

Australian

skydiver

magazine



ISSUE 97
Volume 4
JUL/AUG/SEPT
2019

ASM AUSTRALIAN SKYDIVER MAGAZINE
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION





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FEATURES



EDITORIAL

Sit Flying, Standing, Chute Assis, Head Up, Upright.

The discipline of Head Up or the newly coined 'Upright' seems to have really taken off in recent years, and never more popular than now, propelling into not only the Aussie Record Books this year but the World too. See the article on pages 9 to 13 for Scatty's run down of the trials and tribulations of Big Way Upright Record attempts. How about all the action on Norman Kent's front cover shot?!

Sit wasn't always so popular, more of a stepping stone to Head Down for most people. It continues to be a relatively difficult discipline,

but now one that is taken on by the Freeflyers in this world of Dynamic flying that has swept over us and



into our culture. I had to include this funny photo of Wayne and I back in the heyday of our beloved sit suits, decked out with our sexy head attire.

A huge congratulations to the third fastest woman in the world, our own Jessica Johnston, for her first international Speed medal, and Mr Personality Chris Byrnes for bringing home more international Wingsuit Performance precious metal. Hats off to you both, and our other Aussies for their competition successes. Looking forward to seeing more from you all.

Drop Zones: update your listing info at the APF and it will automatically update here in the mag.

Members: update your addresses at the APF so the mag gets mailed to the correct destination.

Everyone: you can read nearly all the ASM issues online at www.skydiver.com.au

Susie EDITOR
Susie McLachlan

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FRONT COVER



World Upright Record exit shot, Aussies at Skydive Chicago.
Photographer: Norman Kent
www.normankent.com

BACK COVER



Archie Jamieson exiting a Yak52 with Mick Schiller at the stick, as part of an upcoming segment on Chanel 7's Great South East.
Photo: Gold Coast Adventure Flights

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

[Next Deadlines]

- Issue 98**
Deadline 5th Nov, 2019
Mag Out 10th Dec, 2019
- Issue 99**
Deadline 15th Jan, 2020
Mag Out 19th Feb, 2020
- Deadline 30th Mar, 2020
Mag Out 4th May, 2020

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iGraphix
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[Subscriptions]

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

[Printing House]

JT Press
Dave Biddle
info@jtpress.com.au

[Advertising]

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

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

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

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

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APF

FROM THE APF CHAIRMAN

The APF Strategic Plan for the next four years (2020-2024) was developed following a survey of members which saw 58 members submit a response to certain questions. The professional facilitator suggested this was a reasonable number given the size of the APF.

The survey results were analysed and formed the starting point for a workshop attended by Board Members and key management personnel from the APF Office.

The 2015-2020 plan had endeavoured to set goals over the full scope of APF operations including: governance; airspace & aviation; safety & risk management; engaged stakeholders; licensed membership growth & retention; sport & competition excellence; and vibrant culture & community, but did not single out particular areas to concentrate our efforts. For that reason it was probably not used as much as it could have been to question if a particular project fulfilled a particular goal.

This new plan takes a different approach and seeks to concentrate our efforts to four key areas: 1) training, safety & risk management, 2) sport & member development, 3) community & culture, and 4) commercial services. Within these four key areas we have identified 11 projects that are intended to achieve particular outcomes and we have set a priority on each, and a completion date for each, to keep us focused. This plan is all about us, the APF, as a community.

The 'Mission' being to set professional standards, serve our membership and provide safe, enjoyable skydiving for all. The 'intent' is to set, communicate, monitor, measure and review the standards that optimise the delivery of skydiving in Australia.

Dave Smith OAM

APF Board Chairman
Senior Instructor & Rigger
(Retired)



FROM THE APF CEO

Thank you to those members who provided input into the APF 2020-2024 Strategic Plan. This provided valuable insight into where members want the APF to head. Now the APF Board have finalised the Strategic Plan, we have a clear direction. One of the first tasks is to research more about our members, why they keep jumping, why they stop jumping and what motivates them. Know Thy Member will be the base line to growing our sport into the future.

We have recently concluded mini Conferences that were held in seven key locations around Australia. These events were funded by APF and the local Council Committees. Tom Noonan (UPT USA) was a guest presenter as well as Charl Rootman, Jules McConnel and the areas STO's. Topics were broad and offered safety awareness to the members who attended.

The next APF major event will be the 2020 Symposium scheduled to be held from 19 to 21 May. The location will be announced very shortly.

The North Queensland Coroner has recently handed down her Findings into the tragic death of three skydivers at Mission Beach in 2017. The Findings consisted of a 103-page document with extensive recommendations that are aimed at improving safety and help preventing such an incident reoccurring. The Technical & Safety Committee will review these recommendations and implement them in coming months.

Thirty athletes, Judges and Officials will be attending five different international competitions over the next couple of months.

This includes a small accuracy team attending the ASIANIA Championships in China.

We wish all our teams well!

Richard McCooey

*CEO Australian Parachute Federation
F206/Senior Instructor*



FROM THE APF SAFETY AND TRAINING MANAGER

Managing and ensuring safety entails a lot more than merely ticking boxes. Rules and regulations set a minimum standard. Reducing risk and preventing incidents and accidents further depend on individuals making good decisions, based on a good foundation of knowledge and relevant information.

It was encouraging to see the recent regional conferences being well attended, with attendance around 300 over 10 events. The main objective of the conferences was reaching members directly with current relevant information and encouraging communication and discussions.

We need to foster an eagerness to learn and understand, to improve skills and the ability to make better decisions as

a collective. APF will continue to provide opportunities to achieve this and encourages all members to participate and provide inputs and suggestions.

Kim Hardwicks's departure from the APF created a vacancy for a new Technical Officer.

We welcome Ria Peck to the position. She is an active Tandem Master and AFF Instructor with over 12 years' experience in the industry and also holds a Bachelor Degree in Forensic Science.

Charl Rootman

*APF Safety &
Training Manager
F769 / Senior
Instructor*





FROM THE NATIONAL JUDGING OFFICER

It's been quiet in Australia and busy in Europe for Judging, as can be expected.

I am delighted to witness the commitment of our new Sport Development Manager, Jules McConnel, in making the York Nationals 2020 a truly great experience for everyone. Being a Mondial, I urge everyone to attend. Why not try competition for the first time in the company of some of our legends?

For Judging in York, we are again being torn between events. The Chief Judge, Neil Fergie, has reported only 13 Judges have committed so far to a competition that needs at least 20 to cover multiple events simultaneously. Jules and I will work on how we do this. Please Judges can you firm up your commitment to Fergs? Thank you.

Trainee Judges will be offered limited spots to complete CP and FS evaluations too. Contact me for more details, closer to the time. gail.bradley@apf.com.au

I proposed to the Sport and Competition Committee that we might consider a different approach to Nationals, and turn them into several discipline-focussed long weekends, at least in off years. This has the potential benefits of attracting more competitors who might like to try two or three disciplines throughout a year, while taking pressure off everyone's annual leave, videographers in short supply, and Judges' coverage and time commitments. I think it's being considered now by Crash and Jules. Please send all of us your thoughts.

I was privileged to be invited to Judge the French Nationals in FS. These guys know how to run a competition; it felt like a World Meet. Their Nationals are segmented into three day discipline competitions during which, for example, the Accuracy competitors and Judges arrive, do their event, get medals, then depart after three days, while the next discipline arrives for training on the final day of the previous discipline. It keeps the events short, while providing a nine day span of aircraft, airfield (Vichy), organisers, accommodation and food, without over-loading any single one of those. Did I say the food was French? Sublime... we even had a five course sit down seafood banquet one night, with white table cloths and proper cutlery.

Since then, I was able to catch up with Aussies overseas. Judging at the World Cup of Canopy Formation in Romania,

I had a reunion with Jenni Plumridge who was our Event Judge. There were nineteen 2-Way teams and four 4-Way Rotation teams. There was no 4-Way Sequential event due to under-representation. We hope there might be more in Russia in 2020 or this may be the end of 4-Way Sequential.

Two days later I was in Italy on the Jury of the 3rd World Cup of Wingsuit Flying. As well as a reunion with Neil Fergie who was on the Judging panel, it was my privilege and great fun to get to know our Performance Wingsuiters, Chris Byrnes (Silver), Luke Rogers (5th after a tight fight for Bronze) and Jason Dodunski who complemented the others and drove Australia to a 3rd place in the team event. Seeing Australians win medals always, always pops my cork. I am a tragic when it comes to our flag going up the pole, and have no shame about that. Well done to these great guys!

All attention is now turning to Russia 2020. We hope for a great event for everyone. Australia knows how much planning and hard work go into a multi-discipline World Meet, and we endeavour to help the Russians as much as possible for their Mondial. More on this next time.

Good luck to the competitors FS in Eloy! You will see Ray Williams there judging AE too. Go well, everyone.

Gail Bradley
National Judging Officer
IPC Delegate – Australia
IPC Finance Secretary



2019 APF REGIONAL CONFERENCE ROADSHOW

How do we get more skydivers to attend the biennial Safety and Technical Conference?

This question has been raised for several years as we tend to see around 120 to 130 of the same familiar faces at the conference– CIs, DZ management, senior instructors, riggers and some new, young enthusiastic sport skydivers. The national Symposium is held every other year with guest speakers like Layne Beachley, international presenters



such as Bill Booth and exhibitors from leading industry manufacturers, yet we still only attract around 200 attendees.

We have over 3,500 members so why aren't more people showing up? Time, money and location seem to be the big hurdles. So this year, by popular demand, we decided to take the Conference to the members. The APF rolled out a series of seven regional mini-conferences in five states around Australia and three in New Zealand. Three hundred skydivers attended – so we think we are moving in the right direction.

The following sessions were run to educate, inspire and promote conversation in both sport and industry skydiving:

- Safety and Training Overview with Charl Rootman (APF Safety and Training Manager)
- AAD Knowledge with Tom Noonan (UPT Tandem Project Director)
- Sport Development with Jules McConnel (APF Sport Development Officer)
- Canopy Choices with Tom Noonan
- Incident Video Review with Mike Tibbitts, Brandon van Niekirk and Chippe Lindberg (APF Safety and Training Officers)
- Tandem Complacency with Tom Noonan

There was some great interaction during and after sessions with innovative ideas from passionate skydivers. We welcome member's feedback, whether you attended or not so we can continue to improve our services. Please fill out the feedback form <https://forms.gle/xMLK8va8nSNafJNy6> to have your say in future topics and directions.

Thanks to the volunteers for helping out with registrations and taking photos.

Thank you to the State Councils for your support and to everyone who attended.

We look forward to bigger and better in the future!

Julia McConnel

APF Sport Development Officer

F718 / Senior Instructor & Coach



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JULY 22-26, 2019, SKYDIVE CHICAGO SAW A GROUP OF THE WORLD'S BEST HEAD UP FLYERS COME TOGETHER TO ATTEMPT TO BREAK THE EXISTING UPRIGHT WORLD RECORD, A 72-WAY, SET IN 2016. WITH WEATHER ON OUR SIDE, WE HAD FIVE DAYS OF BLUE SKY JUMPING TO GET A NEW RECORD.

2019

UPRIGHT WORLD RECORD

By Kim Hopwood, Tim Golsby-Smith, Royce Wilson, Sonnica Van Zijl, and Lucas Georgiou Photos by Norman Kent, Gustavo Cabana, Kim Hopwood, Lucas Georgiou, Sonnica Van Zijl, Ian Durell

The formation that the organisers had designed had a 12-Way base in the centre. The thinking was the bigger the base, the more pods attached to the base, the faster it can build. A base this size had never been attempted before in Head Up formations and would prove to be a huge challenge.

The first two days had us getting settled in, in our various slots. There were some pretty wild jumps, with the base blowing apart more often than not, ending up with people scattered everywhere on various levels. Weow! Everyone except the base was exiting Head Down. It is much faster to fly to your slot on your head than transition to a sit. However, this created an extra mental challenge, where whatever was on your right side when you approached, would be on your left side once you transitioned.

Day 3 had some decent attempts, but still nothing that looked close. The organisers were starting to make some pretty big changes. They even asked the camera flyer, Jason Peters, to step into the formation because of his flying ability so we had the absolute strongest team possible.

Then on Day 4 we started to see some magic. The second last jump of the day, we got really close. There were 103 people built, on a 107-Way formation attempt. The first 100+ -Way Head Up formation ever. Yahoo!

By this time, we were out of jump tickets. But luckily, SSK, the distributors of Cypres and L&B in the US, sponsored a whole formation load! We were fired up for the sunset load, but after exiting it quickly turned into an absolute zoo! The



2019 UPRIGHT WORLD RECORD

base broke in three places and there were some of the biggest SkyGods on earth butt-flying and corking out. It was very entertaining but kind of demoralising and we started questioning if we could make this happen.

Day 5, the last day, saw the organisers cut it down to an 84-Way. The plan was to go up and nail it, so we could go bigger. But the plan didn't work. The base broke and the formation didn't build. Wow. With only two jumps left at the event, we needed some luck. With the pressure on, the team pulled together, and the second 84-Way attempt flew like a dream for over 10 seconds.

With one last jump, we had a 101-Way dirt dived and ready to go. It was a bit rocky, but came together. On review of the footage, there were 99 people built, only two grips off. It was bitter-sweet.

Congratulations to all the Aussie's who flew like absolute champions, we backed up our awesome reputation created at the 200-Way Head Down record attempts, and thank you to the APF and the State Councils for your support of this event.

We're looking forward to sharing the knowledge we've learnt at some Head Up camps in the near future.



The nerves were high for me in the lead up to the Upright World Record attempts. All the Aussies who attended were in the base for the Australian Upright Record. It was hard to get practice flying slots like first/second stinger or pod closer. We did our best to stay current by planning multiple trips to Sydney to train in the tunnel using tunnel rigs. Training with these rigs is extremely challenging, especially in a HU orientation; however it paid off.

The week of the record we were very lucky with the weather. The days were long and tiring. Four to five fun jumps a day is normally a breeze but Big Ways are next level. It is mentally draining, tensions can be high and the long rides to altitude are exhausting.

It took us all a few jumps to become comfortable with the sight picture and the approach. It was frustrating at times as there was not always something to build on. We all eventually got it dialled in and the sector the Aussies were flying in was consistently building successfully.

I think we all felt a little pressure receiving invites from Andy at the Australian Upright Record, especially since we were in the base and not able to prove that we could fly other slots at the time. Andy was extremely proud of all of us for flying strong and consistent at the World Record.

I am excited for the future. I'd love to see the Aussie Record double in size, if not more, in the next couple of years. We already have the talent and there are plenty more up-and-coming skydivers who are interested. Stay hungry. **ROYCE WILSON**







The Upright World Record attempts in Chicago was by far the most mentally, physically and emotionally challenging skydiving event I've ever been a part of. Seven days of solid jumping and having attempted 18 x 107-Ways without setting an official record, really forced me to sharpen my awareness and attention in the most unexpected way. To remain in such a prolonged heightened state while trying to stay focussed and not get complacent is a weird, exhausting and almost impossible balance to maintain. Despite the mental and physical challenges, the Aussie section built consistently and on top of that, we added some serious personality into the world record team mix. We made new friends and kept everyone laughing along the way. I'm so proud of our performance, positive attitude and achievements.

On the last day of the event we were in the worst possible situation, running out of time, jumps and to top it off... we were on a weather hold. As a result, the organisers decided to remove 19 slots from the outside of the formation in order to set a smaller, 84-Way World Record. This made me a victim of unfortunate circumstance as my slot fell outside the 84-Way circle and part of the 19 slots removed for one jump. Once the 84-Way record was set, the 19 slots were put back on the final attempt and a 99-Way out of a 101 built... so close!

Unfortunately no second record was set but what an incredible journey and what an insane achievement! I'm so grateful for the experience and so proud of the Aussie team for consistently building and being the best team mates anyone could wish for.

SONNICA VAN ZIJL





There's a saying among Freeflyers "Head Down is hard to get, easy to master; Head Up is easy to get, hard to master". This event nailed that point home harder than ever. The 100+ flyers at the event were the very best of the best in the world, yet every jump was a struggle from start to finish. Even when the pods built and locked out, the formation was breathing with everyone flying hard all the way to track off to settle it down.

The first two days were actually quite scary with high speed approaches combined with transitions creating some chaos. I had the heaviest freefall collision of my life, it felt like I was taken out by a missile. Fortunately, the impact was into my leg leaving me bruised and sore but able to fly. It was a sobering reminder of how dangerous these jumps can be when everyone is still working out navigation, and the closing speeds are so high.

I was second stinger in a pod building directly off the base, so had front row seats to some of the most awe-inspiring flying I've seen, often followed by the best in the world corking, butt-flying and taking out chunks of the formation. Even up until the last day the base was exploding resulting in 100-Way campfire jumps with literally not one person on grips. I was docked on a current world VFS champion who corked and bellied out above the formation on one of our messier jumps, showing just how challenging the jumps were.

Despite the difficulty of the jumps, the Aussie section was building more consistently than any other section, just like at the head down 200-Ways, further cementing our reputation as strong flyers who consistently get the job done. It can be frustrating when your section is building and you're looking across at chaos on the other side, though that's just part of Big Ways. I've got nothing but admiration for my Aussie team mates Sonnica, Kim, Lucas and Royce who flew like ninjas and were so much fun to hang out with. A special call out to Sonnica, who despite nailing every jump was removed along with all other stingers for the 84-Way. Despite being disappointed, she celebrated and supported the rest of the team showing amazing character. What a legend. **TIM GOLSBY-SMITH**



The Head Up World Record was always for me, the one I wanted most. When Focus organised the Australian Head Up Record for January 2019 and it became a qualifying event for the World Record I knew this was an opportunity I couldn't miss. I had no idea how I was going to get away from my business, wife and three kids to make the event, but what the hell. There's nothing quite like checking out from everyday life for a week to hang with awesome humans doing epic stuff for motivation.

After travelling the long way around the world to get to Chicago, Tim, Kim and I arrived at the DZ with two planes sitting at the runway ready to go. We literally pulled up, geared up and got briefed as we walked to the planes and straight into 44-Way formation load warm ups. Ok then, well, at least there wasn't time to be nervous.

I'm so thankful for the years of VFS competition and training with The Addicted. The skills earned during years of training VFS should make a single point skydive easy, or at least you would think. Arriving at the formation, waiting for it to build, jump after jump, waiting for your opportunity, and then there it is. Three to four seconds to get your job done is an interesting kind of pressure. The Aussie pod started building consistently from around jump twelve. Most of the time it was like trying to dock on the tail of a snake, and then, on jump 20 with incoming weather it just happens. Nine to ten seconds of absolute perfection. There is nothing quite like knowing you've got it in the air, with time to take it in, enjoy it, celebrate it and then turn and track like a mother to get away from everyone.

The level of flying at this event was insane. Even with the best flyers in the world, building a head up formation of this scale was seriously pushing the limits.

I can't thank Tim, Kim, Sonnica and Royce enough for giving me enough FOMO to go. It was an experience I will never forget.

LUCAS GEORGIOU



**3RD FAI WORLD CUP
WINGSUIT FLYING**
**1ST FAI EUROPEAN
WINGSUIT FLYING CHAMPIONSHIP**

2019



The **3rd FAI World Cup of Wingsuit Flying 2019** was held at Skydive Pull Out, Ravenna, Italy from August 23 to 31, 2019. The Australian Delegation consisted of competitors Chris Byrnes, Luke Rogers and Jason Dodunski as well as FAI Wingsuit Judge Neil Fergie. Gail Bradley was also there supporting the Aussies wearing two hats with her roles with the APF and FAI.

3rd FAI World Cup

This was the fifth year of the FAI officially recognising Wingsuit competition, with the first World Cup being held in England in 2015. Over 60 competitors from 20 countries came to Italy to battle it out in Performance and Acrobatic competitions. Italy was a beautiful location for the World Cup and we were lucky to have good weather for the competition. The Opening Ceremony was held on the beach near the drop zone with a parachute display jump to open the competition.

The competition ran smoothly over the week with Chris, Luke and Jason posting some good results. In the end Chris finished in 2nd place, Luke in 5th and Jason in 26th out of 50 Performance competitors. The cumulative results from the Aussies placed us in third for the Nations in Performance. This was the first time for Australia on the podium in a Wingsuit World Level Event. A big thank you goes to the Australian Parachute Federation for supporting Wingsuiting in Australia and supporting Chris, Luke and Jason to compete internationally.

The official performance results were first to Dmitry Podoryashy from Russia, second to Chris Byrnes from Australia and third to Chris Geiler from the USA. The team results were first to the USA, second to Russia and third to Australia.

Wingsuit Performance is an exciting and fun competition discipline which builds skills to make you a better Wingsuit pilot. Talk to Chris, Luke and Jason when you see them around the drop zones in Australia as they are keen to coach and share their knowledge.

The 2020 World Championships will be held in Russia. This will be a Mondial with all events held in the one location. This will be the first time since the inclusion of Wingsuiting in the FAI that Wingsuiters will compete in the same location as the Formation Skydivers and Canopy Pilots. Exciting stuff. Come to the Australian Nationals at York in May next year to qualify. Chris, Luke and Jason will be training hard and aiming for the top spot on the podium in Russia.



of Wingsuit Flying 2019

By Chris Byrnes
Photos by Giorgia Bruni



WHAT IS WINGSUIT PERFORMANCE FLYING?

The **Wingsuit Performance Flying Competition** is a measure of who can fly the fastest, longest and floatiest in separate Speed, Distance and Time Rounds. Pilots exit from 12,500 feet, building speed before being scored in a competition window from 3,000 to 2,000 metres above the ground. The results are taken via a Flysight GPS unit attached to the Wingsuit pilot's helmet.



SPEED SKYDIVING

2019
FRI SPEED SKYDIVING
WORLD CUP AND EUROPEAN CHAMPIONSHIPS

WORLD CUP

Over the last couple of years, Speed Skydiving in Australia has seen healthy growth both in speeds and education on the fastest discipline in Skydiving. The pleasure of seeing Shane Turner, Ash Crick and Jessica Johnston head off to the United Kingdom for the World Cup last month was amazing, a world of new experiences and possibilities.

Excellent work by Shane on winning the Warm-up competition, the BPA Speed Skydiving Nationals, and setting a new Australian record; so desperately close to the big 500! Nevertheless, we all know who stole the show and has brought home her first, hopefully of many, world medals - Epic work by Jess Johnston with a new Oceanic and Australian female record of 400.36kph. Thanks Ash and Shane for looking out for her at her first international competition. What a team!

Who wants to go fast in Russia? See you at York 2020 for the APF Mondial and team selection.

RONNIE PERRY
APF NATIONAL COACH

All the talent in Europe currently in rotation was there at this year's Speed Skydiving World Cup in Dunkeswell, U.K.

For Jess and I it was our first visit to Europe, and we were met with caring familiar faces of any good drop zone family. Staff and locals all there to help and it really did feel like a second home.

Competition was fierce, close and a lot of fun with top positions constantly changing. Only six out of eight Rounds were completed due to the typical English weather, but that didn't stop fast speeds being run! With no room for error, the single Round top Speed performer, Max Hurd (U.K.) reached 500km/h, dropped into third place by the end of competition. Myself, with the second fastest time of 496km/h, could not hold it together on the final Round and finished in sixth place, with the Russian Dmitry, increasing his position from fourth to second. There was nothing separating the top competitors with the recent Speed World Series Champion, Marco Hepp, (Germany), finishing close to the top in eighth position. In an incredible final average of 490km/h, Lic Maisin from Belgium took out top spot and won the Speed World Cup!

Jessica Johnston had an outstanding performance bringing Bronze back for Australia in the Women's Speed and kept the Australian Spirit high with her everlasting smile and upbeat personality that kept spirits high when clouds kept us low (grounded).

All three Aussies soaked up knowledge and skills from rubbing shoulders and competing against the best in the world, and Ash is only getting started with massive advancements in the sport on the horizon. We will have Australia winning gold in the Teams Event for Speed Skydiving, I'll bet on it!

With new Speeders looking at making an impact in this discipline at the Australian Nationals next year, you will not want to miss this one!

Eight positions (including a minimum of one female Speeder) are available for selection to the World Championships in Russia 2020. Get training and I look forward to seeing old and new Speeders attending next year's Aussie Nationals, fighting for a position for WPC 2020 glory!

Massive shout out and gratitude to the APF who made this journey possible, and of course, our local councils, namely South Queensland Parachute Council, for their continued support, and National Coach Ronnie Perry.

A special mention also must go to Mikey Lovemore for organising the World Cup and making it happen alongside with the Skydive Buzz, the BPA, and a loving kiss to our adopted mum, Rachel.

SHANE TURNER

I'm filled with tears of joy and happiness after returning to Australia from the 4th FAI World Cup of Speed Skydiving with a Bronze medal and new Australian and Oceanic Record at 400.36km per hour. I have been so overwhelmed by all the love and support, thank you to everyone who has started on the journey with me!

There were 28 competitors from eleven different countries, and seven females from seven different countries. This was my first time competing at a first-class event. I am so grateful to have the opportunity to have even been there! The journey to get to where I am now has not always been easy, and I used to make it harder for myself all the time. I have learnt so much this year. I would like to share some of my lessons with you. The only advice you really learn from is the advice you finally give yourself. I have so many more lessons to learn!

- Put on your own mask first. Treat yourself the way you want to be treated by others. Love yourself. You can't help others until you have helped yourself.
- Law of attraction. What you put out is what you get back!
- Be aware of your thoughts and be accountable for them.
- Your reactions are something you can learn to control; it's a choice we have!
- Everything happens for a reason!

I had the opportunity to meet some really awesome people from all over the world. I have made some amazing friendships, and I'm so grateful my Skydiving family has grown.

Shout out to Lucy from Germany on getting gold, smashing her personal best, and becoming the fastest female in the World! #superwomen

I would like to say a massive thank you to the Australian Parachute Federation and Women in Adventure Sport for all your support and help. The amazing crew at Coffs Skydivers for all your friendship and support. My teammates, Shane Turner and Ash Crick, for being amazing coaches and mentors. I am really happy to have you both there since the beginning of my speed journey! Most of all, I would like to thank Ronnie Perry for all the advice and being straight with me. You are an amazing friend and mentor. I'm so grateful to have had you on my skydiving journey since the start; and it's just the beginning! Thank you, Mum and Dave. I would not be where I am today without all your love and support. Love you more!

Also, a massive thank you to Mikey Lovemore and the absolute amazing crew at Skydive Buzz, Dunkeswell, for putting on such an amazing event. I had such an awesome time and look forward to coming back!

Finally, a big, big, thank you to my second Mum in the U.K., Rachel. Thank you for making us feel so at home!

Next stop for me is Nationals 2020 in York, and I am going to try my fastest to get to Russia!

**JESSICA
JOHNSTON**
APT 2019
SPEED



RONNIE PERRY APF NATIONAL COACH

EVENT REWARDS

- **JESSICA JOHNSTON: 3RD WOMEN'S WORLD CUP; NEW WOMEN'S OCEANIC RECORD (400.36KM/H)**
- **SHANE TURNER: NEW AUSTRALIAN AND OCEANIC RECORD (499.66KM/H & 496.61KM/H)**

**BRITISH
PARACHUTING
ASSOCIATION (BPA)**

**SPEED
SKYDIVING
NATIONALS**

Arriving earlier to attend this event was amazing, meeting the crew and witnessing the talent from the BPA, in not only Speed, but their Artistic division as well.

It was great fun competing and surrounding ourselves with these beautiful people.

It was hard fought, but I managed to stay in front beating the Brit's even with Jimmy (Turncoat) McCarthy biting at my heels the whole way with his own stellar performance.

The BPA Speed Nationals had a great turnout with twelve competitors proving to themselves how fast they can really go!

I will be back to Skydive Buzz again and encourage you all to go for a job whenever you find yourself in the UK. Then you'll see why I rate this drop zone so highly.



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DARWIN PARACHUTE CLUB PRESENTS...

REL WEEK 2019

31ST AUGUST - 7TH SEPTEMBER
BATCHELOR, NT

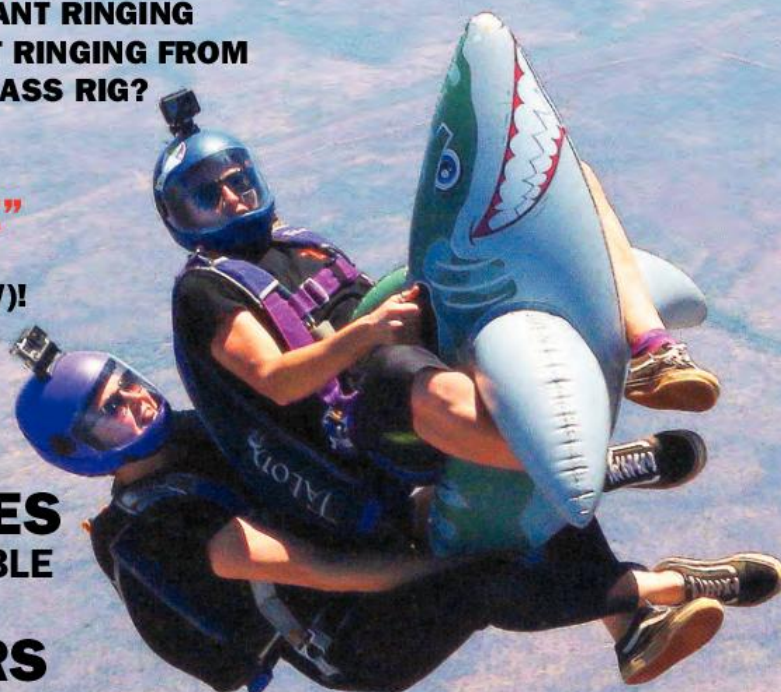


By Leah Smith & Jönn Connolly Photos by Keith Grealy, Marco DeBoni, Wayne McLachlan, Archie Jamieson and Floyd Bank

DPC, DPC, DPC, DPC, DPC!

I CAN STILL HEAR THE CHANT RINGING
IN MY EARS... OR IS THAT RINGING FROM
DJ PICKLE RICK'S MEGA-BASS RIG?
BOAGS SUMMED IT UP ON
THE LAST NIGHT AS THE
"MOST FUN BOOGIE"
THAT HE'S EVER BEEN TO
(AND HE'S BEEN TO A FEW)!

WE CAN'T STOP
SMILING AFTER
189 LOADS,
2,901 SKYDIVES
AND MANY MEMORABLE
NIGHTS WITH OVER
150 SKYDIVERS
COMING FROM ALL OVER
TO JOIN IN THE FUN.





NEW NT HEAD DOWN RECORD

Darwin Parachute Club set themselves a challenge for Rel Week 2019; to provide a world class event,

with complete immersion from the moment you wake to the moment you sleep. The mission would require the best coaches in the country and internationally, the selection of which was based on both skill and personality; the ability to pass on their knowledge whilst maintaining the fun vibes that keep people wanting to come back year after year. The Club wouldn't let the day finish with last load, instead we got together to plan a series of after-hours activities and informational seminars on top of cinematic day tape productions... and there was some beer as well, in case you were thirsty after nailing that holy-grail jump you were planning all day.

The Douggs and Hardy show got the cartons flowing putting five jumpers through their Wingsuit First Flights. Douggs kept the fun pumping through the week, joining in on some big-ways and angles and even took his first wingsuit rodeo. One of the biggest hits of the boogie was his "Slowly Moving Forward" copy and paste formations – an absolute crack-up for all involved (cue Superman theme song). Sam Hardy got the wingsuiters flocking and docking before whipping out the onesies and getting his geek on with some Fly-Sight data. Douggs provided a fantastic safety seminar, passing on his tips for staying alive in adventure sports and humbling the crowd with his personal experiences. His message is equally valid for skydiving and BASE jumping; make sure you're in it for the right reasons, know when to take a break, and look after your friends. Big thanks to the LTBJ (Learn to BASE Jump) crew for making the trip down under.

DOUGGS

For over 20 years I heard about the legendary tales of Rel Week and I was super stoked to finally experience everything for myself. Rel Week was nothing short of legendary in all aspects. Holy wow! The jumping was awesome because the focus wasn't on performance but purely on having fun no matter what experience you had. That was just awesome! But the best part was the hospitality of the locals. Such incredible and real people that would do anything for you, and absolute legend characters that you could find in comic books. I had the time of my life and I can't wait to come back. Massive thanks to everyone for everything. I have never felt so much love and had so much laughter, and this is why I am still in love with the sport. This is skydiving!



SAM HARDY

Rel Week is hands down the funniest and most exciting skydiving event out there, set in the Northern Territory and nothing short of the full 'Ozzy experience'. This week has it all. When asked to come out and Wingsuit coach for this event I was honoured as I knew how amazing it was going to be. The week long event was extremely well organised with safety and fun in mind at all times. Smashing out 28 loads a day with a Caravan flown in from Sydney Skydivers, this small drop zone was set alive with over 150 participants having the most fun humans could possibly have. Long skydiving days led into evening shenanigans, from jelly wrestling to themed parties and much more. Something that stood out was seeing how much support and sponsorship this event received from the APF and Australian brands, and without these sponsors this boogie wouldn't have been the same. A massive thank you to you all. It's awesome to see that everyone involved at DPC has a passion for skydiving and to keep events like this one alive and to remember that it's all about the fun, not just performance and skills. I really hope to come back in 2021 for the next Rel Week and suggest for anyone that can, to come and play... you won't be disappointed. Stay safe, blue skies and keep on shining.





Freely and angle jumps were coached by Mason Corby and Matt Boag. They were in high demand punching out 50 jumps each for the week, topped off with a 14-Way Head Down roundy (Did someone say NT record?!). These mega-fast jumps needed a mega-fast camera flyer so big shout out to Keith Grealy for keeping up and getting the shots for the day tapes.

MATT BOAG

"Rel Week 2019! Wow, what a special place; from the moment you get to Batchelor and drive into Skydive Territory you are instantly hit with this familiar homely vibe! This place is one of a kind, a not-for-profit club ran by a team of the biggest legends you've ever met in your life. Aaaaand the sunsets!! You've just got to go and do a Rel Week once in your life. The jumps were insane, super-fast angles to a 14-Way head Down new NT record. Big thanks to everyone who made my Rel Week so amazing, I can't wait to come back in two years to do it all again! DPC DPC DPC DPC DPC!!"



The Northern Territory welcomed back one of its own, Flat coach Riss Anderson; Territory born and bred, however she had never jumped here before! Riss brought a wealth of Flat flying knowledge to the event and put the fun back in Flat with Star Crests, 4-Ways, B-Rel's, Banana Crests and Big-Ways. Star Crests played a major role in the event, with four jumpers wasting no time and getting signed off on the first day. With help from Red the Flat Flyers pushed ahead nailing a 16-Way and plenty of smaller sequentials. Red even led the DPC crew on a 14-Way Speed Star, falling at lightning speed in near-slick Manufactory jerseys; it was one to remember... as was the SA crew's artistic combat star! Shout out to Marco and Wayno for their camera flying.

It wasn't all serious skydiving of course! DPC's tour guide extraordinaire, Brad Hinten, got the bus loaded on the midweek "Big Day Off" for a few hours of sunshine and relaxation at Litchfield National Park. We spent the day lounging in waterholes and preparing for the last three days of skydiving. Sammy Rohan set the bar high with the jelly wrestling tournament and we were treated with tunes from Burger Joint band and a myriad

of skydiving DJ's for the party nights!

A special appreciation to Terry King our Chief Instructor for educating, coaching and simply putting up with us on the drop zone! We are so appreciative for all the work and effort that goes into being the CI of a club and our event. Thank you to Dave Bruce for being the DZSO just three weeks after becoming a dad!

Darwin Parachute Club is a completely volunteer run club and many thanks to the members who sacrificed a lot of their time and money to host this event. We would love to name everyone but cannot, so special thanks to President – Chris "Mippa" Wojtowicz, Treasurer – Monique Lord, Secretary – Leah Smith, Ex-Prez & Committee member Brad Meiklejohn, Trevor Collins and the rest of the committee - Cam Faust, Mitch Campbell, Jim Vella and Rob Martin.

This event would not have been possible without our major sponsors. We would like once again thank to Australian Parachute Federation's contribution to the 2019 event. Our small Club is fuelled by

volunteers and additional support makes the event so much bigger! The remote location of our drop zone means access to top level coaching and large planes is simply not possible without a large event to coordinate enough people to make it financially viable. All proceeds from the event will return to not-for-profit organisation Darwin Parachute Club which is the only full service training facility in the Northern Territory... DPC DPC DPC!

Other major sponsors include iFly Downunder – Congratulations to Mippa and Brad Hinten for winning the one hour of tunnel, Northern Territory Government, NTPC, MeeLoft, LVN, Downunder Dynamics, Aerodyne, Wings, NZ Aerosports, Vector, Tony Suits, Cookie, Paragear, Manufactory & Deem.





By Mason Corby Photos by Mason Corby, Matt Boags,
Keith Grealy, Dominic March and Ryan Weatherly

Foot Fetish 2

BEFORE I BEGIN, I WOULD LOVE TO THANK THE APF FOR THEIR SUPPORT ALONG WITH THE ABSOLUTELY GREAT SQPC. ADDITIONALLY, BYRON BAY SKYDIVING FOR HELPING US OUT WITH SOME COACH TICKETS. ALL OF THE SPONSORS INVOLVED ARE MUCH APPRECIATED.

The week started off with the weather putting on some great sunshine for Foot Fetish 2. This year's event was a bit smaller than last year, but this meant we could go harder, faster and tighter. It was amazing to see the progression throughout the first day. After jump six we had already achieved what we had aimed for by the end of the week. We were all excited and gearing to go. Now, we just needed the wind to hold out for us.

During the first two days we averaged six jumps, then it slowly tapered off until the last day when we were winded out. It was a shame, but we still had some great jumps. The focus for this event was to bring our Head-up Angle flying

to the level of what we are doing Head-down. Flat Head-up moving and two group formations were key, as well as moving from an angle to a vertical carve back to an angel – in two groups! It was great to see how tight everyone was and how keen we all were to progress.

We started each day with the last jump of the previous day. Drill dives were key during this event. When we introduced a new part to the jump, we would just drill this move for the entirety of the jump. We would also come up with alternates for when it went wrong, and some ways of how we could recover from the common mistakes people do while they are Head-down. It was crazy to see how similar the two sub-





THE THREE MAIN AREAS WE DISCUSSED THAT WE FELT NEEDED MORE WORK WERE:

1 Encourage weekend jumping. This would bring back a sense of community and allow newer jumpers to learn from the experienced over a beer, or just watching some of their jumps and seeing how they brief and debrief.

2 Work on a coaching path progression. Developing a pathway and support system for coaches to learn and bounce ideas and methods off of each other.

3 Provide more information and less monitoring/coaching for students. Not all coaches had coaching. Today, we see a lot of people not jumping if they don't have a coach or someone to teach them. Unfortunately, this in itself is creating less retention as people are feeling left out or isolated. Until recently, to progress you had to go out and seek the knowledge yourself. You weren't handed it every jump. We would love to see more information out there, and people going after it and finding the knowledge themselves. Be confident to approach a coach or experienced person. Don't wait for them to approach you. Some might but most don't. So, go and hit them up or start exploring!

The key point we took from this event was Drill, Drill, Drill. Don't feel you need to rush onto the next thing if the last still needs work. Flying flat and finding the range is key. If you can only fly at one pitch, you won't be able to move around and fly within the group. Don't just learn fast Head-up on the Angle, but also the crunched-up slow fall. Head-up is not a position. It is a range! Bring back weekend jumping at the local drop zones. Use camps to progress, but don't just do camps.

Looking forward to the next time we can all get in the air together for FF3. After completion of FF3, I think it will be time to mix it up with a 69er camp; mixed formations.

Thanks again to all the sponsors. All of your support is much appreciated.

disciplines were, and this similarity allowed us to skip some stages. It was just the picture that was different. After drilling a lot of dives, it was very easy to combine different moves. We all new each other's job, so we could more easily rotate some slots and share the leading role between a few of us.

The event wasn't just focused on the skydiving. We tried to develop this new sub-discipline to a point where we can teach others the basics and foundations with ease. We also covered some topics on how we can improve retention in our sport, and where the focus should be to do this. We figured a big part of it was people feeling stagnant with nowhere to go, or feeling a lack of direction.





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Janelle Gong Photo by Karen McEvoy

ANDY KEECH

E#1, F#1 - SKIES CALL



By Kelly Brennan

ANDY KEECH IS AN UNDISPUTED SUPERSTAR OF SKYDIVING, WHO'S ABOUT TO GET HIS RIGHTFUL PLACE IN THE SPORT'S INTERNATIONAL HALL OF FAME. AMONG MANY ACHIEVEMENTS, HE DID AUSTRALIA'S FIRST RELATIVE WORK AND THE WORLD'S FIRST 4-WAY, PRODUCING AMAZING IMAGES IN HIS TRAVELS AND SHOWCASING SKYDIVING AROUND THE GLOBE.

But, of all the things he's done, it's "that 8-word poem that keeps popping up", he laughs. "If I leave anything after I'm gone, that's probably the one thing that'll still be here!"

MAN SMALL. WHY FALL? SKIES CALL. THAT'S ALL.

Oddly enough, Andy didn't think much of it when he first wrote it, doodling during a coffee break. His ideas for photographs came to him at night in between dreams, and the poems also flowed naturally when he sat and reflected quietly on his passion for the sky.

BIG ACHIEVEMENTS...

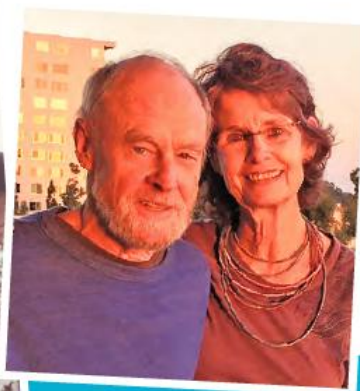
Andy Keech has three key events in his busy life right now. In addition to the Hall of Fame induction, he's just turned 80 and he's celebrating 50 years of marriage to Marie. It's still impossible to keep up with his energy, his creative and analytical mind, or his ability to seize new challenges.

He was just nineteen when Andy did his first jump in 1959, in Camden, N.S.W. He soon competed for Australia in Style and Accuracy, but relative work and photography would become his main focus.

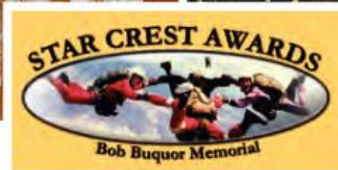
Andy was part of Australia's first baton pass on ANZAC Day in 1961. A baton pass was the original relative work, when skydivers hadn't yet learned how to stop and dock. They'd pass a stick or rolled up newspaper in freefall, and the second person would land with it as proof of the pass.

From the first moment he saw somebody else in freefall, Andy realised he'd been privileged to see something that very few people would ever experience. He wanted to share this with others, so he bought camera gear and did a deal with a local newspaper. In return for use of their dark room, he'd give the paper any good skydiving pictures.

Andy was a key part of an Aussie 6-man baton pass in early 1964. None of the Aussie jumpers had telephones, so Andy mailed a two-page briefing to each of those in the group.



ANDY KEECH



"I hand-wrote for each position what they would see as they came out and what their responsibility was to fly in to receive the baton," he explained. All this planning paid off. The group succeeded with their quintuple baton pass from 13,500 feet. It was equal to the world best at the time, done by America's Golden Knights from above 30,000 feet.

After representing Australia at the 1964 World Championships in Germany, Andy ended up in California, where he was part of the world's first documented 4-way. He'd managed to stay in the line-up despite crashing through one of the early attempts. The mission also took a hit when two participants were drafted for the Vietnam War. Finally, they did it and they had the photographic evidence. "I call that 4-way photo my most unfortunate image in skydiving," he laughed. "The camera angle was from behind me, and the other three all got their faces in the shot!"

His high-flying achievements have gone beyond skydiving. Andy was an early BASE jumper, with an 'El Cap #73' certificate signed by Carl Boenish. He competed at international level in rifle shooting, and he notched up more than 30 flight records as a pilot. (His little yellow Autogyro called Woodstock is now in the museum at Oshkosh, and Andy cuddles her each time he visits!)

He had a few career changes over the years to fund all the different addictions. Andy started out as an industrial chemist before leaving Australia. In the U.S., he worked

in Australian and New Zealand embassies for 25 years, and he spent ten years as a zookeeper, looking after invertebrates.

Even in his retirement years, Andy hasn't slowed down much. He's been competing internationally in indoor rowing and Crossfit, bench-pressing remarkable weights for his small frame.

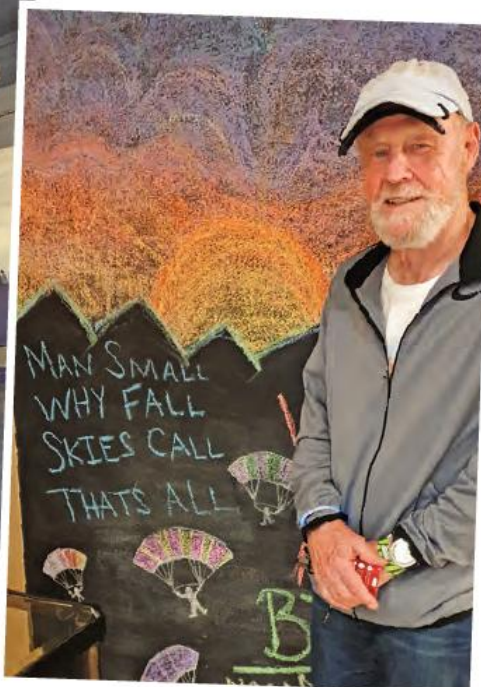
GOLDEN ANNIVERSARY...

Andy met his wife Marie when they were studying at college in Australia. "She was the one with beauty and brains who sat up the front and got top marks," said Andy. "I was the one who sat at the back and could think of nothing but skydiving!"

One day, Marie approached Andy because she'd seen his photo in the paper. "Don't screw this up!" he said to himself. As it turned out, he did screw it up for a while, but they eventually got their relationship on track, travelling together and building an incredible friendship network around the world.

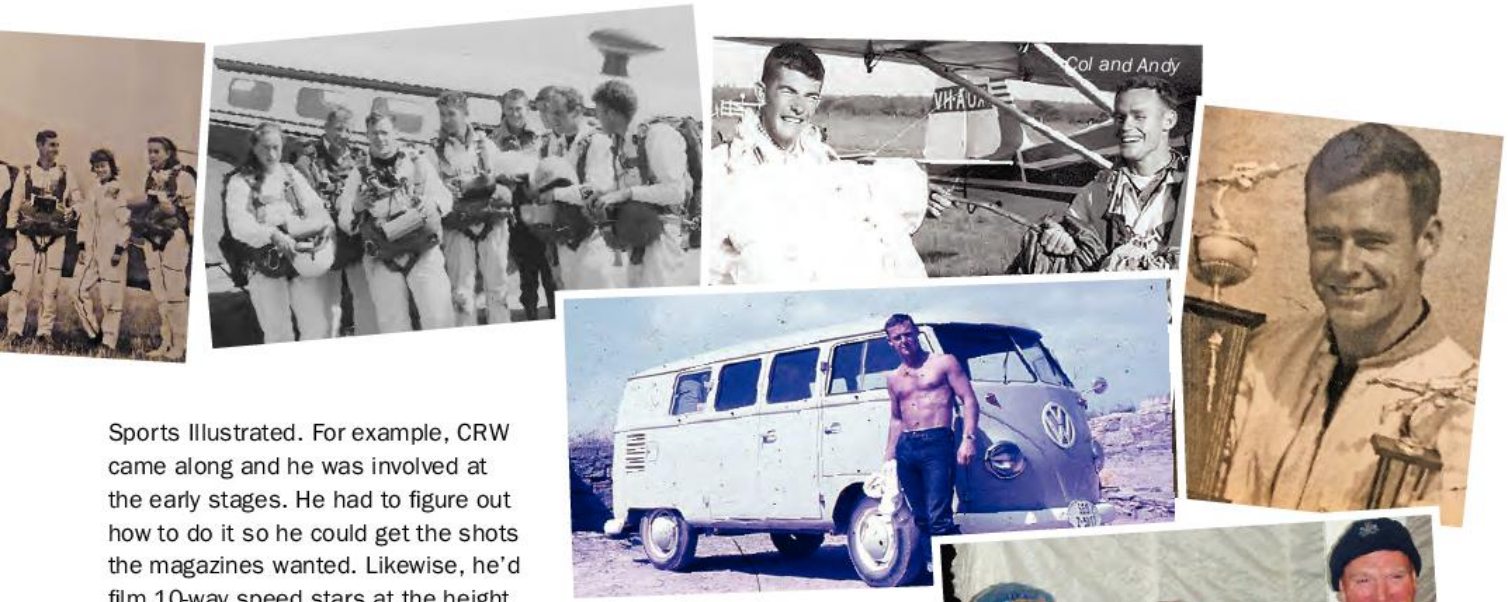
Marie, who had a fine arts degree, was the designer behind the Skies Call books, and she also chose the title. They self-published, with help from a British friend, paying each bill along the way with their meagre earnings. Marie recalled many long nights at their kitchen table working out how the pages would look and the layout of the shots.

The three books were a bit of a passport for Andy, who got several photographic jobs for big magazines like



“YOU CAN'T CHOOSE YOUR PARENTS OR THE TIME OR COUNTRY OF YOUR BIRTH. WE ARE A PRODUCT OF A WHOLE STRING OF FLUKES. SOMETIMES THE WIND IS AT YOUR BACK, AND I WOULD SAY IT'S BEEN AT MY BACK ALL MY LIFE!”

Andy Keech



Sports Illustrated. For example, CRW came along and he was involved at the early stages. He had to figure out how to do it so he could get the shots the magazines wanted. Likewise, he'd film 10-way speed stars at the height of their popularity and also the bigger formations as relative work grew.

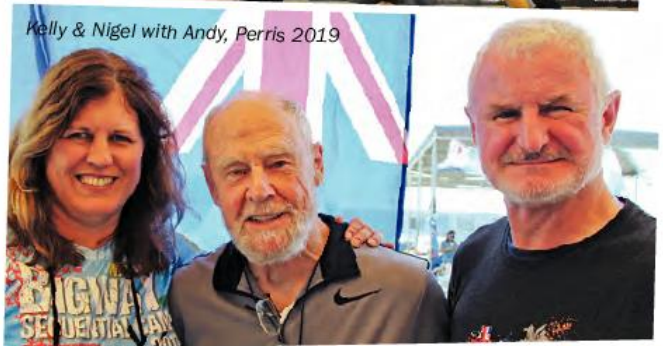
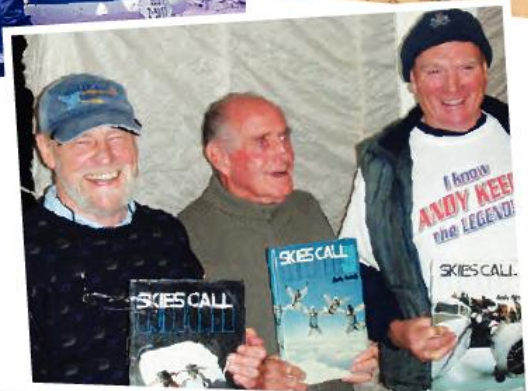
Marie is the photographer in the household nowadays, (with an excellent website of images at www.mariekeechphotography.com) and Andy spends a lot of his time in the Crossfit box.

HALL OF FAME

Andy's been living in the U.S. for 55 years, but we'll still proudly claim him as a true-blue Aussie, only the third to get Hall of Fame status in skydiving. (The other two are Claude Gillard and Graeme Windsor.) He was tickled pink when he got the news.

Andy is in regular contact with several Aussie skydivers, offering the same wise counsel and mentoring support that set him apart from his peers in the sixties. He has visited the Aussie Big-ways team during several of their trips to Perris, cheering them on and marvelling at the growth of the sport.

When he's formally inducted as a Hall of Famer in October, Andy will join a cast of skydiving giants who've helped shape our wonderful sport. He's small, modest and quietly spoken. But he stands very tall among those giants!



ACHIEVEMENTS

- Australia's first baton pass
- Australia's first quintuple baton pass
 - World's first 4-Way
- 3 'Skies Call' books in 1974, 1978 and 1982
- APF licences E#1, F#1
- One of only two pilots since Wright brothers to hold world records in speed, distance, rate of climb and altitude
- APF Master of Sport Parachuting
- International Skydiving Hall of Fame





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Thinking BIG!



The Evolution of Bigways

Did you get 'the feels' when you saw the recent Aussie Big-ways record in California and the Head-up world record in Chicago? Do you like the idea of getting lots of your mates together to work hard, play hard, and try to make skydiving history?

Here's a look back at some of the milestones in Australia's Big-way evolution. Just how much bigger can we all go?

From baton-passing to Big-ways...

by Kelly Brennan

BEFORE SKYDIVERS FIGURED OUT HOW TO STOP AND DOCK, THEY'D PASS RELAY BATONS TO EACH OTHER IN FREEFALL. NATURALLY, MORE AND MORE JUMPERS WANTED TO JOIN THE FUN. PERHAPS THE FIRST BIG-WAY IN AUSTRALIA WAS OUR FIRST QUINTUPLE (6-MAN) BATON PASS, IN JANUARY 1964. BIG-WAYS OR NOT, IT WAS CERTAINLY A BIG DEAL BECAUSE IT WAS EQUAL TO THE WORLD'S BEST AT THE TIME.

GUTSY PIONEERS STARTED TO PAUSE A BIT BEFORE LETTING GO OF THE BATON, AND IT EVENTUALLY BECAME THE NORM TO 'HOOK-UP', OR DOCK. IN 1972, A GROUP PASSED THEIR BATON AROUND AND THEN BUILT AN 8-MAN STAR TO FINISH THE JUMP. SOON AFTER THAT, THEY ACHIEVED AN 11-MAN STAR, AND THEN A 16-MAN STAR.



STARS, SPEED STARS AND BLOTS...

In February 1973, a 19-man star was built at Pakenham in Victoria and it was the world's biggest known formation outside the U.S.A.

Ambitious young Aussies believed they could beat the Americans' world record of 24, rounding up planes and gun skydivers to give it a go. Their first serious crack at it didn't work, but it was memorable for hypoxia, a near collision between two of the five planes, and off-drop zone landings.

In May 1974, there was a more successful effort at Pakenham, led by a ten-man guru of the day, Bruce Bramhill. *"The last jump, which was done in very high winds, was a clean 22-Way held for regulation time and not officially judged,"* said Bruce.

But, by this time, the world record was stretching ahead at 31, and then 32, much bigger than the Aussies could strive for. Stars were getting hard to hold onto, so most of the Big-Ways were 'blots', a generic term for non-star formations.

Australia's first 8-girl star was achieved on New Year's Eve in 1974 at Rylestone, N.S.W. The best women in the country were there for the Nationals and Bruce Towers shouted ten of them a free jump. Eight women linked up and a ninth touched just on break-off. The tenth went low and she also had a malfunction.

In the mid-seventies, 10-man competition was the big thing. One American meet had 111 teams entered. Aussie scoreboards were dominated by teams like Joint Effort, Starpact, Valley Rats and Ramblers. Joint Effort's best time to build a 10-man star was just under twelve seconds.

The 10-man fad was soon replaced by 8-Way sequentials. This was when the more gender-neutral title came in as 'man' became 'way'. Just before the World Championships in 1979, the Australian team, 38 Squadron, did a linked practice jump and opened it into a 10-Way star in 5.89 seconds.

As the seventies came to a close, the world's biggest formation was a 36-Way blot.

“With other jumps and events, everyone is there at the same time but not really together in the same way. Big-ways have a great sense of community.”

Jill Grantham,
World Record Holder



FUNWAYS, NUDIES AND NIGHT JUMPS...

The eighties began with a close but not quite 45-Way at the Corowa Nationals and a successful 11-girl formation. Suits were still big and baggy with mesh in the armpits and legs.

The social side of Big-Ways was also strong, as Bruce Towers arranged regular DC3 oads into Melbourne's Albert Park. These jumps weren't about completions or records, instead focusing on inclusion for newer skydivers.

CRW was incredibly popular at this time, with 10-Way stacks frequently seen around the drop zones. A 21-Way world record canopy stack was built in Cairns in 1984.

The world's first RW 100-Way was achieved in 1986 in Muskogee, Oklahoma, and Mike McGowan's photo made Time magazine. It was a magic number that signalled a new surge in Big-Ways, and the world record quickly lifted to 144 in just two years.

Australians simply didn't have the aircraft or the people to keep up with the global efforts, but the Big-Ways vibe was still huge. The Northern Territorians leapt into the nineties with a 23-Way nudie jump and a 24-Way night jump. Picton drop zone ran some impressive large star attempts, including a 28-Way that only held for 2.7 seconds, not the three seconds needed for a record back then.

In early 1992, at the Corowa Nationals, a group of 4-Way and 8-Way guns put together Australia's biggest star, a 40-Way. Their suits were tight and very bright by now. Their footwear of choice was the fashionable 'Rage-On' – a strap-on thong that was standard wear for the coolest jumpers. Boosters, or booties, weren't yet in vogue. Organisers selected an all-male line-up, citing the grip strength needed.

"It is the one and only time in my 35 years of jumping that I was on a load where the organiser said, 'no women'," recalled one veteran skydiver. *"I was about 22 years old and thought the decision to exclude women was a strange one. Especially knowing the calibre of female jumpers that were left on the ground."*

One of those who missed out was Julie Nichol, who went on to bigger and better things. *"I went to the U.S. for months where women seemed more acceptable on big loads and I started doing 100-Ways and sequential 30-40-Ways, and then ended up on all the World Team events,"* said Julie.

Another Aussie skydiver, Kim Hardwick, was travelling in Florida in early 1992. She was part of the world's first sequential 100-Way. It was a two pointer, finishing on a very cool set of concentric rings.

Kim was later part of our 16-Way team, It'll Happen, which had a World Cup win in Spain in 1998 and set a 16-point world record.

Back in Australia, most of the Big-Ways action was in New South Wales, at Picton and Corowa. There was even an ambitious 45-Way attempt around an AFF team for the TV show, Who Dares Wins.

A 55-Way record in 1997 was soon beaten by a 61-Way. But the record that stood the longest was an 81-Way built at Corowa in 1999.



NEW MILLENNIUM...

Aussie women set large formation records in several disciplines at the Skysisters events in Toogoolawah, including a 47-Way FS that still stands today.

Another record that hasn't been beaten is the 400-Way FS World Record, which was built in Thailand in 2006, from five C-130 Hercules planes. There were ten Aussies in this formation, which held for 4.3 seconds.

It was a busy time for unbeaten records. Seven Aussie CRW gurus were on a 100-Way Canopy Formation in Florida in 2007. The achievement is being recognised with a special Path of Excellence honour at the Hall of Fame. Two years later, an Aussie record 36-Way diamond was built over Nagambie.

The first decade of the new century produced two more world records in the United States. Ten Aussie women were part of a 181-Way women's FS record, and there was an 108-Way Head Down record in Chicago with four Aussies involved.



THE CURRENT DECADE...

Across the disciplines, Aussies have continued to get involved in global records over the last decade and we've kept raising the bar at home. It's easy to just roll through the numbers below, but think of the cost, travel and logistics for every mission.

The Aussie Big-Ways team started smashing records in 2010, in California. They did an 112-Way on the first trip, followed by 119, and then this year's 130-Way. At home, the flatties have steadily worked on smaller sequential records, building up to a 2-point 45-Way last year at Toogoolawah.

Parachutists Over Phorty and Skydivers Over Sixty were in the thick of the record-breaking FS action. The achievements included a POPs Australian record 42-Way, a women's POPs 17-Way and a SOS 17-Way. Plus, regular world records overseas, currently at 130 for POPs and 75 for SOS.

Giant Canopy Formation diamonds over Nagambie in 2015 lifted the Australian record to 40 and then 44.

Wingsuiters have built a 23-Way in Australia (York, 2015), and there was an 100-Way in the global mix as the developing discipline went through some rule changes. There's even been a POPs world record 9 way in Australia.

Freeflyers did a 33-Way Australian Head-down record in 2011, and they increased it, six years later, to a 44-Way. World records have been smashed, with an 164-Way, and a women's 65-Way.

Head-up records have also been heading upwards. Just this year, we've had a 16-Way national record, plus the recent 84-Way world record in Chicago.

BEAUTIFUL BUT BRUTAL..

What's so special about Big-Ways? Fans of large formation skydiving tend to say the same things, regardless of their discipline. There's something incredible about people coming together from all over Australia, or all over the world, to pursue a common goal.

Everybody has to help each other out. It's not a competition to see who's better, but an effort to lift everybody to their best performance during a magic minute of freefall.

"Big-Ways have a great sense of community," says Jill Grantham.

But there's also a downside when people get capped from the jumps. *"I find it way more brutal on Big-Ways, but it's part of the game,"* says Jill.

WHAT'S AHEAD ON THE RADAR?

Aussie Big-Way players are still catching their breath after their recent record, but events are being planned in Australia over the next two years.

A vertical women's record 100-Way is being planned for July 2020 in Chicago to celebrate the 100th anniversary of women getting the vote in America. Jill Grantham and Sonnica van Zijl will be doing warm-up camps in Australia for the next twelve months to get everyone ready, and these will provide some Big-Ways practice for the men as well.

As for Canopy Formation, plans are already in the pipeline for another Australian Canopy Formation record in 2021. CF superstar, Jules McConnel, says members from the Aussie teams have already begun recruiting at basic skills camps.

"Our mission is to run more basic skills camps in 2019 with a parabatics camp at Lower Light in October to hone people's skills and have some fun," says Jules. *"2020 we will start to make larger formations and organising camps in each State to be ready for the big one in 2021."*

WORLD UPRIGHT RECORD

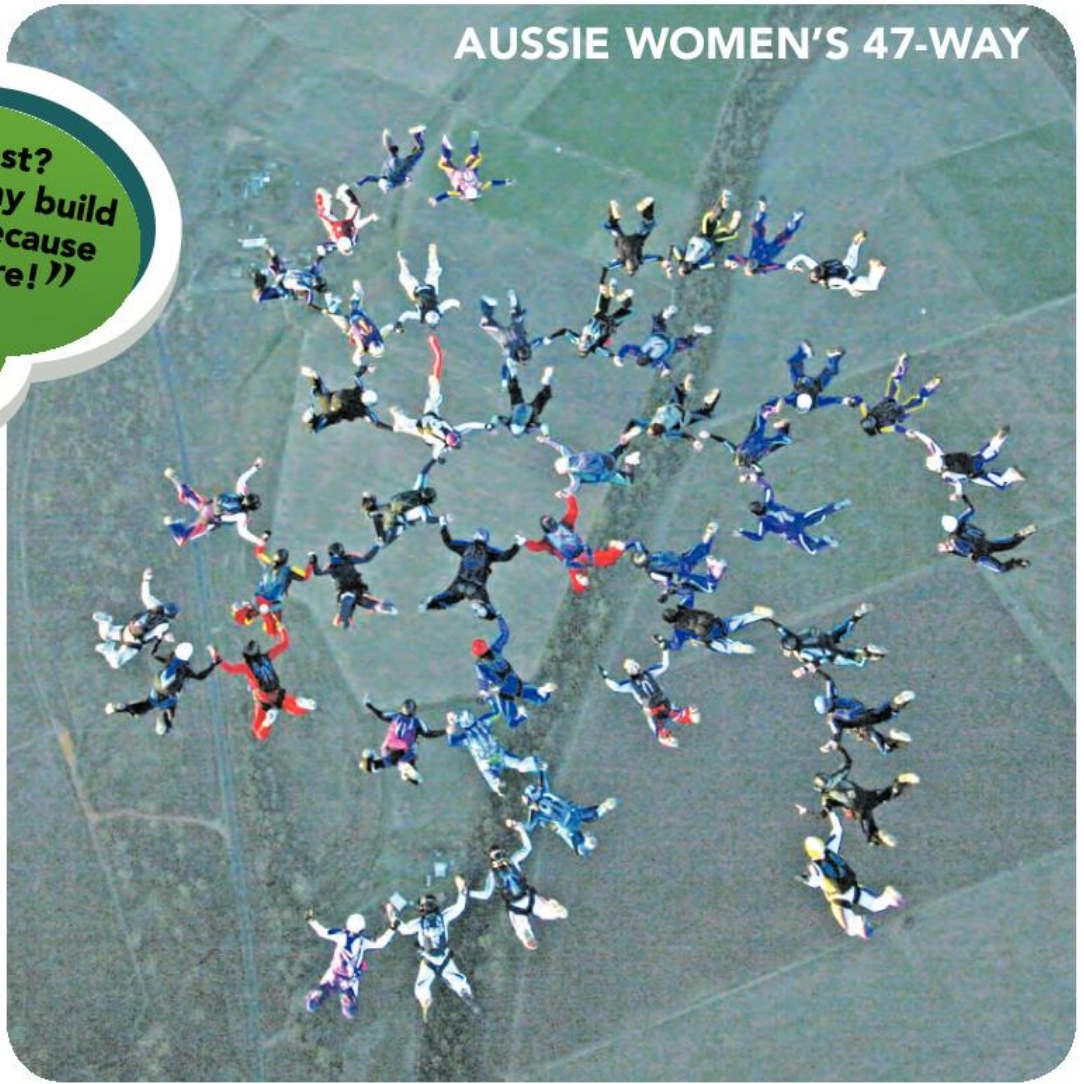


AUSSIE 16-WAY

AUSSIE WOMEN'S 47-WAY

**“Why climb Everest?
Because it's there! Why build
something bigger? Because
it's never been there!”**

*Bruce Bramhill, Big-ways
organiser from the 1970s.*



WOMEN'S WORLD 181-WAY



**“CF Big-ways
has similarities
to competition.
It's people
working together
as a team for
an end goal;
success! It's just
a much bigger
team!”**

*Jules McConnel,
CF Record holder*

LIFE OF A JUMP PILOT

By Harvey Saleme



I WAS GIVEN THE OPPORTUNITY OF A LIFETIME. TO COMBINE THE FLYING WORLD WITH THE SKYDIVING WORLD WAS A DREAM I ENVISIONED SINCE MY EARLY TEENAGE YEARS.

Being offered to start my jump flying career in Byron Bay meant a few things: Flying my dream plane, in a dream place, with dream views. It came with its challenges, and I loved every moment of it.

I arrived in Byron Bay ready to do the business. I knew I couldn't muck around as the initial stages of this job was to serve as a probation period. I could be sent packing within weeks if I ended up a shocker (there have been pilots who haven't made the cut when their opportunity was given). So, having said that, I focused my entire energy on flying. This opportunity to live the dream and fly full-time in Byron only comes quite rarely. Everyone wants my position. It was up to me to make sure I operate to the point where I become irreplaceable.

If there was one thing I learned very early on, it was the fact that maintaining a high level standard in a company is just as challenging as developing the skills and competency to get up to that high standard in the first place. To remain at the top of my game every single day, a consistent professional standard had to be shown without a single bit of laziness or complacency. That didn't mean I was perfect. I did my best despite having my bad days.

Byron Bay is by far one of the most exotic places to fly and I'm grateful to have been given the privilege to operate there for two years. Tyagarah is a short 750m grass airstrip, situated five miles north of Byron Bay town and only a mile off the coastline. Kangaroos and Pythons were regulars around the airstrip as the runway is surrounded by bushland.

I was thrown straight into the deep end on my first official shift in Byron. It was on a Saturday and I flew 21 straight loads and the following day backed it up with another eighteen loads. I had to make an outstanding first impression to the whole Byron crew and company. I'm more than sure I had their trust and respect onwards from that weekend.

I was supervised by Nathan who was the current full-time pilot and an absolute legend to fly with. He showed me the ropes around the operation and I quickly adapted to the procedures. He was nearing his third year as a jump pilot at the drop zone and my plan was to take over full-time once he left. The plan worked out as he moved on to the next phase of his flying career – five months after I started, and I moved in to take his spot.

When I first got to the drop zone I was flying on the weekends, driving the bus three days a week and jumping on my two days off. I was enjoying a beautiful mixture of work. The lifestyle was perfect. I was utilising a nice balance of skills that was keeping me happily engaged.

When I transitioned to full-time pilot, my mission was simple: To rock up to work every single day and deliver the best service possible to whoever flew with me. I wanted the entire jumping crew to enjoy a service where the parachute loads were flown as efficiently as possible, with minimal holding time, backed up with a solid safety culture. I was there for the people who loved jumping and in return I was gaining experience. It was a win-win philosophy.



I felt very close to the Byron Bay crew primarily because I was one of them – a skydiver. If you ever want to feel a part of the skydiving business, than being a jumper is the best way of doing it. There was a strong sense of comfort in the cockpit environment when, for example, a spot needed to be determined in very challenging wind conditions. There were times I would even intervene and contribute to the decision because I carried knowledge from a skydiver's perspective. A pilot who is also a skydiver has a ramped up situational awareness as he knows the skydiver's language and also what they are thinking in various tough situations.

A pilot who doesn't jump on the other hand is treated as just that – a pilot. Primarily due to the fact pilots that come to get their flying hours up and leave without any interest in skydiving whatsoever. Some pilots who run off this narrative barely form an emotional connection with skydivers. It's as if the pilot and skydiver are on different planets. I had a good advantage of being appreciated and respected for being an active skydiver myself, which paid off when it came to the decision-making aspects of the job. I felt I was treated more respectfully.

Skydivers come from different walks of life. Some of the jumpers I met in Byron Bay were police officers, paramedics and tradies. Many came from other countries to join in on big skydive camps, competitions and break records that were held at the Byron drop zone.

The Byron drop zone had seen an exciting transformation in aircraft over the years I was present. We went from a standard short-version Caravan 600SHP, to a Blackhawk 850, then months later a Supervan 900SHP, which saw a tremendous shift in our turnaround rate – going from flying two loads an hour to just over three!

Not only did I love flying these superb machines around, but due to the quick 20 minute turn-around times, we would sometimes have a day finished in just two hours.

The hardest thing now was trying to find something to do for the rest of the day.

Flying was awesome and there was never a dull day. The weather was different every time and the scenery varied as a result. There were some days the weather was clear and other days rain and cloud. It was interesting and kept me on my toes.

Everyone has a favourite part of their job. My favourite phase was definitely on the top of descent. Right when the last of ten tandems exited, I would immediately bank hard left and witness a perfect line of parachute drogues extending from nearest to me, right down toward the airfield. It's a spectacular sight to see. There was this one afternoon where clouds were brewing and I dropped a load of tandems down the wall of a Towering Cumulus, which had a base of 3,000 feet and topped off at around 18,000 feet – insane. To see my mates charging back down toward the deck all whilst running down the sidewall of this growing cell was something that had adrenaline charging through me for the rest of the day. In the moment, it was so tempting to unbuckle my seat belt and run toward the back door, jump out and join in on the fun. I did well to restrain myself.

In the summer, high speed descending was fun. While on the jump run, as the guys were jumping out, I would be scoping for tall cells that I could fly around while I descended back toward the airfield. The descent from 14,000 feet down to the deck took four minutes exactly, which meant four minutes of playtime. Adhering to the aircraft's envelope limits – I would charge down around some of the darkest and meanest looking cells.

On some occasions I would find multiple cells within close range of each other and would blaze down the side of the first one, then transition to the next cell, then the one after that. It was a serious buzz. Something that the pilots couldn't do.

The reason for the play time was simple. One, it was fun. The second reason was a psychological factor: to avoid boredom. When a pilot flies up and down more than 20 times a day, it can turn into a chore and a set routine. The whole playtime during the descent is a way to avoid boredom altogether, giving me something to look forward to and think about. Boredom commonly leads to complacency. A complacent attitude combined with an aircraft of which 21 passengers are sitting behind me is a mentality I steered away from at all times. Safety for me was steering away from boredom, and seeing the fun in the job, no matter how routine it ended up being.

The workload on a jump pilot is colossal! It is insane how hard we need to concentrate in order to get through one parachute load.

Firstly, the Grand Caravan can fit a total of 21 jumpers – 22 passengers on board including the pilot. The pilot is hence responsible for everyone on board. The workload is usually highest from taxi till about three minutes after departure, easing up for most of the climb until four minutes from the drop where we are required to fire out four radio calls – one to the ground crew, another on the CTAF alerting anyone in the area, followed by a third on the area frequency, then a clearance to drop request from the Approach Controller for the fourth. All that while precisely navigating the aircraft toward the Spot as the plane continues its climb at over 1,000 feet per minute.

Prioritising and putting important things first should be the pilot's priority. There have been many times where the Load Master (the parachutist sitting closest to the pilot) has tried to talk to me or get my attention at critical stages, such as entering a runway, during the take-off roll, and times where I'll be engaged talking to Air Traffic Controller or other traffic due to conflicting situations. I never hesitated to put my hand up as a gesture for, "not now mate, too busy". I'll usually come back to the Load Master when the workload reduces to address their requests. I encourage all Load Masters to develop the situational awareness and courtesy not to engage in talks with the pilot in critical stages, especially if it's a small thing like changing the run-in direction, or a yarn about the woman he was kissing the night before! Save it until the pilot's chill-out phase (three mins after departure).

By the end of the day my brain is fried. Sometimes, I'll have a few skydivers come up to me wanting to chat, which is fine. The thing is, some of these fellas don't understand that I've been talking on the radio and concentrating on not flying the plane for the past ten hours. The last thing I want to do is have a discussion. I want to go home and sleep! I don't think jumpers have any idea how mentally burnt out our minds are when we finish up a long day. Nothing personal. It is just the nature of the job.

Jumping is easy compared to flying the aircraft. I know because I jump on my days off. Nothing beats the feeling of gearing up for a jump, sitting in the back of the plane and going for a joyride up to 14,000 feet, without any responsibility or care about anything but protecting the parachutes cutaway handles, and trying hard not to fart when you feel the urge to.

Jokes aside, fatigue management was a major safety issue I also had to contend with. Managing fatigue in this case all comes down to my judgement based on self-awareness. Before a big day, I couldn't function properly if my sleep levels were less than eight hours. If I slept seven hours, I would feel the consequences of the missing hour sometime just after midday. Since I'm the only rostered pilot to fly at that drop zone during the weekends, it forced me to rest well. This meant I couldn't have late night parties since I was going to be waking up early the next morning.

The summer weekends were indeed challenging. I'd wake up at 5am, prepare for the day, then be at the drop zone by 6am – ready for a 7am start. I'd fly all day until sunset, then shut down with 20 minutes of daylight remaining to get the paperwork and plane cleaning done. By the time I was back home it'll be around 8-8:30pm, which gives me enough time to shower, get a quick meal in, then go to sleep ready for the next early morning wakeup. No social life whatsoever! Fly, eat, sleep.

Rocking up to work with the right mental space before a long day was one of the most important things I considered and planned for. It's daunting knowing that I have a 20+ parachute load day ahead of me, especially after flying 20+ loads the day before. Rocking up to work and crossing fingers, hoping the day goes well is naïve and unrealistic. I wanted to function at peak performance, and so that starts with giving my body what it needs – sleep, good nutrition, plenty of water, no alcohol, no smoking, no medications.

The pilot in a Hot Load operation is the beat of the drum. Everyone, in every department of the operation was important, but none more than the pilot. The pilot sets the tune. The faster the parachute loads are flown, the faster everyone else has to work to remain in sync (manifest, packers, gearing up of the next batch of tandem clients, etc). This was required in order to efficiently turn the aircraft around for the next load, with minimal delay on the ground. Time is fuel, fuel is money.





I'd sometimes get a bit annoyed when the management on the ground wasn't keeping up because it disturbed my momentum.

Here I was on a roll and now I'm sitting on this seat in idle. The problem here is when I stop, I can feel the fatigue from the previous loads.

However, when I'm on a roll, I'm a machine – I can keep on going. I didn't care how many loads I had that day;

the rule is: never shut down that engine or get off the seat until the work is done for the day. No stepping out to the toilet. Hold it in, till all the hard work is done damn it!

Air Traffic Control putting me on long holds was another thing that hurt me mentally. I got to a point where I formed good trust with the Controllers in Brisbane. There were many times they would assist and advise me on what time the next jet would be inbound for the Gold Coast (the jets descent path took them right over our drop zone), and I had two choices in this situation – either find a way to get the drop done before the jet comes in or suffer a hold and wait for the jet to clear out of the parachuting region. I hated holding. The two minute holds were fine however the ten minute one's were hell. In a fast-paced operation, ten minutes felt like an hour!

There were countless occasions when I took off, and passing 1,000 feet, I fired out a departure call with an actual estimate of when I'd have the chutes out of the door and on descent by. Air Traffic Control loved this method because I provided them with information they can use to calculate if the drop will work out or not in reference to the next inbound jet. There were plenty of times I helped Air Traffic Control out and they helped me out. There would be times in the early morning, before peak time traffic, I would end up having a casual yarn with the Air Traffic Controller while on climb or descent. We'd be talking about the festivals down the road and about other random stuff. It was awesome.

There were many close calls. Situations where I would be on the jump run, jets were closing in, Air Traffic Control get anxious and start asking me, "are those chutes out yet?!" Meanwhile, I've got my mic boom flicked up on top of my head, looking back over my shoulder toward the doorway, yelling and ushering the guys to get the hell out. Once they lobbed themselves out the door, I got a high speed descent going and charged my way out of the airspace ASAP, finally allowing Air Traffic Control to step down the jet on top of me with a 1,000 feet vertical height clearance.

There came a beautiful point in time where I knew that Caravan inside and out. Every time I strapped myself into the seat, we were a team. I was a part of the plane and the plane was a part of me. I can make it do what I wanted, when I wanted. However, I never abused it in any way. I truly believe planes have a soul, and if I look after it, it will look after me and my passengers. I felt comfortable in any situation, whether normal or in an emergency. I was ready for anything to happen due to the confidence I had with the machine.

There came a sad point in time where my body and mind were not as engaged with parachuting operations anymore. This was my plateau and it was a sign that full-time jump flying had to end sometime soon. I had to find the next career path in order to grow and learn. Parachuting operations were no longer challenging me, which was a sad feeling. I have mastered the major aspects of it. The only thing I haven't done is drop parachutes in a formation load with other aircraft, which is the only skill I never gained from the game. I asked myself one question: Could I withstand one more summer? The answer was no. I had to listen to my mind and body and get out of there to seek the next big thing.

By the end of my Jump Pilot phase I was able to intercept and fly that jump run from all sorts of crazy angles. My timing was so impeccable I'd be reaching 14,000 feet, powering off and hitting that green light, all whilst acknowledging the drop clearance from the Air Traffic Controller as the first group of jumpers were stacking up on the door. I was flying that plane trying to shave off milliseconds from my already fast sortie times. That standard was the norm after two years of practice.

If there is something to wrap up this article with, it's this. I've had many memories in this line of work. Many I remember, but the sunset loads I flew were hands-down the most memorable.

The last parachute loads of the day are so important to me and the jumpers. There's a great deal of ecstatic energy in the cockpit. This is the load I've been working hard all day to be a part of. The jumpers by this point are getting tired due to the fact they've been jumping all day. Last load is usually a sunset load, which is expected in a drop zone like Byron Bay as we make the best efforts to juice out every minute of play time the day offers.

Four minutes before the green light comes on, everyone is high-fiving each other wishing everyone a safe journey back down to earth. The jumpers start whistling and joking, smiling and cheering.

When the door opens, a rush of crispy cold air fills the cockpit indicating that reality is well on its way. After they all stack up and jump out – group by group – I transition the aircraft into a high-speed descent back down

to the deck while taking in the most amazing moment of the entire day, all which lasts just under four minutes.

In one particular memorable descent, it was the sunset peering through the stratus clouds that were settling over the mountain ranges.

The haze visible, leaving its murky presence through the valleys.

The signs of dew and mist reappearing on my windscreen as the skin of the aircraft rapidly transitions from the cold upper level temperatures, back down to the warmer surface temperatures during the descent. When I land and shut down, the painful part of getting

off the seat after long hours of sitting begins. My legs are screaming but I can't hear anything due to the rewarding fact that I made this awesome day happen for all the jumpers. This plane and I – a dream team.

It's one of the best moments I can be proud of. To experience this very moment sometimes can take ten hours of flying to witness it. But it's worth every minute. It's one of the best moments that will remain with me throughout my entire career.

I want to thank Bowie, Ryan Roche, Mark Whaley, Joe Stein, the whole Byron crew, all the pilots who I worked with during my 25 months in this amazing business. Plus, every fun jumper that I took up for a spin to height – whether I knew you well or not, and any other people who I met along the way. It was an honour.



JUMP PILOT CAREER SUMMARY

25 MONTHS

1,851.7 PARACHUTE FLYING HOURS

4,505 PARACHUTE LOADS

75,000+ PASSENGERS

PERSONAL BEST: 2 JANUARY 2016

28 PARACHUTE LOADS IN ONE SITTING
(SUNRISE TO SUNSET) IN VH-PTX



Take the Leap

Take the leap and ask us about our
PAYMENT PLANS on all leading brands of
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VICTORIAN





8-WAY

By Craig Vaughan

Photos by Michael Young

When the usual post Nationals blues set in, 4-Way Intermediate Champion (2014), Ben Allen, was keen to learn 8-Way and get something happening in Victoria. With a plan to take the team to the 2020 Nationals in York, Ben went about recruiting interested people and asked me if I was interested in a player/coach slot. "Absolutely" was the answer and we went about putting the feelers out for team mates. The response was amazing. Not only did we have enough jumpers for an 8-Way team, but enough to run two 8-Way teams! The legendary James Boyle was recruited to jump with the second team.

Training started in March for one team. Many others were participating on the Big-Ways in Perris, so July was our first training weekend with both teams. Many of the jumpers are new to the discipline of 8-Way but are tearing it up. The skill level is so impressive, we plan to push one of the teams up to Open.

Don and Lou at Skydive Nagambie are looking after us with the awesome Super Caravan taking us to height in world record time! Many thanks to the VTPC and the APF Fi Fund for the awesome support. The teams will be training on the first weekend of the month, every month, until Nationals 2020. So, if you're down south and you're keen to learn 8-Way, come along and learn from the creeping and debriefs – and lurk. You may find yourself on an 8-Way!

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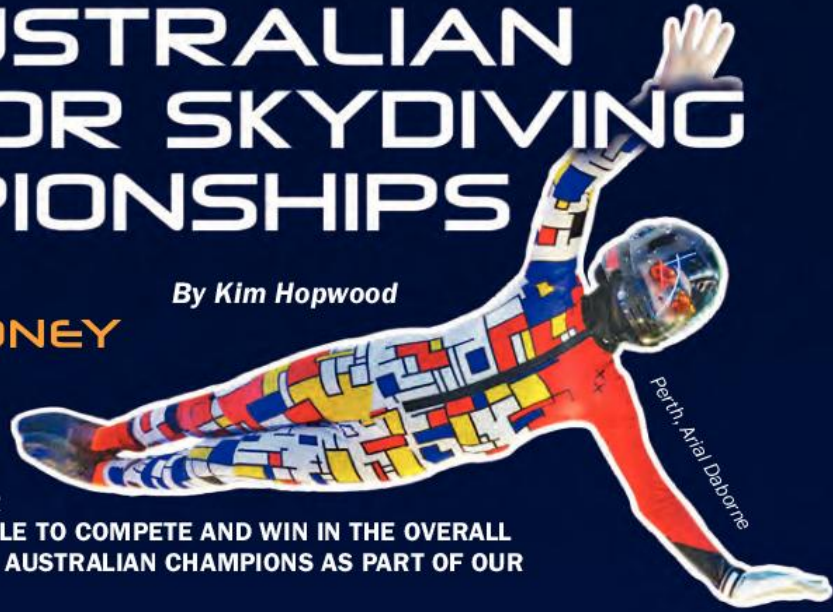
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2019 AUSTRALIAN OPEN INDOOR SKYDIVING CHAMPIONSHIPS

**AUGUST 23-24, 2019
IFLY DOWNUNDER, SYDNEY**

By Kim Hopwood



THIS YEAR MARKED THE FIFTH CONSECUTIVE YEAR OF OUR AUSTRALIAN INDOOR SKYDIVING CHAMPIONSHIPS, HELD AT THE BIG DADDY, IFLY DOWNUNDER, IN SYDNEY. THIS YEAR, WE RAN THE EVENT AS AN 'OPEN', MEANING THAT TEAMS OR INDIVIDUALS FROM OTHER COUNTRIES WERE ELIGIBLE TO COMPETE AND WIN IN THE OVERALL 'OPEN' COMPETITION, WHILE WE ALSO RECOGNISED AUSTRALIAN CHAMPIONS AS PART OF OUR AUSTRALIAN CHAMPIONSHIPS.

There was a very impressive field of competitors. It was the largest event to date, with 89 teams participating. Amongst the field was the largest number of 4-Way AAA teams, largest 4-Way VFS competition and largest Dynamic competition across 2-Way Intermediate, Open and 4-Way! We also had world class competitors travel from Singapore, Thailand and across Europe to participate, including several current and former world champions, and a huge contingency from Perth signalling the strong sports flying community that is developing over there.

It was a jam-packed two days, with most of the FS and VFS categories on day one, then Dynamic, Freestyle and 4-Way AAA on day two.

In 4-Way VFS, Team Focus split up in the Advanced category, with each team member taking a player/coach role in a team. The competition was extremely close, with all teams in the comp only a few points away from each other

at any time. In the end, it was a tie for first place, which was then decided by a countback, giving the win to team Sucof Meat (hint: read it in the mirror). Super impressive performances by Team Hard, who placed third, only one point behind first and second place, and Swift, who scored an impressive 15 point average. We are looking forward to seeing you guys step up to Open next year!

In 4-Way VFS Open, Focus had some solid competition with Block Party, who threw down some serious scores proving they are a team with huge potential. In the end Focus won with a 24.5 average, the highest scoring team across both Flat and VFS categories.

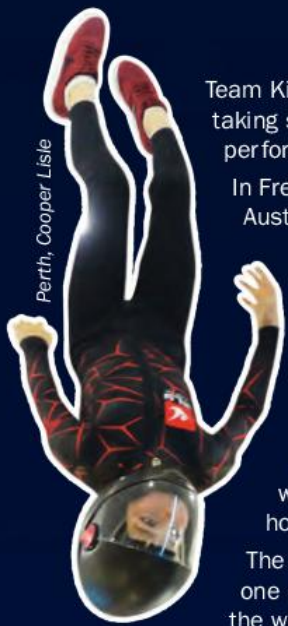
It was great to see so many smiles and laughs in FS Rookie, and up and coming teams in the A and AA categories. Trash Pack Bandicoots won gold in A, and Aussie Aviators picked up gold in AA, following their recent trip to the World Bodyflight Challenge in the UK earlier this year.



Singapore, Kyra Poh



Sydney team Block Party, Nathan Ravenscroft, Ben Cutler, James Garner & John Post



Perth, Cooper Lisle

Team Kinetix took the gold in 4-way AAA with Caliente taking silver, showing that age isn't a barrier to performance.

In Freestyle Open, Elise Brown was crowned the Australian Champion, with debutant Doni Gales coming second. The Open winner was Red Bull athlete Kyra Poh, one of the original 'Team Firefly' girls from iFLY Singapore.

Junior Freestyle Open was a very tight competition with Ariel Daborn just pipping Sarah Yates for the Australian title, while current world champion Amy Watson (as recently seen on Australia's Got Talent in the tunnel) for won the Overall competition, representing her new home of Thailand.

The Dynamic competition had 22 teams, making it one of the biggest turnouts at any nationals around the world. It is so impressive to see how far we have come in this advanced tunnel discipline. The field included a mix of skydivers, tunnel instructors, a current 2-Way Dynamic world champion, old timers and kids.

2-Way Dynamic Open saw a close battle for the title of Australian Champions, right down to the last round, with Down To Fly just pipping Focus Dynamic at the finish line. Well done buoys! 4-Way Dynamic was again the biggest turnout we've ever seen with four teams, with No Wukkas winning gold flying some very impressive lines.

Special thanks to:

The Judges. In the words of Peta Holmes, Chief Judge for FS "we are judging a week long competition in a day!". The judges had heaps on to say the least.

To Boagsy and Kelza for some brilliant MC'ing and for keeping the days rolling.

Our sponsors including the APF, Sydney Skydivers, the Mercure, Quest, Direct Accounting, Penrith City Council and Penrith Panthers.

The APF, for contributing some serious tunnel time prizes for APF members who podiumed in FS and VFS categories.

The organising team at iFLY Downunder: Holly, Kyle, Jason, Cheryl, Wayne, Izaya. You don't realise how much effort goes into these events until you witness what is involved in pulling it together.

See you all at the next one; let's make it bigger and better!

For full competition results and information, visit: bit.ly/2019AOISC



Nowra team Swift, Nicole Brown, Nathan Browne, Robin Howe & chad Gordan



Perth and Gold Coast teams
4 Blind Mice, Ariel Daborne, Max Geneve, Sasha Williamson & Stephen Williamson



Glenmore Park, Doni Gales



Sydney team All my Spoons, All abilities team with Bek Cramp, Laurence Garcia, Thea O'Connor & Stacey Brosnan



Sydney team Cougars, Laurence Garcia, Darren Pearson, Jarrod Mathews & Joel Mathews



Perth team Two Confused, Melissa Lisle & Emma Cartwright



Sydney team, Jordan Bassett-Smith & Mark Lea



Sydney team Kinetix, Russel Blackman, Gary Nemerovski, Michael Strickland, Sas Di Sbiaccio



Sydney team Two Old Dogs, Wayne Jones & Kim Hopwood



Sydney team Twisted Brothers, Lachlan Azzopardie & Patrick Sullivan



Sydney team All My Spoons, All Abilities Team with Bek Cramp, Laurence Garcia, Thea O'Connor & Stacey Brosnan



Sydney team, James Dehombre & Mark Lea



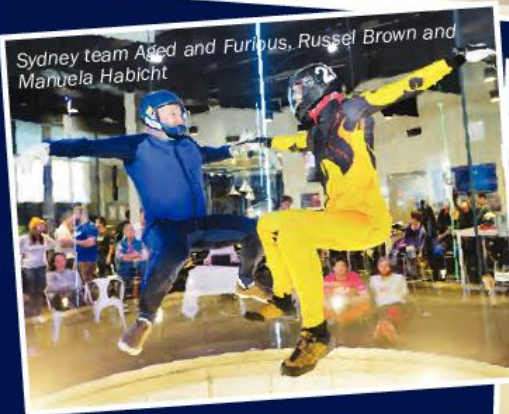
Sydney team Focus, Kim Hopwood, Kyle Chick, Tim Golsby-Smith & Jimmy Cooper



Pertt team Twista Sistas, Shonelle & Tanita Rutherford



Sydney team Old Dogs, Sam Broad, Wayne Jones, Kim Hopwood & Tim Golsby-Smith



Sydney team Aged and Furious, Russel Brown and Mandela Habicht



Sydney team, Lachlan Azzopardie & Patrick Sullivan



Sydney, Elise Brown



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MARK LEA

Vaughan Star Award

Winner with a Humungous Heart

By Jenny White

WITH JUST UNDER 80 JUMPS COMPLETED BETWEEN PICTON AND MORUYA DZS, BUT OVER 5 YEARS AS A TUNNEL INSTRUCTOR IN PENRITH, THIS ADVOCATE FOR ALL THINGS FLYING HAS WON THE HEARTS OF THE JUMPING WORLD WITH HIS WARMTH, POSITIVITY AND NURTURING OF OTHERS. IF YOU HAVE NOT COME ACROSS MARK LEA YET, YOU ARE BOUND TO IN THE FUTURE. FOR THOSE WHO WERE AT THE NSW STATE SKYDIVING CHAMPIONSHIPS IN LATE 2018, YOU'LL HAVE WITNESSED MARK WINNING THE INAUGURAL 'VAUGHAN STAR AWARD'. THIS AWARD, WHICH IS A TRIBUTE TO THE LATE AND GREAT MICHAEL VAUGHAN, IS A PERPETUAL TROPHY THAT RECOGNISES A PERSON WHO BRINGS PASSION TO THE SPORT ALONG WITH AN OUTLOOK THAT IS FUN AND REPRESENTS SAFETY AND WILLINGNESS TO HELP OTHERS. THIS IS EXACTLY WHAT MARK LEA REPRESENTS.

Mark spends much of his work time instructing all levels of flyers and skydivers at iFly Downunder. He was amongst the first group of tunnel instructors trained for the opening of the facility in 2014 and has been there ever since. Mark is the 'go-to' choice for all parents and carers of those with disabilities. He recently flew young Luca Ferrari, a 10 year old Victorian kid with Cerebral Palsy. Luca comes to Sydney twice a year for intense core strength training and his reward is a fly at iFly. He makes sure that he asks for Mark when he books his session. Mark threw himself into his first 4WayFS indoor team in 2018 with Peter Pellegrini, the iFly 'All Abilities' Ambassador and pulled a Silver medal. Mark played an integral part in the implementation of the indoor harness that allows those with limited or no lower limb mobility to take up indoor skydiving as a sport. Some believe Mark's ability to care immensely for others of all abilities is innate, but perhaps his mother has had something to do with inspiring Mark to help others grow. Mark's mum is a retired special needs teacher and he followed in her footsteps working with Autism Spectrum Australia as a teacher's aide. Mark wants to ensure that those with any disability are given the opportunity to be equal. If you are lucky enough to witness Mark coaching anyone, you will be in awe of his overt care, enthusiasm, patience and respect for all.

Mark also has a deep passion for growing kids in the sport of tunnel and then sky. He has been instrumental and

one would say, the most popular Junior iFlyer instructor over the years and has encouraged many kids to pursue and excel in the sport. He hopes to transition many of these kids into skydiving as they develop and become of 'jumping age'. In this year's Australian Open Indoor Skydiving Champs, Mark teamed up with the 13 year old shredder Jordan Bassett-Smith (son of former FAI International Skydiving Judge 'ABS') in a 2-Way Dynamic team and won Bronze. He also teamed up with 15 year old James deHombre in a 2-Way VFS and won silver. He does this to encourage the young ones to be the best that they can be. He believes that seeing others learn well and want to come back time after time is his greatest reward.

Mark sees incredible worth in helping skydivers sharpen their skills in the tunnel. He excels in his ability to take jumpers who are struggling with getting competent in certain moves or skills by getting their minds clear and body able to fly those moves without fear. His obvious passion for seeing others progress makes him one of the most accomplished coaches in this field. He coaches under the name 'Mark Lea - Tunnel 2 Sky' which pretty much sums up his passion for transitioning indoor to outdoor and vice versa.

Mark is also aiming to shine as a B-Rel coach by 2021. He will keep instructing, jumping and tending to his goats and sheep on the family farm whilst he continues to plan and dream of encouraging growth and development of skydivers and tunnel flyers alike. A big thanks to this humble and positive sky rookie and tunnel legend for making a difference to so many peoples' lives.



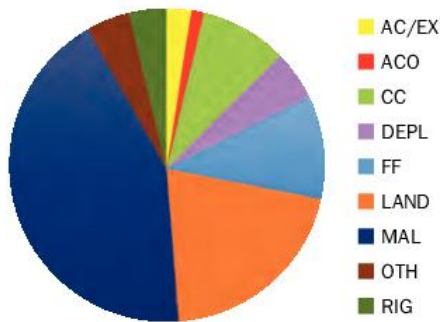


Safety matters

Incident Focus: The following are a sample of incidents lodged with the APF July to 5 September 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.

162 INCIDENTS June to 5 September 2019



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

AIRCRAFT/EXIT

Student, AFF Stage 5. Student Icon container, Pilot 230 Main. On exit out of a Cessna 206 aircraft, student hit his chin on the aircraft step. He required 4 stitches. **Action:** CI showed both student and AFF JM a better way to exit the aircraft.

Tandem, TM Certificate E, jump 8,500. Micro Sigma container, Icarus 330 Main. Upon exiting Cessna 182 aircraft, tandem student sustained a small graze to left shin. It is suspected to be caused by contact with the external step of the aircraft. TM noticed this upon landing and supported passenger back to the office where graze was treated, cleaned, and dressed. Tandem passenger was able to walk unassisted. **Action:** After further medical treatment, it was discovered the foot was broken.

Tandem, TM Certificate E, jump 4,812. Micro Sigma container, Icarus 330 Main. During climb out in Piper Navajo aircraft, tandem student had left foot caught under tandem Instructor inside the plane and grazed right forearm on door whilst setting up for exit. After an uneventful freefall and landing TM and GCA attended to the graze on site, and administered first aid/Ice pack back at the office **Action:** Tandem master educated to take more care when exiting small aircraft, especially with older customers. They should position themselves in the plane to make it easier for elderly to get out of the plane.



Compiled by:

Charl Rootman
APF Safety & Training Manager
F769 / Senior Instructor

Note: These incidents highlight the need to practice exits and take care to prevent injuries and/or equipment snags during climb out and exit.

FREEFALL

Certificate B, jump 76. Javelin Container, Pilot 150 Main, Nano 193 Reserve. After uneventful freefall on a Star Crest, jumper waved off and felt his shoulder pop out. He tried to open main but could not so opted to deploy reserve with left hand. On reserve opening, jumper knocked out one toggle so he had to release the other to stop the spin. Jumper used left arm to make left hand turns only. Jumper managed to get right arm up and did a half flare and a PLR. **Action:** DZSO and jumper debriefed incident and talked about alternate options for this scenario. Jumper to be cleared by doctor before resuming jumping.

DEPLOYMENTS / MALFUNCTIONS

Certificate D, jump 220. Vector 3 Micron Container, Safire 169 Main, PD 170 Reserve. Vigil Cuatro Multimode (PRO) AAD. This was the jumpers first jump on a brand new rig. Was used to jumping a "hackey", new rig fitted with freefly pud. Jumper did not think there was anything different extracting a freefly pud to a hackey. Tracked at 5,000ft, waved at 4,000ft, could not extract pilot chute. Pulled reserve, reserve open by 2,000ft. **Actions:** Jumpers should take note and be fully aware of any changes or differences on new or different gear.

CI Note: Rig came back from rigger assembled and main was packed. If owner packed the main before jumping it could have been a different outcome.



Certificate E, jump 790. Wings Container, Samurai 136, Tempo 150 Reserve. During a 3-way head up freefly jump on transition to break off, main pilot chute prematurely deployed brushing up past arm and head followed by bag. Main canopy deployed unevenly resulting in malfunction. (All 5 lines broken on a front riser group at various points). Jumper initially a bit stunned but performed EPs. Under a good reserve around 2,500ft. Landed on DZ. Some sore arm and neck muscles but otherwise ok. On inspection of gear it appears BOC pouch worn. **Action:** Gear to be taken out of service and given to a rigger for a full inspection and maintenance. New BOC pouch and line set minimum. Not to be put back into service until cleared ok by rigger and DZ senior staff.

Jumper to speak with CI and management about the importance of maintaining gear.

Note by STM: This incident highlights the importance of gear maintenance and regular gear checks by jumpers, and also by DZSO's/DZ safety staff.

Certificate E, jump 725. Javelin container, Mamba 117 Main, PD 113 Reserve. Exited aircraft at 15000ft, did 3-Way vertical jump, broke off at 5,000ft deployed main at 4,200ft. On opening discovered that main canopy was attached backward. Elected to carry out EPs, was under reserve by 3,500ft. Landed back at the DZ with no further incident. Cause of the incorrect canopy attachment was that after carrying out a reserve repack jumper re-connected the main (which was still packed in the deployment bag and lines stowed) without doing a line check when reconnecting the main. **Actions:** Double check main when reconnected. Always do a proper line check.

CUTTING AWAY DUE TO LINE TWISTS

A consistent trend in incident statistics is that malfunctions remain the biggest category of incidents. Another trend is the large number of cut-always (malfunctions?) due to line twists. Line twists is a common occurrence and most First Jump courses note them as “common deployment problems” with methods of resolving it.

The best way to solve line twists is to prevent them (through packing, better line stowage, body position during deployment, “managing” the deployment as line twists start developing, etc).

If they do occur there are various ways to clear them. The “traditional” method is to pull the risers apart and kick to start the rotation and unwinding. On tandem it helps to get the student to arch to initiate the unwinding. A newer technique, specifically if the twists are in the lines above the risers, is to push the risers together and force the twists down into the risers, where it is then easier to deal with.

Another “new” technique is to rotate or gyrate both legs together in big circular motions. This video will explain it easier than words: <https://www.skydivemag.com/new/lacs-line-twist-remedy/>

While each of these techniques may be useful in a specific situation or equipment configuration, not all may work for you and some may even result in additional problems, e.g. accidentally dislodging a toggle or trapping cut-away cable.

Discuss this with other jumpers, instructors and CI's, know your hard deck, and work out what is best for you.



CANOPY CONTROL / LANDINGS

Certificate E, jump 657. Samurai 136 Main. Jumper initiated a low hook turn, was observed to grab his rear risers as he approached the ground at a steep angle. Impacted very hard, bouncing forward again before coming to a stop. Injured his knee. No ambulance required. **Actions:** Jumper has been spoken to several times about low turns. More experienced canopy pilots feel that he is executing far too aggressive an approach for his skill level.

Jumper will remain on current canopy but will work directly with a canopy coach for each jump who will advise on and monitor his progression.

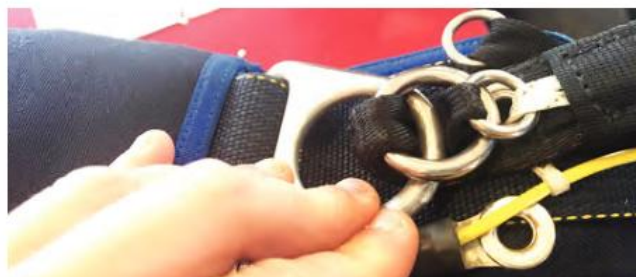
Certificate A, jump 20. Student Icarus 220. After a 2-Way Flat RW jump, the jumper had a normal canopy flight and on finals had a fast ground speed (due to nil wind) that he was not used to. He then started to use rear risers to s-turn and prior to impact he was still correcting a turn and only got to half flare and impacted the ground very hard. This resulted in a badly sprained left ankle. **Action:** the jumper was educated that using rear risers on his canopy circuit was not acceptable, unless he had the proper training. Also pointed out that he should only use small inputs to keep his parachute on wind line, and even if he is not on wind line landing cross wind or downwind and doing a normal flare is better than doing a low turn.

Note: These are only two examples of multiple incidents and injuries due to poor decisions under parachute. This affects experienced and novice jumpers equally.

RIGGING REPORTS

Container: Not specified, Main: Not specified. 3 rings were not properly attached after a reserve repack carried out a week prior (loop not passing through grommet on Bendix tubing before cut-away cable threaded). It went unnoticed (and unjumped) by owner, who then happened to need a gear check by DZSO. Club requires 6 monthly equipment checks for all parachute systems. The issue was found by DZSO.

Actions: Previous service provider was notified of the error.



INCORRECTLY ASSEMBLED/CONFIGURED 3-RING ASSEMBLIES

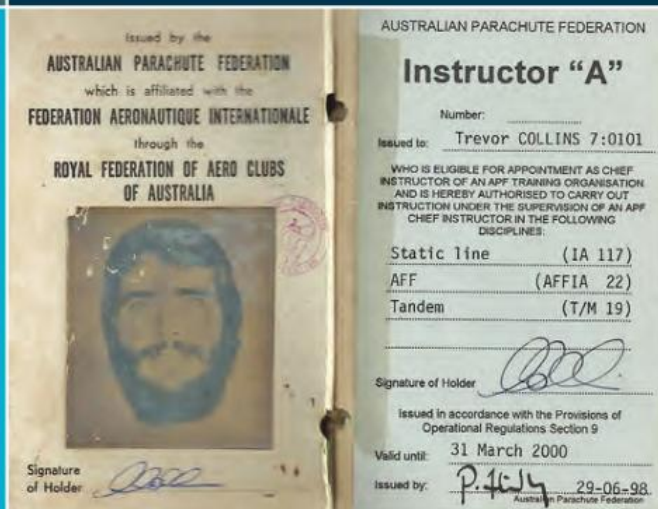
Incorrectly assembled or configured 3-rings are found (and jumped) multiple times every year all around Australia (and the world). This includes “flipped through” (also called “butterflied” or inverted) 3-rings, as well as “2-rings” (where the small ring also passes through the largest ring) or where the loop passes through both the small and middle rings (instead of small only).

These configurations can lead to various serious outcomes, including prohibiting a cut-away completely or breaking a loop resulting in an immediate release of one riser only (which may be the RSL side). These have resulted in fatalities.

Proper and regular equipment checks, including buddy-checks, can find these issues and prevent them from being jumped. Complacency kills. It is sometimes the most experienced jumpers with thousands of skydives ending up not noticing and jumping these configurations.

Example of “flip-through” on left and “2-ring” on right





SKYDIVING NEEDS ITS STORYTELLERS, AND WE HAVE A TOP-END, TWO-WAY DOING A FANTASTIC JOB. TREVOR 'TC' COLLINS AND CHRISTINE COLLINS ARE MASTERS OF THIS ART. ONE OF THEM STUDIOUSLY ABSORBS RESEARCH AND CAPTURES HISTORY IN WRITTEN TALES OF ADVENTURE. THE OTHER ABSORBS A FEW RUMS AND TALKS TO ANYONE WHO'LL LISTEN.

THEY'RE A DYNAMIC DUO FROM DARWIN WITH 83 YEARS OF SKYDIVING BETWEEN THEM, GENERATIONS OF NEW JUMPERS BEHIND THEM, AND FRESH STORIES UNDER CONSTANT DEVELOPMENT.

TREVOR & CHRISTINE COLLINS

SKYDIVING STORYTELLERS



By Kelly Brennan Photos supplied by Kelly, TC and Chris

YOU'LL NEVER, NEVER KNOW...

As we all know, there are tall tales, and then there are Territory tales. Both are far-fetched, but, when you throw a handful of skydiving characters into the storyline, the truth is even harder to pin down.

Somehow, Christine Collins achieved this in her 2012 book, Northern Territory's Parachuting History. The book covers the exploits of early skydivers in the Territory since an American, who called himself Professor Burns, descended from a hot air balloon in 1891.

The Darwin Parachute Club's 50th anniversary celebrations sparked a whole lot of new discoveries, so Chris reckons it might be time for a rewrite.

She has also written books about military history and genealogy. The latest topic is ironic because genealogists of the future will be baffled by the Collins clan. TC and Chris had three children between them, all sharing the same surname, but, as Facebook would say, "It's complicated!"

THE BACK STORY ...

Trevor Collins was a tall, dark and handsome young man, as the story goes, who started jumping in 1975. "The bloke who threw me out had 40 jumps," he recalled. The Katherine Territorians hadn't heard of the APF, so they weren't breaking any rules. Newbies were quickly into 4-ways. "There were no such things as B-rels or A licence," said TC. "There was no APF. We just went and jumped!"

A bloke from Darwin enlightened them all on the APF's existence, but they still had some classic Territory moments. There was a water jump into the crocodile infested Katherine Gorge, a Territory Day demo where the fireworks were let off as the canopies approached, CRW wraps, and Rel Weeks. Many, many Rel Weeks.

TC was on the front of early, illegal tandem jumps in 1983, when a jumper brought a rig down from Indonesia which didn't have a drogue. On one of the jumps, TC agreed that he'd have a go at deploying the bunny tail, but the super-fast freefall went a little longer than he planned.

1978 Desert Park
S.A.



1978 Chris at
Toogoolawah



1979 Chris and
Peter Nobbs



1979 Chris on
Stratostar



1980 Emu Park Queensland
with students

"I'll never forget heading towards Batchelor at some really fast speed," said TC. "At about four grand I was shittin' myself and I went to pull. He kept slapping my hand away until two and a half!"

He later got a phone call from some bloke in the APF Office called Rick Collins, no relation, who wanted to ground TC. The National Safety Officer was not impressed with these experiments, and Trevor, as the N.T. ASO, should have known better.

This leads to a story about the wife of that APF bloke. Christine Collins had started jumping in 1978, spending time at Toogoolawah and other drop zones. She had a couple of skydiving pauses along the way. *"My jumping has ebbed and flowed,"* explained Chris. *"You know, you have a baby and it ebbs. You move to a great drop zone and it flows."* After splitting with Rick, Chris travelled to India and Nepal, then took a job in Darwin. She and TC hooked up on Australia Day in 1998.

People assume they're married, but it just hasn't happened yet. One 'proposal' at Rel Week four years ago looked promising but Chris's daughter is planning her wedding now, and last year it was grandkids that took their minds off any nuptials of their own.

1989 Nude jump record at
Katherine



1990 World Meet Jump

1990 World Meet Team



2003 First jumps with Tara & Bryon



FAMILY OF FREEFALLERS...

All three of the Collins offspring have done tandems, with their proud parents joining them in freefall. All three have also done their student courses. Chris has done a 2-way with Tara and a 3-way with Warren.

TC and Chris also feel like Mum and Dad to the younger crew at Batchelor. TC was CI there for 20 years and he's been a part of Rel Weeks since their inception.

He loves doing big flag jumps, especially into tricky landing areas. And he thrives on the challenge of organising high-profile TV jumps that make our sport look good to a wider audience. He arranged a live Daryl Somers tandem on Hey Hey its Saturday, as well as a string of reality programs like Outback Jack. A recent shoot for a new show this year tested his skills. "I jumped a big flag in marginal conditions out of a Robbo 44 onto a beach about 20 metres wide," he laughed.

The local guys are right into their Freeflying and Angles, so has TC done any frothing or shredding? "Not a lot! Only when I have enough beer!"

THE APF CHANGE MOVEMENT...

TC is known to many as Happy Chief, and it usually takes a fair bit to wipe away his famous grin. But a handful of people managed just that when the APF Change movement did its thing last year. TC was targeted for removal in a petition. "That really hurt me," he said after six months of not knowing why. "That's the big thing for me and that's why I'm so sad about it." Eventually, he had the chance to clear the air with one of those involved and he was able to resume his work with a smile again, alongside many new and younger faces.

Chris said a lot of people wouldn't understand the volunteer workload with the APF or the complexity of the work. TC has even made several recent trips to Brisbane to put in a week of work here and there when help was needed in the APF Office.

"I don't think we have a use by date," said Chris. "We have experience and a lot to offer that people shouldn't knock. But we also need the young blood because they're the cutting edge."

They'd best keep enjoying the company of newer generations as they aren't stopping for a while yet.

"Who knows where the stop sign is?" asked Chris. "I don't know." TC agreed. "I've had a few give-way signs," he mused. "But, no, nothing to stop me!"

2011 Chris and Tara exit



2018 Chris and TC exit



2009 TC and Chris
Mindil Beach



2011 Chris and daughter Tara, Skysisters



2012 NZ jump with son
Warren aged 12



2013 TC after Borella WW2
commemoration jump



2015 TC at Rel Week



2018 TC jumping into
PNG highlands



2019 Chris, Warren
and Oli



2019 Chris and Warren



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WHO IS THIS MAN WHO'S RUNNING
OUR NATIONAL OFFICE?
WHAT DOES HE KNOW
ABOUT JUMPING?
WHAT'S HIS BUSINESS
BACKGROUND?
AND WHAT PLANS
DOES HE HAVE FOR
THE FUTURE
OF THE APF?



Richard McCooley

APF CEO

RICHARD MCCOOEY SPENT FIVE YEARS AS THE APF'S MANAGER OF SAFETY AND TRAINING, SO HIS NAME IS PROBABLY FAMILIAR TO MOST FROM APF EMAILS. HE ALSO BRINGS OTHER EXPERTISE TO THE GIG, WITH SOLID EXPERIENCE IN MANAGEMENT, A MARKETING DEGREE AND AN IMPRESSIVE SKYDIVING RESUME. HE HAS DONE MORE THAN 5,000 SKYDIVES, MOST OF THEM AS AN INSTRUCTOR OR DISPLAY JUMPER, AND HE HAS SPENT 20+ YEARS FLYING JUMPERS. THE SPORT HAS DOMINATED RICHARD'S LIFE FOR MOST OF THE PAST 39 YEARS, EXCEPT FOR AN EIGHT-YEAR STINT WHEN HIS HIGH-FLYING WAS LIMITED TO BUSINESS CIRCLES IN CHINA.

By Kelly Brennan

Photos supplied by Kelly & Richard

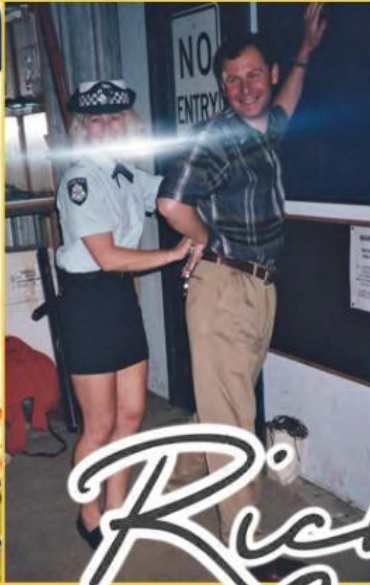
CAREER IN THE SKY

Richard was eighteen years old when he started jumping in 1980 at Claude Gillard's famous Labertouche drop zone. He was a studious high achiever, becoming Australia's youngest holder of a Senior Instructor rating at just 21. Richard says his jump numbers were low by today's standards, but it took a lot of hard work. "Maybe it is more difficult now," he pondered. "But it was hard then, I can tell you! I had to get through Laurie Sams and Colin Holt and Roy Taylor."

He became a Chief Instructor at 23 as the result of a skydiving tragedy. The CI's son died, the CI left the sport, and Richard took over. That was the beginning of an eleven-year stint at the helm of the Meredith Parachute Club. "In those days we did big first jump courses," said Richard. "I was regularly doing courses of 20 and 25 in the eighties." Even in the nineties, he was doing courses of a dozen virtually every weekend, plus he was training and examining new instructors.

Richard's foray into flying also happened by chance. He'd often hitch a flight from the drop zone at the end of the weekend and literally drop into Berwick Airfield, just up the road from his home. One Sunday night, he got chatting to a pilot at Berwick and bought all the flight credits on his account. So began another passion in the sky. Richard flew jumpers in everything from small Cessnas to the twin-engine Islander and twin-turbine Nomad. He did two decades on the pilot roster at Commandos, plus bits and pieces at other places, including Euroa.





Richard McCooey



Display jumping was his other claim to fame, starting with Australia's first fully sponsored team in the mid-to-late eighties. The Phillips Skydiving Display team was Richard, Greg Chambers and Chris Hutter, often supported by ground crew girls with big hair and tiny shorts. "We did jumps in Japan, America and all over Australia," says Richard. "At one point, in the summer season, we were doing jumps virtually every weekend and in every city in Australia. It really was a big deal."

Then Dave Benson came on the scene with big flags, the Phillips team faded out and Richard worked for Dave Benson for about eight years. "When I think back to some of those early Grand Prix events, I was doing 30 displays over five or six days into the GP. We jumped into all different corners of the track out of different choppers with different flags. It was like a production line with all the jumps we were doing!"

He had a similar approach to admin roles too, volunteering in many different corners of the APF, including ten years as Victorian ASO and four years as National Director of Safety.

TAKING CARE OF BUSINESS

At the same time as Richard was doing all this weekend work in skydiving, he was hitting targets in his business career. He was Sales Manager at Sheaffer Pen (Australia), and then he moved to Pacific Brands as their Brands Marketing Manager.

"I found that with my weekend jumping, I could go and immerse myself in skydiving and not give a thought to any of the pressures of the companies," he says. He would then wake up on Monday and re-focus. "I never suffered from any stress related stuff at all, even though it was fairly stressful work."

Richard took a major life detour in 2004, heading to China and assisting companies large and small with their set-up and growth. There were no skydives, bike rides or girlfriends at first for a serious businessman in wealth-focussed Shanghai, where new skyscrapers would spring up overnight. He immersed himself in the lifestyle, sampling duck tongues from bizarre lunch buffets. Once in a while, an Aussie friend would visit, and Richard would show them around to nightspots like the Real Love Disco where his young colleagues could grill the visitor about the concept of voting. Eventually, he found his own real love, marrying Ling Ling and returning to Victoria.

JUMPING BACK INTO IT

It wasn't long before Richard was back into skydiving, taking his first full-time gig in the industry as CI at Lilydale, with Skydive the Beach. He even got his tandem rating, and rapidly did 350 jumps. The surge in jumping came to an end when he moved to Queensland to start work at the APF. Plus, there was a welcome new distraction for Richard and Ling Ling with the arrival of their baby son, Freddie, who's now four.

While Richard is working in skydiving, he's struggling to keep a safe currency level with his own jumping. "The year I started at the APF I did 80 or 90 jumps, and last year I did 25 or 26," he says. "It's really hard to juggle."

DIGGING THE DIRT

Usually, when somebody has a four-decade history in skydiving, there's plenty of dirt to be found. Not so in Richard's case. How has he avoided controversy? For a start, he and his mates learned a long time ago to book their gatherings under false names so nothing could come back and bite them. (One jumper's name was used a lot and he's still getting the subpoenas!)

There was some mischief of course. Richard was always ultra-straight for a skydiver, but not totally boring. On some windy days the Labertouche guys would take off just to flour-bomb their mates at Pakenham. "On other windy days, we'd do silly things like cross country jumps, which nobody seems to do any more," he said.

He also recalled the fabulous fun of taking the plane around the State and jumping into all the drop zones in a day. "They were the type of fun things we did. We didn't really have to ask anyone or do anything, we just packed up and headed off."

One year, the Meredith guys excelled themselves with their arrival at the Pakenham Christmas party. The theme was Priscilla – Queen of the Sky, so everybody got a laugh when Richard landed the Meredith plane with a brand-new set of big red lips. (The plane had the big red lips, not Richard.) The aircraft spent a long time at the end of the runway, keeping the crowd waiting, and then it taxied slowly toward the hangar with a skydiver ('MOF') standing on top of it, dressed in full drag queen style, complete with a sparkly shawl trailing behind him into the sunset. "I was under strict instructions not to apply the brakes too hard or he'd end up a glittery, bloody mess in the prop," laughs Richard.

APF AGENDA

Richard plans a similar cautious approach at the APF. No sudden moves or stops!

"I see it as the Board's job to look after the money. I've got to work to the budget. I'm given the budget by the Board and it's my job to make sure we run to budget so we can continually fund the programs that we want; ALL the programs that we want, for competitors and other areas of our sport."

He says some good has come out of the recent APF Change movement. "I'm not really sure it was done the right way," Richard begins. "But it is great to see a lot of fresh faces on the Board and nearly every one of the APF committees." He's reluctant to get too controversial but suggests that any further reduction of experience might work against us, especially when thinking of historical challenges with CASA and the like. "It's great to see the new faces and the diversity of people we now have, but we should hasten slowly as we move forward now," said Richard. "You do need that knowledge there to ensure we don't go and make the same mistakes."

BALANCING BUSINESS AND SAFETY

With his background in sales and marketing, Richard has a commercial view of the CEO role at the APF. "I know it's a not for profit business, but it has to be run as a business," he says. "These days we've got accountabilities at government level and tax level, so we need to operate as a business, and it's got to be run responsibly."

He also brings a strong sense of safety from many years of doing the most unpleasant tasks in the Federation. Richard has been the lead investigator in more than a dozen skydiving fatalities, and he was involved in finding answers about the triple fatality at Mission Beach.

So, what's ahead for the APF? Now that the WPC is done and dusted, what do we have to look forward to?

Richard says there are still some developments in competition that he's enthusiastic about. The APF is working on retention too. Plus, he'll continue focussing on consistency for our safety and training across the country. "The ultimate aim is that anywhere you go in Australia you'll get the same training and the same high standard."



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POSITIVE PUBLICITY FOR SKYDIVING

By Kelly Brennan

Want to be an influencer for your sport?

Do you love skydiving and want to spread the word?

IGNORE THE PR EXPERTS FLOGGING THEIR DEALS WITH SOCIAL MEDIA ANALYTICS. IGNORE THE CORPORATE BUZZ WORDS ABOUT 'EARNED' MEDIA OPPORTUNITIES. GO BACK TO BASICS AND SEEK OUT POSITIVE PUBLICITY THROUGH MAINSTREAM MEDIA.

IF YOU HAVE A STORY TO TELL, OR A FANTASTIC PIECE OF VISION TO SHARE, HERE ARE THE TOP 5 REASONS WHY MAINSTREAM MEDIA IS MORE POWERFUL THAN SOCIAL MEDIA.

- 1. NUMBERS OF VIEWS.** Even a short snippet on a mainstream TV news bulletin can get somewhere between 100,000 and 300,000 views, depending what city you're in. Even better, these are NON-skydiving audiences. It's a chance to plant a positive seed with somebody who might never have thought of leaping from an aircraft. This is a much more effective audience than us posting, sharing and liking within our skydiving network.
- 2. CREDIBILITY.** Despite critics of so-called 'fake news', there is a credibility that comes with positive coverage on mainstream media. Credibility with our family, friends and neighbours of our drop zones, but also credibility with corporate sponsors. (Conversely, a NEGATIVE news story will set us back a long way in terms of credibility. So positive publicity is good to have 'in the bank' when it comes to understanding how to deal with the bad stuff.)
- 3. BONUS VIEWS.** When news and current affairs programs run skydiving stories, they usually post them on social media as well. These all become bonus views for us. The Aussie Big-ways record in California had hundreds of thousands of social media views in addition to national coverage on the commercial TV networks.
- 4. MEDIA ECHO-CHAMBER.** Newsrooms, and especially TV newsrooms, hate it when their rivals get something they don't have. They listen to radio, follow twitter, read the digital papers and watch newsbreaks. So, when you get interest from one news outlet, your story will

bounce around a lot of other news people, who might want to grab it too. (On the flipside of this, you can get newsrooms offside if you play favourites, but that's a different discussion.)

- 5. MARKETING MAGIC.** A positive news story about skydiving can really add to your own marketing efforts. Your gallery could include news clips, which might keep visitors looking at your site for longer. Now, more than ever, news coverage has a greater cut-through than the many wannabe influencers who flood our social media sites.

Here's the biggest incentive of all. News coverage is free! Instead of buying expensive advertising, skydivers with a legit news story to tell can gain some free air-time for our sport.

Obviously, this comes with qualifiers. First you need to have a legit story, then you'll have to invest a lot of effort in sharing your story, and you may have to shout a tandem or two for the news crew. Sometimes, you might even hire professional help to get your story out. For example, the Aussie Big-ways team hired a local news camera operator in Perris and they sent daily video news releases (VNRs) back to Australian news rooms.

Kelly Brennan is a skydiver who's worked in commercial TV and radio newsrooms for 30+ years as a journalist and producer. She's also a media trainer, teaching people in business and government agencies how to handle news media in positive and negative situations.

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The Human Error Factor in Packing Malfunctions

By Richard Timperon APF Instructor / AFF / TDM / DZSO / Course Trainer / Packer A

Over the last 25 years of skydiving I have noticed a trend about malfunctions. The different types of common malfunctions have reduced, but the number of malfunctions caused totally or in part by packing errors has not reduced as much. This is because equipment manufacturers have improved with each new model they release. They identify malfunctions that can be reduced or eliminated by improved product design, giving them a commercial advantage.

A great example of this was the leg strap throwaway, in common use until the late 80s. The pouch for the pilot chute was located on the leg strap and it was easy for the packer to miss-route the bridle around the leg strap, or the skydiver could twist their leg strap when putting the gear on, both scenarios causing a pilot chute in tow. It didn't take long for all the manufacturers to change their design to the now established BOC pouch location.

So why hasn't "packing error" malfunctions reduced over the last 25 years with better packing techniques, like better product design has? Because we are only correcting the fault not the cause. We identify what went wrong with the packing and retrain the packer on the correct procedure, even though most of the time they already know the correct procedure. We are not identifying the reason why the packer made the mistake, "human error".

What is human error? It's when we have a flaw in our plan or execute the plan incorrectly. Planning is not something that we think much about when it comes to packing because we have a standard plan that works most of the time, and there seems little or no need to review it. But let's have a look at our execution factors and then we will come back to planning.

Why do we sometimes fail to execute our plan? Well there are many reasons but let's look at some of the common ones.

DISTRACTION, COMPLACENCY, SHORTCUTS, CURRENCY, FATIGUE, AND INFLUENCE.

DISTRACTION. There are three main types of distraction.

1. We stop packing while we are distracted. In this case it's important to take note where you are up to, so when you come back to it you don't miss any important steps.
2. We keep packing while being distracted. It's better to stop so that you can have your full focus on packing, but if you do keep packing know that your attention will be switching between packing and the distraction, so at the end of each step take a moment to check it.
3. We are distracted by our own thoughts. It's so easy for our minds to wander and we continue to pack on auto pilot. At some point you will realise that this has been happening. Just do a check from where you last remember thinking about the pack.

COMPLACENCY is caused by bad maths. If we pack in a way that is more likely to cause a malfunction, but the malfunction only rarely happens, we often have no idea that anything was wrong. If we continue to pack in this manner and no malfunction happens until pack job number 100 then we calculate that as 1 in a 100 and place only 1% of responsibility on the packing. The real maths is 100%.

SHORTCUTS and rushing are a part of human nature, to find ways to make the job quicker and easier. When we have mastered our jobs, we can take shortcuts because we know exactly what each step is for and all the complications that can come from changing a process. But when we have mastered packing and have complete equipment knowledge only then should we make changes to the process. Otherwise we are using the trial and error method, which is not appropriate for packing parachutes. If you think that you know of a way to speed up your packing, talk to an instructor first. Ask not only why it can work but also why it's not taught and the possible problems from doing it that way.

CURRENCY and experience have a big effect on your memory recall and accuracy. If you don't have a lot of experience or are not current at packing, then take your time and get someone to help you.

FATIGUE has a huge effect on our memory, ability to focus, think clearly, and to execute actions with accuracy. Another symptom is that you may not realise you are being affected. Be prepared for days where fatigue is likely. Manage your hydration, nutrition, and energy.

INFLUENCE is everywhere. People, culture, business, etc. It's natural to want to fit in and pack the same as others. But just like taking shortcuts without fully understanding, copying others or being influenced can lead you to bad packing habits. Identify the main influences and use the opportunity to discuss.

It's important to create yourself a series of checks as you pack. Things like Risers even, straight Lines to the attachment point, Slider quartered, Pilot Chute cocked, Stow size, Lines neat. You can think about each of these checks in terms of the malfunctions that they can cause. At each check point you should recall doing the previous checks too, if you can't recall doing them, stop go back and recheck or even redo the steps that you are not 100% about.

Now back to planning. You can see from above, that many things can have an effect on our packing. Being aware of our fallibility and the causes, is the first step to making fewer mistakes. Incorporating measures to reduce human error in our packing plan is a must if we want to reduce the number of malfunctions. Reviewing our plan is an ongoing process. The human condition is a natural at finding new ways to make you make mistakes, but that's okay as long as you review and amend your plan to deal with any new problems. There are fatalities that have occurred, at least in part, due to preventable malfunctions. Don't let your packing be one of them.

We teach students and packer Bs packing techniques that reduce or eliminate malfunctions, but not so many instructors teach techniques that reduce or eliminate human error. In fact, we actually may do the opposite, because we have a certain amount of acceptance for some malfunctions and we also have a culture of saying things like it was your body position. These two scenarios create doubt about whether it was the packer's fault and, therefore, they can avoid responsibility, reflection and self-improvement. I think that it would be beneficial to incorporate this area of training into the packer "B" course.



Photographer - Carol Mvita



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Photographer - Heather Swan



By Tim Kolln

Photos by Grant Moisel,
Darren Griggs,
Michael Smart,
Paul Beahan and
Tim Kolln

THIS NEW BOOGIE CAME ABOUT FROM THE APF CONFERENCE THIS YEAR WHEN A CONVERSATION WITH PAULIE, LLOYD AND POTTER RAISED THE ISSUE THAT MANY OF THE SKYDIVE CAPRICORN CREW COULDN'T ACHIEVE A STAR CREST AS THEY HAD NO ACCESS TO A LARGER PLANE. WITH THIS IDEA, AND THE FUNDAMENTAL CLUB IDEAL OF FNFF TO PROVIDE CHEAP SKYDIVING TO ALL MEMBERS, **THE TIGHT-ARSE BOOGIE WAS BORN.** SKYDIVE CAPRICORN TOLD EVERYONE TO BOOK A WEEK HOLIDAY TO HEAD NORTH TO THE TULLY SKIES. WELL, AS THE TIGHT-ARSES CAME AND HAD THEIR BUMS LOOSENED, THE FIRST **TULLY TIGHT-ARSE BOOGIE** PROVED A SPECTACULAR SIGHT.

Tully ~~As~~ TIGHT-ARSE Boogie

The FNFF committee did the math early in the year; and with the support of Skydive Australia's Mission Beach super-fast plane and awesome pilots, Mark Whaley and Pavel Flach, we could provide super cheap skydives with fast turn arounds. A good local crew backed up with some super keen jump pigs, Anthony Ivory, Aaron Costa and Riley Russel, to name a few. We even got the pilot out of bed early for two mornings of sunrise loads. They pushed for a third but the locals thought a later night at the bar was needed to slow them down.

iFly Gold Coast gratefully sent along local FNQ legend, Fongy, to lead the tight bums around the sky. He was backed up by the ever smooth, Ryan Dudderidge, hopeless canopy swooper, Michael 'Woody' Smart (luckily he can Wingsuit), and Darren Griggs, Tully's own canopy garden gnome, perpetually on watch and offering canopy advice.





Tully Ass TIGHT-ARSE Boogie



Throughout the whole event, FNFF put out 71 fun loads, with most participants doing over 30 jumps each. Eight Star Crests, one Head-up Crest, three Wingsuit First Flight courses, and two Wingsuit Crests were completed to the credit of our awesome coaches.

New Jumping Castle Crests were achieved, Ryan Dudderidge, Mark Schafer, and Michael Smart (after five times coming up short), all charged the front gate when the regulars weren't smashing it. Big congratulations to Matt Ranken for bringing the party and doing his nudie 100th at the club!

We ended up doing two days of Display loads onto Mission Beach, as many newly signed-off Display licenses meant, collectively for the group, everyone could jump rather than head to Dunk Island. These proved popular with many completing their first beach jumps and doing them on sunset – provided a great way to finish the day.

After five days, everyone was loosened up and we finished with a nice Swoop'n'Chug with nil wind over Tully. Thanks to all who came and had a great time. FNFF was at its best and many thanks go out to all the supporters and people that made it happen:

- Our major Sponsors: Far North Freefall (FNFF), North Queensland Parachute Council, APF, Skydive Australia (Mission Beach), Deem Flywear, and Cookie Helmets.
- The people: Nathan Potter (DZSO), Brandon Van Niekerk (CI), Brigitte and Georgia (Manifest), Paddy and Marii (Day Tapes), Cassowary Coast Roast for the food, all the people who helped GCA, and Hannah for the massages. Finally, Paulie for bringing the Rocky crew and starting this awesome dream!

Big shout-out to all the people that make FNFF: Home for all animals!



• 71 fun loads • Eight Star Crests • One Head-up Crest •



Three Wingsuit First Flight courses • Two Wingsuit Crests

FNQ BLAST eLeague Mini Meet

ATTEMPT: INNISFAIL

By Karen Hardy, RW coach

"Have you seen the forecast?" "We best get some seminars prepared!"

After three months of incessant rain and a never-ending wet season we made the decision to proceed with the event and "stay positive". And stay positive we did, all thirteen of us, all weekend! We didn't do a single jump but it was incredible to have people on the drop zone at three o'clock on a Sunday afternoon ready for yet another seminar.

Prior to the event we had two full teams registered and a handful looking to form teams. A small keen group arrived for the draw on Friday afternoon with our event judge Loretta. The excitement was in the air and the rain stopped for long enough to get the tents up and beds sorted for the night. Saturday morning was spent forming teams, allocating team captains and distributing the draw. Then a flurry of dirt diving ensued, at least for the first load. Unfortunately, the sun dances were in vain and all it did was rain, rain, rain! The focus of the weekend was 4-Way Formation Skydiving so we kicked off with seminars on exits, 4-Way slots and the role of each member, a practical session on Block techniques, and building a team with an emphasis on goal setting and communication.

As the afternoon progressed, a collection of jumpsuits arrived from rig bags, cupboards and other mysterious places and a try out session began. Several lucky jumpers landed some great second hand suits for free and fun was had trying on some of the older and more "out there" varieties of suits from years gone by. A few helmets emerged as giveaways too.

Despite the valiant few who sacrificed themselves on Saturday night, the Weather Gods refused to play. On Sunday we awoke to a small glimmer of hope on the horizon, which enticed dragging bodies out of bed for

some early dirt diving. However, this only too soon gave way to... more rain!

Valerie and I were happy to rant on about 4-Way all weekend but, given our target group was novice jumpers, seminar topics expanded to include tracking, spotting, canopy control and camera flying. I have never seen such an enthusiastic group of jumpers with such a thirst for knowledge and we were so blessed to have experienced jumpers and instructors keen to share their knowledge too. I mean who wouldn't want to listen to a spotting seminar from the likes of Valerie, Paul Osborne and Mick Hardy.

The wealth of spotting and aviation experience of these guys, who regularly spotted high profile demos "back in the day" before GPS, made for a great interactive seminar. Greg Puttick gave a lively talk on how to safely get into camera flying and avoid the traps common to beginners, and Mark Schafer covered the all-important topic of canopy control and flying a predictable circuit.

As the weekend drew to a close and we despaired on not awarding a single medal, diaries and work schedules were gathered to plan for the second attempt. A date was set with a change of venue to Tully drop zone to coincide with the Far North Freefall club weekend. More on that to follow...

And now I would like to thank:

The APF Fi Fund and the NQPC for sponsoring this event.
Valerie Schmied, my teammate and partner in crime.
Thanks for your limitless energy, enthusiasm and spreading of the love.

Innisfail drop zone for hosting us and to the DZSOs (Ben, Chris, Mark and Tim), Jess in manifest and Jade our pilot for hanging in there with us.

Our camera crew Kàaja, Fabbro and Wade who stuck in there for the weekend despite the weather.

Our event judge Loretta Minutello. We are very privileged to have a qualified judge in North Queensland and especially one who is happy to give up her weekend to provide judging tips and explain rules, all the while waiting patiently for some jumps to judge!

The experienced jumpers who conducted seminars and participated eagerly in others, sharing the love and their knowledge so freely. This is unique to our sport. Let's keep it alive!

And finally, a very big thanks to the competitors who showed so much enthusiasm for the weekend. You guys rock!

SUCCESS: TULLY

By Valerie Schmied, RW Coach

Thank you, Thank you, Thank you! Jeeeeeee... I didn't think we would get there, LOL, I sure will remember our epic Mini-Meet 2019! What a journey leading to a sunny and busy competition in our beautiful (but challenging) winter skies!

Finally the Weather Gods played nice and let us compete! I was stoked that we had three teams competing! Paul Barker's Camera Boost Camp was freaking ideal for our younger jumpers to give them a feel for competition and a better appreciation of what is really involved in competition: camera flyers, judges, dubbers, round one nerves, faster rhythm of jumping day, alternates, scoreboard, medals and finally, celebration!

Love your work everyone. Can't wait to see you all at the State Meet at Tully. Bring it on! Whoop whoop. Thanks for your super awesome feedback. You give me wings to keep organising events like this with the great support of APF and NQPC. Cheers again. PS: I missed you heaps Karen... was sad that you were out bush.

PAUL BARKER

CAMERA GURU SENT BY APF AS PART OF CAMERA TRAINING SKILLS BOOST CAMP

I was able to arrive at the drop zone around 9:30pm on Friday. After a few quick introductions I met my candidate, Kàaja, and went through the aims. We started with her doing floating exits which proved to be a bit of a challenge so reverted to peeling after two jumps. I was also working with a couple of others who weren't registered such as Kai and Potter, who were able to take onboard some critique to improve their camera flying skills too. There was significant progression made with both Potter and Kaaja over the weekend.

Saturday night I presented a camera seminar for everyone there including some Freeflyers and the STO. There were some good questions from the floor and it showed a strong desire for those who are wanting to get into flying camera and those who already do, to be as safe and effective as possible.

All-in-all I would say that the weekend was a great success and that this initiative is going to be highly welcomed wherever it is presented.

FEEDBACK FROM THE JUMPERS

"SEND IT" TEAM - BRONZE

(BEAUDEN MAHER, ZAI PIEPER, ROB TILING AND VALE)



Beauden Maher

What an awesome experience it was to participate at the Tully Mini Meet! My name is Beauden and I was a part of 'Send It' team, and it was my first time competing. For me, still being fairly new to the sport, there were plenty of lessons learnt over the two days! From the dirt dives, creepers, mock up, seminars and even just sharing a slice of pizza and having a chat to being surrounded by so many other passionate people, knowledge was in the absolute abundance! Also, I got a good look into the inside workings of how a competition is judged and filmed, giving me a greater appreciation for our camera flyers out there and the role they play in the sport. Such a memorable weekend, I can't wait to do it all again at the next meet.

Rob Tiling

After jumping for a long time, then having ten years off, to make a come back (because it's good) to do some jumps with my young bloke who has taken up the sport, it was great to do some 4-Way with lots of new faces and some of the old ones coaching was great for the Intermediate. Intermediate camera getting coached by Paul Barker was a real bonus. The best bit for me was I had fun and so did all, and I only had to remember three points.



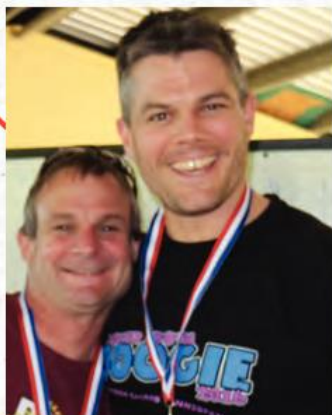
And to finish, a quote from Cain of team Fourplay,

"I did not feel I missed out on anything for not jumping. In truth, the total opposite. It really is too common for the ground school of jumping to become second priority to getting those jump numbers up! I think I speak for everyone that it is rare to get the opportunity to ask "silly questions" or be open about our lack of understanding in these assumed common knowledge subjects, without judgement or condescence."

FEEDBACK FROM THE JUMPERS CONT.

"ALL FOUR ONE" TEAM - SILVER

(MICK HARDY, LANCE DEAL, ZAK TILING, MARK DUNNE, HANNAH RENNISSON)



Lance Deal

The days leading up to the Tully Mini-Meet weekend were nothing but clouds and rain so imagine our joy when Saturday the 13th rolled around and we had nothing but blue skies! We had enough fun jumpers to make three 4-Way teams, each having their own camera flyer.

We were asked to pick a team Captain (which was

a no brainer as Mick's experience and team coaching skills are far superior to ours!), and it was off to briefing our first jump. The first jump was a bit of a refresher jump for me, as I have not been too current recently, but as the jumps went on, we really worked well together. Over the two days we managed to get all eight rounds in, along with four fun jumps in between, making it an awesome twelve jump weekend with nothing but blue skies!

A huge shout out to Valerie and Karen for making this happen, and thanks to the other jumpers and teams,



and of course, the camera flyers! It was a great training experience, and I learnt a lot about the 4-Way team style of competition skydiving.

"FOURPLAY" TEAM - GOLD

(CAIN VELLA, PAUL OSBORNE, ANNA MUELLER, STEPHEN HICKS)



CAIN "MOUSEKNUCKLE" VELLA

(Inside Centre - FOURPLAY) fourplay@skydiveteam.com.au

In simulating the format, routine and atmosphere of an official meet... the 'Mini Meet' provided an avenue to develop skills in Flat flying, Rel Work and Camera Flying. It generated interest and participation in team development and demonstrated the benefits and joys of competitive skydiving (in lieu of the approaching QLD State Meet 2019). It attracted and encouraged the participation of skydivers of all skill levels and disciplines from Cairns to Bowen.

As the original meet was rained out, we all took great advantage of some super interactive and informative ground schooling.

Val, Karen and Mick Hardy (Redhand Defence) choreographed dirt dives, led discussions of competitive

Rel Work as well as Rel Safety and shared their experiences as members of active 4-Way teams. Mark Schafer elaborated on canopy safety, awareness and landing patterns. Greg Puttick (Competitive Camera Flyer of many state and international meets/ current Camera w/ FOURPLAY) shed light on professional camera flying, camera safety and demonstrated several components of camera equipment. Paul Osborne (Coach/Player FOURPLAY) and Val collaborated on the logistics, equations and variables of spotting. APF Accredited Judge, Loretta Minutello, parted her knowledge on the perimeters and criteria of the judgement process and our team "FOURPLAY" (FNQ Regional Champs/ QLD E-League BLAST 2018) where prompted to share some of our experiences from the perspective of an active, developing competition 4-Way team.

Karen also brought up the topic of Psychology in team and competition skydiving of which stimulated the engagement and input of everyone. Eventually, the discussion flowed through to many aspects of psychology in the sport. The benefits of this subject were obvious and the open discussion allowed a comfortable avenue for jumpers of varied skill and experience to input and ask questions as well as share their experiences and feelings toward similar and varying aspects of the sport.

Although there was no jumping over the two days, the event was already evidently a huge success as the ground schooling provided was comprehensive, insightful, interactive and well received by all covering many subjects that are often taboo or assumed as common knowledge. Thanks again for everyone's input, (honestly the most beneficial use of downtime I have ever experienced!).

A couple of weeks on and the second attempt, was met by stunning weather with the facilities of the FNFF Clubhouse and Tully Drop Zone providing comfortable camping

and jumping conditions (including an open kitchen and hot showers!).

Day one of comp, Scratch teams were arranged to include all participants and were balanced as evenly as possible with each having an experienced mentor/coach figure. At the end of day one, half way through the draw... and it was still anyone's guess as to who would win! The pressure was on particularly for us, to hold our own against the scratch teams!

Day two and everyone was keen and in the competition spirit! Again stunning weather! It was game on! And FOURPLAY finally managed to break away from the oppositions and take home the Gold with a seven point lead.

The NQPC Mini Meet 2019 experience has equipped FOURPLAY with invaluable Insight, Tools and Aptitudes that we are now drawing upon and eager to apply at the QLD State Meet 2019!

Fourplay would like to thank and acknowledge;

Valérie Schmied, Karen Hardy, Paul Barker, Paul Osborne (Our Coach!), Loretta Minutello, Nathan Potter (DZSO and Load Organiser), Everyone who led or input in the ground schooling sessions, Mark Schafer & Mick Hardy (for filling slots and allowing us to actually complete the draw!), NQPC, FNFF, APF, Pavel Flach (Pilot), Tandem Cairns, Skydive Australia (Aircraft), All the participants, competitors and camera flyers! Thanks for the fun and friendly competition!



KARAJA CHE ASHTON

CAMERA STUDENT

PART OF THE "GET INTO CAMERA FLYING" APF SPORT DEVELOPMENT PROGRAM

Thank you Paul Barker, and Jules McConnel through the APF, for a fantastic learning curve in camera flying. I learnt a great deal over the weekend, particularly with dubbing and flying skills involved with following Flat flying teams. Although I have pretty much had a camera on my head throughout my skydiving life, hello Freeflyland, and always dabbled with following Flat flyers out, there were many new and invaluable areas of information to learn about. I had been fortunate to sit in on a camera theory lesson the previous month so had a small insight on certain areas such as snag points and general outlay of helmets, but due to weather was unable to jump.

With Paul available in prime weather at the Blast mini-meet in Tully, camera flying information was all the more exciting to receive as I was now able to put it into practice, a whole different ball game. And that was still before even getting into the aircraft.

With camera technology constantly tweaking it was great to get a rundown on my new camera system before putting it on my helmet. I previously had a side-mount so Paul had great information on my new top-mount set-up regarding new snag point areas, positioning, correctly adjusting levels and lining the camera up. For example I had always chucked my camera on, had help lining up and then was on my way; To notice my centre-point was slightly out through a quick head shuffle was new info; Having two cameras to film in case one malfunctioned. Paul's personal camera box information was great. (Who made your box again Paul)

I definitely knew nothing about dubbing down for judges, aside from scrappy pieces of paper with team names and rounds scribbled onto it, and filmed before exits. Great to get insight on the best way to get the important info to the judges.

And then we got into the flying skills. Dressing for success - good ol' wings. Well that was an interesting one. Having never flown with a camera suit I was in new territory. Also new was learning there were two main exiting positions, the Peel and the Float. I have always been a peeler when it came to Flat flying, not really knowing anything on the float position.

So why not chuck a new suit never flown before and exit a new position in the first two rounds of the mini meet... Hells Yeah!

I have to say I got a heap of learning information on those two jumps - in reading what was happening in the exits and in flying the wings, though not so great for the competing teams, oops. We decided to pop me back into the peel exit without wings, just as it was my most comfortable style, but I am definitely keen to play more in float position. The two float jumps, with the guidance from Paul, was fascinating, and I was able to follow, in my mind, what was meant to happen. Had we more time to jump, not during the comp, I would have practiced more with that exit. Will do so in the future, I feel confident with the information from Paul.

All in all, the camera flying training was full of information. Paul is a very positive, engaging trainer and I feel I learnt a great deal to play with, so to speak. Will be great to get that float position in control.



DZ DAYZ

S.A. SKYDIVING – ANGLES DEVELOPMENT WEEKEND – INTRO TO ANGLES

By Teags

You have 150 jumps, you see the shredders board the plane, go for a burn and congregate in the landing area in a flurry of high fives. It's quite a gap between Tracking and fast, steep Angles, and this event was designed to safely introduce participants to Angle flying.

An early morning brief equipped them with the knowledge and understanding of Angle flying, safety regarding exits, no fly zones, closing speeds and break-offs, as well as body positions and inputs. Everyone came out with a better understanding of Angle flying and a plan of attack. The Weather Gods shined on us, and everyone geared up and headed to the plane.

The support of the APF, SASPC and SAPC gave the participants the opportunity to work in small groups with a coach, allowing for more dedicated coaching and keeping everyone safe.

Coaches Shaun Henderson, Vinnie Jarvis and Matt Teager teamed up to deliver briefings, in-air coaching and debriefs, with four jumps for each participant on the Saturday before weather restricted the Sunday to just one jump. Each jumper showed excellent progression, picking up the basics quickly. Tiarne ran solid with a couple of steezey exits, looking comfortable with her body position, now ready to take it steeper! Thunderclap could only join us on the Sunday but is ready for some sharp progression coming up. Aidan, who had little Angle flying at all had some great exits and chases, starting to dial in his controls and turns. Nial also progressed fast, with some delicious exits and playing with pitch.

Working in small groups on the basics gave jumpers a solid base to work from and enhanced their understanding of the safety elements of Freeflying. This event was a success and we look forward to running more to safely introduce jumpers to the world of Angle and Freeflying, and support solid progression.

Video

<http://www.saskydiving.com.au/dropzone/skydiving-videos/events-intro-to-angles-weekend-190713/>



ANGLES SKILLS CAMP AT SKYDIVE OZ

By Shana Harris

'We haven't had an Angles camp in a while'...
 'When are you going to run an event for experienced jumpers?'...
 'Let's do some sick Freeflying'...
 'Can we get some FF coaches down here?'...

These are the things I'd been hearing around the fire at the DZ. All great ideas I thought, let's do it! So I found some sick coaches who hadn't been to Moruya in a while (like years!). The aim was to bring some new coaching styles to our local Moo jumpers. Feedback from the participants was great, and I'm stoked that it was a success!

A total of 26 loads, 228 jumps and massive amounts of froth happened over two days. Intermediate and experienced Anglers alike learnt a heap and progressed a lot. Let's do it again!?

Thanks to the APF Fi Fund and NSWPC for the support.



"Moruya has to be the most fun jumper friendly drop zone in Oz. From the staff and plane, to the food and packing weights, everything is just as good as it can be. And so despite our late arrival and the cold night, I was pretty damn stoked to be rocking up there again. Things just kept getting better as we woke up to a day of (surprisingly) warm weather, clear skies and barely any wind.

The jumping was excellent, with everyone hungry to improve and work on their weaknesses. I did 13 jumps over two days, plenty(!) of height, amazing views and great food. Thank you Skydive Oz for the invite, I can't wait to go back and see Boags cross the beer line again."

Tommer "didn't cross the beer line" V.



"After a short flight and drive down the coast we ended up in Moruya! Two solid days, full of skydives from 15,000ft, out of the Caravan, over the beach, with a bunch of south coast legends! (And it wasn't that cold). What more could you ask for?

The skill level and over all general safety that come with Freeflying was at an all time high, and the quality of jumps were on point too!

I can't wait to come back to do it all again!"

Boags (aka Tommer's mentor)



"So much fun! Learnt heaps, had a rad time. Getting in some outside coaches was sick. Thank you!" - **Nathan Ravo**



"I love coming to the Moo, and this event was wicked! I'll be back..." **Justin Mooney**

THE B'S KNEES STUDENT PROGRESSION CAMP AT SKYDIVE OZ

By Shana Harris

Thanks to the APF FI Fund and NSWPC for their ongoing support of the B's Knees Progression Camp! This is a 3 to 4 day camp which has a major aim to bring newer skydivers together and foster friendships in this amazing sport. It's on here at Skydive Oz every quarter and is aimed at less experienced jumpers who haven't completed their B-Rel's. What you can expect from a B's Knees Camp:

- Free Seminars: Spotting / Canopy Control / Packing / Gear Maintenance / Weather
- Meet other students and skydivers
- All jumps briefed, videoed, and debriefed
- Landings videoed and debriefed
- Discounted jumps thanks the APF, NSWPC and Skydive Oz
- Nightly Activities and BBQ

Our most recent event was a windy affair... BUT the participants still got some educational (and fun) experiences out of the camp. Seminars were presented on spotting, canopy control/inputs, gear maintenance, competition, weather basics and the legendary Bill Booth seminar which is on Youtube. If you haven't seen it, look it up! It's an amazing overview of how skydiving gear has evolved to the awesome and reliable system we all use today.

With all the shared jumps, group meals and after-hours shenanigans we end up with more sky-friends to play with and even some lifelong buddies. It's always a super fun weekend with heaps of caravan loads, and we encourage all experience levels to join in on the jumping and fun! Keep an eye out for the next camp coming up in the last quarter of 2019.



*With all the shared jumps,
group meals and after-hours
shenanigans we end up with
more sky-friends to play with
and even some lifelong buddies.*



MOO WINGS AT SKYDIVE OZ

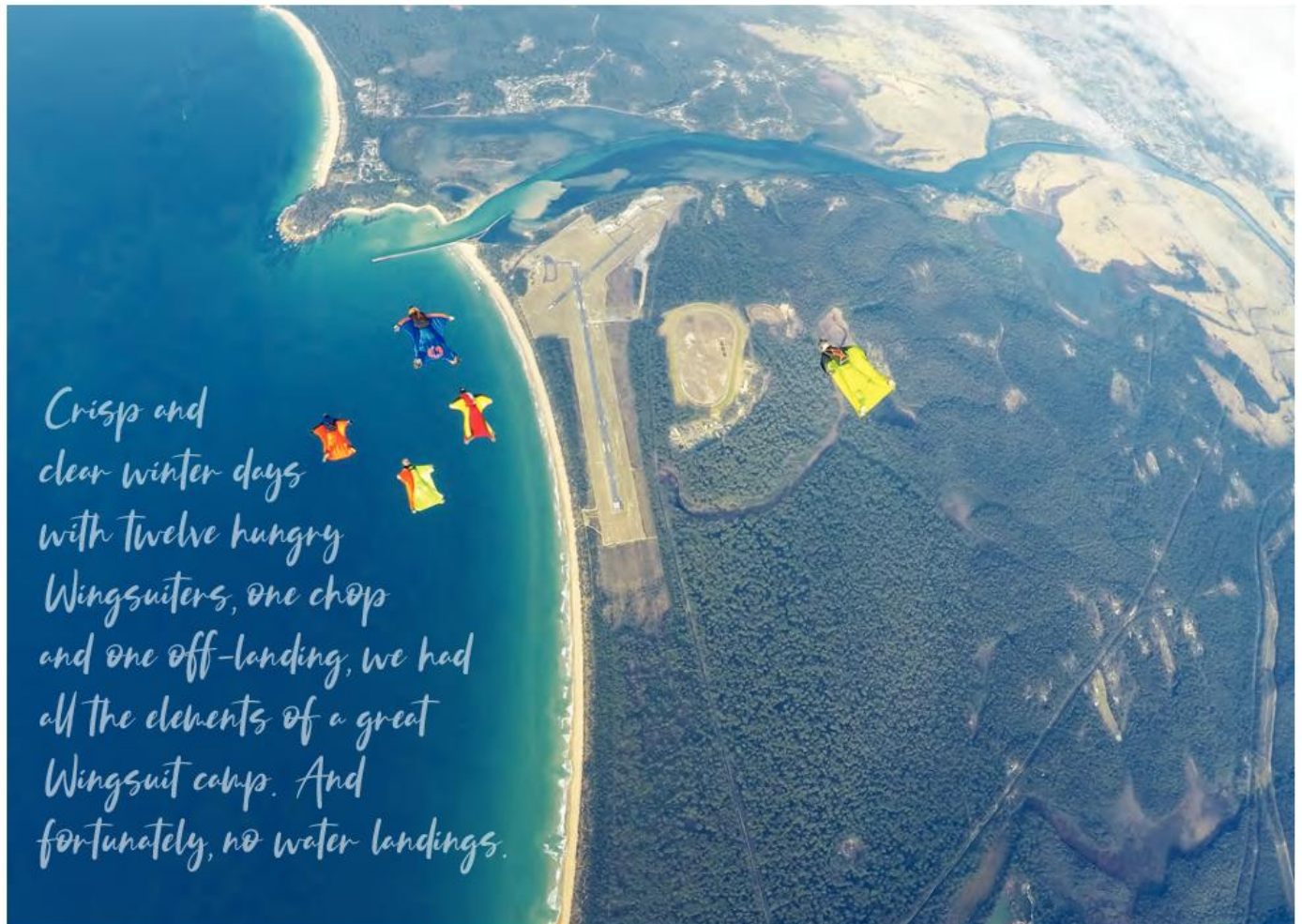
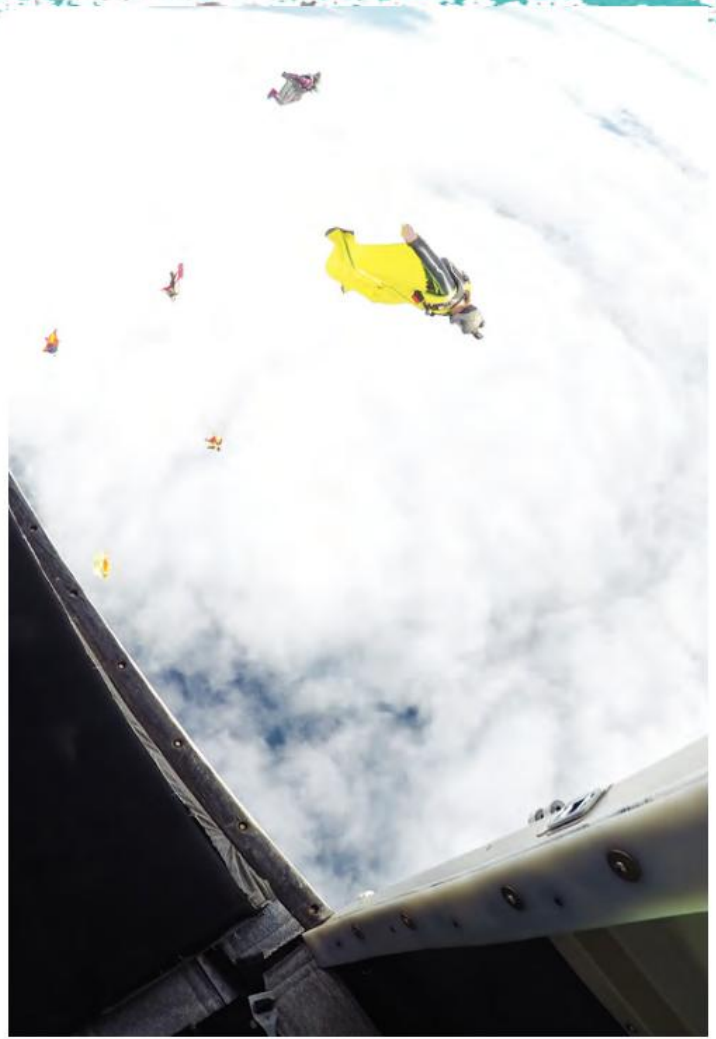
By Jason Dodunski

It started with a Facebook message from Vivian Merz, "You need to come up to NSW and run a Wingsuit camp!" After a dozen messages back and forth between Shana @ Skydive Oz, Woody and a group message to gauge interest, a date was set.

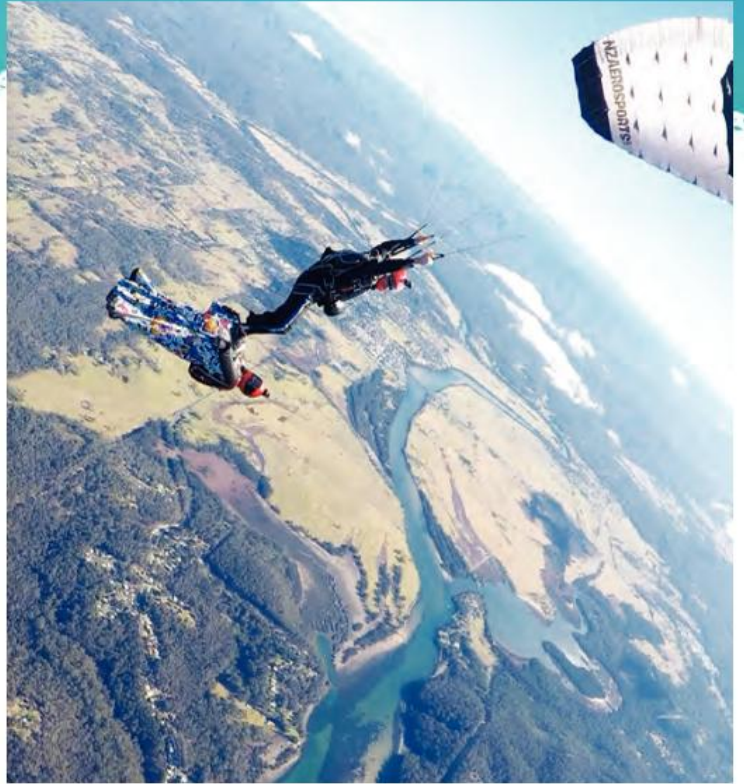
Crisp and clear winter days with twelve hungry Wingsuiters, one chop and one off-landing, we had all the elements of a great Wingsuit camp. And fortunately, no water landings. What more could you want?

We created two groups. A smaller group specifically focused on completing their Wingsuit Crests and a slightly bigger group working on more challenging flights - Stacking, Back flying, Movements, Angles, Transitions, Speed, Docks, we did it all. Woody and I ran them hard, clocking up seven jumps on Saturday and a slower Sunday with only four. The stoke was high.

Thank you everyone for making the effort to attend, the great attitudes, and smiles! And of course a big thank you to the APF Fi Fund and NSWPC for their support of this event.



Crisp and clear winter days with twelve hungry Wingsuiters, one chop and one off-landing, we had all the elements of a great Wingsuit camp. And fortunately, no water landings.



4-WAY FROTH AT THE MOO

By Henry James

"This was the third 4-Way event Shana and I have run, and we couldn't be happier with how not only the event has progressed, but also how the participants have progressed over the past few months. It's been great to meet new people at these events as well as seeing familiar faces. It's been even better to hear that quite a few people who have attended are now in a team or in the process of making one.

At the 2018 Nationals there were ten teams in the Blast category. It was a super exciting competition, with some well-trained teams and very good scores going on the board. At this year's Nationals there were just three teams, and even though it was an off year it was a shame to see such a drop in competition interest with the newer jumpers. Not only that but there is also that period after finishing B-Rel's when most people experience a grey area where they're not sure about how to progress in their skydiving career or even worse, lose their hunger for this amazing sport.

That's why I wanted to start these events, not only to introduce people to the amazing and fun discipline of competitive 4-Way, but to also bring people together with similar skill levels to hopefully band together and make a team for the next State Champs being held in Moruya and/or Nationals next year.

We will continue to run these events every quarter and try to make them bigger and better each time. I look forward to seeing a lot more people at the next State Meet and Nationals. If anyone wants to find out more about Blast or how to get a team together don't hesitate to ask me at Moruya, as people know it's not hard to get me talking!

"Sixteen frothers signed up for three days of 4-Way madness here at Skydive Oz. There was four full teams, with experience levels ranging from 24 to 490 jumps - this camp caters for anyone who is keen to learn more about 4-Way and competition in general. It's the perfect next step from B-Rel's/B Licence, great for finding prospective teammates, a good stepping-stone to Star Crest jumps, and a whole lot of FUN!

The camp started with an optional coaching day on Friday. Saturday morning in the training room to kick-off with a quick brief and then straight into the jumping. Each team did five jumps, with a full brief and video debrief of each jump. Sunday dawned bright and windy but the learning didn't stop - we held sessions about competition and rules, exits, engineering jumps, and had an in-depth yarn about the upcoming State Championships in October.

*Huge thanks to the NSWPC, the APF Fi Fund and Skydive Oz for their ongoing support of the 4-Way Froth camp. We couldn't do it without you! **Shana***

*"Thank you so much to everyone who's attended and especially to Shana, the event would be nothing without you guys. And good luck in the State Championships!" **Henry***





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LEWIS BEETON
STEPHEN BELL
RYAN BIGGS
HARRY BINK
BYRON BIRCH
TAGGART BLACKWOOD
DARREN BRIGGS
MATT BROUFF
LUKE BULLIVANT
LUKE CAMILLERI CUSCHIERI
HARRISON CARRÓDUS
CALLON CHAPMAN
FABIEN CHARRIERE
LACHLAN CHERRY
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DANIEL CLANCY
MICHAEL COLLINS
MALCOLM CROSS
CALLUM DAY
BENJAMIN DE LA CARRERA VALDES
CRISTIAN DE LA CERDA COYA
ANGUS DICKER
BART DU PLESSIS
GLENW DUDLEY
OSKAR DURLO
FABIO ENGEL
JAMES ENGELKING
NICHOLAS FARESE
CHARLES FORTIER
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MARINE GUEGUEN
CALLAM HUTLEY
DANIEL JAMES
SEONGGEUN JEONG
LAURA JOHANSSON SALAGEAN
JOE KARLEK
TAEYEONG KIM
EUI SUB KIM
MICHAEL LAWLOR
DENNIS LIEW
RACHEL LOH
CLAUDIO MANGANIELLO
KYLE MAXWELL
LYLE MAYES
KHAIRUL AZRI MAZLAN
WILLIAM MCNEAR
BOBBY MIJANOVIC
TIM MINGAY
JULIAN MORRIS
CORBY NEUNERT
THOMAS NG
ZAC OSBORNE
APRIL PALUGOD
DANIEL PARKINS
KAYLA PARRY
TODD PICKERING
SHANE PRIMROSE-LEW
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MATT SIVWRIGHT
ZAC SLADE
JAMES SMEATH
IAN SMITH
JAKE STACY
JACK STOCKS
JACKSON STRONG
AARON THICK
GREGG THOMAS

ROWAN TURNER
ELLIOT UNDERWOOD
COOPER WILKES
TIAGO WUERSCH

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STEPHEN BELL
NICHOLAS BLACK
STUART BROWN
JAI CARTER
CORY CASSELL
ANGUS CHAMBERS
SCOTT COLEMAN
JIM COLLINS
BRADLEY CUSATO
CRISTIAN DE LA CERDA COYA
CHASE DICKSON
GLENW DUDLEY
RACHAEL EGLINGTON
ZEA ELMES
THIAGO GIRALDI
LACHLAN STUART
GOLD
TOMMY GOLDSBY-SMITH
DANIELLE GOODWIN
ASHLINN GORMAN
MARK GRAHAM
WANGJIN HE
CAIN HENRICHSEN
KARL HERMAN
ANTHONY IVORY
DANIEL JAMIESON
GEORGINA JOHNSTON
MAXENCE JUCHLI
BEAUDEN MAHER
LUC MATHERY
FIONA MCHUGH
ALEXANDER MEAKINS
NATHANIEL MILLERICK
ROWAN MINAHAN
FABIAN MORALES
BENJAMIN MOREAU
BENJAMIN MORROW
HELEN MOUTZOURAS
ALEX MUNNS
SCOTT NICHOLSON
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CLAY POWELL
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COURTNEY RUTH
WILLIAM SAWYER
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SAM SMITH
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SHIAU TAN
AARON THICK
ANTHONY VAN DE MORTEL
FABIAN WIDMER
JACOB WILCOX
DANIEL WOOD
RAYMOND WOOLCOTT
TIAGO WUERSCH

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MICHAEL BINNIE
TOM BROCKLEY
SAMUEL BUTLER-FLEMING
CORY CASSELL
PAULINE CETIER
JOYCE CHAN
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MATT SULLIVAN
SONNY TILBURY
ZAK TILLING
TIAGO WUERSCH

CERTIFICATE 'D'

TITUS AHCIAREIU
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SEAN - LOUIS BERTRAND
DENISE BESS
ASHLEY BOLT
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JOYCE CHAN
KURT COOPER
JARED EPELSTUN
ANA GOMES
BLAKE JARVEY
ARKADY LER
SAM MASSEY
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THEO MIRAS
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LUCY SCARBOROUGH
DANIEL SENDLHOFFER
ROBSON SILVA
MITCHELL STENDT
HORACE SUNG
CAIN VELLA
TOM WEBSTER

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AGNES BELANGER

ADAM DAVIS
LANCE DEAL
SHELBY DU MOULIN
ANDREW GALT
MICK GRIBBIN
KRISTINA HICKS
STEPHEN HOARE
BEN MORETON
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ZAI PIEPER
LUKE ROGERS
MICHAEL STREET
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BEN WHYTE

CERTIFICATE 'F'

DAVID MCEVOY
PETRUS VAN TONDER

STAR CREST

TITUS AHCIAREIU
CHLOE BAUER
DENISE BESS
MICHAEL BINNIE
JAKE BLACKBURN
CORY CASSELL
PAULINE CETIER
KURT COOPER
COSTA COSTA
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ADAM DHUE
ROBERTO ESSWEIN
JAMES GENTLE
ALEX HANKA
TO MIC KLIZNIAK
JAMES LONGWORTH
MICHELLE LU
ASH VAN HAGEN

CANOPY CREST

DISPLAY GENERAL

DENISE BESS
DAN CARTER
PAULINE CETIER
PEDRO CHAN
PAUL EAMUS
JARED EPELSTUN
ANDREW GALT
SEBASTIAN HAM
STEPHEN HOARE
ROWAN KENNETT
MARTIN LEE
ANNA MUELLER
ALEX NAQVI
DAVID RICHARDSON
WILL ROSNER
LUCY SCARBOROUGH
ALEX STUART
ZAK TILLING
LUKIM WONG

DISPLAY PRO

AGNES BELANGER
TIARNE EASLEY
JAMES FISHER
ALEX GALLAGHER
JACKSON HUNTLEY
ZAI PIEPER

PACKER 'B'

CORY CASSELL
TIARNE EASLEY
TY FELS
BEN GINGOLD
SAMMIE GRAHAM
JOHN HAMILTON
STEPHEN HOARE
DANIEL JAMIESON
FIONA MCHUGH
HUGH MILCICH
ALEX NAQVI
SCOTT OLDHAM
CHRISTIAN PERIC
SEAN POWER
LUCINDA RANDALL
LUCY SCARBOROUGH
JACK STOCKS

PACKER 'A'

LUFA DE ARRUDA
CIPRIAN GHERASIM
SAMUEL INACIO
JARROD MATTHEWS
ALEX PEREIRA

FREELY CREST HEAD UP

ASHLEY BOLT
LINDSEY BONIFACE
NICOLE BROWN
CLOE CASTLE
KURT COOPER
BLAKE DICKSON
SHELBY DU MOULIN
TIARNE EASLEY
JARED EPELSTUN
CAUE FERRO MARCONATO
DE SOUZA VAZ
JUSTIN FRAME
BROOKE FRAME
TOMMY GOLDSBY-SMITH
BEAU GORA
BRENDAN GREEN
JOHN HAMILTON
ALEX HANKA
RAPHAEL HECHT
MATTHEW HILLS
ANDREW KOLEV
AMANDA LAVIS
ARKADY LER
MARK LUCCHIARI
MICHAEL MCCLANE
ANGELA MULCAHY

KIRAN NARANG
CHARMAINE NIELSEN
CONNOR O'NEILE
TOBY REED
ZAC RIVETT
KRIS SIECZKOWSKI
CHRISTINE SPARROW

FREELY CREST HEAD DOWN

NICOLE BROWN
BROOKE FRAME
JUSTIN FRAME
BRENDAN GREEN

FREELY COACH

TIM GOLDSBY-SMITH
BELLA SMART

CERTIFICATE 'B' COACH

KURT COOPER
TIM GOLDSBY-SMITH
JOHN HAMILTON
CHIHUN OH
ROBIN SPEDDING

CRW COACH

BRENDAN BUELL

CANOPY COACH

ROBIN SPEDDING

INSTRUCTOR

MITCH DRUCE
ANTHONY FALCONER
SAM GREENWOOD
ANGELA HIESLER
STEPHEN HOARE
AMY JAMIESON
HIN KONG
BRYN MOLONEY
ALEX NAQVI
TASSIO PORTO
JONO RIDE
DANIEL STUTLEY

ENDORSEMENT AFF

MITCH DRUCE
ANTHONY FALCONER
CAUE FERRO MARCONATO
DE SOUZA VAZ
HIN KONG
LISA MILLER
ALEXANDRE OHNO DA CRUZ
TASSIO PORTO
JONO RIDE
DANIEL STUTLEY

ENDORSEMENT TANDEM

JAMES FISHER
SAM GREENWOOD
STEPHEN HOARE
AMY JAMIESON
BRYN MOLONEY
ALEX NAQVI
MATT TEAGER

ENDORSEMENT DZSO

JARROD BUGDEN
WARD CLEMENTS
MATT TEAGER

ENDORSEMENT COURSE TRAINER

JARROD BUGDEN
MATT TEAGER

JUMP PILOT AUTHORISATION

JAHANGIR AHMED
LACHLAN DENNIS
ZACHARY FALACH
ANDREW GELLERT
RHYS HERBERT
KYNAN LOWRY
ALLA MOUBAYED
NICK QUIRKE
JACK WHALING-LAURENS

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

AFF, Tandem and Licence holders.
Temporary Chief Instructor: Rob McMillan
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: Cessna 185

SKYDIVE AUSTRALIA NEWCASTLE (SBN)

Tandem only.
Chief Instructor: Bill Tuddenham
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Email: info@skydive.com.au
Web: skydive.com.au/newcastle
Drop Zone Location: Lake Macquarie Airport
Aircraft: Cessna 206, Cessna Caravan 208

SKYDIVE BYRON BAY (BYRON)

AFF, Tandem and Licence holders.
Chief Instructor: Joe Stein
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634. Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/byron-bay
Drop Zone Location: Tyagarah Airfield
Aircraft: Cessna Caravan 208

SKYDIVE CENTRAL COAST (SCC)

Non-training organisation
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634. Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/central-coast
Drop Zone Location: Warnervale Airport

SKYDIVE HUNTER VALLEY (GOFAST)

Tandem only. Chief Instructor: Byron (Paul) Smith
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634. Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/hunter-valley
Drop Zone Location: Whittingham Airfield
Aircraft: Cessna Caravan 208, Cessna 206, Cessna 182

SKYDIVE OZ (PAUL)

AFF, Tandem and Licence holders.
Chief Instructor: Paul (Poo) Smith
PO Box 925, Moruya, NSW 2537
Club Ph 1300 185 180.
Email: fun@skydiveoz.com.au
Web: skydiveoz.com.au
Drop Zone Location: Moruya Airfield, Moruya Beach and
Trangie NSW
Aircraft: Cessna 206, Cessna 208, DHC-2/A1

SKYDIVE PORT MACQUARIE (COAST)

AFF, Tandem and Licence holders.
Chief Instructor: Tony Maurer
23 Bluewater Close, Wauchope, NSW 2446
Club Ph 0428 471 227.
Email: ind18@icloud.com
Drop Zone Location: Port Macquarie Airport
Aircraft: Cessna 182

SKYDIVE SYDNEY-WOLLONGONG (SBS)

Tandem only.
Chief Instructor: Joe Hallin
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Email: info@skydive.com.au
Web: skydive.com.au/sydney-wollongong
Zone Location: Stuart Park, North Wollongong
Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

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

SYDNEY SKYDIVERS (SYD)

AFF, Tandem and Licence holders.
Chief Instructor: Cindi Hemmila
PO Box 226, Milperra, NSW 2214
Club Ph: 02 9791 9155. DZ Ph: 02 4630 9265.
Email: support@sydneydivers.com.au
Web: sydneydivers.com.au
Drop Zone Location: Picton
Aircraft: PAC 750 XL, Cessna 208, DHC-2/A1 Beaver

SYDNEY PARACHUTE & SKYDIVING CENTRE (WILT)

Non-training organisation
Email: hihilly@optusnet.com.au
Drop Zone Location: Wilton Airport, Picton

VICTORIA / TASMANIA

AUSTRALIAN SKYDIVE - TORQUAY (TORQ)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Ralph Hamilton-Pregrave
PO Box 839, Torquay, Vic 3228
Club Ph: 1800 557 101. DZ Ph: 0402 467 253.
Email: info@australianskydive.com.au
Web: australianskydive.com.au
Drop Zone Location: Tiger Moth World Torquay
Aircraft: Cessnas 182, 206 and Caravan 208

COMMANDO SKYDIVERS INCORPORATED (CDO)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Craig Trimble
Club Ph: 1300 555 956.
Email: info@commandoskydivers.com.au
Web: commandoskydivers.com.au
Drop Zone Location: Latrobe Regional Airport
and Phillip Island Airport
Aircraft: GAB TC 320 Airvan

RELWORKERS UNLIMITED INCORPORATED (WORK)

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

SKYDIVE GREAT OCEAN ROAD (GOROAD)

AFF, Tandem and Licence holders.
Chief Instructor: Mike Tibbitts
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634. Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/great-ocean-road
Drop Zone Location: Barwon Heads Airfield
Aircraft: Cessna 206, Cessna 182, 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 (CROSS)

AFF, Tandem and Licence holders.
Chief Instructor: Don Cross
PO Box 311, Nagambie, Vic 3608
Club Ph: 03 5794 1466.
Email: jump@skydivenagambie.com
Web: skydivenagambie.com
Drop Zone Location: Nagambie-Wirrate
Aircraft: Cessna Super Caravan 208, Cessna 182

SKYDIVE SOUTH EAST MELBOURNE (SSEM)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Chippe Lindberg
PO Box 486, Yulara, NT 0872
Club Ph: 0450 337 951.
Email: skydivemelbourne@gmail.com
Web: skydivesemelbourne.com.au/
Drop Zone Location: Tooradin Airfield
Aircraft: Cessna 206

SKYDIVE YARRA VALLEY (VPC)

Tandem only. Chief Instructor: Steve Smedley
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634. Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/yarra-valley
Drop Zone Location: Lilydale Airport
Aircraft: Cessna Caravan 208, Cessna 182,
PAC 750 XL

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

AFF, Tandem and Licence holders.
Chief Instructor: Allan Gray
PO Box 1014, Golden Grove, SA 5125
Club Ph: 08 8261 4161. DZ Ph: 08 8520 2660.
Email: info@adelaideskdiving.com.au

Web: adelaideskdiving.com.au
Drop Zone Location: Lower Light, Rowland Flat and
Clare Valley Aerodrome
Aircraft: Cessna 182, Cessna 206

COASTAL SKYDIVE SA (COOL)

Tandem and Licence holders.
Chief Instructor: Mark Gazley
PO Box 333, Glenelg, SA 5045
Club Ph: 0448 148 490.
Email: jump@coastalskydive.com.au
Web: coastalskydive.com.au
Drop Zone Location: Goolwa Airfield, Aldinga
Airfield and Semaphore Beach
Aircraft: PAC Fletcher FU-24-950

SA SKYDIVING OPS (SASD)

AFF, Tandem and Licence holders.
Chief Instructor: Greg Smith
PO Box 1595, Murray Bridge, SA 5253
Club/DZ Ph: 08 8272 7888.
Email: admin@saskydiving.com.au
Web: saskydiving.com.au
Drop Zone Location: Langhorne Creek Airfield
Aircraft: 2x Cessna 206

SKYDIVE THE SOUTHERN VINES (VINE)

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

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC (SOUTH)

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

WESTERN AUSTRALIA

GERONIMO ROTTNEST (GEROT)

Tandem only.
Chief Instructor: Glenn Stutt
PO Box 1478, Busselton, WA 6280
Club Ph: 1300 449 669. DZ Ph: 0424 174 197.
Email: rotnest@skydivegeronimo.com.au
Web: skydivegeronimo.com.au
Drop Zone Location: Rottnest Island Airport
and beaches
Aircraft: Cessna 182, GA-8 Airvan

HILLMAN FARM SKYDIVERS INC. (HILL)

Non-training organisation. Licence holders
PO Box 39, DARKAN WA 6392
Club Ph: 0438 555 037.
Email: hkcampbell246@gmail.com
Drop Zone Location: Hillman Farm Airstrip

KAMBALDA SKYSPOrts (KAMBA)

Non-training organisation. Licence holders
PO Box 79, Kambalda West, WA 6444
Club/DZ Ph: 0419 853 193.
Email: murtaghm@bigpond.net.au
Drop Zone Location: Kambalda Airstrip
Aircraft: Cessna 182

SKYDIVE AUSTRALIA WA (EXPR)

AFF, Tandem and Licence holders.
Chief Instructor: Leo Magno
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634. Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/york
Drop Zone Location: York, Langley Park East
Perth and Rockingham
Aircraft: Cessna 206, PAC 750 XL

SKYDIVE JURIE BAY (PPNW)

AFF, Tandem and Licence holders.
Chief Instructor: Pete Lonnon
PO Box 810, Jurien Bay, WA 6516
Club Ph: 08 9652 1320.
Email: jump@skydivejurienbay.com
Web: skydivejurienbay.com
Drop Zone Location: Jurien Bay beaches
and airport
Aircraft: Cessnas 182, 206 and Caravan 208

