of low hook turns and to ensure he turns onto finals no lower than 300 ft.

Certificate E, jump 2050. JFX 114 Main. Landing south, jumper was on late finals, coming in on rears. Released risers but dropped left toggle as he flared. Landed very hard, (r) buttocks impacting first in a seated position, with legs out-stretched in front. On impact there was an audible 'crack', jumper spun around and ended up lying supine, with feet pointing north. Nil loss of consciousness. Initially jumper felt he had injured his pelvis, but on further assessment it seemed more likely to be lower spinal injury, pain increasing to lumbar/sacral region. 2x paramedics and a doctor who are sports jumpers attended immediately and carried out initial assessments and first aid. Sustained Compressed multiple fractures L1.

Action: Don't release a toggle on late finals. Review canopy size - small canopy, heavy jumper, mainly does flat RW, not canopy piloting.

Unclear as to how much canopy training jumper has undertaken in the past, but this area may also need addressing.

GEAR CHECK

Broken Lines



A jumper experienced broken suspension lines on his new main parachute that required him to cut away and deploy his reserve. Later, when investigators inspected the main parachute, they determined that tension knots, which most likely developed in the jumper's semi-stowless deployment bag, caused one line to saw through the other lines.

Jumpers must carefully fold suspension lines into the pouch of a semi-stowless bag to allow the lines to pull free in an orderly manner.

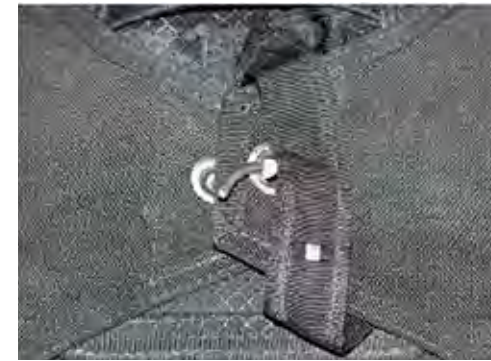
Bottoms Up

Q: Some rigs have the main bridle routed top to bottom over the closing flaps, and some rigs have bridles that come out from underneath the closing pin and then back down the same direction. Which is more correct?

A: "More correct" is exactly the way to ask and answer this question. Until around 2010, almost all owner's manuals called for the bridle to exit from underneath the top of the right-side closing flaps before insertion of the closing pin and then tuck back underneath at the bottom on its way to the pilot chute pouch. One exception was the Parachute Laboratories Racer, whose bridle has always come from under the bottom to the pin and back the same way.

In 2009, likely due to some subtle design and material changes to bridles and configurations of pin covers, jumpers began reporting instances of deploying a pilot chute and having the end of the curved pin somehow pierce the bridle and lock the container hopelessly closed with the pilot chute in tow. It occurred on various brands of rigs and was a bit of a mystery. One of the manufacturers, United Parachute Technologies, reported trying many times to recreate the problem but could not.

A number of articles appeared here and there with ideas on how to prevent the malfunction by twisting the bridle this way or that. But the designs and materials used in this area differ greatly from rig to rig. Frankly, nobody ever stepped forward with a clear explanation. The cause could be a combination of factors, including the way the pin is attached to the bridle, the material used to make the bridle, the direction the packer orients the pin, the length of the closing loop and even the size of the pin-cover flap.



Conventional bridle routing



Bottoms-up bridle routing

Many manufacturers and riggers simply told jumpers to route their bridles more carefully to avoid contact with the end of the pin. United Parachute Technologies reverted to a prior design for attaching the pin to the bridle and also provided an alternate method of routing the pin (from under the bottom of the side flap, up to the pin and then back the same way—bottoms up).

Eventually, UPT made this its preferred method—the old way was omitted from the manual—and modified the bridle so that the inspection window for the inner bridle (that you check to make sure the pilot chute is cocked) is easier to see. Other manufacturers started exploring the alternative bottoms-up routing, as well. Required, recommended, allowed or disallowed, the bottoms-up routing began occurring on more and more rigs.

Done correctly, routing from the bottom up makes it pretty much impossible for the bridle to contact the end of the pin. However, the transition isn't 100 percent complete. Some manufacturers have yet to fully settle on the bottoms-up routing.

The slow adoption has led some packers to MacGyver existing systems in search of a way to twist the bridle, so the inspection window still shows during a pin check. Done improperly, that can leave the bridle still susceptible to malfunction and might even make it more so. The manufacturer of Wings, for example, has identified three instances of a pilot chute in tow with the bottoms-up routing, the result of the pin working its way into the inspection window. So, Sunrise Manufacturing does not recommend the bottoms-up routing for its Wings system.

Wings isn't a complete outlier. The bottoms-up routing might not be the best solution for rigs with pin-cover flaps that tuck under, either. The extra bulk of the doubled-back bridle can reduce the effectiveness of the pin cover. For that reason, Velocity Sports Equipment prefers the conventional routing published in its current manual. Also, certain configurations on various rigs make it a little harder to fully hide the bridle when trying to route it bottoms-up.

Besides Racer, the UPT Vector is now packed exclusively bottoms-up. So is the Peregrine Glide. The latest manuals for the Aerodyne Research Icon, Firebird EVO, Mirage, Rigging Innovations Curv and Sun Path Javelin show it as an alternative method. But the situation is evolving, so it would be wise to stay abreast of the current manual and refer to yours for any rig not mentioned.

The best news is that attention to the problem seems to have all but eliminated this malfunction. Funny how we went for years without seeing it and then suddenly a rash of them occurred. Historically speaking, stuff like this pops up from time to time. It's always good to stay current on your malfunction procedures just in case you're the next jumper to make a new discovery.

By Kevin Gibson | D-6943 and FAA Master Rigger USPA Parachutist January 2019. Reprinted with permission.



APF Note: If you are unsure about what is the best way to route your bridle, have a chat with your rigger.

PARACHUTE EQUIPMENT MUST MEET APF EQUIPMENT STANDARDS.

Over the past few months questions have been raised regarding the legality of containers manufactured by SkyWideSystems (Fire), SIFE and Advanced Parachute System (Avalon) containers.

Please be aware these containers do not meet **APF Equipment Standard APF081014-E.**

Equipment (Containers and Reserves) approved for use in Australia must hold one of the following approved standards.

- USA FAA Technical Standard Order TSO C23 (past, present and future revisions);
- CASA Australian Technical Standard Order Authorisation (ATSOA)-515899 (Parachutes Australia);
- Thomas Sport Equipment TSE Std.1 Issue 2 (as amended) 12 April 1990;
- French Parachute Standard EQ 530-03; and
- Ex-military equipment identified in FAA AC No. 105-2C Para 13(c)(1)(b); and
- EASA European Technical Standard Order ETSO C23 (past, present and future revisions).

If you purchase a rig that does not meet APF ES 081014, you will find yourself unable to jump it in Oz, nor get it serviced as airworthy by an APF Rigger/Packer A.

Talk with an APF rigger or Chief Instructor **before** you buy!

ORDER TODAY. JUMP YOUR NEW WING NEXT WEEKEND.

PHOTO: KIAN BULLOCK



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Icarus STUDENT

Icarus TANDEM

Icarus SAFIRE 3

Icarus GROSEFIRE 3

Icarus JFX

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THE DEVIL YOU KNOW

By Lesley Gale

DUST DEVILS (AKA WILLY-WILLYS IN OZ) ARE SWIRLING COLUMNS OF AIR THAT WE CAN SOMETIMES SEE BECAUSE OF THE DIRT THEY PICK UP FROM THE GROUND. IN 2015 THERE WERE AT LEAST THREE FATALITIES WORLDWIDE THAT COULD BE ATTRIBUTED TO THEM¹.



Although they don't kill many skydivers, they cause a lot of serious injuries.

If your country's climate doesn't include dust devils be extra aware of this hazard if skydiving abroad in potential dust devil formation areas. This article will explain the warning signs to look out for and conditions that make them more likely, with some real examples to learn from.

Willy Boeykens

"On a 4-way training jump, we were on a back to back, so I wanted to land close to the spot where I could run across the runway to get my gear on for the next load. Coming in on the base leg I could see no indication of wind on the landing area at all. Then by the time I set up on final the flags on the landing area were going crazy. The runway was on my left, my teammates were on my right, so there was nowhere to go other than straight ahead. I went shooting over the grass and just as my feet touched the ground the dust devil came from over the runway and hit me from the side. There was no dust in it yet so there was nothing to see. My canopy went from straight flight to sideways instantly, I was "all arses and elbows" to quote Dan off manifest. It wasn't hitting the ground that broke me; it was the sudden twisting force that snapped the Transverse Process off my L1. Put a stop to jumping for a few weeks.

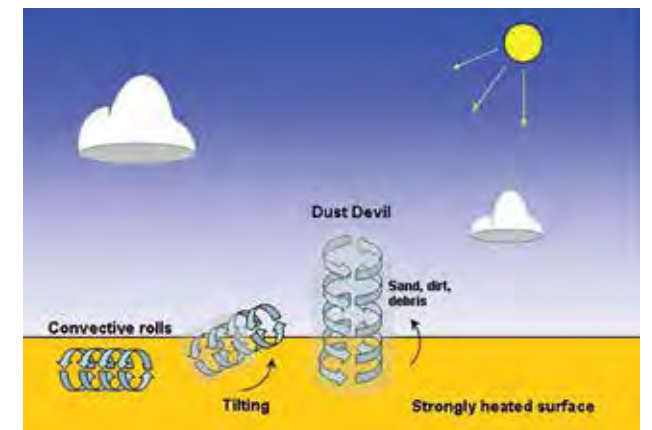
Sarah Smith, female 4-way World Champion

How do dust devils form?

Dust devils are formed usually in flat, desert landscapes during spring and early summer. They begin when areas of ground heat up in the warmth of the sun to different extents on different surfaces. In some places there will be warmer air, such as over desert, which reflects the

heat more than grassy areas due to lack of moisture. Hot air convection rolls begin and, if they can find a passage through the cooler air above, the hot air will rise rapidly, making a column through the colder air.

The column stretches quickly upwards to provide an escape for the air, which pulls the mass closer to the centre of rotation, making the vortex spin faster. (like an ice skater pulling in her arms in a spin to turn more quickly). The speed creates an area of low pressure in the centre of the vortex, pulling in more hot air from the surrounding surface, which is then drawn rapidly upward by the lower pressure hundreds of feet above. The spinning effect is intensified and becomes self-sustaining. The rotating air usually causes the dust devil to travel horizontally along the ground, which means it can sustain itself longer by pulling in more sources of hot surface air.



Dust Devil formation

Fully formed, the dust devil is a 'chimney', through which hot air is channelled upwards, in a circular motion, and eventually outwards. As the hot air rises, it cools and loses its buoyancy, determining the top of the dust devil. Eventually the devil will exhaust its supply of hot surface air and start to draw cooler air in. This destabilizes the system and the dust devil will disappear remarkably quickly. This can be because it arrives in new territory with no hot air supply or it can simply run out of steam (forward momentum).

Once dust devils start to form, they will continue to do so until the hot surface air and the cooler upper air have mixed to the point where there is no longer a significant temperature gradient. This could be several hours.

"We were 4-way training at Marana, Arizona. I had about 150 jumps at the time. We had seen a few dust devils going through the DZ the day before, picking up stuff from the ground (our lunch) and spiralling it up to what seemed a couple of hundred feet up. I was coming in to land from our 8th training jump that day on my Nova. I was flying parallel to the Tarmac runway, which was approximately 75 feet to my right and was on finals at about 50 feet from the ground. I remember looking down and seeing two bushes next to each other but being blown in opposite directions. I thought 'that's strange' and the next thing I knew my canopy had partially collapsed and I was being flung about. The only thing I could think of to do was pump the brakes, which did reinflate some cells. Then I landed very hard on the runway. It was put down to a dust devil but there was no classic column of dust though – maybe because it was centred over the tarmac? I ended up with a few cracked ribs, lots of gravel rash and two fractures to my left radius." **Bob Parr**

How big are dust devils?

They are much bigger than you think! If there is a visible part of the dust devil, it's usually between 2 and 20 feet in diameter, extending upwards to 500-1,000 feet – but can be as large as 30 feet in the centre, rising over 3,000 feet. The affected area of turbulent air though is far greater; at least three times the (possibly) visible dust devil. At the top of the chimney the hot air spills out around the sides like a fountain, causing other vortices around the discernible centre of swirling dust.



Large dust devil

What conditions encourage dust devils?

Certain (jumpable) conditions increase the likelihood and intensity of dust devils:-

1. Flat, barren, desert terrain – flat ground means the whirlwind has more opportunity to suck hot air into the column, fuelling the circulation. Flat surfaces mean the dust devil can travel, increasing in size and ferocity.
2. Different surface terrain, such as grass or tarmac (asphalt) near dry ground, due to the different rates of ground heating.
3. Light or nil wind days – wind may destabilize the vortex, although they can still develop in up to 15pmh winds.
4. Clear skies – the warmth of the sun creates the significant amount of heat needed for them to form.
5. A significant difference in temperature between the surface and the atmosphere



Dust devil forming, in an area of adjacent different surfaces (dirt and grass)

"The biggest factor is temperature gradient. If your night-time low is 65 degrees F (18 °C) and your daytime high is 80 °F (27 °C) you are not likely to see many dust devils. However, if you go from 50 °F to 80 °F (10 °-27 °C) they are absolutely guaranteed. That's because the air next to the surface gets so much hotter than the air above it, generating a lot of power to punch through the thermocline. This will not happen in overcast conditions, nor is it likely near the sea where the water tends to dampen out temperature fluctuations over 24 hours. Humidity is the enemy of dust devils because it reduces temperature swings."

Bryan Burke, UPSA/Skydive Arizona Safety Advisor



Too close for comfort!

What happens if you fly a canopy into a dust devil?

Your canopy flies most efficiently when the wing is fully pressurized with air flowing smoothly over the top and under the bottom of the canopy, generating lift. A dust devil doesn't play ball with this happy picture, and the effect varies from a stutter, to a partial collapse, to a fully collapsed canopy, depending on its severity. If this happens near the ground, Mother Nature may slam you into it pretty hard. If you're higher up, your canopy will re-inflate and re-pressurize once it finds some stable air; such is the nature of a ram-air canopy design.

"Note that the pressure inside the cells is stagnant once the ram-air parachute inflates. In other words, there is no continuous flow through the inside of the canopy. If you imagine a circular, whirlwind pattern and then put your canopy entering it at various points, you have a number of possible consequences. Let's visualize a clockwise rotation. Enter on the left side, and even if your canopy stays flying, you will be flying downwind. On the right side; the opposite. In the middle, you can be suddenly thrust to the left.

"Dust devils can throw you into unwanted landing areas. We have had some fairly serious injuries from this. Though more rare, canopy collapse and/or loss of lift seem to cause the most serious injuries. If the turbulence strips lift off the top of the canopy or partially collapses it by moving the stagnation point of the wing onto the top skin, you can either be "dropped" and a flare will do you no good – or, in the case of losing two or three end cells – put into a sudden turn. In the case of being dropped a PLR is about all you can do. If your canopy suddenly goes into an unplanned turn, STEER! If you look where you want to go and steer that way, you might save yourself - somewhat - by keeping your partially collapsed wing level. On the other hand if you lose your three right end cells and enter a sudden right turn, try to square the canopy up with the left toggle. Do not look at where you are going, which just causes you to over-steer even more that way. Look where you want to go."

Bryan Burke

(In)Visibility

Dust devils occur all time when weather conditions are right, but they only become visible when the air picks up loose matter. In 1980 after the eruption of Mount St Helens in Washington State, USA, thousands of square miles were covered in a layer of volcanic ash, in a very fine powder. Literally hundreds of dust devils could be observed, as the whirlwinds picked up the very fine ash.

Dust devils can start out visible (picking up dust and other debris) and then 'disappear' as they enter asphalt or grass (picking up relatively little debris) but they may still be there. Reading countless first-hand descriptions like the ones here, in the course of researching this article, the most dangerous dust devils seem to be the ones with no dust. The towering chimney of dirt acts like a warning of the area to avoid. If there is no debris on the ground to be swept up into the whirlwind, they are more difficult to spot.



On a dust devil weather hold!

"I was on a big way jump at the Powerplay Event at Skydive Perris in the summertime several years ago. I was flying a PD Storm 120, turning onto my final leg at 300 feet to land north to south on the grass LZ. I suspect the dust devil approached from the south masked by the grass, as I didn't see it until the canopy in front of me buckled first. Then a few seconds later at about 200 feet, my canopy partially collapsed and got spat out the side of the dust devil over the runway. I didn't have enough altitude to let the canopy naturally recover and I was in the way of potential incoming aircraft traffic. So I used brakes to get the wing back over my head and executed a deep emergency flat turn away from the tarmac and back over the LZ, until I was facing the landing direction again. I had enough altitude to execute a landing from a toggle surge (tandem style). I'm lucky I was only caught up in the dust devil for several seconds, and still had enough altitude to take some evasive action."

Maxine Tate, Flight-1 Instructor

As a Skydiver what do I need to know?

1. Be aware of the conditions that make dust devils more likely and be on your guard. Look out for them on the ground and be vigilant under canopy. Scan the ground for the tell-tale dusty columns. Especially check upwind and in your intended flight path. Alter your course to avoid them.
2. Make choices – choose if you want to jump in these conditions and monitor it as the day goes on. If in doubt, ask a local. Late morning and early afternoon are peak times. Areas with different adjacent surfaces, such as grass/desert or tarmac/grass, are prime spots; you can choose to avoid landing near such areas.

3. The dust devils will normally travel with the wind. This lets you plot their course and plan a non-intercept flight plan.
4. Give them a far wider berth than seems necessary. The disturbed air extends three to five times around the visible chimney of dust.
5. Be most vigilant on finals. Near the ground is the most perilous. Higher up you have a better chance of your canopy re-inflating.
6. A PLR may save broken bones if you are slammed towards the ground.
7. Don't be so caught up looking for the invisible enemy that you forget to check your airspace for other canopies.
8. The biggest danger is from the invisible dust devils (without particles). Check for windssocks and flags in the landing area that are pointing in different directions, or madly changing. Other warning signs are smoke going at different angles; adjacent shrubs where the foliage is blowing in opposite directions, other canopies being affected by strange turbulence.
9. Going on a canopy course should provide you with knowledge of the best inputs in such situations.
10. If you do get caught in one, keep calm and carry on flying.

"I had a friend die in Ohio a long time ago. His canopy went completely to shit at about 40 feet. I'm sure he hit a "dust devil" but in Ohio there's no dust so they just call it unexpected turbulence. Jumping in Eloy, Perris, Elsinore or other desert-like areas has its advantages and disadvantages regarding dust devils. They are more common because of the conditions, but we can almost always clearly see and avoid them. In other areas they are harder to recognize. Windssocks and flags on the ground are always good indicators. In Ohio I also sometimes saw cut grass flying around. Also, being aware when other canopies in front of you hit turbulence and moving off the direct downwind path of those canopies.

"Over the last 28 years I've made over 22,000 jumps in the US desert southwest. Dust devils can pop up anytime. They are simply another obstacle to be expecting, looking for and avoiding.

- The first thing I do after getting under canopy is check my airspace to be sure there is no one so close that I need to avoid them.
- When I know I have plenty of space I look to see which way the wind is going, decide on where I'm going to land and plan out my pattern.
- Then I immediately look everywhere around me to again check for traffic, and to anticipate all the other canopies I can expect to be flying a similar pattern to a landing area close to my intended landing area.
- Then I check for dust devils. Every jump. If I see any of the indicators you mentioned which are warning signs of dust devils, then at a high altitude I alter my pattern and landing area to avoid them.

I have made thousands of jumps while there were dust devils in the area. I never let one of them hit me."

Dan BC, Multiple World 4-way & 8-way Champion, Skydive Perris DZ Manager

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By Wade Challenor

APF Technical Officer

Photo by Kian Bullock

TAKING A NEW DIRECTION

ANGLE FLYING



ANGLE FLYING IS ONE OF THE NEWEST "OFFICIAL" DISCIPLINES IN OUR CONTINUALLY EVOLVING SPORT. THE TERM "OFFICIAL" REFERS ONLY TO THE FACT THAT THERE HAVE BEEN SOME RECENT ADDITIONS TO THE APF DOCUMENT SUITE TO INCLUDE ANGLE JUMPS, WHAT THEY ARE, WHO CAN DO THEM AND WHAT IS REQUIRED TO DO AN ANGLE JUMP.

Don't be mis-understood here, the concept of Angle flying is not all that new. In the late 90s, when Headdown resembled more a pizza delivery guy, some of the "founding fathers" of Freeflying started to experiment with Flocking jumps. This simply meant, whilst "delivering the pizza", they angled their legs in a crude game of cat and mouse in the sky, chasing the lead athlete.

In 1998, Marco Tiezzi and Gigliola Borgnis started to term this kind of flying as "Atmonauti". Which translated means "atmospheric navigators". They pushed the angle of attack closer to 45 degrees, which pushed the horizontal movement further, and they travelled across the sky further.

Moving forward to around 2010, this concept of Angle flying really caught on. Skydivers all around the world started experimenting with this Angle flying. Its popularity now finds the discipline being introduced into several regulatory documents worldwide.

Angle flying is fun, fast and challenging, hence its popularity, but it doesn't come without its dangers. Already in the mix are Tracking jumps, Wingsuit, Freefly, CRW, Belly and Tandem jumps. Imagine a busy drop zone with all of these disciplines on a single load? How does the Load Master organise exits, directions, time between exits, jump runs and aircraft loading? It can be done safely and without issues. The issues arise when one of the groups does something different or is not experienced enough to perform as planned.

The APF office and members of the skydiving community (special thanks to Mason Corby and Mike Tibbitts) have spent hours of their time and countless skydives (it's a tough job!) to develop a set of rules, guidelines and

training to educate the Australian skydiving community on the concept of Angle flying.

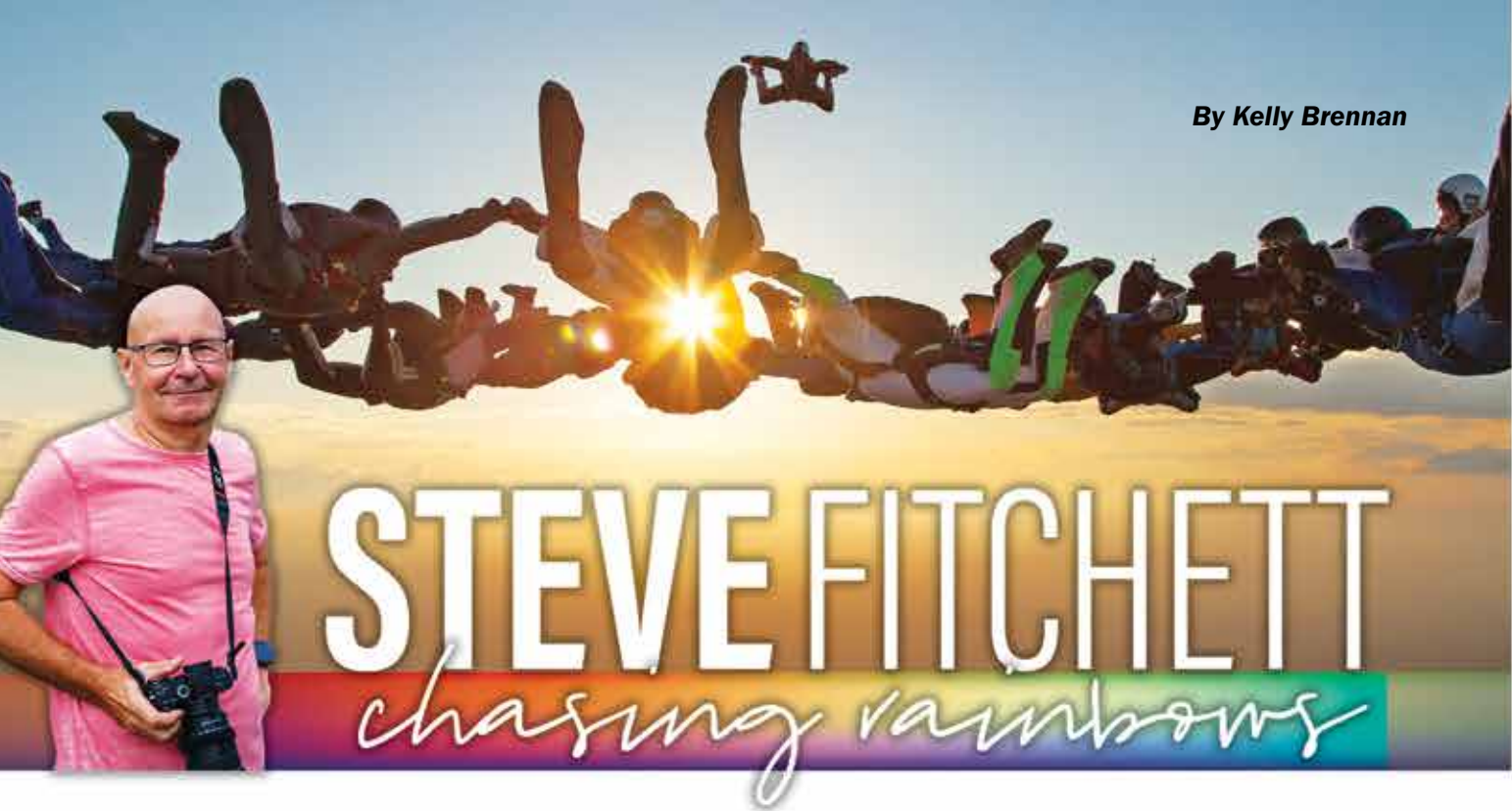
One of the main objectives of the new rules and guidelines is how to safely manage these jumps without restricting a natural progression. Whilst Angle flying, done right, can make for some very rewarding skydives, it's important to know your own personal limitations and abilities. It's a high-speed discipline that can change direction, fall rate and movement on a dime, therefore comes with the inherent risks.

For these reasons, receiving a meaningful education and briefing on what/how/when/which direction is all essential.

To begin your journey down the pathway of Angle jumping, it is highly recommended to receive some training and/or advice, or even better, attend one of the many camps that are run at drop zones around Australia. Ask your local Chief Instructor for advice, or ask them to point you in the direction of a competent local Freefly Coach.

The APF manual "A Guide to Beginning Freefly" is currently under redevelopment with a planned 2019 release as the "Tracking and Freefly Guide". It will introduce a whole new section on Tracking and Angles.

Take a look too at the new APF Technical Directive 03/2018 issued in December 2018 detailing new regulations regarding Tracking and Angle jumps. This TS remains in effect until the changes are included with the next release of APF regulations, due soon in 2019. www.apf.com.au/apf-members/technical-directives/technical-directives



By Kelly Brennan

IF **STEVE FITCHETT** EVER GETS AROUND TO RELEASING A BOOK, HE'LL CALL IT **'CHASING RAINBOWS'**. IT'S A PICTURE-PERFECT TITLE. PARTLY BECAUSE OF THE RAINBOWS THAT HAVE HELPED BRIGHTEN STEVE'S LIFE. BUT ALSO BECAUSE HE TOO USES REFRACTION AND REFLECTION OF LIGHT FOR STUNNING AERIAL ARTWORKS THAT STOP US IN OUR TRACKS!

Sometimes Fitch even surprises himself when he looks through his shots. "I feel a bit of a sham as I think I'm just just incredibly lucky with most of the images I capture," he says. "My best work seems to be after I land and I'm not quite sure what just occurred, I always think that's when magic happened."

Like most 'magic' in this sport, it doesn't happen by accident. Steve Fitchett's back story includes close to seven thousand jumps; three thousand of them flying camera. He has decades of experience in both skydiving and photography. And he's kept up with incredible changes in both.

PROUD AUSSIE ...

"Well I'm a Pom originally and started jumping in the UK in the early 80s," Fitch begins telling his story. Then he casually leaps ahead to representing his country on the British CRW team at three world meets. "I always hit it off well with the Aussies (who wouldn't?!), so, when the chance came, I moved out here to South East Queensland 20 years ago and have enjoyed the Aussie lifestyle ever since!"

Let's backtrack a moment to fill some essential gaps for a skydiving profile. Steve Fitchett's first jump was in

1983 at Dunkeswell, Devon. It was a Static Line on a C9 round canopy with a front mounted reserve. A couple of years later he became a Static Line Instructor and he despatched students for three years before falling into CRW by accident. Somehow he'd bought a canopy which was intended for a CRW team. When he stood his ground on keeping the canopy, the team said he'd just have to join them. That's how he got into CRW and competition.

After he finished competition jumping and wondered what he was going to do next, Steve was asked to help out by jumping camera at the British Military Nationals. He did a camera flying course for a week and was soon the Sergeant Major's main man for military camera work. From there, things quickly went from strength to strength.

Then, the rainbow chasing began. Steve was driving with his wife Lesley one damp day when rainbows appeared in the spray from the car in front. They talked about chasing rainbows together. The phrase summed up their excitement as they prepared to move to Australia in 1997. Sadly, Lesley died from breast cancer soon after they arrived. Steve kept chasing rainbows alone, and he became an Australian citizen as soon as he could.



PHOTOGRAPHY FIRST...

There's a reason why Steve's photos make so many ASM cover shots and also international publications. "I get excited by great imagery and, whilst I do shoot video, I always consider myself a stills photographer," says Fitch, who has won awards for his work.

It's an interest that started in school. He didn't have a camera but he poured over articles and photographs by mountaineer, Chris Bonnington, in the photographic magazines. "One of the important things I realised from his work was 'You have to be there if you want to get the shot,'" says Fitch.

And getting the shot is what it's all about for those who hire him. "It just blows you away, the shots that he gets," says high profile display jumper, Rodney Benson. Regardless of the weather, the logistics or the type of jump, Rod says Steve seems to capture something sensational. "He might even be just climbing out the door and he looks back at the right moment and takes a brilliant shot."

There was another rainbow moment over Surfers Paradise recently, when Steve captured a magnificent shot of the RAAF loadmasters on the open ramp of the C17. It was one of many terrific images for the World Parachute Championships.

Fitch has another opportunity to perform on the international stage this year. He'll be one of two Aussie Steves in the camera team for the Bigway record attempt in Perris Valley, California, in May. Fitch and 'Spot' (AKA Steve Tonson) will join some of the world's best in a team led by Craig O'Brien, whose work includes several Hollywood blockbusters.

VISUALS AND VERSATILITY...

Beyond his experience and his top notch equipment, Fitch is a master of versatility. His website (www.fitchimages.com) features favourites from every discipline. (But Fitch concedes his wingsuit shots were distant and tightly cropped!) He also has a special knack with outdoor portraits. Many skydivers have felt comfortable enough with him to venture out at dawn for stunning nude shots in waterfalls or surf, or even just around the drop zone where he transforms normal items into striking backdrops.

Long term skydiver, Archie Jamieson, first met Fitch back at the CRW meet at Kooralbyn before he came to Australia. They've worked together for decades on TV shoots, boogies, displays and major events. "While a lot of Skydivers just take pictures, Steve is a genuine world class, skydiving photographer," says Archie. "Whether it be a bigway, a flag, an angle, a demo, taking nude photos of your wife or chasing a couple of freestylers zooming around the skies, Steve is the man to capture the moment."

Fitch likes it even more when there is a challenge involved: "The best fun for me is when I have to fly the hardest, like the Parabatics. I'd chase really aggressively and then they'd suddenly turn 180 degrees and come straight back at me!"

Rod Benson says you couldn't meet a more obliging person, and Archie agrees: "A true professional to work with, who always gets the results, and a bloody nice bloke as well!"

Fitch is always keen to share his knowledge and he's passionate about camera flying safety. He was midway through a camera safety seminar at a Nagambie bigway event when somebody realised there was a double rainbow outside and his class deserted him to gaze at the sky. He couldn't really argue, because he too was reaching for his camera, always charged up and ready to shoot.





RING A BELL...

Not only has Fitch been around for many 'Ring the Bell' moments in skydiving, but he has a special skill that isn't widely known about. Fitch used to be a bell-ringer! Yep, he'd stand in church towers, pulling on ropes with perfect timing, to make music for the faithful.

But, despite all that time in churches during his younger days, Fitch wasn't a believer. He even got booted out of one Vicar's tower because he downright refused to attend his service.

He hasn't lost the skill since those days. One evening, as he wandered around Melbourne sightseeing with his wife Sue Rodwell (also a brilliant photographer, by the way), they heard church bells. Steve took off towards the sound and found the church, persuading a reluctant Sue to follow him in the back door and up the tower. He had a very pleasant night ringing the bells again, as if he'd never stopped!

THE ART OF THE IMAGE...

Australia's original flying photographer, Andy Keech, used to dream up unusual images in his sleep in the sixties and seventies. He would sketch his ideas on a notepad beside his bed, and then he'd round up the right jumpers to make the shot a reality. In those days, a camera opportunity was rare, and skydivers would line up for a chance to be part of a precious image.

Fitch doesn't quite get to manage the shots in the same way nowadays. Not only are there many cameras on every load already, but he's generally working for an event for a specific purpose. "I like to think I can read the light and know where to be to get the shot they want," he explains. "I seem to be good at capturing a moment when it's presented, but it's rare for me to get the chance to set up specific shoots."

As a young jumper in the 80s, Fitch grew up on Andy's 'Skies Call' books and spent many bad weather days admiring his work. Now he's honoured to discover the admiration is mutual. Andy and Fitch have an email friendship, where they pick each other's brains about all things photographic. Andy has challenged Fitch to create a particular image from a skydive that he wasn't able to pull off forty or fifty years ago. Of course, Fitch needs to find a moment or two in his calendar to make it happen. But, it'll be a beauty when it does! A bit like pinning down a rainbow.



STEVE FITCHETT'S SHOWREEL

- 2014 Aussie Bigway Camp at Toogoolawah
 - 2015 I'm a Celebrity - Get Me Out of Here (Reality TV Show - UK Version)
 - 2015 Australian CRW 44-way Record
 - 2016 I'm a Celebrity - Get Me Out of Here (Reality TV Show - UK Version)
 - 2016 Aussie Bigway Sequential Record at Nagambie
 - 2017 Australian Nationals - Media Camera
 - 2017 Aussie Bigway Sequential Record at Moruya
 - 2017 Aussie Bigway Sequential Record at York
 - 2017 Parabatics CRW Camp
 - 2017 C17 WIAS day and Legacy jumps
 - 2017 I'm a Celebrity - Get Me Out of Here (German Version)
 - 2018 Australian Nationals - Media Camera
 - 2018 Aussie Bigway Sequential Record at Toogoolawah
 - 2018 World Parachute Championships - Media Camera
 - 2019 Magic Millions demo - Gold Coast
- Numerous ASM covers, boogies and weekend events



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PROFILE



CORNELIA MIHAI

By Jonn Connolly

I RECENTLY TRAVELLED TO NEW ZEALAND TO ATTEND THE JYRO BOOGIE AT SKYDIVE AUCKLAND (SO MUCH FUN WAS HAD!). WHILST I WAS THERE I WAS LUCKY ENOUGH TO SPEND SOME TIME WITH AN INTERNATIONAL ROCK STAR OF CANOPY PILOTING; CORNELIA MIHAI!

She's one inspiring individual, with a mantra of setting goals and smashing them; Cornelia hosted a canopy course during the lead up to the boogie, and then joined in on all the freefly, angle and XRW jumps that she could at the main event (I can still hear the roar of those first-class canopies jetting by!).

Now that the boogie madness has subsided, I've managed to get some time to pick her brains and provide you with an insight into the life of one of the world's best pilots;

You currently reside in Dubai; when did you first move there and what sparked the move?

I moved to Dubai in 2012. I participated at DIPC 3 (Dubai International Parachuting Championships) in 2011 and I was really impressed with the location and the facilities, so when I was offered a job there I had to try it.

How did you first become interested in high performance canopy piloting?

I've always liked flying my canopy so when my only option to attend DIPC 3 was either competing in canopy piloting or classic accuracy, I went for canopy piloting ;) I had no idea what I was getting myself into but it turned out to become my passion.

In all the years of jumping you must have had some hard times along with the good times; what keeps you going in the sport?

I love the endless possibilities of learning and improving yourself. I am very driven to become the best that I can be, and I always set new goals. I also love the lifestyle and the community, so diverse but with so much in common.

What has been your greatest frustration when breaking into elite level canopy piloting?

I think at some point I was getting frustrated with the judging and the luck or the bad luck of the weather conditions... But with time and competition experience I've learned that this is the game we all play and sometimes we get luckier than others and some other times it is the other way around. I've also learned that the judges can make mistakes (not on purpose) because sometimes it's hard to see mistakes when things are happening so fast.

What is your super power?

I don't think I have superpowers. I just set goals, work hard and enjoy the road trying to achieve them.

Growing up in Romania, what was your childhood dream?

I wanted to become a vet, I always loved animals.

What sacrifices have you made to pursue elite canopy piloting, and if you had your time again what would you change?

I don't feel that I have made sacrifices... I just do what I need to do, to achieve what I've put my mind to. For sure I gave up a lot of my free time and time that I could spend with my friends. Currently I work five days a week at Skydive Dubai and in my two days off I go and train so I spend every day at the drop zone. I also use my holidays to go and compete so I'm quite a busy person. Luckily, I am sharing my life with someone that understands me and supports me.

PROFILE CORNELIA MIHAI



What is your training regime before and after a big event?

I train as much as I can, especially if the event is in a new place. Training gives me information about the location; the weather conditions and how my parachute flies, so the more I train the better. I don't stop! After the competition I take it easy for a while and I usually take a break because I need to allow my body to recover a bit (going for distance hurts most of the times).

There were some outstanding canopy pilots at the Jyro Boogie; Nick Batsch, Noah Bahnson and yourself included; who would you say is your most influential mentor in the sport and why?

Funny you actually named these two.

I have to say I heard about Nick Batsch even before I ever thought of competing in Canopy Piloting. I saw a video of him setting a world record and I was impressed. Even now, after knowing him and competing against him, he still impresses with his technique. For a while, during my Distance training, even if I had a good jump I would say to myself: "Nick would land 20m further".

Noah Bahnson will always impress me with how badass he is in everything that he does but he manages to stay so humble!

What has been your greatest achievement in Canopy Piloting?

Becoming a World Champion in Distance at the World Cup in Canada (2015) and at the World Air Games in Dubai (2015). I am also very proud of winning the US Nationals in 2016 (as a guest of course)... I think it's one of the hardest competitions out there.

You've been jumping for more than 16 years; what is the greatest technological change that you have seen in your years in the sport?

The canopy design for sure; I remember when I jumped a Petra for the first time... it was something else! It's crazy to see how the canopies and wingsuits have evolved and we are able to do XRW. Also, the electronics (audible, digital altimeters...). When I did my first jumps (Static Line in Romania) I didn't even have an altimeter so times have changed for the better for sure.



You're flying NZ Aerosports canopies, what is it about their canopies that appeals to you?

When I saw that video of Nick Batsch setting a world record I told myself "I will fly a Petra one day", and the moment I did, I fell in love. I think my flying style also suits the Petra and I respect NZ Aerosports a lot. I think they are pushing the sport forward in a very honest and open way, you can tell they are very passionate about what they do, and it's not only a business. It's a family that loves flying and pushing the limits!

What advice do you have for novices who are interested in canopy piloting?

I think nowadays canopy piloting has evolved a lot and there is a lot more knowledge out there to make it safer. So, I'm not necessarily saying "go get coaching" but I do recommend to ask a lot of questions and be informed about the best and safest way to get into canopy piloting. Don't rush, it's only going to take longer if you get hurt!

After how many jumps did you try your first 270 landing, and how did it go?

I probably did my first ever 270 quite late because I did my first 700 jumps in Romania and I didn't have access to a lot of knowledge at the time. I probably did my first ever 270 when I had almost 1,000 jumps. I asked around the drop zone (Skydive Empuriabrava – Spain) for advice and help and the only one who was willing to teach me was Dennis Praet (now a World Champion in FS). He tried to explain the technique to me, but eventually he ended up saying "Just follow me"... so we went up for a hop'n'pop and I followed him on landing doing a 270. It was awesome!

What is your worst injury from skydiving?

I have never been injured from skydiving. I do have a sore tailbone most of the time from landing in Distance but that's about it.

What are your hobbies/favourite weather hold activities?

Stand up paddling, indoor rock climbing, going to the cinema, walking on the beach, chilling... :)

Best song for a skydiving video?

I think the trends have changed a bit since I started skydiving. I like "Up in the Sky" by 77 Bombay Street, but I think canopy piloting needs something a bit more aggressive.

Funniest memory at a drop zone?

Skydiving gave me a lot of funny memories for sure, from when one of my AFF students who showed up in a very, very baggy suit saying he wants to work towards wingsuiting already and the rescue divers by the pond who were ready for me to jump during my first ever Canopy Piloting competition.

What is your current goal in the sport?

I want to become an Overall Canopy Piloting World Champion (I've managed to win in Distance before but not overall). I will get my chance to fight for it in July at the World Championship in Wroclaw, Poland. I would also love to get on the podium at a Freestyle competition.

You say you like making plans... what will you do after skydiving (Is there even such a thing!)?

For sure I would love to stay in the sport for as long as possible, it's in my blood by now, but it could be that at some point life will take me on a different path. I can't make plans that far ahead. I will just follow my dreams and try to do what makes me happy.



SKYDIVER PROFILE

Nickname: I don't think I have one although Ian Drennan called me "Romanian Devil Witch" once

Age: 33

Home Town: Ploiesti, Romania

Number of Jumps: 11,000+

Discipline: Canopy Piloting

First jump: August 2002

Home DZ: Skydive Dubai

Sponsors: Icarus Canopies by NZ Aerosports, UPT, Cypres, Liquid Sky Sports, LB Altimeters, Skydive Dubai

Records:

Current Female Distance World Record: 165.10m

Current Female Speed World Record: 2.289s (I am aiming to get the general World Records though, not just the female category)

Best Performance in Competition:

Speed: 2.208s (DISL 1, Dubai, November 2014)

Distance: 166.49m (French Nationals, September 2016)

CANOPY PROGRESSION:

Canopy	Size	Jumps
Manta	290	100
Parafoil	252	70
Sabre 2	135	250
Katana	107	1000
Velocity	111	10
Velocity	96	10
Velocity	90	20
Velocity	84	700
Comp Velocity	79	800
Comp Velocity	75	500
NZ Aerosports Petra	72	1500
NZ Aerosports Petra	66	300
NZ Aerosports Petra	64	1200
NZ Aerosports Sophia	61	500
NZ Aerosports Leia	68	800

ACHIEVEMENTS:

9th FAI World Cup (Dubai, 2017) – **Silver Medal Overall**

US Nationals (Raeford, 2017) – **2nd Place**

The World Games (Poland, 2017) – **Bronze Medal**

Italian Nationals (Ravenna, 2017) – **1st Place**

Australian Nationals (York, 2017) – **1st Place**

French Nationals (Orleans, 2016) – **1st Place**

6th FAI World Championship (Canada, 2016) – **Bronze Medal in Speed (the event wasn't completed due to weather)**

Pink Open (Czech Republic, 2016) – **2nd Place**

World Games Test Event (Poland, 2016) – **1st Place**

Italian Nationals (Ravenna, 2016) – **1st Place**

US Nationals (Z-hills, 2016) – **1st Place**

DISL 3 (Dubai, March 2016) – **1st Place**

DISL 2 (Dubai, January 2016) – **3rd Place**

World Air Games (Dubai, 2015) – **Bronze Medal Overall, Gold Medal in Distance, Bronze Medal in Speed**

8th FAI World Cup (Canada, 2015) – **Gold Medal in Distance**

Pink Open (Czech Republic, 2015) – **2nd Place**

FLCPA 3(Raeford USA, 2015) – **1st Place**

DISL 1(Dubai, 2014) – **3rd Place**

PD Tveir (Z-hills, 2014) – **1st place (Team Halla Walla with Patrick Kaye)**

5th FAI World Championships (Z-hills, 2014) – **Bronze Medal (First woman to ever win a medal at a Canopy Piloting World Championship)**

French Nationals (Toulouse France, 2014) – **3rd Place**

Pink Open (Czech Republic, 2014) – **3rd Place**

US Nationals (Z-hills, 2014) – **3rd Place**

FLCPA 5(Florida USA, 2014) – **3rd Place**

RSA Nationals (Pretoria, 2014) – **1st Place**

DISL 4(Dubai, 2014) – **2nd Place**

DIPC 4 (Dubai, 2013) – **Bronze Medal in Speed**



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MAKE THIS HAPPEN...

THERE ARE THREE TYPES OF PEOPLE:

By Kelly Brennan

THOSE WHO MAKE THINGS HAPPEN,
THOSE WHO WATCH THINGS HAPPEN, AND
THOSE WHO WONDER WHAT HAPPENED!

It's a fantastic quote, from several different sources, and it applies to skydiving on the ground as well as in the sky. (Note: DZ parties are excluded from this discussion. We'd all be guilty of the third category, wouldn't we?)

THOSE WHO MAKE THINGS HAPPEN...

On the ground, these are the people who plan events, generate enthusiasm, motivate people and solve problems. They're also the ones who plan ahead, commit to events, pay their rego nice and early, and help out on the day.

In the sky, these are the people who stack up efficiently, exit cleanly, build a solid base and set a good pace. They're also the ones who get there efficiently, match the fall rate, and take the slot like they mean it, while setting a stable platform for others behind them.

When cool jumps happen, they always get invited.

THOSE WHO WATCH THINGS HAPPEN...

During event planning, these are the people who 'hope' there'll be a slot saved for them because they want to see what develops first. Something better might come along. They'll eventually get on board with the planning, and they'll rock up on time. But they'll wait until others start heading to each briefing.

When it comes to the jump, they'll wait to see where others sit before thinking about their spot in the plane. They'll let others stack up completely before they move into position. They'll watch the formation build from a 'safe' distance before they move in close. (In Bigway, it's known as being a 'spectator' instead of joining the playing field.) Eventually, they'll move into their position. But they'll get frustrated because the time ran out before the last person could get to their slot behind them.

THOSE WHO WONDER WHAT HAPPENED...

On the ground, this is the person who needs constant babysitting. (Bigway players refer to them as 'THAT GUY'. As in, 'Don't be that guy!') They turn up at events because somebody else booked it for them or nagged them

into getting their rego done. They need special calls to briefings, or they arrive last.

For the jump, they only think about their slot, not the person who needs to slide in front of them for exit, or the person who needs room behind them. They let THEIR problems - a missing glove, dropped alti, or camera light check - become other people's problems. In freefall, they suddenly realise they're on the wrong side of the formation and slide around to the other side, oblivious to other people's approaches. Then they wonder why the skydive didn't work! They got in, so why didn't everybody else?

Which type do YOU want to be, and how do you get there?

There's no doubt that good things happen to those in the first category, because they make those good events and good jumps happen. It's not that hard to just plan ahead and get registered for the events you really want to do. Check the APF Calendar, check your DZ or state calendar, and get on board for the things you want to do.

Some people make things happen on the ground and they're doing their best to be that reliable person in the sky too. They might fit into the second or third category because of nerves. Maybe they're lacking confidence or currency, or they have big work and family distractions. These people will get their stuff together eventually, with some gentle reminders and positive tips to help them.

But some people fit into those last two categories because they're just plain lazy or selfish. They'll call it 'loose', or 'relaxed', and they'll whinge if they miss out on the available slots. There's a lot to be said for good old-fashioned peer pressure here! Beer penalties can help too. Don't be an enabler for these people, because you'll be stuck doing it forever. Make them do the right thing or pay the price. Call them out when they whinge.

Event organisers need a bit of help with this stuff or they'll get fed up and stop doing what they do. A little bit of thoughtfulness and support can go a long way!

The right attitude on the ground will get you involved in the best events and that will get you in the right position in the sky.

WORLD'S OLDEST *tandem skydiver*

THE TEAM AT SA SKYDIVING HAVE BUILT QUITE A RELATIONSHIP WITH ONE SOUTH AUSTRALIAN LADY, IRENE O'SHEA. IRENE HAS A PERSONAL CONNECTION WITH SOUTH AUSTRALIAN CHARITY, THE MOTOR NEURONE DISEASE ASSOCIATION OF SOUTH AUSTRALIA. IRENE'S DAUGHTER SADLY LOST HER FIGHT WITH MND YEARS AGO AND IRENE DECIDED THAT A LIFETIME DREAM OF HERS TO SKYDIVE WOULD BE THE PERFECT OPPORTUNITY TO RAISE AWARENESS AND MONEY FOR MNDSA.



Irene completed her first skydive for her 100th birthday in 2016. This was an amazing achievement and she was an absolute joy to have on the drop zone. She then returned to in 2017, in a larger fundraising event with MNDSA, this time to become the oldest female skydiver in the world. The skydive went smoothly and she landed herself in the record books, and set the stage for 2018 to go one better. Surrounded by friends and family, on a sunny Sunday, Irene arrived at Langhorne Creek drop zone around 1pm, December 9th, 2018. Irene has jumped twice already with SA Skydiving instructor, Jed Smith, and was welcomed with a friendly hug from the 24 year old paramedic. The two re-acquainted as they refreshed through the pre-skydive training.

Irene showcased her incredible humility with the team from Channel 9's Today Show, when asked about being an

extraordinary adrenaline junkie, she responded with "as far as I'm concerned I'm the same as everyone else, just a normal person". Irene's main wish is to raise as much awareness and money as possible for MNDSA.

Irene, Jed and cameramen, Bryce Sellick and Matt Teager, headed to the plane, Irene giving out hugs to multiple generations before boarding. Irene was full of smiles and excitement on the ride up to just over 14,000ft, getting a supply of fresh oxygen. Irene and Jed nailed the exit, sliding smoothly down the hill, through a seamless drogue deployment then enjoying freefall. Deployment could not have gone any better, Jed feeling a sense of relief at getting past the first major risk area of the skydive. While under canopy, Jed used a specialised harness to leverage Irene's legs up in front of her. He then executed a perfect smooth landing, assisted by a team of SA Skydiving staff

members, with the landing praised and complemented globally once footage was released.

Irene was assisted from the landing area into the arms of some very excited grandkids and great grandkids. Excited congratulations were shared all around as they secured their place in the record books. The media was released and the video went viral, collecting well over 10 million views across multiple platforms. The story made prime time around Australia as well as BBC England and NBC US, reaching as far as the Arabic states, UAE, Fiji, Japan, Russia, India, China, Canada, Germany and massive exposure in France. The story was also picked up by internet distributors Buzzfeed, BoredPanda, Vice, UniLad and Whatnow.

SA Skydiving and MNDSA are hosting a large skydiving fundraising event this month to raise further awareness

and funds for the much-needed cure for MND. To get involved, raise money and skydive like Irene, contact MNDSA or SA Skydiving on 0412114475 or admin@saskydiving.com.au.

SA Skydiving congratulates Irene on her amazing achievements, thanks all parties involved in making this record happen and look forward to raising more awareness and money for MNDSA.

Donations can be made through the websites of MNDSA (<https://www.mndsa.org.au/Home.aspx>) or SA Skydiving (<http://www.saskydiving.com.au/book-online/donate-irenes-world-record-skydive/>)

ON THE AIR

11 YEAR OLD BIRTHDAY SKYDIVE

By **LEON ADAMS**

As a child **RUBY ADAMS** has been just the coolest. She was born to the Hour of Power blaring on Triple J and came out smiling. Since I started his skydiving course she has spent many hours hanging around the drop zone just taking it all in and seeing the in's and out's of Skydiving. That little champ would jump off anything while perfecting exits into pools and beanbags. She has always told me she was going to be a skydiver and would try on the tandem harnesses for size and take the knockback each year like we all do due to the weather. She got her day and with the family watching (Mum freaking) had a great jump. She says she will be starting her course as soon as permitted. "She would be very excited to see this, as for the last four years I have had to cover her school books in pages of ASM!"



STAR POWER - WOMEN'S STAR CREST AWARDS

KELLY BRENNAN WSCR 1612

We set out to get our own really cool patches, and we made our own little bit of skydiving history along the way!

It's 50 years since the world's first all-woman 8-Way, but only four groups of Australian women have claimed a Women's Star Crest Award!

The WSCR began in the USA, just like the regular Star Crest. The first 8-woman Star formation was completed in July 1969, four years after the first 8-man Star and a few years before the wording changed to 8-Way. A numbering system and certificates were developed for recipients of the Women's Star Crest Awards. Then, along came that patch I mentioned above. It's a bit of purple, a bit of flower power, and just the right colours to accessorise with any jumpsuit.

And men can get them too!

To qualify, at least eight women must free-build a Star and hold it for at least five seconds. Once that star has been held, men can dock and they can qualify for the WSCR. National women's records qualify as well. (Details are at <http://www.wscr.org>)

We did ours at the Big T Mega Boogie in York, WA, last Easter. Shirley Cowcher already had her WSCR from the Women's World rRecord, and she got the girls together for a 9-Way. We had a fantastic jump with lots of smiles. A few blokes came along and waited patiently to dock, but we ran out of time once the 9th woman had entered and we'd held it for the five seconds. Bummer!



When our patches arrived, we learned that only three groups of Australian women had applied for them before, and they were way back in 1982! (Two at Elderslie and one at Rutherford.)

The program is managed by Nancy Gruttman-Tyler, WSCR #15, who describes it as a 'historic sisterhood'. For Nancy, it's all about seeing each other's happy faces in freefall. "It's good old fashioned skydiving at its best."



HOW DO YOU GET TO YOT CLUB?

Photos by **STEVE FITCHETT**

That's the promo for the new floating Super Yacht Night Club based on the Gold Coast. There's been Lamborghini's & Ferrari's, Jet Packs and Choppers, and then **ARCHIE JAMIESON, ROGER MULCKEY & WAYNE McLACHLAN** arrived by parachuting onto the back of jet skis!



HAPPY SNAPS



WINGSUIT RODEO

Photo by **BRIA SMITH**
TIARNE EASLEY riding **CHRIS WORDEN** over Langhorne Creek.



FREESTYLE HOOP

Photo by **TRISH VOGELS**

MARCUS taking out the hoop in his own style, over Picton.

ASM WANTS YOU!
SEND IN YOUR HAPPY SNAPS

susie@skydiver.com.au

STORM



ARE YOU FLYING THE RIGHT PARACHUTE?

"ALL IN ALL IT IS THE PERFECT ALL AROUND CANOPY FOR ME. IF YOU ARE NOT DEDICATED TO SWOOPING IT WILL OFFER MORE THAN YOU WILL PROBABLY USE... TOP OPENINGS, WIDE SPEED RANGE, CRW- FUN, GOOD FOR WINGSUIT..." *NEVERTOOLOW

"IT HAS A FANTASTIC CRISP OPENING, FUN TO FLY AND A PREDICTABLE POWERFUL FLARE. AS ALWAYS PD GOT IT RIGHT. THIS PARACHUTE REALLY WORKS AS ADVERTISED." *TACTICO



PERFORMANCE DESIGNS
COMPARE 4
PULSE • SABRE2 • STORM • SPECTRE

WWW.PERFORMANCEDESIGNS.COM/COMPARE4

*REVIEWS FROM DROPZONE.COM



#DreamOfFlight

Time to Bed

Compiled by the APF at ASM deadline time.

CERTIFICATE A SURNAME

SHANE ARKINS
AMINE BADRY
JAMES BENCE
SIMONA BERTONE
RAHMAN BIDIN
KADI BIGNOLD
MITCHELL BLAKE
ROB BOLTON
MERCEDDES BOWERS
CHRISTIAN BOWERS
ALEC CARLOSS
THEO CHAVEROT
BERTRAM CHEN
URSZULA CHRABASZCZ
CAMERON COLE
HENRY COLE
WARREN COLLINS
RUSSELL COMBS
AARON COSTA
TRISTAN COULTON
ROBIN EASTHORPE
CRAIG EDWARDS
ABDUL HADI ELLIAS
TOMASZ FAJST
PHILIP FILIPI
ANDREW FINNEY
DANIELLE GALES
JACOB GAMBLE
ROBERT GAZAL
THIAGO GIRALDI
JESSE GITTINS
BILLY GORDON
ETHAN GORS
RAFAL GREF
ZACHARY GRIFFIN
NATHALIE GUERIN
MATT HANCOCK
JOEL HANDCOCK
TYLER HANLEY
DZULKARNAIN HASHIM
JUN HOSHITO
ERIN IVORY
ANTHONY JOHNSTONE
JAMIE JOHNSTONE
KARISSA JONES
DYLAN JONES
KUANG KAO
EMILY KEAT
KAROLIS KIUPELIS
CHRISTOS KOKOTSIS
BENJAMIN KULLMAN
ISAC LAZAR
MATHEW LEE
HSUAN LEE
JOSIAH LEEKE
TOM LOIKALA LJUNGDAHL
PHIL LOVELL
ASHLEIGH MATTHEWS
DAVID MICHIELS
ROWAN MINAHAN
AARON MITCHELL
BONNIE MORGAN
MITCHELL MORLEY
DANIEL MORTEL
ERROL MURRAY
SEPEHR NOURI
ERWAN OSMAN
MITCHELL O'TOOLE
ADRIAN PAASCH
ROUNEH PILEH
GIOVANNI PITZALIS
KRISTINA PROVCI
THEO RAYFIELD
CONNER RHYAN
JASON RHYAN
MELANIE RIOUX
THOMAS ROBERTS
ESTER ROJO BLANCO
CHRIS RUTHERFORD
DAVE RUTHVEN
LOGAN SAVAGE
LUDWIG SCHINZINGER
LUCY SCOTT
ETIENNE SIMARD
DMITRY SKARIN
EDWARD STOTT

NICHOLAS STREETER
ANDREW SUTHERLAND
AMIT SUYAN
ZEUS SVORONOS
BEN TREUER
YAU TSAI
STEPHANIE UNGER
JOSHUA VANDERWENDE
JOHANNES VORSTER
JUNYI WANG
BENJAMIN WILKINS
SAMUEL WILLIAMS
TERESA ZAMPAGLIONE

CERTIFICATE B

NELSON YOUNG
MORGAN FORD
HEATH BAMFORD
ASHLEIGH BARKER
CARLOS BELLAMY
JASON BENNETT
BRIDGET BURT
SAMUEL BUTLER-FLEMING
BAPTISTE CACCIAGUERRA
WING CHAN
JOYCE CHAN
BEAU CHAPMAN
QUENTIN CHOPARD LALLIER
SCOTT CLARKE
MATT CODNER
DAVE COETSEE
SEAN COLVILLE
CALE CONERLY
MATEUS CORDEIRO TORINA
CHERITA DIETZEL
TIM DUGAN
SAMUEL FOALE
KAYLEIGH GARBETT
BIANCA GIAMOU
JETT GIRVIN
JUSTIN GLAUBITZ
MICK GRIBBIN
THOMAS GURNEY
ERNEST HAAK
SHANNON HARAHI
DENNIS HAW
ALLAN HOLT
DAVID HYDE
KOEN JOOSTEN
DEAN JOSEPH
PETER KERR
CHLOE KESMARKY
KULLMANN
BRADLEY KLOSE
HAN WEN KONG
MARCEL KRAEMER
MITCHELL LINDBECK
JULIA MAHON
STEFAN MARCHESI
ROB MARTIN
BEN MATHESON
CASEY MAYALL
STEVEN MCCLOGHRY
BONNIE MORGAN
SETH NICHOLSON
MASAYUKI ONISHI
ALEX PIRIE
JOSEPH PODPLESKY
MELISSA PORTER
MICHAEL PRICE
CHRISTOPHER PRIESTER
KYE PROBERT
LUCINDA RANDALL
TIM RICHARDS
HEIDI SALIM
NIALL SAUNDERS
JUSTIN SCARBOROUGH
OLIVIA SCHOLTEN
ETIENNE SIMARD
SHAAAN SINGH
BRIDGET SMITH
SONG SONG
RENEE STOKES
MATT SULLIVAN
ZEUS SVORONOS
KEINAN THOMPSON
RILEY TOPPING

DYLAN VOGLSINGER
ELYOS VOUDOUKIS
ISAAC WARDLE
KEVIN YAP

CERTIFICATE C

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MIKE BAILLEUL
ASHLEIGH BARKER
TIMOTHY BATES
MATT BENSON
ASHLEY BOLT
CAMERON BRODIE
DECLAN BROWNLEE
SHAYE BYLES
ATAWAHAI CHARTERIS
MATT CODNER
JASON CROWLEY
TROY DAWSON
HANNAH DRESSLER
ANTOINE DUCLOS
JARED EPPELSTUN
SAMUEL FOALE
WILLIAM GALLAGHER
KRZYSZTOF GRABOWSKI
EMMA HAUG
NIGEL HAWTIN
MADIS HEIN
SAM HINDE
WEI LUN HU
GEORGINA HUNIA
PETER KERR
TROY LARCOMBE
MARTIN LEE
CHRIS MAIN
JAMES MCGARRY
ROWAN MCKENZIE
RYAN MCSTAY
MICHAEL MEIER
CHARMAINE NIELSEN
DOROTHEA O'CONNOR
KOK HUAN OH
ESTERRI PEÑA
TAHNU PHILLIPS
CHRISTOPHER PRIESTER
JAMES RAY
MITCHELL REDFERN
IAN RICHARDS
THOMAS SAUNDERS
LEAH SMITH
SONG SONG
ZEUS SVORONOS
TEDDI THREATT
BENJAMIN TICKNER
NICOLAS TORRALBO
TREVOR TOW
CHARL VAN DER WESTHUIZEN
THUNDERCLAPVERALL
DYLAN VOGLSINGER
DYLAN WATERS
NORA ZINK

CERTIFICATE D

ALVARO ABREU
MARCUS BOURGET
PATRICK BOYLE
EBBONY BRADFORD
DAVID BROWNE
JEDIDIAH CARRAWAY
DAVID COLLINS
MICK CONNOLLY
JOSHUA CORNE
STEPHANIE DELMAS
ROBERTO ESSWEIN
THOMAS FORBUTT
CHRISTOPHER FORSTER
LUKE FRAZER-JAMES
JAMES GENTLE
CHRIS GOUTZIOMITROS
CAMILLE GRAND
SEBASTIAN HAM
SAM HARDY
JOSHUA HAWKINS
JUERGEN HECK
PETER KERR
MARIANNE KLITSCHER
CHRIS LEE

TRISTAN LEMANSKI
PAULINA LESKO
ALEXANDER LUTZ
DONALD MACMILLAN
DANIEL MALLIA
BRAYDEN MAWSON
TOMASZ MIKUCINSKI
BRYN MOLONEY
JOSHUA MORTEL
BRETT MOUNT
BENJAMIN PHILIPSEN
MATTHEW RIGBY
NICOLE GENERAL
SUMO TARAPUN
EMMA THOMSON
BENJAMIN TICKNER
ROBIN VAVASOUR
JAMES VELLA
DYLAN WATERS
RALPH WEATHERBURN
ADRIAN WEIR
MICHAEL WILLIAMS
MICHAEL YOUNG

CERTIFICATE E

GEOFF AICKIN
IAN BALDWIN
KELLY CULLEN
JAMES GARNER
RYAN GRANEY
AMY JAMIESON
CASSY LANGLOIS ROY
KATE LINDSLEY
DIEGO LOPEZ ITURRALDE
DARIO MELONI
STEVE MILLARD
LISA MILLER
JUSTIN MOONEY
WAYNE MOORE
TODD MORRISON
JAESON PARK
EDO SENICA
STEPHEN SIMPSON
ADRIAN URACZ
AARON XU

STAR CREST

NICOLAS TORRALBO
SUMO TARAPUN
DANNY ANDERSEN
ASHLEIGH BARKER
ANDREA BOERKAMP
CAMERON BRODIE
MARCUS BROWN
DECLAN BROWNLEE
ROBERT BUTINA
DAVE COETSEE
JOSHUA CORNE
TROY DAWSON
TY FELS
RICHARD FERRARA
CAMILLE GRAND
SAM HARDY
EMMA HAUG
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TROY LARCOMBE
KATE LINDSLEY
DIEGO LOPEZ ITURRALDE
DONALD MACMILLAN
DARRIN MASON
JOEL MATTHEWS
DARIO MELONI
LISA MILLER
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CODY RICHARDSON
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DYLAN VOGLSINGER
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MICK GRIBBIN
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OLI MORRIS
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JAKE VALES
ZEE ZARUBIN

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LUIZ DE ARRUDA

ENDORSEMENT TANDEM

PETER BONYHARD
LUIZ DE ARRUDA
JACOB EDGAR
JARROD GARDINER
JASON JUDERJAHN
CASSY LANGLOIS ROY
DIEGO LOPEZ ITURRALDE
CAMERON OLIVIERI
STEPHEN SIMPSON
SIMON URSIN

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JUMP PILOT AUTHORISATION

TRISTAN BARRETT
MATTHEW BLOYE
TYLER BOYD
JOSHUA DYER
LIAM ELDON
PAVEL FLACH
JAMES GISSING
ASHLEIGH HODGE
JACK HUGHES
ASH PULLMAN
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TONY SCHIEMER
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SAM HARDY
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EDO SENICA
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HAIRUD YE
JANUSZ ZALEJSKI
ZEE ZARUBIN

DISPLAY PRO

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LUKE BYRNE
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MILES COTTMAN
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ANN-MARIE JARZEBOWSKI
DAWN TRATT

WINGSUIT COACH

STEPHEN ARKWRIGHT

FREEFLY CREST HU

ROB LAIDLAW
SIMON BACKMAN
CHERIE BAILEY
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CAINE ECKSTEIN
KAREN FULLER
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LISA MILLER
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LUKE MORLEY
WILL MORLEY
ERIK NADORP
MATTHEW PETTIT
ANGUS ROBERTSON
NICOLE SENERAL
CHRIS SMITH
EMMA THOMSON
ADRIAN URACZ
MITCHELL WILLIAMSON
AARON WILTON-JONES

FREEFLY CREST HD

CAINE ECKSTEIN
AARON GOODE
AMY JAMIESON
CASSY LANGLOIS ROY
ADAM LISLE
MICHELLE LU
GRANT MARTIN
JUSTIN MOONEY
ERIK NADORP
ANGUS ROBERTSON
NICOLE SENERAL
MICHAEL SMITH
LEE SMITH
ADRIAN URACZ

CERTIFICATE B COACH

ANDREW PRESTON

ENDORSEMENT DZSO

KEVIN COOPER

INSTRUCTOR

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KYLE CHICK
LUIZ DE ARRUDA
JACOB EDGAR
JARROD GARDINER
CHRIS HOWARD
CASSY LANGLOIS ROY
DIEGO LOPEZ ITURRALDE
STEPHEN SIMPSON
SIMON URSIN

HIGH PERFORMANCE CANOPY COACH

JOSH COSTA
DAN SMITH

CRW COACH

ALLAN GRAY
MARTIN LETCH
TOMMASO WATSON



az directory

Source: APF Database as at deadline time.

*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.

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC.

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

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

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

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: Mission Beach

FAR NORTH FREEFALL INC

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 AIRLIE BEACH

Tandem only
Chief Instructor: Max Motzo
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634. Fax 1300 338 803
Email: info@skydive.com.au
Web: skydive.com.au/airlie-beach

Drop Zone Location: Whitsunday Airport, Shute Harbour

Aircraft: GA8 Airvan, Cessna Caravan 208

SKYDIVE CAIRNS

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, GA8 Airvan

SKYDIVE CAPRICORN

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 MISSION BEACH

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, GA8 Airvan

SKYDIVE THE WHITSUNDAYS

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 an Queens Beach
Aircraft: Cessna 182

SKYDIVE TOWNSVILLE

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

AFF, Tandem and Licence holders
Chief Instructor: Adam Davies
PO Box 753, Bungalow, Qld 4870
Club Ph: 07 4015 2466. Fax: 07 4041 7724
Email: support@tandemcairns.com.au
Web: tandemcairns.com.au

Drop Zone Location: Innisfail Airport

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

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM

Non-training organisation
PO Box 86, Southport, Qld 4215
Ph: 0422 848 710
Email: paulweir56@yahoo.com.au

Drop Zone Location: Robina

FUNNY FARM (FUNFAR)

Non-training organisation
9479 Meandarra Talwood Road, Bungunya, Qld 4494
Ph: 0429 630 897
Email: mulckey@gmail.com
Web: www.funnyfarmaustralia.com

Drop Zone Location: Bungunya

GOLD COAST SKYDIVE PTY LTD

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, PA-31-350 Navajo Chieftain

LEARN TO SKYDIVE

AFF/Tunnel, Tandem.
Chief Instructor: Roger Mulckey
Club/DZ Ph: 07 5536 6077.
Email: info@learntoskydive.net
Web: learntoskydive.net

Drop Zone Location: Tweed River Jockey Club, Murwillumbah

Aircraft: Cessna 182, PA-31-350 Navajo Chieftain

RAMBLERS PARACHUTE CENTRE

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, Cessna 182

SKYDIVE AUSTRALIA BRISBANE

Tandem only
Chief Instructor: John Cook
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634. Fax: 1300 338 803
Email: info@skydive.com.au
Web: Web: skydive.com.au/brisbane

Drop Zone Location: Suttons Beach, Redcliffe

Aircraft: Cessna Caravan 208

SKYDIVE BRIBIE ISLAND

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

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

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

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

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

AFF, Tandem and Licence holder
Chief Instructor: Cameron Cooper
PO Box 1079, Caloundra, Qld 4551
Club Ph: 07 5437 0211
Email: bookings@sunshinecoastskydivers.com.au
Web: sunshinecoastskydivers.com.au

Drop Zone Location: Caloundra Airport and local beaches

Aircraft: Cessna Caravan 208

TOOGOO LAH SKYDIVERS CLUB INC.

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

Drop Zone Location: Toogoolawah

NEW SOUTH WALES

ADRENALIN SKYDIVE

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: Bandeirante EMB-110P1, Cessna 182F

AIRBORNE SUPPORT SERVICES

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

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

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

AFF, Tandem and Licence holders
Chief Instructor: Mark Brody
PO Box 158, Branxton, NSW 2335
DZ Ph: 02 4938 1040. Email: enquiry@nspc.net.au
Web: skydivenewcastle.com
Drop Zone Location: Moores Lane, Elderslie
Aircraft: PAC 750 XL, Cessna 208, DHC-2/A1 Beaver

SKYDIVE AUSTRALIA NEWCASTLE

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 BYRON BAY

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: Tyagerah Airfield

Aircraft: Cessna Caravan 208

SKYDIVE CENTRAL COAST

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: Wamervale Airport

SKYDIVE HUNTER VALLEY

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 OZ

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: GA8-TC Airvan 320, Cessna 185

SKYDIVE SYDNEY-WOLLONGONG

Tandem only
Chief Instructor: Joe Hallin
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634
Email: info@skydive.com.au
Web: skydive.com.au/sydney-wollongong

Drop Zone Location: Stuart Park, North Wollongong

Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE

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

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@sydneykskydivers.com.au
Web: sydneykskydivers.com.au

Drop Zone Location: Picton

Aircraft: PAC 750 XL, Cessna 208, DHC-2/A1 Beaver

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING

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

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-24-950

SA SKYDIVING OPS

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

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

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

VICTORIA / TASMANIA

AUSTRALIAN SKYDIVE

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

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

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 TC 320 Airvan

RELWORKERS UNLIMITED INCORPORATED

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 GREAT OCEAN ROAD

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, PAC750 XL

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, PAC750 XL

SKYDIVE NAGAMBIE

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

