

Australian

skydiver

magazine



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ASM AUSTRALIAN SKYDIVER MAGAZINE
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION





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FEATURES



CP WORLD CUP



ASIANA CHAMPS



SA STATE CHAMPS



NUDE RECORD TRAINING CAMP

EDITORIAL

The Front Cover photo not only looks fantastic, it also comes with a good story behind it. Photographer Mark Norman explains, "In an effort to offer an immersive experience to our customers we are putting together Virtual Reality videos using the latest 360 degree cameras. The videos are for VR headsets that you put on and can go Freeflying, a Tandem, Wingsuiting over the Palm, a 10-Way Speed Star and if you like, a Wingsuit formation through the buildings of the Marina. As you move your head you see the whole view. It is very cool."

Since I've been going through the somewhat late learning curve of climate change and the implications to our future, I've been feeling very overwhelmed and pessimistic, so it's brilliant to see that Skydive Empuriabrava is taking responsibility for its carbon emissions, see page 43. (Wearing my rose-coloured glasses), wouldn't it be great if the APF, Aussie drop zone operators and jumpers could combine efforts and follow their initiative...

Next issue is NUMBER 100, marking the 20th ANNIVERSARY of ASM. See page 68 for ideas on how you can get your mug in this special mag.



Susie EDITOR
Susie McLachlan

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FRONT COVER



Aussie Matt Munting flying through the buildings of the Dubai Marina after a Hop'n'Pop from 5,000ft, using his BASE rig to open safely at the lower altitude required to get the perspective wanted for the new Virtual Reality experience.

Photographer:
Mark Norman

BACK COVER



Smiles all round as old friends and new get together over Barwon Heads for Nigel Brennan's 40th Sky Birthday.

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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

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

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

Pursuant to my contract with the APF in relation to the publication of Australian Skydiver Magazine, I am required to make a general statement about the nature of any pecuniary interest that I have in a particular brand of parachuting equipment, service or event being promoted in ASM. I am a Director of 'Boogoolawah 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.

【 Next Deadlines 】

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FROM THE APF CHAIR

Skydivers just want to go jump. They don't want to ask permission from some Government Department – or need to know the legal basis that permits skydiving to take place. As skydivers we take for granted our right to share the sky with commercial, military and private aircraft, helicopters, and balloons. We leave that permission stuff to the APF Board and Management to look after.

For many, many years now, APF Members have been legally entitled to skydive based on one relatively small and seemingly insignificant regulation. Civil Aviation Regulation 152 says in essence: except with the permission of CASA, a person may not undertake a parachute descent. So APF has been operating under what might be described as a concessional or exemption basis for most of its history. CASA could withdraw its approval to skydive with the stroke of a pen – unlikely but always possible.

That has now changed although very few Members would know except, of course, the APF Board and Management whose job it is to look after such things for Members.

CASR Part 149 was introduced into law last year to provide a legal basis for CASA to approve Aviation Self Administration Organisations (ASAOs). APF has applied for and should soon be recognised as an ASAO to administer and regulate sport and recreational parachuting. That will see APF approved by CASA as a member-owned not-for-profit company that has an appropriate governance model, with management systems for licensing, safety & training, with procedures for dealing with misconduct, an audit and surveillance program, and sufficient suitably qualified personnel to provide administrative and regulatory oversight of sport parachuting operations in Australia.

Another key regulation was signed into law in December 2019. CASR Part 105 – Parachuting from aircraft was put in place after being a work-in-progress since 1998. And yes, your APF Board and Management has been working with CASA on this since the very beginning.

Part 105 makes skydiving a *legitimate aviation activity* provided three essential criteria are met: 1) APF must adequately protect its participants and in particular tandem parachutists and students, 2) APF Members must not endanger other airspace users and, 3) APF Members must not endanger persons and property on the ground.

Part 105 covers aircraft operations including pilot qualifications, who can be carried in the jump aircraft, loading of aircraft, parachutist restraints, clearing the airspace before a drop takes place, giving permission to jump, meteorological conditions for jumping, dropping of articles from aircraft, parachute airworthiness and parachute maintenance and defect reporting. In other words, the *aviation-specific* matters of parachuting operations.

Becoming a CASA-approved ASAO carries certain obligations and responsibilities. APF will need to ask CASA permission to make changes to our documents that cover any of the above 105 *aviation-specific* requirements. Everything else is for the APF to decide how it goes about its business and what regulations, procedures and advisory material it puts in place. No longer will APF be operating under an exemption or concessional basis. A milestone worth celebrating.

Dave Smith





SAFETY & TRAINING

So another year has started. No doubt it will be full of new and exciting opportunities for fun and growth, but with even less doubt it will present new challenges. From a safety point of view, we had two great years in 2018 and 2019 with no fatalities. However, there were some serious injuries, close calls and some other concerning incidents.

It appears on some level that people are reluctant to learn, as the same mistakes are being made and lessons already learnt are not being applied. Sometimes there is a reluctance to change, to see things from a different perspective. A small change, a little more effort, a little more work, one more set of eyes, is sometimes all it takes to stop a catastrophe or save a life, or prevent an incident or injury.

"The way we have always done things" does not always remain appropriate. Over time people's (as with society in general) attitudes, perceptions, habits, and view of responsibility, accountability and consequence change. We have to take this into account and adapt accordingly.

Some of our biggest challenges remain combatting complacency and a "she'll be right" attitude, and changing the attitude of "someone else is responsible".

Looking forward to working with all instructors and jumpers for another fun-filled, safe year.

Charl Rootman



COACHING

The World Championships in Russia is looming and with that comes lots of preparation by the Australian Parachute Team athletes. Having spent some time collecting training plans and goals from everyone it is very encouraging to see a shift towards better 'self-care' both physically and mentally. There is even a rumour of some VFS flyers going vegan! For different results we need to do things differently and if we (Skydiving) are going to reach the dizzying heights of success and be comparable to the major sports then doing our best to look after ourselves in the complete and holistic sense is vital.

After many years of working with athletes from all levels one of the biggest threats to athletes is themselves and being in their heads too much. Tools to cope with a

less than perceived desirable result seem to be one of the biggest needs. It's easy to be cheerful when it is all going our way, but being able to continue with the same enthusiasm and belief after a bung round is where the real athletes shine.

And if everyone who wants to be sponsored can stop putting their hands out and instead seeing it from the perspective of 'How do I be the best ambassador for company brand X' then you may find more comes to you and stays with you.

Ronnie Perry



COMPETITION

Hello skydivers,

I'm very excited to have been appointed National Competitions Officer. I was barely a year into skydiving when I fell into competition and judging at the 2013 Nationals, but have been enamoured by it ever since. From the wonderful variety of events in Australia, to the lofty heights of world cups and championships, I'm convinced that competition defines and celebrates our sport and that which is best about it: people.

Competitors are an awesome bunch, and the APF has a great team in place as we pursue our strategic direction. I'm proud to be part of it.

Of course, we stand on the shoulders of giants - a huge thank you to Craig Bennett, who has owned this role for the past 6 years.

2020 is a good year to be in competition! It's only just begun and already the Nationals are just around the corner. I'll see you there.

Cole Ruthenberg





APF direction



The IPC has re-branded to ISC – “International Skydiving Commission” to acknowledge that Indoor Skydiving (IS) is one of our disciplines. It has a new logo too that shows a tunnel flyer.

That was one of the many topics confirmed at the January meeting in Moscow attended by myself as Delegate, Mark “Stretch” Szulmayer as Alternate Delegate and Ray Williams as Observer.

Each of the Discipline Committees presented its annual reports and suggested changes to its rules. In 2020 these were minor tweaks because of the concurrent World Championships being run at the Mondial in Siberia in August 2020. There were minor tweaks in Accuracy, Canopy Piloting, Formation Skydiving, Artistic Events, CF, Speed, Wingsuit and Indoor.

As these rules become official on 1 March 2020, which gives time for the scoring system providers to build them into their software during February, we will endeavour to incorporate as many of these as possible in our upcoming Nationals, without unduly penalising our teams who may have trained differently. As Chief Judge of our Nagambie Nationals, I promise we will consult with the teams beforehand whether they want us to use the old or new rules, especially where they may have trained under a different regime.

- **Accuracy** has supported allowing a camera at the disc to support the sometimes erroneous views of the Judges. The type of camera was left open. The next First Category Events are the Mondial in Kemerovo, Siberia in 2020, Czech Republic in 2021 and Belarus in 2022.
- **Canopy Piloting** has introduced the opportunity for a competitor to make a “challenge”, again moving the Judges into the 21st century using electronic surveillance methods as a back up to the Judges, as in so many other sports. For us in Oz, it means we may need to cover every gate with video cameras. Let’s see the FAI rules when they are issued on 1 March.

The CP Committee also proposed to keep CP Freestyle separated from Classic CP events, to encourage its growth as a new discipline. One more Judge was added to the panel to make eight total. The next CP FCEs are in Tanay, Siberia in 2020, the World Games, Alabama, USA, (invitation only and different rules) in 2021, and no Bids for 2021 or 2022 at this time: we are hoping for bids from France and Eloy respectively.

- In **Formation Skydiving**, judging VFS is still problematic with the “approximately vertical” torso being too subjective a rule, (we all remember Chicago with some pain), so the Committee has issued a diagram showing

an Hourglass indicating that “vertical” must be within a 20 degree swing off the vertical line. Hmm. Where are our Style Judges now we need them again? Also, “grip-flip” transitions are now prevented; the orientation must change before an assist grip is taken between sub-groups. Block 1 in VFS has a new picture, clearly showing the Stairstep grip is required.

Also in FS, the exit height for 4-Way is raised to 10,500’ AGL (was 10,000), while Random M, the Meeker, is more clearly depicted. BigWay rules are clearer and the 8-Way event has been added for 16 foot tunnels. Our next FS events are Tanay, Siberia in 2020, (Indoor is in Belgium), Norway in 2021 (Indoor is in Slovakia), and Eloy, USA, in 2022, (Indoor in Poland).

- In **Artistics**, the working time has changed for Compulsory Routines, while “Difficulty” is renamed to “Technical” and Presentation is now only 10%, not 20%, of the total Compulsory score. A Budget was granted to create animations of the Compulsory pool. The FCEs are the same as for FS above.
- In **Canopy Formation**, the Committee has proposed to no longer support World Cups. Therefore, the FCEs will be only every second year. Currently approved are Tanay in 2020 and Belarus, with Accuracy, in 2022. Additionally, the 4-Way Sequential event will probably be phased out after the Mondial. Only three NACs look like fielding teams for this event in Tanay which is not enough to run an FCE.

Large Formations and Large Sequential in both FS and CF disciplines are generating a lot of interest. I had some midnight chats with our Australian CF participants to learn which mode they preferred – full break or partial break – but in the end the Committee allowed both sets of rules to prevail for CF Large formations.

- For **Speed**, the SMD must now be mounted only on the helmet and the idea to reintroduce a throwaway round was discussed and dismissed. No Diplomas will be issued any more in this or any other discipline including Wingsuit.
- In **Wingsuit**, the competition window is lowered to reduce the effect of off-landings, while all competitors asked for scores not to be published until a task was completed to not give away any competitive advantage.

These are the random highlights of the rule changes and do not reflect the complete picture. Only the FAI rules from 1 March contain the final content. I have copies only of the proposed changes, but not the actual Committee wordings, so will try to help where I can. All Event Judges for our Nationals have been sent these proposals.

The Russian Parachute Federation ran a terrific Plenary Meeting, the best-ever we agreed. If this is a sign of what Tanay and Kemerovo will offer in Siberia, then we are in for a treat.

On the last day, bids for events were presented and voted, and a new Bureau was elected. Gill Rayner was re-elected by acclamation, and also Elisabet Mikaelsson as 1st Vice President. Our new Vice Presidents are Aliya Ananina from the Russian Federation, and Rina Gallo from Canada. The new Recording Secretary is Alix Hubbard from USA, replacing Susan Dixon who had previously resigned, and sadly for those of us who loved her, passed away on 28 January after fighting cancer for five years. She lived to find out who the new Bureau would be.

I am delighted to be re-elected, by acclamation, for Finance Secretary of the ISC and will endeavour to keep costs down while not impinging on sport development. Our Sanction Fee must rise however, to €140 in 2023, to cover increasing costs. I am leading a Working Group to review the costs and numbers of Jury Members with a view to copying other Commissions in this regard. I was also elected to the Statutes Working Group at the FAI General Conference in December, to help re-write the Constitution and rules of the FAI as a whole. Given its troubled financial status and undemocratic view of the sporting commissions, this work will be a challenge.

Finally, on the Judging front, we look forward to the Nationals in Nagambie and the CP Nationals in Auckland with Cole Ruthenberg as Chief Judge. We have assembled the best team of Judges available for each event, and I look forward to competitors, fun or serious, enjoying our professional work.

Now I am back in Australia, I am keen to train new Judges in our wonderful disciplines, so please show me your interest and I will run a course in your State if we have enough interest.

Safe flying everyone, and let's enjoy some great competitions, records and events this year.

Gail Bradley



SPORT DEVELOPMENT FEB 2020

Respect yourself
Respect each other
Respect the drop zone

Why do we jump out of perfectly good airplanes?

Is it for the adrenalin buzz?

Is it to escape from the 9 to 5 grind, or the 'real' world?

Have we found that place where we belong? People we can really relate to, who feel like family?

Or does it go much deeper?

Mental health is a big concern in the 'real' world, and it's also in our skydiving world. From mild anxiety to severe depression – many of us are affected. We're told on our First Jump Course

there is no such thing as a stupid question – yet quite often we are treated like it is – or are we just overthinking it?

Respect yourself – find someone to talk to, if you don't have a mentor on the drop zone then each State Council has a grievance officer you can contact for support. There is no such thing as a stupid question – what you are feeling is real to you, so don't be afraid to talk about it.

Respect each other – treat others as you would want to be treated. You might be able to joke with one person and that may actually offend somebody else, so have a think about what you are saying before speaking. Remember the question you are answering isn't stupid! You may have asked the same question in the past and now have the answer to help others.

Respect the drop zone – the drop zone is a community. It should be supportive and nurturing. What we are doing could be dangerous if we don't respect the infrastructure, equipment, or each other.

Skydiving goes beyond the act of jumping out of planes. We are a community of like-minded people who have a passion for life. When the weather is good and we're jumping, life can't be better! But when the weather changes and we're kept on the ground some of us go a little crazy. We no longer get that hit and search for it elsewhere. Rock climbing, surfing, BASE jumping, paragliding – all great hobbies, but they rely on the weather too.

We need balance from the high – yoga, martial arts, slack lining, meditation – these can all be practiced on the DZ once you learn the basics. These skills will give you better body and mind awareness that can benefit you in skydiving and in everyday life.

Some of the best times I've had on the drop zone have been on the ground connecting with friends. Learning new skills about the sport, or sharing them with new jumpers. We often take for granted the good weather and all the fun we have in the air. The time we spend on the ground is just as important and just as valuable. We live in a world where time is sold as a limited resource – a commodity – it's your choice what you choose to invest it in. Connecting with friends, understanding the equipment on your back that saves your life on every jump, learning things you don't yet know about the sport – or sharing this knowledge with those who don't. There's plenty of fun to be had on the drop zone, don't be in a rush to leave and get a 'hit' elsewhere just because the weather is bad – you could get a good hit right where you are, you just need to put it out there!

Ho'oponopono is a Hawaiian saying meaning 'doubly right' or being right with both self and others.

Jules McConnel



2020
CONFERENCE



**60TH DIAMOND ANNIVERSARY
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MERCURE BRISBANE 12-14 MAY



10TH FAI WORLD CUP OF CANOPY PILOTING SOUTH AFRICA 2019

Photos by Riaan Bergh

Selwyn Johnson - Team Manager

What an amazing competition. Pretoria Skydiving Club has done an amazing job at hosting the World Cup for Canopy Piloting 2019. It's an awesome drop zone with an amazing pond and first-class facilities.

We had 12 members to the team with myself as the team manager. The Australian contingency started arriving on November 8 and training commenced on November 9 by a few of our team members and later proved to be a successful idea to arrive early. With the drop zone at 4,000ft above MSL the conditions changed quickly and made for very tricky conditions to train in. Winds shifted from headwind to tailwind in a matter of 20 minutes. True to form, this continued throughout the competition dates which made for interesting setups.

Some early sight seeing on days off were in order, with South Africa offering up beautiful sunny days, with strong uppers and clear skies, not conducive to jumping but awesome for animal viewing.

We had a few little challenges with one of our competitors getting injured a few days before competition, some cutaways early in training which had us swapping out some rigs and parts to keep the training going.

All the boys had heaps of good runs before competition and were settled for the tournament. Early weather conditions for the competition were challenging and for the first time that I'm aware of in CP, a competition round was stopped with only a third of the field finishing their round, and then switching to another discipline to carry on with the competition.

The weather played along for the remainder of the competition, with favourable winds for the different disciplines. This played into the hands of the competitors, as numerous Speed and Distance records were recorded. A special mention to Leigh McCormack for going below the elusive two second mark and setting a new Oceanic Record of 1.978 seconds in Speed, and to Keven Walters for being the top Australian overall!

Many of our team were new to the world stage and a marvellous job was done by them, and a superb job by the older, more experienced fellas for sharing their knowledge of competition and keeping everyone safe. It was an honour and privilege to be part of this team and I can say that they kept the Australian flag flying high in skydiving once again on the world stage. Well done APF and CP team!



10TH FAI WORLD CUP OF CANOPY PILOTING SOUTH AFRICA 2019



Kev Walters

This was my ninth or tenth year competing and it was an amazing event with some amazing runs seen. There were a lot of personal bests had by many which was great to see, especially a lot of the Aussies getting PBs. Love ya work lads. Big shout out to Macca! The elevation was interesting to fly in with my eyes wide open coming into the course, a little fear there going on.

Pretoria drop zone is an amazing place with great hosts, thanks Sharman's for a fantastic event. Thanks Selwyn for the amazing day to the wildlife reserve, seeing many beautiful animals on the self-drive with the old boys and Simon. We did see a hippo in and out of the water too.

Big thanks for the continued support of the APF and thanks to these guys for making such great gear and equipment: Icarus, Deem Flywear, PD and Aerodyne Icon.

Simon Colmer

Nothing really prepares you for swooping Pretoria. The elevation, the constant downwind, the turbulence, the heat. That being said, what an amazing facility to swoop at! The hosts, Billy and Ange, put on an absolutely world class meet which was challenging and rewarding constantly. Their ability to keep nearly 100 Swoopers going constantly back-to-back with multiple planes was epic to see.

There is no doubt that this was the 'deep end' as other competitors called it. The pond features numerous little features like a high rising lip to get out to the Zone pit or to the Distance run. Alternatively banking a left to the Speed course, your options are to take the run or hit a tree on the right or ram into the water feature and hill on the left. It's fair to say this pond required commitment, lots of it.

Everyone on the team had to put in time to dial in the set-up points and heights of which both would change constantly during the day. This would prove to be what separated the truly experienced from the newly initiated like myself.

My training camp saw me pull up some excellent numbers between some of the devastating low moments but no matter how you prepare, comp day is coming. I believe I flew the best comp I had at the time, placing 80th in the end. But swooping is a sport of few opportunities and maximum dedication, and I'm seeing this as an opportunity to grow onward and upward.

Thanks to my amazing team and Selwyn for staying focussed and supporting together. Thanks to the APF and our various State Councils for supporting us to do what we do. Thanks to all the coaches we've tapped into along the way. The Aussie CP team is growing stronger every year and will keep making a strong impact.



Adrian



Macca



Marley Nolan-Duncan

My goal was to score every round and beat my PBs. I managed to do so and get a PB in Distance and in Speed. Not only did I learn a lot but got to hang and meet a cool bunch of humans. 2019 CP team - love yas and honoured to represent Australia and my Mob.

Big thanks and love to the APF the APF office staff who made the arrangements for us to compete.

"Why go walkabout when you can go FlyAbout"

Brad



Charly



Charly Rusconi

South Africa was just incredible, what a place for a World Cup! Being 4,000ft above sea level is perfect for trying out my new Petra, innit? What a beast of a canopy. I only got to do 25 jumps on it and over there resulting in poor results in Accuracy (lesson learnt, train to land on toggles, back to basics, AFF Level 1 haha). Other than that, super stoked to finish first Aussie in Distance with a PB of 138,5m (21st overall) and second Aussie in Speed with a PB of 2.5s (38th overall).

Stoked I got to see all my swooping mates from all around the world. It was a great battle, world records have been broken and heaps of beers have been drunk. Can't wait for Nationals and push myself more to go to Siberia in August for the Mondial.

Thanks to all the people involved at Skydive Pretoria and the judges. Thanks to the APF, SQPC, Deem Flywear and NZ Aerosports for looking after me. Thanks to my team mates and Selwyn Perry for the fun.

Charly



Adrian Seemann

This was my first international competition and it was definitely the highlight of my skydiving career so far. Skydive Pretoria is a beautiful drop zone with quite challenging conditions due to the high altitude. It was incredible to be around and to jump with the best Canopy Pilots in the world. I feel like I learnt so much, especially from all the more experienced guys on the team. The competition was such a great experience and while I wish I could have scored more consistently, I'm glad I managed to come back home healthy and I'm definitely hungry for more!

Thanks to everyone at Skydive Pretoria for putting together such a great event and the APF and SQPC for all the support!





**10TH
FAI WORLD CUP
OF CANOPY PILOTING
SOUTH AFRICA 2019**

Brad Jones

Usually the deal is you throw in all your thankyou's at the end of these things but when your goals are to just have fun at these events since I went into retirement a few years ago, it is nothing but being thankful for me.

Firstly thanks to the APF, their fantastic support of Aussie competitors has helped me travel to some amazing places to represent Australia, and South Africa was right up there on the amazing stakes. I truly appreciate the efforts you guys put in and the drive to help Aussies rock it on the world stage.

Thank you to the Sharmans and the Skydive Pretoria crew for a cool DZ to swoop at. Seeing my old mate Billy was the main reason for me to go to this comp but the DZ is awesome and I recommend adding it to your list. Also, what they did with the Facebook live stream of comp was above and beyond, and it was great to see them taking our sport forward.

Thank you to the rest of the Aussie team, it was a range of ages and experience levels but as always everyone supported, motivated and cheered each other on. I can't wait to watch you guys charging over the coming years from the comfort of my recliner. Speaking of sitting in recliners, thanks to the old guy crew amongst our team, not sure how many comps we have left in us but it's always fun swooping and hanging with you Kapow and Grigsby.

Thanks to team manger Selwyn for looking after us and the awesome Safari at Pilanesberg National Park. Thanks to being 4,000ft above sea level, cross downwind conditions and the animal that is the NZ Aerosports Petra for helping me break my PB in Speed twice, despite the fact that I'm 10kg under my preferred comp weight. Thanks to Patrick Kaye for your coaching, I learnt a lot and you helped me wring as much as possible out of my small and underloaded turn. Thank you to all the competitors, great to catch up with old friends and also make some new ones along the way. Thanks to the judges as we wouldn't have a comp without your efforts. Thanks to Ukutula Bush Lodge, Griggsy and Simon for getting to walk with bloody lions! Definitely the highlight of my trip and one of the best things I have ever done in my life. Finally thanks to you for reading this instead of just looking at cool swoop pictures.

Gerard Vejrych

Pretoria was to be my first world competition and was therefore something of an unknown for me, however the APF, Ronnie and Selwyn were very helpful in organising event registration, accommodation and related paperwork.

Skydive Pretoria is approximately 4,000' ASL and while the required increase in turn height was not huge (I increased my 630 degree turn height from 1,360ft to 1,400ft), the canopies carried a lot faster and further as could be seen in the number of records broken during the competition.

On the third day of training, I had a hard landing on completion of a Zone Accuracy run and fractured the tib and fib in my right leg (if it's good enough for Angry...). After getting some metalwork courtesy of the Montana Hospital, I spent the remainder of the competition as a spectator.

I would like to say a massive thank you to our team manager Selwyn for all the support and help he gave me in dealing with the medical process in Pretoria, and Adrian, Charly and the team who helped me while I was there. I would also like to express my gratitude to the APF for their generous support in sending us as a team to compete at Pretoria, and to Skydive Pretoria for providing an amazing venue for the 10th World Cup of Canopy Piloting.



Richo Healey

Competing in South Africa was an awe-inspiring dose of sensory overload. Between the density altitude, rapidly changing conditions and the calibre of the field we were competing with, the 10th FAI World Cup of Canopy Piloting delivered in a big way. Personally, I can walk away happy with the meet I flew, with a couple of large footnotes for places I can improve personally.

The meet got off to an auspicious start with two loads of Zone Accuracy conducted in a limits downwind, I'd be lying if I said I wasn't relieved when we switched to Distance. The rest of the meet was relatively uneventful for me, I flew relatively conservatively, taking a DR in Zone Accuracy (which, with a relatively fresh back injury I think not popping up in a stiff downwind was probably wise) and a MR in speed (which will just sting for a while). The brighter news was that I set a PB in Speed in the last round with a 2.227 shortly before being thoroughly eclipsed by Macca's blistering 1.978 - and did what all signs point to - being the first and last Walnut we'll see at a Freestyle comp for a while!

Obviously none of this would be possible without the support of my gracious sponsors, and of course the APF!

Marley



Leigh "Macca" McCormack

The training camp and comp had been an emotional rollercoaster, training was going really well and then I had two malfunctions in four days! I watched as my \$6,000 parachute flew off into the distance! Twice!! Luckily it was recovered both times and I was still able to compete!

My competition started badly, scoring two zeros in the first two rounds which set me back massively, putting me in last place, but I managed to claw my way back to a respectable 42nd place out of 87 competitors.

It was my last jump of the competition that was the highlight, managing to set a new Oceanic Record of 1.973 seconds! And narrowly missing out on setting a new World Record by 0.033 of a second! Only seven people have ever managed to score lower than two seconds, with the previous record of 2.02 seconds standing for the last five years!

Once again, stoked to be a part of such an awesome Aussie Team! Now I'm getting ready for Nationals, then the World Meet in Siberia, where I'm aiming to come home with something shiny!

Thanks to my sponsors for their support: Icarus Canopies by NZ Aerosports for the amazing canopies, Petra is a beast! UPT Vector for the most comfortable harness I've ever had! GLH Systems for all my rigging, belly bands and risers, the ultra low drag risers definitely helped me get below two! DEEM Flywear for the shorts, the DNA swoop shorts are epic! Dekunu for the innovative Dekunu One! Cookie Helmets for the Fuel helmet! Australian Parachute Federation for sending me there!

Darren Griggs



Kev



Simon Colmer



Ray



Ronnie Perry - National Coach

The live streaming was awesome and great to be able to stay in touch with the competition from Australia! Good to see some new faces in the team and we have some great new talent coming through the ranks. Looking forward to the next few years. Nice work by Macca for breaking the two second mark in Speed and thanks to Selwyn for stepping in as manager after Putz was unable to attend. A big thanks must go to the host DZ for what looked like a great event, nice work by the team there including Billy and Ange. Congratulations to Cedric Veiga Rios for his overall win. Next stop, NZ!

Richo





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Michael "Woody" Smart Photo by Karen McEvoy

2019 MILITARY SKYDIVING CHAMPIONSHIP

By Captain Holly Godwin Photos by Chris Byrnes and Marianne Phillips

Once again skydivers from all over the country attended the 2019 Military Skydiving Nationals. The MILNATS is an annual event of the Australian Parachute Federation and is growing in size every year, over 48 members of Army, RAAF and Navy attended this year. This was the second time that the Nationals have been held at Moruya and it was awesome. The facilities really make an event like this work, and a big shout out to Poo Smith and Skydive Oz for having us back again.

Despite havoc from smoke due to the fires along the south coast, the 13 teams competing in 4-Way FS, 2-Way VFS (Open and Intermediate) and Wingsuiting still did over 780 skydives combined, ensuring that everyone was kept busy over the week-long event.



Vertical Formation Skydiving (VFS) is a growing discipline within the association and there have been a few training camps run throughout the year where members have attended in order to improve for the annual competition. Brownly, who assisted with organising this year's VFS comp said that the skill level is definitely increasing. "This year, we had a few teams who decided to compete in the advanced VFS competition. It was great to see such improvement from these teams throughout the competition and the year".

This year because of the growing participation we had two VFS coaches. Kyle 'Chicko' Chick, and Jimmy Cooper came and helped out

ensuring the VFS teams had world class coaching, and Shane Onis once again did an amazing job at camera for these teams.

At the finish of each day, all competitors and staff sat down and watched the day's skydives on the event day tape. Once again the Meat Bombs, joined by the Meat Balls and the Dumb Bombs, kept us and their coaches, Riss Anderson and Craig Vaughan, entertained. The judges even joined the party this year, presenting a team with the 'Best Funnel Award' and actually gave them funnels at the medal presentation. Thanks Judges.

Back by popular demand was Wingsuit coach, Chris Byrnes, who took the teams through the Performance and Acrobatic comp. "I love coming to the MILNATS and coaching the military. It makes me a better person," said Byrnsey. Thanks Byrnsey... we love having you there too.

Once again Mr Alan 'Mossy' Moss attended as the Meet Director and did a fantastic job organising teams, loads and general day-to-day activities including the canopy seminar led by Cameron 'Putz' Jarrett who was out filming landings throughout the comp. We also had Anna Van der Vlugt, Trish Vogels and Marcus Brown helping out on camera and did a great job filming all the 4-Way FS teams.

If you are a military skydiver and interested in MILNATS or other events throughout the year please email skydiving@defence.gov.au for more information.



The **MILNATS** is an annual event of the Australian Parachute Federation and is growing in size every year, over 48 members of Army, RAAF and Navy attended this year.





19th

asiania

PARACHUTING CHAMPIONSHIPS 1st - 10th November 2019 Jingmen City, Hubei Province, China

By Mike Dyer



Keith Perrot



Graeme Windsor



Graeme Windsor

IT ALL BEGAN WITH A CONVERSATION AT RAMBLERS WITH FAYE COX ONE NIGHT WHEN SHE WAS SPEAKING OF HER LONG STINT WITH ASIANIA AND HOW IT WAS A GREAT OPPORTUNITY FOR AUSTRALIAN TEAMS TO COMPETE ON THE INTERNATIONAL STAGE, VIRTUALLY IN OUR OWN BACK YARD. AUSTRALIA IS ONE OF THE FOUNDING NATIONS OF ASIANIA AND CONTINUES TO SUPPORT THE IDEALS OF THE ORGANISATION IN BRINGING NATIONS TOGETHER IN SPORT.

The Style & Accuracy is of a high standard as most of the teams are military, and China who had three teams in the event, always have potential to win at the World Championships.

There were 14 countries represented with events in CF in 2- and 4-Way & FS in 4-Way included with the Style & Accuracy. A total of about 160 competitors and coaches were present with the majority being in the Accuracy event. The standards in the CF and FS were not at the same level across the board though the winning scores were quite respectable.

The accommodation and facilities were of a high standard with the Chinese Aerosports Federation and

the City of Jingmen ensuring a spectacle for the opening ceremony and the care of athletes during the competition.

The site facilities were excellent, being a large oval next to a commercial airport which was virtually closed down during the competition period. It is the only amphibious airport in China with two land runways and one water runway. We were surprised to see 11 Caravans parked in a row outside the hangars. Sadly, we never got the chance to leap out of them. They were all amphibious which may have had something to do with it. There were also five AN2s, a huge old radial engine biplane, which had been the workhorse aircraft for Style & Accuracy throughout the eastern block and China since the sport began.



Andy Mulholland



The aviation centre was set up to handle a lot more activity than we saw. Visitors could walk through two large passenger jets on the tarmac outside the centre, see many other old aircraft and tour displays with the history of the communist party and aviation in the country and local area. There was an indoor tunnel in the building and a tandem operation, though we didn't see a lot of activity.

The aircraft used for all disciplines was the PAC -750. Two of them handled the event with ease and the golf cart ride to the tarmac was short and easy. As the competition was all on the one site, each event had to give way to others which slowed proceedings, but when they got the PAC's going, they were able to handle it well.

Graeme Windsor led the team, scoring well on six of his eight jumps including two O's ("O" is the best score). The rest of us had mixed results but all had a good competition experience with Kras having competed in his first International Event for Australia.

He was happy to buy the drinks!

The Gold medals were shared with Oman winning the Team accuracy and Individual male accuracy, Qatar winning the CF events and the FS. Predictably, China dominated the Style event totally.

The closing ceremony was long but comfortable. A lot of medals were given out because of the two competitions held concurrently, the second one being the Chinese International Open. The banquet that night was made all the more interesting when Faye decided we had to stand up and give a rendition of Waltzing Matilda. Other countries followed and we saw some interesting performances from Poland, Russia, Thailand and our own duo of Graeme and Faye.

Overall, it was a worthwhile exercise for our team and highly recommended for any who want to get some of the experience of competing outside Australia.





There has always been a significant representation of judging staff from Australia at this event over the years. It is a great opportunity for Australian rated judges to gain valuable international experience and upcoming judges to qualify for ratings at courses run prior to the jumping starting. Ray Williams has been to many of these events and is a valued member of the judging fraternity there.

A big thank you to the APF and Richard McCooley for making it happen, for providing us entry to the event, and to Jules, Ronnie and Sarah for their on-going support and smoothing the way. Thanks also to SQPC for their continued financial support for their members to events of this nature.

There are several bids for next year's ASIANIA, one of which was presented from Qatar in detail at the ASIANIA meeting which should be an outstanding opportunity for any teams looking for competition experience. The Qatari team won the FS event with a total score of 234 points for the 10 rounds.

Results can be accessed through the ASIANIA website. Link below.

<https://asiana.org/2019/11/03/results-19th-asiana-championships-china-international-open/>
 NB. Our closest neighbour in the group is Indonesia who are planning a large event in West Papua late next year which again will be an opportunity to not only engage in the activity we all love, but also to experience local conditions and culture in our nearby neighbours.

Graeme Windsor

Home DZ Moruya, NSW. Long-time Style & Accuracy competitor, DZ owner, Tandem Master and many senior service roles in skydiving both in Australia and the international scene. Approximately 50 years in the sport.

Mike Dyer

Home DZ Toogoolawah, QLD. Long-time Style & Accuracy competitor, instructor & CI with many service roles in the APF. Nearly 50 years of skydiving.

Andy Mulholland

Home DZ, Nagambie. Occasional Accuracy competitor, long time instructor, pilot & fun jumper.

Keith Perrot

Home DZ Lower Light, SA. A long time Accuracy competitor.

Krasmir Barakov

A rigger based in Victoria, Kras was enthusiastic to make the Australian team for the first time and is keen to develop his skills in this discipline. Starting his career in 1983, Kras has more jumps (25,000) than the rest of the team combined and is an active AFF/Tandem Master with his own rigging business.

asiana



Graeme Windsor

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2019 South Australian STATE MEET LOWER LIGHT

By Joshua Haffer Photos by Jason Leverton, Zack Rosser & Ronnie Perry

THE SUNBURNT DUST OF THE ADELAIDE PLAINS HAS SETTLED ON ANOTHER ANNUAL SOUTH AUSTRALIAN SKYDIVING CHAMPIONSHIPS. THE COMPETITORS HAVE JUMPED, THE JUDGES HAVE SCORED. THE WINNERS HAVE BEEN ANNOUNCED AND THE MEDALS AWARDED. ANOTHER THREE DAYS OF SMILES, LAUGHS AND INTENSIVE JUMPING ARE IN THE BANK FOR EVERYONE WHO ATTENDED.

Skydivers began to arrive for the training day on Friday 22nd November to oil their wheels and iron out the final kinks. Kicking off at 8am, the weather was wonderfully accommodating. Australian Parachute Federation (APF) National Coach Ronnie Perry and Sports Development Manager Jules McConnel were also on hand to help competitors settle in preparation for the coming weekend. Nineteen plane loads were sent up in the Cessna 206 thanks to resident jump pilot Michel Adams and ground crew/manifest Eddie and Al.

The draw was released after jumping was done for the day, allowing jumpers to prepare for the coming weekend. After some Friday night surprise festivities including a skydiving-themed birthday cake celebrating Adelaide Skydiving's owner and Chief Instructor Allan Gray's 60th birthday (Happy Birthday Al!) it was off to bed for the budding competitors.

Day 2, Saturday 23/11/19 was the first official day of competition and started off with a 7am brief. The Fletcher 10-seater arrived thanks to Mark Gazley of Coastal Skydive at 8am sharp for 8:15 wheels up, and the first load of skydivers took to the sky to start scoring some points.

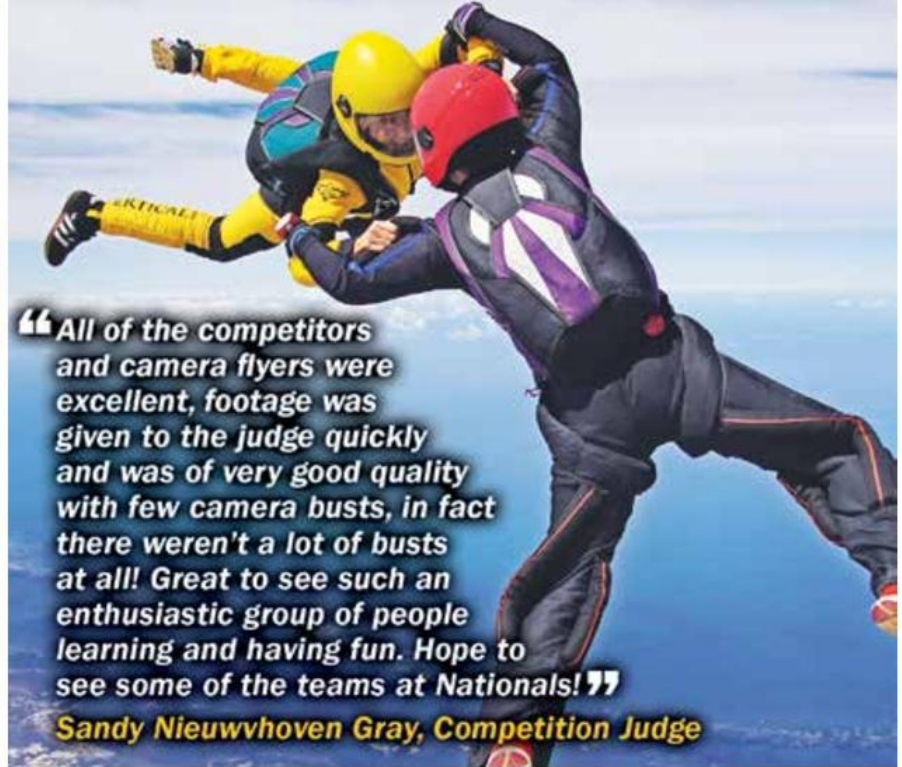
On hand with their expertise were FS coaches Riss Anderson (*"Boomerang Betties"* – Australian National FS Women's 4-Way team), Michael 'Stricko' Strickland (*"JYR8"* – Australian National FS 8-Way team & *"Kinetic"* – Australian FS 4-Way team) and Sports Accuracy coach

Zack Rosser (APF Basic Canopy Coach, 1st Place VIC State Canopy Piloting Championships and Kapow Cup Intermediate Champion). The coaches dutifully assisted jumpers throughout the weekend to get the best and most learning out of their jumps.

After some scorching and stormy conditions mid-week, the Weather Gods were kind to us come the weekend and the props kept turning on the Fletcher and the 206. By the close of Day 2 another 21 loads had been sent skyward with 143 competition slots, and the results were beginning to take shape. It was time for a breather, a beer or two for those lucky few finished with their comp jumps, and a little extra next-day preparation for everyone else.

Day 3, Sunday 24/11/19 was underway after a 7:30am meet. Judge Sandy Nieuwenhoven Gray worked tirelessly to keep score, commending the quality of the competition. She is hopeful to see a good South Australian representation at next year's Nationals, where she also is likely to be judging.

It was clear early on that Australian 2-Way Sequential CF (Canopy Formation) Champions *"Line Burns"* (Marty Letch & Tommaso Liccioli Watson with Matthew Muth on camera) were going to maintain their crown at the state level as they piled on the points. 2-Way VFS team *"Flailing in the Breeze"* (Shaun Henderson & Bria Smith with Zev Freeman on camera) also put on a dominant display on their path to victory.



“All of the competitors and camera flyers were excellent, footage was given to the judge quickly and was of very good quality with few camera busts, in fact there weren't a lot of busts at all! Great to see such an enthusiastic group of people learning and having fun. Hope to see some of the teams at Nationals!”

Sandy Nieuwvhoven Gray, Competition Judge

Other disciplines however were not so cut and dry. The 4-Way A FS, 2-Way FS and Sports Accuracy contests were extremely hot in the kitchen, all three categories going right down to the wire, with the final round determining the outcomes. Congratulations to team “Hullabalooza”, team “King Richard” and Niall Saunders for winning these respective, highly contested disciplines.

Rounding out the winners was team “Soft Docks” who went unopposed in the 4-Way FS Blast category, proving the old Steven Bradbury theory, that sometimes you've just got to be in it to win it!

A close came to Day 3 after another 19 loads took flight, and as the scores were settled the medals were presented and the champagne* was popped.

**Beer in fact, we're not actually that classy...*

Thanks again to pilots Michel (Adelaide Skydiving) and Seb (Coastal Skydive) for flying the jumpers to height load after load, Eddie for his work at ground level and Ash Van Hagen for manifesting like a demon. Big thanks as well to the APF, SASPC and SAPC for all their support and funding.

All in all 59 loads were sent up over the three days with 353 individual slots taking to the sky for what was a successful way to tail-end another great year of skydiving in SA. Until the next State Champs, bring on summer jumping!





RESULTS

4 Way FS Blast		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Average	Placing	Jump Off	
Soft Docks	Score	5	4	2	5	2	18	3.6	1		
	Busts										
4 Way FS A		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Average	Placing	Jump Off	
Hullabalooza	Score	10	6	10	10	14	50	10.0	1		
	Busts		pt 1								
B2	Score	8	6	8	7	7	36	7.2	2		
	Busts		pt 3		pt 4						
2 Way CRW		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Average	Placing	Jump Off	
Line Buns	Score	8	10	6	10	9	43	8.6	1		
	Busts				pt 7						
That's a Wrap	Score	1					1	0.2	2		
	Busts										
HU Inter		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Average	Placing	Jump Off	
Flailing in the Breeze	Score	1	5	3	2	3	14	2.8	1		
	Busts				pt 2	pt 2, 3	pt 3				
Carcus	Score	0	0	1	1		2	0.4	2		
	Busts										
2 Way Novice		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Average	Placing	Jump Off	
King Richard	Score	5	2	2	10	13	32	6.4	1		
	Busts										
Double Trouble	Score	4	3	4	2	16	29	5.8	2	8	
	Busts										
Scissor Sisters	Score	9	5	7	2	6	29	5.8	3	4	
	Busts		pt 4		pt 2, 3	pt 2, 3					
Team Tan	Score	4	2	1	2	6	15	3.0	4		
	Busts	pt 1, 4									
SNAFU	Score	0	1	1	1	0	3	0.6	5		
	Busts										
Sports Accuracy		Number of penalties	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total	Average	Placing	Jump Off
Niall Saunders			15	15	8.5	15	3	56.5		1	
Craig Hicks			15	1	15	15	15	61		2	
Thunderclap Verrall			9.5	15	8	4.5	30	67		3	
Stephen Bell	1		20	1.5	11.5	25	30	88		4	
Marty Lee			2	10	15	45	45	117		5	
Hailei Brooks	1		15	15	30	30	45	135		6	
Tim Muehlberg			15	15	15	45	45	135		6	
Sabino Noivo			15	15	30	45	45	150		8	





“ I was totally stoked to be invited along to help coach at the South Australian State Meet this year at Lower Light. And what an absolute bunch of legends I got to meet/catch up with/hang out with for the weekend. The DZ was buzzing with teams of all different experience levels and disciplines, who all smashed out their jumps with massive smiles, battling it out for the bounty of bling. I had a blast, even getting to ‘fill-in’ for a couple of teams who lost a teamie on the second day (I wasn’t complaining!). Comps were tight, there was even a jump off in the 2-Way, yah for some nail-biting scoring. It was super cool to FINALLY jump SA, and I was blown away by the camaraderie and good times had by all of the teams who competed! And a big special mention to all of the ‘young cats’ who competed for the first time... flying (and landing) like total bosses. Thanks AI, Sandy and all the crew for such a great time. Long live the SPANISH FLEA. ”

Riss Anderson, Rel Coach





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RP CS INTRO TO POND CANOPY CAMP

PICTON DZ, NOVEMBER 2019

Photos by Ronnie Perry

AFTER A FEW YEARS OF BEING AWAY FROM THE PICTON POND IT WAS GREAT TO BE BACK FOR A FIVE DAY CAMP. WORKING WITH SOME GREAT PEOPLE ALWAYS MAKES THE JOB OF COACHING VERY BEARABLE, ESPECIALLY WHEN PROGRESS IS MADE. THE PROGRESSION WAS AWESOME TO WATCH AND BE A PART OF.

Learning the set up for a landing over a pond can be quite 'trying' sometimes, but when it all comes together it is very rewarding for all involved. Any pond is a great tool for learning accuracy, set ups and also having fun with! I am very appreciative of the hospitality offered to our group from Phil and Cindi at Picton, and the trust we all received to make the right decisions when using the pond.

Big thanks to the APF for the SDF, the team at Sydney Skydivers and all the canopy enthusiasts who keep supporting these camps. More Pond camps coming soon...



Scott Oldham



Sammie



Marcus Browne

I loved Ronnie's course. Well worth the drive from Melbourne! Very indepth instruction, well-structured and kept all our ego's in check with his comedic debriefs. He encouraged us to actually use the pond on every jump, that's what it's there for I suppose "down the guts!!". I recently bought a new wing and was still a little uncomfortable doing my turns on it. I went from nervous to comfortable over the space of just a few jumps. Picton DZ and staff were so accommodating to us and had wheels off at 7am each morning! Get involved on the next one!

JUSTIN MOONEY



Joe



Chixk's CANOPY CAMP



Ebb



Cam Puttee



Benny the Ditch



Justin Mooney



Heath



Ben Gustus



Casey



What an epic few days on the Intro to Pond Camp! Lots of progression was had, practicing different sight pictures with changing conditions and wind directions. I came to the camp with the goal of bringing my 90s down to the ground consistently and wanting to get a good understanding of setting them up over the pond. I came out not only with smashing these goals but also getting a few runs down the guts of the pond and more consistency and confidence. The support and encouragement from Ronnie and Chixks on the camp was amazing! Lots of laughs and new friends were made. I'm excited about the new CP Blast category at Nationals this year, can't wait for more fun to be had on the pond!

EBB



Hugh



Shane

Laura Brosnahan



Laura Scott



Amy Jamieson



I wanted to learn how to swoop the first day I set foot on a drop zone and saw a pink Leia fly, dive out of the sky and fly across the ground; before I had even done a skydive, I knew I wanted to live and breathe Canopy Piloting. However, I had seen and heard and been told of injuries under canopy and, well, sometimes we forget the ground is always tougher than us, so I waited 400 jumps before I felt confident enough in my ability and canopy to begin to learn high performance turns. I was added by a friend to a group chat for RP Canopy School and participated in the Picton Camp in November (after suffering FOMOFOMOFOMO from the previous camp in September).

I cannot recommend Ronnie and his orange crocs enough; the atmosphere of fun and support and all the other chicks and guys I got to meet and hang out with over the four days was the same sort of energy you get at a Swoop competition, which also attracts me even more to this discipline of skydiving. I loved the drive that everyone had to learn and perform over the pond, and the hunger of getting their drag-on, and the awesome thing about it is that it wasn't so serious that there was no fun to be had.

I gained so much more confidence in bringing my 90s to the ground through Ronnie's coaching, but not so much that I was overconfident and didn't make the right decisions when the wind conditions became foul play. I reckon when I join his next camp, I'll be ready to get my toes wet and curl up into "childs pose" afterwards to calm down!

LAURA BROSNAHAN

Ben Gustus



Beau



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By Jason "Rangry" Colless



WHEN I WAS ASKED TO COMPETE IN IPOH (EPOH) MALAYSIA, IT WAS A BIT OF A BLESSING AS THE PARAGLIDING COURSE DIDN'T HAVE THE DATES I WANTED, AND I HAD BEEN IN COMMUNICATION WITH SYDNEY SKYDIVERS TO DO THE "ALL YOU CAN JUMP" PACKAGE BUT UNFORTUNATELY THE FIRES KEPT RAGING, SO I PRETENDED I WAS THE PRIME MINISTER AND WENT TO A HOLIDAY DESTINATION.

This was my third time to Malaysia, first time in Ipoh, and my first time skydiving in Malaysia so I was pretty pumped. A great thing about Malaysia is the mix of religions. Between Muslim, Christian and Hindus there's not many beverages so I knew I was saving money by not ringing the bell.

This was a Military event, celebrating 50 years of the Perak Special Forces, and they were happy to include civilians. The great thing that I have always loved about skydiving is no matter what nationality, religion or colour, at these events you're just a skydiver. Everyone is always (mostly) about having fun and it's a great atmosphere, military events included.

I was in two events, Team Rangry for Classic Accuracy which, since I was a solo competitor, was put into a mixed team (International A) and Cameraflyer for Team Korea. Team Korea was a bit of a scratch team, consisting of the famous Korean Mr Woo (Wan) and two jumpers who had recently completed their AFF in Australia, Yee (Nagambie) and Nippon (Rambler) both Malaysians, and Choi from Korea.

The drop zone was located eight mins from the police airport which was accessed by private buses and military trucks. The aircraft consisted of a Caravan and an AN chopper. The drop zone itself was a pretty tight area, with a ring of trees around the whole area and outs were few and far between. There was a great selection of local food stalls with merchandise to choose from. The military also had an excellent marquee, with a list of parachutes used currently and previously, and an array of arsenal and covert gear. It was really well represented and interesting.



Being sidelined from competition due to various niggling injuries this was my first competition since 2017 in Manado, Indonesia for Classic Accuracy. The orientation jump to start was pretty wet, with the cloud cover only making 2,700ft in pouring rain, but there was no way I was landing in the plane as it was a great chance to check out the area before the next day's competition.

There were three different events running - Classic Accuracy (93), 4-Way FS (5 teams) and the CRW 4-Way Rotations (3 teams). Competitions are always a waiting game which is a great opportunity to get to know other competitors, even with a language barrier there were plenty of laughs. It's always great to catch up with my Team Indonesian friends.

Jumping out of the Caravan made it tricky for competitors, with no usual outside handles to hold on to, just a thin metal strip made for some great leg bruising. Camera for a 4-Way team that have rarely flown together was great to watch. Watching Yee fall out of the plane on the start of a key, to the fun of pulling the 4-Way out of a chopper meant I was all smiles.

With Classic Accuracy still being one of the biggest events in skydiving (except in Australia) the crowds would gather each day. Being responsible for spotting each load for my team with a tight area and different wind conditions, and generally also being the streamer team, had its challenges but our team came through with flying colours.

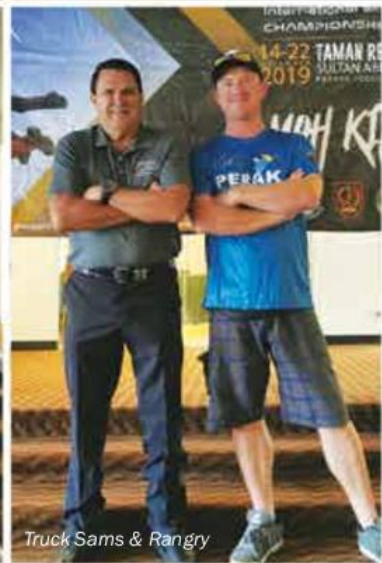
As per most international meets it's the people you meet and I was lucky enough to finally meet Laurie "Truck" Sams who I had spoken to in previous years regarding Accuracy coaching but was never able to receive mentoring firsthand. Him being over there coaching the Perak Army team (which ended up winning) was a highlight. Laurie comes from a Military background and was one of Australia's best Accuracy jumpers in the day, and currently does the Long Ride Home, which by riding thousands of kilometres around countries (as an amputee) raises awareness for mental health for soldiers. He returned to Thailand after Day 1 of comp for his next ride, but I'd send him videos of my landings and he would edit them and send them back. It was great to get that level of coaching and meet a remarkable man. Check out the Long Ride Home on Facebook.

The whole competition was a success and I was happy with my scores for being out of comp form for a while. Next year's event has been rubber stamped by the commanding officers and I would like to get a few teams once it's announced.

A massive thanks to the organisers, judges and competitors, and anyone I missed out.

If you ever get the chance to compete in these competitions just do it. Lifetime experiences.





Truck Sams & Rangry

Tan - Chief of Malaysia Police



Mr Woo & Rangry



Razak Commander 69 of Malaysia Police



Truck, Rangry, Ray & David



Team Korea & friends



Team Indonesia



MS EXPOSED

FEBRUARY 2020

NUDE

Skydiving

WORLD RECORD

TRAINING CAMP

By Ryan McStay Photos by Steve Fitchett

THIRTY YEARS AGO NEAR KATHERINE IN THE NORTHERN TERRITORY, A GROUP OF AUSTRALIAN SKYDIVERS SET WHAT IS BELIEVED TO BE THE CURRENT WORLD RECORD FOR THE MOST NAKED SKYDIVERS IN FORMATION.

HOW IT ALL BEGAN:

In late 2018, Kaitlyn Sapier from Brisbane, aged 25, was diagnosed with Multiple Sclerosis after some alarming symptoms that stumped doctors.

The diagnosis came as a huge shock to herself, her friends and family. She was featured recently in high profile social media posts by Scott Morrison, as she was fortunate to start a \$250,000 life-changing treatment in 2019.

Kaitlyn was told that if she had not been diagnosed when she was, and started treatment when she did, her risk of disability and other MS complications would have been a lot higher. It is her mission not only to raise funds for MS Australia, but to raise awareness of the symptoms that lead to proper diagnosis.

Together with her skydiving partner Ryan McStay, who has just clocked 200 jumps, they are organising a nude skydiving world record in South Queensland to help raise funds and awareness for Multiple Sclerosis.

MS EXPOSED TRAINING CAMP:

From December 19-21 2019, the first training camp took place for **MS Exposed**, an event being held in February 2020 to attempt to break this long standing world record, and at the same time raise awareness and funds for Multiple Sclerosis (MS).

For many skydivers, a nude jump is an occasional novelty experienced when a milestone is reached. On these jumps, skydivers are usually too busy giggling to seriously consider how the lack of a jumpsuit will affect their ability to fly. After doing hundreds or even thousands of jumps

in a jumpsuit, learning to fly your body without one can be like learning to fly for the first time all over again.

Ten eager skydivers started the training camp on Friday night at iFly Brisbane, where we had booked two hours in the wind tunnel to practice a series of drills and prepare for a weekend of jumping at Skydive Ramblers. We wore skin tight Lycra tops and pants to simulate being naked, as iFly were understandably hesitant to allow us to fly nude in their tunnel (both for safety reasons and to protect the eyes of the general public!)

We started out with solo drills including tums, slow fall and fast fall, as well as mimicking deployment and emergency procedures to familiarise ourselves with flying without a jumpsuit. We then moved on to 2-Way and 3-Way drills to get used to approaching and flying with others in formation.

We all started out flying like AFF students, but with each 90 second block you could see the improvements. By the end of the night everybody was feeling confident and flying as though they were wearing a jumpsuit.

The next morning we all headed out to Ramblers to translate our skills from the tunnel into the sky. It was set to be a scorcher with temperatures of 38 degrees forecast for both days. Lucky for us we wouldn't be sweating in our jumpsuits!

Ben Nordkamp from Aussie Bigways generously provided coaching on both days, with David Brown and Steve Fitch on camera throughout the weekend. Twelve jumpers were registered for the event, and a few others joined in throughout the weekend, allowing us to fill the Caravan on a few loads.

FUN FACTS ABOUT THE JUMPERS

FEMALE JUMPERS: 5

MALE JUMPERS: 10

LEAST NUMBER OF JUMPS: 75

MOST NUMBER OF JUMPS: 720

AVERAGE NUMBER OF JUMPS: 304

MILESTONES ACHIEVED OVER THE WEEKEND:

REBECCA DENGATE'S 500TH, FIONA MCHUGH'S 100TH,

RYAN MCSTAY'S 200TH



Ben provided an initial briefing, where he stressed the importance of being able to build a solid base, without which we would have no hope of eventually achieving the record. With light variable winds, the other focus needed to be on landings, as sliding in downwind butt-naked is not recommended for obvious reasons.

When the 20 minute call came, we stripped down to minimal clothing and geared up. Some opted for singlets and shorts, with others leaving little to the imagination and keeping only their undies on.

The first jump went relatively well, with almost everyone reaching the formation and flying their slots well. As the day went on, we had some issues building a solid base, and Ben experimenting with people in different slots and providing valuable tips in between jumps.

In the afternoon, it was Rebecca's 500th jump, so naturally we took the opportunity for an "undress rehearsal" and stripped down naked. Promisingly, this ended up being one of the most successful jumps of the weekend, in spite of us crying with laughter from dirt dive through to landing.

Throughout the weekend we continued to improve in many ways while also identifying areas for improvement. On some jumps the base was rotating, or jumpers were struggling to enter the formation cleanly, either rushing or reaching out to take grips. Ben's advice came back to allowing a solid base to form before any other grips were taken up, and when approaching the base to stop, breathe, plan, and then calmly execute your plan.

By the end of the weekend we had a lot of happy, tired skydivers, all much more confident and capable of flying in various states of undress. Many thanks to Ben, David and Steve for their time and expertise, as well as the Ramblers team and SQPC for assisting with funding for this event.

MS EXPOSED

The MS Exposed event and record attempt will be taking place at Skydive Ramblers on February 29 - March 1 2020. Members of the public are also invited to do a (fully clothed!) tandem throughout the event and raise funds for MS Queensland.

We will be holding additional training camps in the lead up to the MS Exposed record attempt, with dates to be announced soon. To stay up to date with the record attempt and upcoming training camps, follow '**Naked Skydiving World Record for Charity**' on Facebook. Please get in touch via this page if you're interested in getting involved!

EVEN IF NAKED SKYDIVING ISN'T YOUR CUP OF TEA, WE'D LOVE YOUR SUPPORT FOR OUR FUNDRAISING CAMPAIGN.

HEAD TO MSEXPOSED.COM AND MAKE A DONATION TO MS QUEENSLAND TO SUPPORT LIFE-SAVING MULTIPLE SCLEROSIS RESEARCH. EVERY DOLLAR COUNTS!





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2020

Dan BC's Vision on Safety

OVER THE LAST TWO YEARS SKYDIVING FATALITIES IN THE US HAVE BEEN AT RECORD LOWS. OVERALL ACROSS THE GLOBE WE'RE DOING A BETTER JOB WITH SAFETY, THANK YOU EVERYONE! BUT LOSING OR INJURING ANY OF US IS TOO MANY.

Like so many others who are regularly promoting safety it makes me (and I'm sure everyone around me) crazy when I'm constantly repeating myself with the same old safety advice. But there's really not much new to add. It's all about trying to drive the basic safety ideas we already know into our thick skulls. And as a group, we skydivers have some pretty thick skulls.

There is one idea which I haven't actually shared before that has helped me to stay safe in the air for the last 25 years of my skydiving career. I've always considered myself a "safe skydiver". But I've seen so many safe skydivers get hurt or worse far too many times. It occurred to me that there is no such thing as a safe skydiver, there is only a safe skydive. It doesn't matter how experienced and safety conscious we think we are. It only matters how safety conscious we're going to be on the jump we're making right now.

After my wife Kristi and I had kids my outlook on safety changed completely. Simply being a safe skydiver wasn't enough anymore. I was making about 1500 jumps a year at that time. Every morning when I'd leave for the dropzone I'd promise my kids that their Dad would be coming home that night. I guaranteed them I would land safely from each skydive I made and I was determined to live up to that promise. It wasn't about me. It was about taking care of their Dad and I meant it. If I didn't think I could guarantee my safety I would have stopped skydiving.

I re-examined every part of my safety preparation and discovered it was far from ideal. Though my safety plan, and a huge dose of good luck, had gotten me by for my first 10,000 jumps it was clear that there was so much more I should be doing if I was going to guarantee my family I'd land safe from every jump.

I immediately started paying much more attention to each detail of my safety procedures, processes and attitude. Before and during every jump I thought about what I had to do next to guarantee I'd land safely. This included my choice of equipment, canopy, which jumps to get on, what weather to jump in, doing gear checks and handle checks, better altitude awareness, dramatically increased freefall and canopy awareness, not just knowing my EPs but being really good at them, making the decision to cut away immediately if I wasn't 100% sure I had a good canopy, expecting everything that could go wrong to go wrong every jump, deciding where to land and the pattern to fly while still at a high altitude, sliding in or doing a PLF if I didn't think I could easily stand up the landing, making

sure the group exiting after me knows how long to wait before exiting...everything. Since then I've not only been a safe skydiver. I'm a skydiver who consciously, step by step, makes sure I land safely on every jump I make. I have to be, I made a promise.

You may wonder how I could make a promise like that when my safety may not always be under my control. It's possible someone else could take me out. Well, that is true, but in my experience I've found that 99.9% of the time by anticipating unsafe situations, having prepared for them, being on our toes and staying extra aware and extra sharp, we will have the information we need in enough time to avoid skydivers who are paying less attention and could endanger us.

I realise there are those very rare situations like running into extreme turbulence we can't see and can do nothing about, but they are few. We could also get hit by lightning. We take those kinds of risks getting out of bed every morning.

I have an idea for 2020. Let's all promise ourselves, our families and our skydiving friends that we are going to land safely on every jump. We can do this, I know we can! Think of the last jump you made. Had you chose to, don't you think before the jump you could've guaranteed you would make all the right decisions necessary to land safely? Think of all the people we know who got hurt turning too low after trying to make it back to the landing area. Had they promised themselves to land safely rather than to land close they would have walked away uninjured. It's nearly always some dumbass decision or lack of preparation and attention that injures us. Can't we promise to prepare, pay attention and not make dumbass decisions?

So here it is. I understand this is a pretty bold statement but I'm making it. I promise you that in 2020 I will land safely from every jump I make. I will not get hurt skydiving or do anything that causes another jumper to get hurt. I personally guarantee it. I'm going to make this promise one jump at a time, on every jump. I've made this promise to my family for my last 20,000 skydives and haven't broken it yet. I'm also extra motivated because after constantly writing and speaking about safety, the amount of crap I'll get from everyone if I hurt myself would be more than I can take.

Anyone care to join me? If you do please make the same promise and share this post.

Wishing you and yours a fabulous, fun, exciting, loving and safe 2020!!

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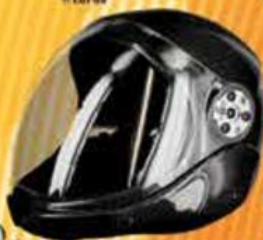
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CLIMATE CHANGE

& OUR SPORT

By the Skydive
Empuriabrava team

SKYDIVING AT SKYDIVE EMPURIABRAVA IS NOW CO2 NEUTRAL

IT IS TIME TO TALK ABOUT CLIMATE CHANGE AND OUR SPORT. SPAIN'S SKYDIVE EMPURIABRAVA REVERSES CO2 EMISSIONS BY INVESTING INTO CERTIFIED CLIMATE PROTECTION PROJECTS. THE DROP ZONE CONTRIBUTES TO CLIMATE POSITIVE PROJECTS TO NEUTRALISE EFFECTS OF AIRCRAFT EMISSIONS AND INCLUDES CO2 NEUTRAL SKYDIVES INTO THEIR CSR.

At The Land of the Sky - Skydive Empuriabrava, we love to make people fly and to offer the exceptional, unforgettable experience skydiving provides. Nevertheless, we are aware that this activity emits a considerable amount of CO2 through burning aviation fuel. Being one of Europe's biggest drop zones, we developed the aspiration to try to take on this ethical responsibility and to share the message within our sport: We also can do our bit as we love and respect our planet.

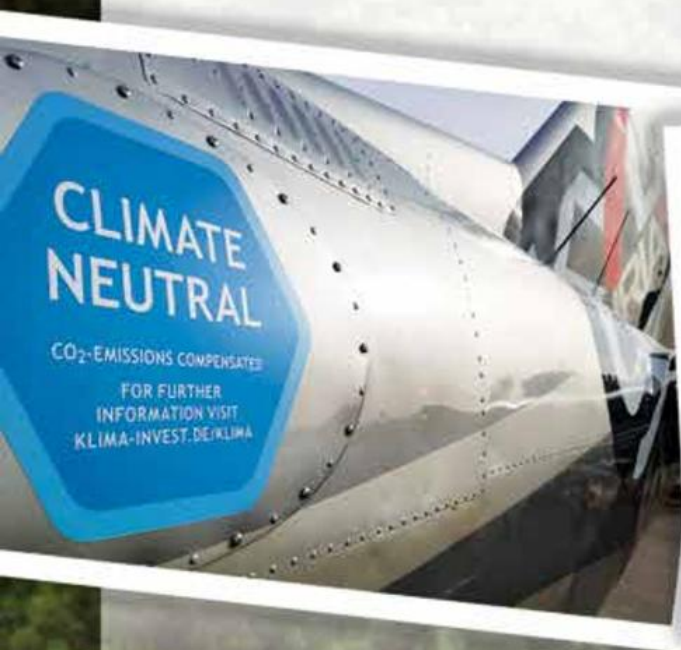
Skydive Empuriabrava emits between 870 and 1100 tons of CO2 per year due to ongoing skydiving and initiation flights activity. In addition to our existing Social Responsibility Policy, we decided to take on the commitment, offset our carbon footprint and become CO2 neutral (since 1.1.2020) on all flights meeting the international standard of Verified Carbon Standard, in cooperation with our partners Klima Invest and Care All Foundation.

HOW DOES CLIMATE NEUTRALITY WORK?

AN AIRCRAFT BURNS FUEL. HOW CAN FLYING BE CO2 NEUTRAL?

The principle of climate neutrality is based on the idea of a global balance of climate: The negative effects of CO2 and other greenhouse gases emitted through skydiving have a global impact - thus it is irrelevant where emissions are produced. Climate is global. Consequently, this results in the opportunity to compensate emission by taking measures with additional positive climate effects anywhere on the globe.

Climate neutrality can be reached as our emissions are identified and compensated with an opposite equivalent climate impact by supporting certified climate protection projects. These important projects can only be carried out with financial resources obtained from the sale of CO2 reduction rights by organisations such as our partner Klima Invest.



HOW DOES A CLIMATE PROTECTION PROJECT WORK?

KLIMA INVEST - PROJECT IN BRAZIL, BAÍA DE GUJARÁ

Forest Conservation supported by Skydive Empuriabrava

FORESTS ABSORB CO2: For hundreds of years forests have been suppliers of wood, however, they have meanwhile also become an important aspect of the climate protection debate. Deforestation is responsible for a large amount of CO2 emissions and together with other human activities, an increasing amount is being released into the atmosphere. The amount of CO2 emissions is thus exceeding the ability of forests to absorb CO2, and currently is only a quarter being compensated by vegetation. It is therefore of great importance that the existing forests are being protected.

LOCATION: Northern Brazil is one of the water-richest areas in the country, which results in unique vegetation. Uncontrolled deforestation as a result of illegal lumbering, settlement and spreading of livestock farming, threatens this special ecosystem. The forest conservation project has successfully protected 90,000 hectares of natural habitat and thus preserved the home of pumas and jaguars, night monkeys, alligators, piranhas as well as rare dolphins, that only exists in the Amazon basin.

SOCIAL BENEFIT: The project does not stop by protecting the unique habitat. It is as well providing benefits for the local population.



100 families are involved in the project and they receive expert advice regarding agriculture and forest conservation. The inhabitants learn to manage the forest sustainably by for instance using gardening areas to restore surfaces and produce seeds. Beehives and fishing areas have been created and a school has been constructed, to improve the living conditions of the local population.

DO YOU WANT MORE INFO?

If you have questions, feel free to contact us at Skydive Empuriabrava: Mr. Juli Sargatal media@thelandofthesky.eu

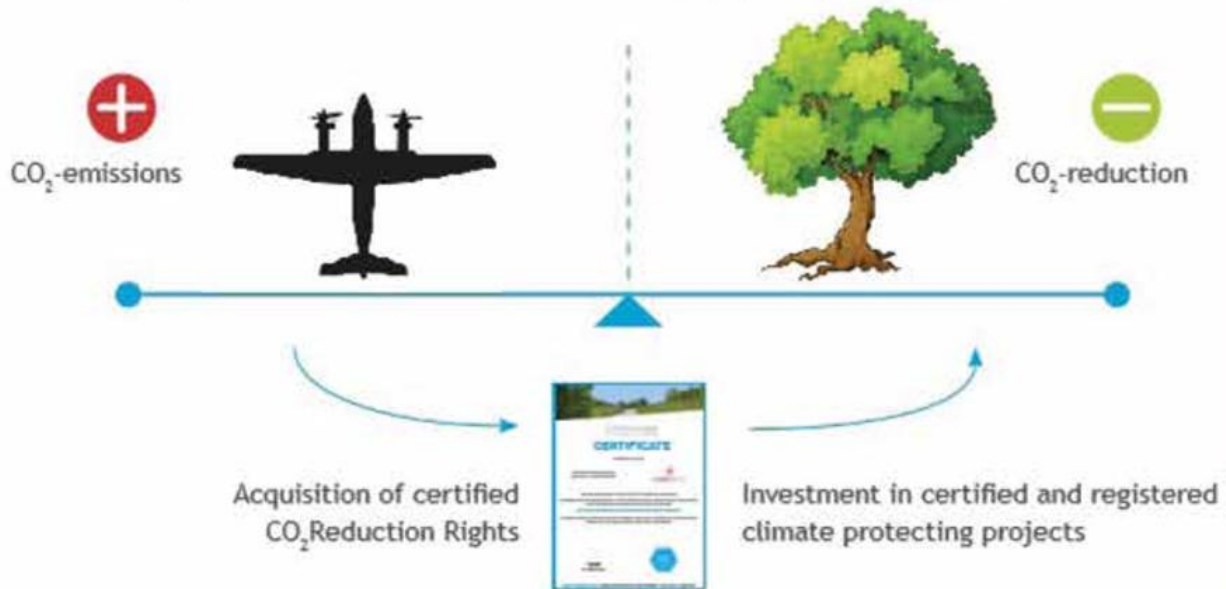
Learn more about our Partner Klima Invest (Website currently only available in German, but emails are welcome in English/German) www.klima-invest.de

Learn more about our partner Care All Foundation – www.careallfoundation.org



CLIMATE-EFFECTIVE COMPENSATION

Your CO₂ emissions will be compensated through projects protecting climate



SOCIAL RESPONSIBILITY POLICY

From July of 2015, Skydive Empuriabrava has modified the trade policy in order to increase its social approach. Since this date, for every Tandem skydive made (GOLD or PLATINIUM), the company will donate 3 Euros to charity. These two types of Tandem skydive represent approximately 70 % of the total sales of Tandem skydives.

Being one of the world's most recognised skydive centres, we developed the aspiration that our ethical responsibility shall meet our leading safety standards. And we simply love and respect nature.

Skydive Empuriabrava emits between 870 and 1100 tons of CO₂ per year due to ongoing skydiving and scenic-flights activity. We decided to take on the commitment and offset it, and become CO₂ neutral of all flights, meeting the international standard of Verified Carbon Standard (VCS), in cooperation with our partners Klima Invest and Care All Foundation.



List of donations in 2019: 20,770 EUROS

666	Euros to Fundació Astrid 21	765	Euros to Multicapacitats Girona
663	Euros to Fundació Altem	624	Euros to Unicef
888	Euros to Xarop Clown	607	Euros to Oxfam Intermón
770	Euros to Oncobike	885	Euros to Rebrotem
843	Euros to Fedaià	3000	Euros to La Marató de TV3
891	Euros to Proactiva Open Arms	969	Euros to Cruz Roja
1425	Euros to Oncotrail	964	Euros to Banc d'Aliments
882	Euros to Care All Foundation	706	Euros to Riuada Solidaria
1650	Euros to Càritas Girona	842	Euros to Fundació CorAvant
648	Euros to (652 litres of milk)	693	Euros to Fundació Creativació
	Banc d'aliments ('cap nen sense bigoti' campaign)	708	Euros to Associació Malalts Alzheimer i Afectats
681	Euros to Couriers 66		





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- »» LADIES NIGHT: 1st March
- »» FLAT SCRAMBLES EVENT: 15th March
- »» HEAD UP SCRAMBLES EVENT: 22nd March

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THE cloud spotters GUIDE TO SAFETY

By Kreisha Ballantyne All images courtesy of the BOM

This article was recently published in the latest Flight Safety Australia. Although directed at pilots and the aviation industry, this article is also relevant and informative for skydivers and should be used to increase our knowledge on clouds and the weather

How do you tell clouds apart and, more importantly, which ones are dangerous?

For pilots, clouds are more than a natural wonder – they also need to be understood.

According to the Air Traffic Safety Bureau (ATSB), 101 occurrences of Visual Flight Rules (VFR) pilots inadvertently flying into Instrument Meteorological Conditions (IMC) in Australian airspace were reported from 2009 to 2019.

In 2006 *Flight Safety Australia* published a memorable article, '178 Seconds to Live', which explored the dangers of VFR in IMC. Years later, the publication revisited the article to discover very little had changed: on average, Australian air traffic controllers are called upon every 10 days to assist a pilot in deteriorating weather.

While VFR pilots are taught to avoid – and sometimes even fear – cloud, Instrument Flight Rules (IFR) pilots, while permitted to enter cloud, can still become quickly unstuck. Certain cloud types are potentially deadly, as Lieutenant Colonel William Henry Rankin discovered in 1959. The only known person to survive a fall from the top of a cumulonimbus thunderstorm cloud, Rankin was flying an F-8 Crusader jet fighter over a cumulonimbus cloud when the engine failed. Although not wearing a pressure suit, he ejected into the -50°C air, suffering immediate frostbite. After 10 minutes, Rankin was still aloft, carried by updrafts and getting hit by hailstones. When conditions calmed, he descended into a forest. It had been 40 minutes since he had ejected.

While the chances of having an engine failure atop a storm cloud are exceptionally rare, an understanding of clouds is vital to pilots, whether VFR or IFR.

What are clouds?

Simplistically, clouds are made of water vapour, a gas present in the air. Clouds appear when there is too much water vapour for the air to hold.

Rising air holds clouds up.

When air rises, it cools. Cold air can't hold as much water vapour as warm air so, as the air cools, it becomes saturated and the water vapour in it condenses, turning from a gas to a liquid, much like condensation on a cold window. When the water vapour turns to a liquid in the sky, it forms tiny water droplets which cling to particles of dust – it is this group of droplets suspended in the air that becomes visible as clouds.

The person who named the clouds

The man accredited with providing the names of the clouds we still use today was English chemist Luke Howard, known as the 'father of meteorology'.

Howard's cloud-naming scheme was detailed and exact – he based his findings on the shape, colour and height of clouds and detailed them using Latin descriptions. After naming the clouds, he focused on the effect of the weather on the clouds, positing the idea that clouds are good visible indicators of the changes and instability in the atmosphere.

His naming scheme made it easier for modern day meteorologists to determine the different types of clouds. Moreover, included in his scheme of cloud naming is a system of shorthand notation symbols, used in cloud observations universally.

“From a pilot’s point of view, the bigger and taller a cloud is from base to top, the more dangerous it is.”

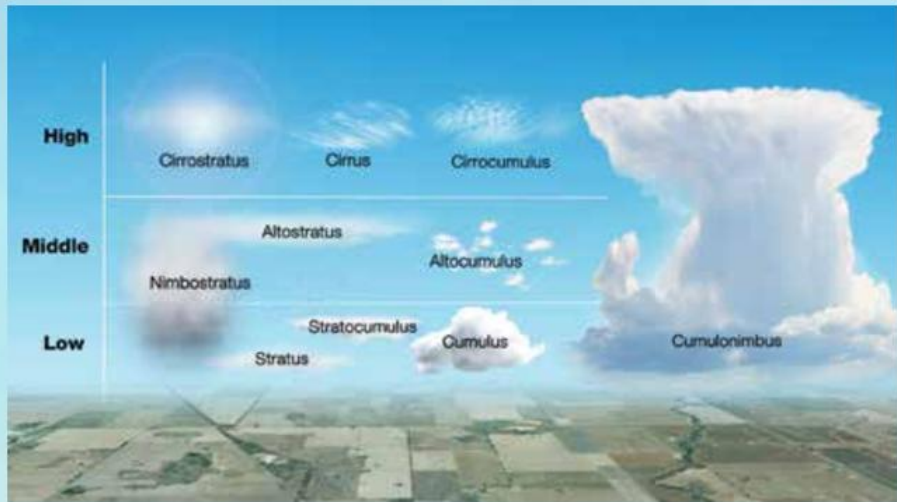
THE CLASSIFICATION OF CLOUDS

Luke Howard classified clouds into three basic shapes.

CUMULUS	<p>Cumulus – means <i>heaps</i>. These clouds are usually in masses or heaps with tops looking like cauliflowers with flat bottoms. They look like bunched up puffy cotton in the air.</p>	STRATUS	<p>Stratus – means <i>layer</i>. These layers of clouds look like blankets and mattresses in the sky. These clouds are distinguished for their wideness.</p>	CIRRUS	<p>Cirrus – means <i>curl</i>. Cirrus clouds look like curly and wispy hair up in the sky. They are thin and often look like a child’s hair.</p>	NUMBUS	<p>Nimbus – means <i>rain</i>. This cloud doesn’t have any specific shape and is often in combination with other clouds. Clouds that will cause precipitation will have the name nimbus on them like cumulonimbus or nimbostratus.</p>
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There are three layers in the atmosphere and, within the four types of clouds, there are twelve major cloud types which emerged from the cloud naming system Howard developed.

- CUMULUS FAMILY**
heaps, puffy, cotton-like
Cumulus (fair-weather)
Swelling cumulus
Cumulus congestus (towering cumulus)
- STRATUS FAMILY**
layers, blankets
Stratus
Altostratus
Cirrostratus
- RAINING CLOUD FAMILY**
Cirrus
Nimbostratus
Cumulonimbus
- HEAPS AND LAYERED**
Stratocumulus
Altostratus
Cirrocumulus



A closer look

Stratus clouds tend to form when a large mass of air rises at more or less the same speed, to cover a large part of the sky. They are generally flat and offer poor visibility.

Cumulus clouds form when parcels of air are rising while air is sinking nearby. While the bottoms of cumulus clouds typically are flat, the tops can rise like castles in the sky. You’ll usually see breaks between the clouds. While generally harmless, cumulus can change and develop very quickly, becoming the thunderstorm cloud known as towering cumulus. These are the clouds to be avoided.

Clouds higher than 20,000 feet are called cirrus or have names beginning with cirro. Since they’re so high, they are made mostly of ice crystals, although scientists have found super-cooled water drops. Cirrus clouds have wisps of snow falling from them that quickly evaporate. Solid sheets of these high clouds are called cirrostratus clouds, while those with lumps are cirrocumulus clouds. Although these clouds don’t directly affect most general aviation pilots, they often offer clues to the weather in the next two or three days – they could be the leading edge of the clouds created by an approaching storm.



Clouds between roughly 6,500 feet up to 20,000 feet AGL have names beginning with alto. When you see middle-level clouds begin to replace high-level clouds, you should suspect that lower clouds and precipitation are on the way.

Clouds below 6,000 feet don't have a prefix indicating their height. If they are lumpy, they are cumulus clouds of various kinds. If they are flat, they are stratus clouds or have strato or stratus in their name, such as nimbostratus.

To tell stratocumulus, altocumulus and cirrocumulus clouds apart, extend your arm pointing at the lumps in the clouds. If your little finger covers a lump, the clouds are cirrocumulus. If your thumb roughly covers one of the lumps, the clouds are altocumulus. If your fist is needed to cover a lump, you're looking at stratocumulus clouds.

Towering cumulus: a glider's perspective

If you want to truly understand clouds, go flying with a glider pilot.

"From a pilot's point of view, the bigger and taller a cloud is from base to top, the more dangerous it is," European glider pilot Max Walter says. *"The big ones, sometimes passing 40,000 feet, can make flight through it uncomfortable, if not deadly.*

If any part of a cumulus cloud is at your altitude or higher, stay away. If there are other cumulus in the area, plan to avoid them and always keep your eye open for an escape route, heading either where there are fewer clouds or descending below the bases. Sometimes the best solution to turn back toward where you came from.

If there are lots of cumulus in the area and many have tops that are higher than, say, 15,000 feet, think highly unstable. As a VFR pilot, never fly above a cumulus cloud or even try to climb above them unless you have an oxygen equipped aircraft that can climb strongly into the flight levels. Cumulus can often out climb general aviation aircraft and the tops can be higher than most GA aircraft can reach.

It's often turbulent under cumulus so if possible don't fly underneath them and always avoid flying under the anvil head, even if you're in the clear, because of the potential for extreme turbulence and even hail.

Also, if you have the choice, fly upwind of cumulus because the worst turbulence is usually on the downwind side. Have a healthy respect, avoid the big and fast growing ones, have an alternate plan and stay alert."

Beware of the ice!

Clouds that hold the potential for icing include cirrus, cumulonimbus, cumulus, stratus (particularly lake-effect stratus clouds), orographic and wave clouds. Whether or not a cloud will produce icing is dependent on the outside temperature and the amount of moisture within the cloud.

Fronts also pose the risk of icing. Along a warm front, warm air mixes with cooler air to form stratus clouds conducive to icing. Along a cold front, the colder air mass lifts the warmer air, creating cumulus clouds conducive to icing. If you have to fly through a front, it's important to remember to take the shortest route possible, so as to minimise exposure to potential icing conditions.

Ice fog is another icing hazard that can affect aircraft. It only occurs when temperatures are much below freezing (usually -25 degrees F or colder), causing moisture in the air to super freeze and form ice crystals. This condition usually happens in the early morning or at night and when there is a small temperature to dew point spread.

What to do when storm clouds abound

Avoidance

- Don't land or take-off in the face of an approaching cloud build-up. A sudden gust front or low level turbulence could cause loss of control
- Avoid the anvil of a large cumulonimbus by at least 20 nm
- Regard as extremely hazardous any towering cumulus with tops around 35,000 feet. Even if you can see through to the other side of the storm, do not attempt to fly under it.

Don't get trapped

- Always have a way out – left, right or behind you – and make sure it remains available
- Descend early – be well below the cloud bases long before you reach them
- Avoid the temptation to climb above rising cumulus tops – the options after that will be very limited if the weather does not pan out as you wish
- Watch for rain that doesn't reach the ground (virga) and stay away
- Continually assess flight visibility with ground references – when it falls below the minimum for VFR flight, activate the 'way out' and stick with it. Two hours on the ground can see a storm come and go, after which the flying conditions will probably be much better.

CASA's 'Weather to Fly' DVD is available at shop.casa.gov.au

"Always have a way out – left, right or behind you – and make sure it remains available."



R&D@

By Kras Bankov



AFTER 20 YEARS OUT OF THE CLASSIC ACCURACY, I STARTED JUMPING AND COMPETING WITH THE HUGE SLOW CANOPIES, AGAIN! SO, I GOT A 304 SQ FT PARA FOIL - GOLD! SCARY SLOW AND SLUGGISH WITH NOT MUCH FLAIR POWER AND GOT INTO OVERCOMING THE INITIAL CONFUSION OF FLYING A VERY SLOW PARACHUTE! AT THE SAME TIME, I WAS SURPRISED TO SEE THAT NOT MUCH HAS CHANGED WITH THE DESIGN OF THE CANOPIES - SAME SEVEN CELL, F-111, LOW ASPECT AND AIR FOIL RATIOS, EVEN USING THE SAME DACRON LINES! NOTHING THAT DROVE THE CANOPY MARKET FORWARD HAS BEEN INTEGRATED IN THE ACCURACY CANOPIES DESIGN! MY FIRST THOUGHT: HOW IS THAT POSSIBLE? SECOND: THERE SHOULD BE SOMETHING THAT CAN BE DONE THERE! AFTER ALL, WE HAVE MOVED FORWARD FROM THE 70S CANOPIES DESIGN.

The Federal Aviation Administration of the USA says, "Those who don't know history are destined to repeat it" is especially applicable to parachute design and manufacture; where a relatively small, esoteric group of individuals who are loosely controlled and turn on a dime, churn out designs that some eager young test jumper is willing to try. This is not necessarily a bad thing. The civilian led sport parachute market is responsible for just about all the newest innovations in the industry over the past 45 years."

So, I did some consultation with my associates and we decided there are three areas to be investigated: canopy, control lines and risers! The available technology and experience had already achieved results in the canopy and control lines areas that could be applied. For the risers we decided our awaiting patent design - two-part risers could be used and added third riser, designated for the lower control lines! The GLH Systems two-part risers have been successfully run in Canopy Piloting competitions by our athletes. The question was, is this all suitable for the Accuracy canopy?

With limited time on our hands we got to work. After some very long hours and late nights some results were showing on the horizon:

1

The canopy trailing edge was modified! Sub ribs were designed and installed! This modification has been already used in the fast canopies but never on the giant Accuracy canopies! The new Sub ribs were installed to every sub cell on the trailing edge, including the outside cells on the canopy. Such Sub ribs are not usually installed on the outside cells on the fast canopies. It was very exciting to find out how this change will affect the openings as well as the flying characteristics in close to stall and full drive speeds. This modification was intended to reduce the drag created by the balloon shaped trailing edge on the canopies. It was also to improve the streamlining of the airflow leaving the air foil.



1. The original GLH SYSTEMS two parts ultra low drag risers. Third riser was added for the Accuracy application.



2

New upper control lines were designed and installed. The intention was to reshape the trailing edge more like airplane flaps and keeping it straight where the control lines are attached. The original Accuracy canopy design was arch shaping the trailing edge there and was producing uneven wind deflection and drag. The aerodynamic result from this was that while some cells were stalling, others continued to fly when in very low speed! This design is still used only on reserves.

2. The three areas modifications were done to- trailing edge, control lines, risers.



3

The GLH systems two-part risers design was adopted and modified with installation of a real third riser, designated to the control lines only! This had positive effect on the force needed to control the canopy and practically disposed of any kinks on the lower control lines.

3. Landing with the modified canopy at the NSW State Championship, September 2019.

Test time. Except there was no time for actual tests! NSW State Championship was approaching fast and it became the testing ground! Time and time again, I was my own test jumper to assess and evaluate results from several design modifications on a canopy they have not been done to. What better environment than a competition?

Ten jumps altogether during the competition were performed, some practice and some competition. Competing was the last thing on my mind! I didn't win any medals, but the results were better than expected – the canopy was flying well! The Modified Para Foil 304 had more controllable stall characteristics, after a stall canopy recovered faster than usual with very little height loss. It was more responsive during turns, lighter on the controls, more thrust in winds and improved gliding!

All this was confirmed in the next competition - 19th ASIANIA Parachuting Championships, November 2019, China. Overall, all canopy modifications done on the Para Foil were successful!

We challenge the status quo because skydiving equipment can be improved in order to be safer and perform better. Equipment development and modification is a driving force in the evolution of our sport. No-one can predict what the future will bring but we all know development of our sport will never stop.

ABOUT THE AUTHOR

KRAS BANKOV

25 000+ jumps

AFF, Tandem

Instructor,

Freefall

Photographer

Rigger: FAA all types,

APF Examiner, NZ, Bulgaria

Skydiving and BASE

equipment manufacturer

GLH SYSTEMS Pty

Managing Director

<http://www.glhsystems.biz/>



Should experienced skydivers use RSLs?

There has been a lot of discussion recently about whether experienced jumpers should use RSLs. This discussion has actually been going on for years. Throughout my skydiving career I chose not to use an RSL. The logic for this being that if I had to cutaway and only had one parachute left I wanted to be as flat and stable as possible before deploying my reserve. For some 25+ cutaways I did just that and it worked fine. I was always under my reserve plenty high.

A couple of years ago I saw a good friend, and very competent skydiver with over 2,000 jumps, ride a gently spinning malfunction down to about 500 feet and then cutaway. She never got the reserve out. I thought long and hard about this. It occurred to me that there had been several times over the years that I ended up in freefall lower than I had intended. Fortunately those weren't the times I had malfunctions but they just as easily could have been.

It's the combinations of problems that get you in trouble. You know, those times when you break off and deploy a little lower than you planned. But you have a hard pull, then a pilot hesitation, then a snivel, then a malfunction, then it takes an extra second to get your hand on the cutaway handle, now you are down at 1,000ft or lower and cutting away, then you tumble for a few seconds before getting stable and pulling your reserve.

I decided that this type of scenario was more likely, and risky, than using an RSL and cutting away from a spinning malfunction which could then possibly hinder my reserve

opening. The RSL deploys the reserve so quickly that this shouldn't be a problem. And with a Skyhook, which is even better than an RSL, you don't even have time to get unstable before your reserve is out. I've had three cutaways now with a Skyhook and it is more like a canopy transfer. I didn't for even a second have that feeling of going back into freefall.

After looking at all the different scenarios I came to the conclusion that getting a parachute over your head as quickly as possible was the most important thing to do.

Everyone needs to make this decision for themselves. But as far as whether an experienced jumper should use a Skyhook and/or an RSL, I absolutely think the benefits far outweigh the risks. Both my rigs have Skyhooks and RSLs on them, and I'm a fairly experienced skydiver.



Dan Brodsky-Chenfeld, or Dan BC as most people refer to him, is one of the most decorated skydivers in the world. Manager of Skydive Perris, he's also one of the world's best-known skydivers, known internationally for his autobiographical book "Above All Else", for his TED talk and for his outreach as a keynote motivational speaker. He's a standout ambassador for our sport at large, and has had an enormous impact on the safety of the sport and its capacities.
<http://danbrodsky-chenfeld.com/>





#whatwelove



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Photo By: Craig O'Brien
PO Athlete: Anna Moxnes

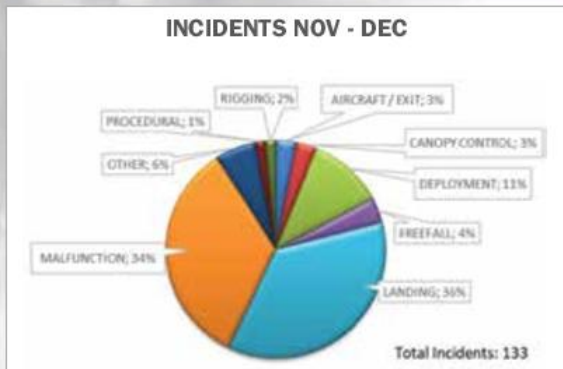


safety matters

"Progress is impossible without change, and those who cannot change their minds cannot change anything." George Bernard Shaw

Incident Focus: The following are a sample of incidents lodged with the APF Nov - Dec 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.



It is interesting to note that of the 133 incidents reported in the 2 months, over 40% of these involved a cutaway/reserve, and over 50% of these malfunctions were due to line twists. It is also a concern that 32 out of 133 incidents involved landing injuries, with almost half of these being students (non tandem).

AIRCRAFT/EXIT

Certificate E Jump 973 Container: Centaurus.

Just prior to opening the door for a hop and pop from 3,000ft, the DZSO/CI noticed that the experienced skydiver and AFF instructor had misrouted his chest strap and it was not around the sliding gate. DZSO alerted jumper who fixed the chest strap and completed his H+P without further incident. Jumper was offered a gear check prior to boarding which he did not take.

Action: DZSO and jumper discussed the incident at length and jumper/instructor asked to be more thorough.

Note: This is one of many incidents that could have potentially been avoided if a buddy check was done prior to emplaning. With buddy checks being mandatory at the beginning of April, hopefully it will motivate people to be more vigilant and we see a decline in these types of avoidable incidents.

FREEFALL

Certificate C Jump 109

4-Way rel jump, subject was hit from above when the last entering jumper flew over the formations burble, resulting in a collision with the subject causing a minor concussion.

Action: Discussed incident with both subjects, pointed out the danger of flying over the top of formations, advised that when entering formations

a stadium approach should be preformed. If found over a formation a jumper should de-arch and fly as big as possible.

Certificate D Jump 555 Container: Javelin Main: Safire 144

On track off main container opened resulting in Horseshoe malfunction that cleared resulting in pilot chute through canopy lines with slider hang up and tension knots, normal cutaway and reserve deployment.

Action: Review of rig in use and DZ briefing to ensure bridle stowage and gear checks prior to exit are appropriate

DEPLOYMENTS / MALFUNCTIONS

Certificate F Jump 1,901 Container: Mirage G4, Main: Sleia 84 Reserve: Optimum 126

Jumper had mis-routed his removable slider & connected through one of the cascades, causing malfunction.

Action: More care & attention when re-installing slider

Certificate E Jump 1,191 Container: Javelin Main: Safire 169 Reserve: Smart 175

Third load of the day filming a tandem. Exit, free fall and deployed uneventful. On opening, canopy had tension knots on the left hand side and started to spin. Tried to clear but was unsuccessful. Elected to cut away and deployed reserve by 2,500ft. Landed at dropzone, all gear retrieved.

Action: Reminded all camera flyers to slow down and take better care when packing for back to back loads.

Certificate E Jump 2,700 Container: Micron Main: JVX 89 Reserve: PD 113

Opened with tension knot LH side, canopy spinning, released brakes, unable to clear, EPs performed, under reserve by 2,000ft, landed on dropzone, nil injury.

Action: Canopy was packed quickly after coming back from a reserve repack. Possibly step through type issue?? or pay more attention to packing??

Note: The above 3 incidents could have been avoided if more care was taken when packing. Being fast and rushing to make the load by sacrificing a decent pack job is complacent and can be a safety issue. You should consider if it is worth risking a malfunction for.

Certificate E Jump 4,800 Container: Micron (Pull out system) Main: Leia 66, Reserve: Optimum 106

When going to deploy after 4-Way VFS training jump, hard pull on pull out, had 3 unsuccessful attempts, EPs performed, under reserve by 2,500ft, landed on dz, nil injury.

Action: On inspection of gear, grommet on pull out pilot chute pushed up too far into container causing impossible pull (not pulling direct to pin).

Packer shown correct method to stow/pack pilot chute.

Jumper could possibly have picked up on a better gear check?



Compiled by:
Ria Peck

Technical Officer,
F#815

Certificate D Jump 1103 Container Micron Main (Pull out system) XF15 87 Reserve Optimum 126

After freefall (angle camera), Jumper had an unusual deployment of Pilot chute at about 3,200ft

After incident he expressed it was a PC in tow.

Turns out that the handle was ripped off the bridle system & as he runs a pull out system the pilot chute hesitated in his burble.

Jumper commenced EP's at 2,200ft and in-between deployment and EP's the main began to open and the risers from the main were entangled in the right reserve risers.

The main was cleared shortly afterwards and jumper landed without further incident.

Action: Opinions we expressed about the pros and cons of running a pullout system and DZSO had a conversation with jumper about checking over his shoulder and twisting to disturb the burble on his back and to visually check if the PC was working (he didn't check over his shoulder, just went straight to EP's)

Also advised to be more careful when checking the condition of his deployment system.

CANOPY CONTROL / LANDING

Certificate E Jump 4200, Main: Icarus 84, Reserve: PD 113, AAD: Vigil 1 Multimode PRO

Solo jumper, jumping own equipment, uneventful freefall, on landing at 900 feet agl jumper initiated a high performance 270 degree turn. After completing the turn and going to rear risers at approx 10-15 feet AGL the AAD (Vigil 1 Multimode - Pro setting) activated and deployed the reserve. Jumper landed on his feet with no injuries.

Action: AAD sent away for diagnostics.

Certificate B Jump 129 Container: Talon, Main: Pilot 170

Jumper was landing after assisting on a 4 way B rel jump. On final approach did not see a student canopy below, and flew over the top of it, feet contacting with the top skin of the student's canopy at approximately 50-100ft. Jumper's canopy was seen to momentarily depressurise on contact with student canopy. Both jumpers landed reasonably without any injuries.

Action: Jumper has participated in several canopy courses over the last few months, and has made a concerted effort to improve skills, but has been struggling with canopy control and landings. There were a few issues with under canopy awareness several months ago, however, despite doing several canopy courses there has not been a significant improvement in canopy skills or landings.

This incident has been discussed at length with jumper by highly experienced canopy coaches, and by senior DZ staff. Jumper will be participating in a canopy course in a few weeks. Jumper has been allocated a landing area further away from general landing area in the interim, and canopy control will be closely supervised until the course in January.

Jumper has acknowledged understanding the concerns raised, and the gravity of the potential of this recent incident. Jumper is aware that canopy skills have been poor. Freefall skills have been observed to be satisfactory - the issue seems to be with canopy control. The situation will be closely monitored and reviewed on an ongoing basis.

Certificate E Jump 1620 Container: Micron, Main: Crossfire 109

After an uneventful free fall, Jumper came into land with 14 other skydivers, there was no traffic issues. Jumper flew too far down on their downwind approach and when they

turned back into wind after a very short base they were not making any forward progress and didn't have any good options to land at. Jumper ended up landing in the road and clipping a light post which dropped them quite hard onto the road resulting in a broken and dislocated ankle.

Action: Jumper is still in hospital but we have discussed making sure they fly a pattern so that it leaves options and not flying low over bad landing areas. We also discussed trying to make better decisions about outs and maybe extending the base leg to have reached the open car park than trying to fly back to the landing area and leaving no good landing options.

Note: *There were a higher than normal number of incidents regarding landings during Nov-Dec - both involving injuries and/or off-dropzone landings.*

PACKING / GEAR

Certificate A, Jump 29 Container: Student Javelin, Main: Safire 229

First load of the day, jumper did solo descent from 15,000ft on drop zone's student equipment. Exit and freefall uneventful. Deployed at 4,000ft AGL and experienced pilot chute in tow malfunction.

Carried out emergency procedures and was under reserve by 2,000ft AGL.

Landed safely off the drop zone with no injury.

On return to the drop zone the equipment was inspected and found that the pilot chute bridle had been misrouted (photo below). The packer responsible for the pack job is the centre's regular packer and has been diligent in the past.

It was noted that the packer owns a Vector Micron and he had replicated this for the closing sequence on the student Javelin.

Several local policies had been overlooked and were contributing factors in this incident.

1. The jumper himself checked his equipment before donning the rig.
2. A qualified AFF instructor checked the jumpers equipment prior to emplaning, and
3. A pin check was not carried out in the aircraft prior to exiting as per local policy.

Action: Group message sent out to all staff regarding equipment checks - be vigilant with student and tandem equipment checks paying attention to detail and ensuring local policies are upheld.

The Packer is to be retrained in closing procedures and to be cross checked by an Instructor before a student does their own equipment check.



Certificate F Tandem; Jump 3,300 Container: UPT Micro Sigma

On main deployment, instructor attempted to release the drogue on the primary drogue release handle (at right hip) and found it impossible, after two quick attempts, went for the secondary drogue release and deployed the main without further incident. Prior to explaining the instructor noticed there was a twist in the drogue release cord below the pin, but didn't think much of it. It was noticed by another person checking his gear prior to boarding the aircraft, and once again it was passed off or thought that it was not really an issue.

Packers have been briefed on the problems with having the drogue release cord that holds the main pin incorrectly routed, instructor involved and check buddy have learned that however small a problem, if it doesn't look right to stop and make sure it does.

~ PULL OUT VS THROW AWAY ~

Pull out deployment systems seem to be making a 'comeback' again, though there also seems to be an increase in incident reports (regarding pull outs) along with it. It is important to understand the difference between pull out vs throw away (aka throw out) deployment systems, how they work and the pros and cons of each.

Most of this information has come from drop zone forums. It is important to make your own informed decision for which deployment system is right for you, and to remember that no matter which system you use, hesitation kills. If you are jumping gear you are uncomfortable with, even if it's considered "better", your actions may not be as instant and confident as with a deployment system you trust.

What are they?

The pull-out and throw away pilot chutes were both invented by Bill Booth and are identical in construction; the difference is in their connection to the handle and the bridle, and in the way they are packed.

Pull out:

With the pull-out system, the pilot chute is packed inside the container. The activation handle is attached to a lanyard, which in turn is attached to the closing pin. The lanyard is also attached to base of the pilot chute, at the point of connection to the bridle. When you pull the handle, the same action pulls the closing pin (which is a straight pin), opening the container. It then pulls the pilot chute out of the container and into the airstream, at which point the pilot chute inflates and pulls the main parachute out of the container.



Throw away / Throw out:

The pilot chute is packed in a pouch at the bottom of the container (BOC). The handle is attached to the apex of the pilot chute. When you grab handle and throw the pilot chute into the airstream, the pilot chute inflates and extends the bridle, which then pulls the closing pin (a curved pin) and opening the container. As the pilot chute continues in the airstream it extracts the deployment bag containing the main parachute from the container.



It is important to note that packing each system requires a **different** closing procedure and packing a pull out like a throw away can cause a total malfunction. Always refer to user manuals and speak to people experienced in the system you are packing to avoid unnecessary and avoidable incidents.

Key pros and cons for the pull out and the throw away deployment systems			
PULL OUT		THROW AWAY	
PROS	CONS	PROS	CONS
<ul style="list-style-type: none"> • Less chance of a premature opening • Reduce the odds of horseshoe malfunction and PC in tow 	<ul style="list-style-type: none"> • Easier to pack a hard pull or total malfunction • Floating pud • PC doesn't always get clean air 	<ul style="list-style-type: none"> • Able to throw PC away from burble • Less chance of hesitation • Ok for Wingsuit and Camera wings 	<ul style="list-style-type: none"> • Horseshoe malfunction • Pilot chute in tow

Written by the man himself, **Bill Booth:**

"As the patent holder on both the pull out and throw out pilot chute systems, I have listened to customers jump stories about both for the past 25 years. Hand deploy pilot chutes had a lot of problems in the early days. But these problems have mostly disappeared as the result of design improvements like the Spandex pouch, the bottom of container (BOC) location (borrowed from the pull out), and covered bridle paths. However, the same old problems with the pullout, such as lost handles and no-pulls due to improper packing still remain. Plus, while the throw out allows you to actually throw the pilot chute into the clean air outside the burble, the pull out forces you to release the pilot chute inside the burble. To get hesitation free deployments, pull out jumpers have to momentarily alter their body position to break up the burble. On small, highly loaded ellipticals, this can cause line twists, which can become malfunctions. Perhaps this is why a good 95% of my customers, including me, jump throwouts. I would say that the jumping public has already settled this debate. Both systems work when correctly maintained, packed, and deployed. However, people just seem to have fewer problems with today's manifestation of the throw out."

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NIGEL BRENNAN

40 Years of Friends and Fun

By Kelly Brennan, Nigel's 3rd (and favourite) wife

"OLD FRIENDS, NEW FRIENDS, SKYFRIENDS ARE LIFE FRIENDS."

SANDY SMEDLEY, JAN 26TH 2020

It was one perfect Facebook post that summed up Nigel Brennan's 40th sky birthday!

At first, he didn't want a fuss. Then he thought about how many people haven't experienced our sport at all, let alone for four decades, from many different angles. It was worth celebrating.

Nigel did his first jump course at Moorooduc in 1980 with a workmate, John 'Chappo' Chapman. They both became addicted. Despite being competitive in other sports, like show jumping, skiing and sailing, Nigel never went down the competition path in skydiving.

In the eighties, he found his niche arranging high profile displays at big public events, like beach or snow festivals. He even jumped from the Bond Airship over Melbourne. Nigel's gift of the gab for those displays kick-started his successful advertising career. His son also had a career start in skydiving, going from DZ kid to jump pilot and now an A380 captain.

Nigel has taught numerous first jumpers, including me (back in the days before the Code of Ethics!) Plus he managed and flew three different aircraft at Pakenham. He's been Area Safety Officer, Jump Pilot Examiner and Deputy Director of Safety. He's still packing reserves and rigging, although he's only had two chops of his own, 39 years apart.

Nigel's jump highlights include last year's Aussie Bigway record 130-Way, as well as Herc jumps in Botswana, and leaps over the Palm in Dubai.

It was a low-key sky birthday at Barwon Heads, with prawns, a BBQ and only a couple of jumps when the weather finally cleared. But what wonderful jumps they were! Another (almost) 40-year veteran, Shane Sparkes, captured the day in pictures (see Back Cover). One highlight was a super relaxed 5-point 10-Way. Another was 11-year-old Liam Murphy's tandem, with his dad, Paul, who was Nigel's 2nd best man.

This year's goals include jumping over the Pyramids in Egypt. And he has even ordered a freestyle suit!



To the Australian parachute federation my name is Kobi Mcgregor, I am 9 years old. I was born on September the 6th 2010. I live in Airlie beach QLD. My dad is the chief instructor of Airlie beach skydivers. My family and me have worked very hard over the last three years to build the drop zone at Bowen. I have been around drop zones for as long as I can remember. For Christmas my wish is to go for a skydive with my dad. I have flown with my dad in our skydive plane lots of times and I get so excited when I'm in the plane. At our drop zone I help handing out certificates and videos. I have seen people be nervous and scared, I know that skydiving can be dangerous but I feel safe to skydive with my dad.

thanks for reading my letter
from Kobi mcgregor

H. I am writing to see if i could do a 5/7 dive with my dad. - I come to the drop zone with my dad and watch with him jump we motor bike ride together and go flying. I went to jump with my dad for my birthday

Lincoln
McGregor
25/5/16



THE MCGREGOR

**JASON MCGREGOR / CHIEF INSTRUCTOR & CHIEF PILOT OF AIRLIE BEACH SKYDIVERS, QLD
AGED 35 YEARS, BORN IN KIAMA, NSW / RAISED IN A SURFING TOWN SHELLHARBOUR, NSW
OTHER HOBBIES INCLUDE SURFING, FOOTBALL & MOTOCROSS.**

I started skydiving in 2007. My brother wanted to follow Dad's passion for skydiving, Dad completed four Stages of AFF in 1991 with Steve Whalan and Phil Onis, so he booked us into an Outback Solo Skydive Course with Poo Smith from Skydive Oz. Not realising what I was signing up for, I was glad that my brother lost scissors-paper-rock to jump first. We had Poo Smith and Robbie McMillan as our AFF instructors and we completed the course in a week. I worked hard and jumped whenever I could.

After the completion of my AFF, work found me living in South Australia for a couple of years. Here I found Miffland and started jumping at Langhorne Creek SA, with Greg Smith of SA Skydive. I quickly realised how much effort and all-round ability these small operators took on. I watched everything that these guys did and I put steps in place to one day operate a drop zone. I got my Private Pilot's Licence as I realised it was an important quality within this industry, especially as a small operator.

With around 500 skydives and a Pilot's Licence, it was time to head back to NSW, quit work and skydive my ass off. It was a risky choice at this stage in my life, I now had four children -Maisie, Lincoln, Kobi and Vann.

I began jumping at Picton every day trying to better my skills and knowledge of the sport. After one year of not missing a day jumping at Picton, Phil approached me to become an instructor and work under him. I completed AFF ID and Tandem Endorsements, and worked alongside the Picton crew. Kobi Bokay was very inspiring and I wanted to do exactly what he was achieving. Along with the help of Phil, Cindi and Jonny Mac I had a chance to achieve my goal to become a Chief Instructor of a DZ.

Thankfully, my seniors acknowledged the effort I was applying and a wonderful opportunity arose. Phil asked me if I wanted to step up as an Instructor B and Location Manager of new operation, Airlie Beach Skydivers, in North QLD. I checked out Airlie Beach for a few days to see if it would suit my family and I. A month later I had my family packed and I had Phil's Cessna 182 loaded up with a couple of tandem rigs and harnesses ready to fly eight hours up to Bowen, to start a new DZ with Jonny Goss who was Chief Instructor at the time.

Our DZ is now coming up to four years of successful training operations. There's been some long days, hard work, and a few moves and alterations from gazeboes to site sheds and finally setting up a hangar where we now have a very healthy operation.

It has been very rewarding to be part of setting up this skydive centre, to now being the Chief Instructor of the operation. My kids have been part of every step in building up the drop zone, they understand the good, the bad and the ugly of the industry.

Maisie, now 15, has completed five tandem skydives. Lincoln and Kobi have been asking for a very long time, when they can go for a jump. "Well you have to wait a few years until 12," I always replied. After continual nagging, "Dad, can I jump before 12?", we decided to put some thought into the idea. As a family, we spoke about all the nitty gritty stuff and proposed an application for review from the APF Team.

With approval from the technical safety committee, we had a very exciting 2020 new year school holidays ahead of us.



EGOR Family

Kobi 9 years, Linkon 11 years and Maisie 15 years all completed a Tandem skydive with their Dad on the 20th of January, 2020 over the beautiful Whitsundays. Unfortunately for Vann he will have to wait a little longer, he is very eager though and already asking the question.

Eldest brother Linkon put his hand up for the first jump of the day. As we exited the plane Linkon unfolded his arms into the box skydive position as a natural instinct. We were instantly stable. We shared an awesome freefall surrounded by some nice fluffy clouds. Upon parachute opening Link shouted, "Dad can we go again now". When we landed he said, "I didn't even get that weird feeling in my gut like on a roller coaster, that's all I was nervous about." And, "you feel like your floating, it's so cool".

Kobi's jump was like clockwork, she knows the DZ as her second home as she has grown up around drop zones. On the climb in the aircraft she was asking me a lot of questions about the topography of the land, "Dad, why is that river dry", "there's the island that looks like a kangaroo, why is it called Stone Island? They should call it Kangaroo Island." On exit Kobi presented a perfect arch with a quick look over her shoulder to say, "Dad are you going to tap me for arms out?" With a tap on the shoulder she was in the perfect freefall position having the time of her life. When the canopy opened she said "all my dreams have come true, I got to touch a cloud." When we landed, Kobi went straight back up for her second jump.

To my surprise the kids were very calm throughout the climb in the aircraft, without doubt more confident than I

was on my first tandem at age of 17! I think I was more nervous than the kids. It was a very proud moment as a father and a memory that will stay with our family forever. I am very honoured and grateful to be part of a Club organisation, community and sport that can offer beautiful times like these.

The kids are also very excited and grateful to have experienced a skydive at a very young age. With many more jumps to come, I think it's safe to say, that we will

have another few kids coming through the sport as the years progress.

We would like to thank the APF team and members, for the support and accepting the kid's Minor application. A huge thanks to Phil Onis and Cindi Hemila, for allowing the kids jumps to go ahead, and their continual effort and contribution to the skydive industry. Big thanks to Peter Franklin and all my team at Airlie Beach Skydivers, and my mentors; Phil Onis, Alan Moss, Poo Smith, Greg Smith and Kobi Bokay.



PROFILE Fiona Jansen

By Kelly Brennan

THIS TIME LAST YEAR... One jumper's incredible journey

"Last New Year's Eve I told myself that this year I would learn one new skill and make one new lifelong friend. Today I know how to fly and am part of the most loving and supportive family there is."

Fiona Jansen - Skydiver

Fiona Jansen set herself a goal of 365 jumps in her first 365 days, and she smashed it in superb style. The future of skydiving looks very bright if this lady keeps stretching her wings!

Fiona believes her instant love of skydiving was due to the best possible start in the sport. She began at Skydive Oz in Moruya with no clue of what she was getting herself into. She'd never met a skydiver and assumed there wasn't more to it than jumping out of a plane on her belly and throwing shakas at a camera.

"The idea of ever flying a wingsuit seemed ludicrous to me," Fiona said. *"This was something I associated with daredevils that had a definite death wish!"*

From that very first jump, on January 22, and her AFF week in Moruya, she was hooked. Understandable really. She was surrounded by some of the world's best Wingsuit BASE jumpers doing a course and Australia's best Vertical flyers, setting a new Head-Up national record.

"It did not matter that I had zero jumps under my belt and barely any knowledge about skydiving. After Day 1, the best of the best instantly treated me like part of their family."

Following that stunning start, she tried to return to the real world. *"I knew I had to continue jumping when I went*



sleepwalking the first three nights in a row, throwing my blanket over my shoulder like a canopy!"

For the rest of 2019, she spent every possible weekend at a drop zone somewhere, missing out on only 4 weekends due to Melbourne weather.

Her first-year accomplishment list is remarkable by anybody's measure. She's been to eight drop zones, eight training camps and six boogies, competing in two state championships and collecting three medals. She's tackled flat flying, angles, vertical, CRW and wingsuiting. She's logged balloon and helicopter jumps, plus all the fun stuff like inflatables, hybrids, nudies, wingsuit rodeos and Mr Bills.

"And yet I feel like I've only just touched the surface of what's possible," she says!

Her new lifestyle and full log book has meant many sacrifices. Fiona didn't enter the sport with any savings or financial support, so she needs to keep working hard to support the addiction. But she doesn't regret any cent she's spent or any minute she's used for skydiving.

"What keeps me coming back every weekend is the incredible skydiving community. The sport has allowed me to make strong connections with people of all ages, genders, backgrounds, traditions, body types, skill levels and goals. The selflessness of other jumpers continuously amazes me, always willing to answer my questions, look out for my safety, go for a fun jump and help me improve my skills without much personal gain."



I have had a chance to return the favour by helping out on numerous B-Rel and Star Crest jumps and intend to always do so even when I have thousands of jumps."

Fiona brings the same passion to her professional life as an Environmental Engineer, aiming to make our planet more sustainable. People often ask how she can excuse the environmental impact of skydiving. She hasn't found a clear answer yet, but she plans to discover a way to use her expertise to promote sustainable skydiving practices in Australia.

She did a 'nice little Wingsuit 4-Way' for her 365th jump at Moruya on December 29. It was 11 months and one week after her first jump. Soon after this, the bushfires put an early end to the boogie, and Fiona's rig got a bit of a rest as she had a long, smoky ride home to Melbourne, with many detours.

After that amazing first year, there are still plenty of goals ahead. Fiona wants her B-Rel coach rating and she wants to beat a friend to 400 jumps. She wants to be one of the first Aussie women in Wingsuiting competition. And she plans to be a weekend AFF instructor. Not to mention being part of a world record. And doing Wingsuit BASE.

Through all of that, the next big number to chase will be 2,000 jumps in three years!

Fiona's advice to a new jumper...

"Don't be shy. Just go for it. Register for a boogie or show up to a new drop zone on your own. Go up and speak to a complete stranger. Ask as many questions as you can. Don't listen to the weather forecast. Most importantly, jump now and think about the money later;)"

LTBJ // BASE CANOPY TRAINING

How much is your life worth to you?

By Douggs

BASE JUMPING IS WIDELY CLASSED AS THE MOST EXTREME SPORT IN THE WORLD AND WITH GOOD REASON. I WANT TO DISCUSS THE IMPORTANCE OF TRAINING, AND THAT MOST BASE JUMPERS ARE GUILTY OF NOT TRAINING, WHILST POINTING NEW JUMPERS AND EXPERIENCED JUMPERS IN THE RIGHT DIRECTION.

To skate on Tony Hawks mega ramp you need to be a good skateboarder, with a lot of experience and time in the sport. You need to train all the separate skills needed to be a good skateboarder and this includes; how to deal with things when they go wrong, such as bailing from a trick and landing the correct way to not hurt yourself. Skateboarders fall countless times when their trick doesn't go to plan and sometimes they get hurt but for the most part they are ok because they train how to deal with things when they go wrong. They manage these risks with repetitive training to enable them to greatly increase their experience.

Now let's discuss BASE jumping. You don't actually need to be a good skydiver or even a skydiver to go and jump off a bridge, and most of the time everything would be ok, in theory. BASE jumping is by far the easiest of all the extreme sports and is pretty lame when you look at how hard core other extreme sports are like free solo climbing and big wave surfing. These sports take an incredible amount of training both physically and mentally as well as dietary fitness, strength and knowledge.

The problem with BASE jumping is that it hardly ever goes wrong and as far as difficulty jumping from a bridge and throwing a pilot chute, you've done everything you need to do, apart from land the parachute. But when it does go wrong, it goes wrong fast.

Yet how many BASE jumpers actually train for when things do go wrong?

It astounds me still to this day that hardly anyone trains for when shit hits the fan and I have seen this over my years within the sport. Myself and Sam train our canopy work on nearly every single jump when running BASE courses for the school in Croatia. It is the key for us to not only survive our BASE careers but also lead an example for the students.

I would like to talk about canopy skills and canopy training drills for the most common malfunctions in BASE jumping-off headings and landings.

I am definitely not sitting here on my high horse preaching to everyone, as I have been there in the past and I have lived through the hard core days. I have the opportunity to help others live their dreams without the accidents and I am grateful for this opportunity to share my knowledge and experience. Back in the early days there was limited information around as most of us were making it up as we went along, but now the information is out there and we have learnt from other people's mistakes. As long as you're willing to put some time, effort and training in to ensure you have a healthy BASE jumping career, then you really can greatly increase your odds in this game.

Let's talk training. The first thing is to keep skydiving and treat every skydive as an accuracy jump, although the canopies aren't the same it can be adapted when switching over. Back when myself, Wildman and other friends started BASE jumping in 1997, we were "skydivers



THE PROBLEM WITH
Base Jumping **IS THAT IT**
HARDLY EVER GOES WRONG
AND AS FAR AS DIFFICULTLY
JUMPING FROM A BRIDGE AND
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DONE EVERYTHING YOU NEED
TO DO, APART FROM LAND THE
PARACHUTE. BUT WHEN IT DOES
GO WRONG, IT GOES WRONG FAST.



who BASE jumped". We kept on skydiving because that's where the skills came in, that's where we got to track at the end of each skydive, fly our canopies and practice our accuracy landings. Every single jump. Nowadays a lot of new jumpers are "skydiving to BASE jump" which is fine, but vital parts of training get missed and they are skipping out on all the extra skills you can acquire by having time in skydiving.

Training in skydiving for BASE is the answer. Specifically in canopy drills. Every single BASE jumper out there should be practicing their canopy drills. Especially the Aussies as our jumping sites are the most technical in the world and are often highly illegal. An accident or injury there will have a potentially detrimental effect on your health, the sport and your wallet.

It is for these reasons that I bought a brand new complete skydiving rig with a BASE canopy in it for the LTBJ school, so that jumpers who want to train their canopy skills in a safe environment can. Typically we see that students who have trained with their BASE canopies from the plane have a much greater success when on our course and we're running over the canopy drills sections.

I have seen way too many accidents and have lost way too many friends to this sport where the outcome would've drastically changed if they had practiced their emergency canopy drills and landing skills for when things go wrong. This combined with jumping from low risk objects (such as bridges) is another great place to train but in the BASE environment. Although finding such objects in different



LTBJ // BASE CANOPY TRAINING

countries can prove difficult, every jump should still be a training jump.

Have a think about the questions below and see if you can answer them;

1. What is your BASE canopies flight cycle?
2. Do you know what a canopies flight cycle is?
3. How fast can you turn your canopy around 180 degrees with rear risers?
4. How fast can you turn your canopy around 180 degrees with toggles?
5. How much height do you lose when doing these turns?
6. How does your canopy fly on full drive? On 1/4 brakes? On 1/2 brakes? On 3/4 brakes?
7. What are the descent rates on each of these if you had to land like that?
8. How does the canopy land in no wind, cross wind and down wind? (within reason)
9. Where is the stall point on your canopy?
10. Can your canopy actually fly backwards?

These are all the critical things to know, understand and practice as much as possible. Not for when everything is going great but for that one time when the shit hits the fan! It took me 15 years and 2,000+ BASE jumps to have a 160 degree off heading slider down. I had to deal with

it quickly and because of all the training and practice over the years I was able to deal with it quickly and safely.

If you combine all the above canopy drills with the five key points below, then you are on the right track for higher success.

- Use Common sense - "Ahh, it'll be fine."
- Don't take shortcuts packing - "That rubber band will hold for another jump."
- Respect the weather - "Bit windy but still gonna send it."
- Know your limits - "It'll be ok this one time."
- Don't get complacent - "Pin checks are for pussies."

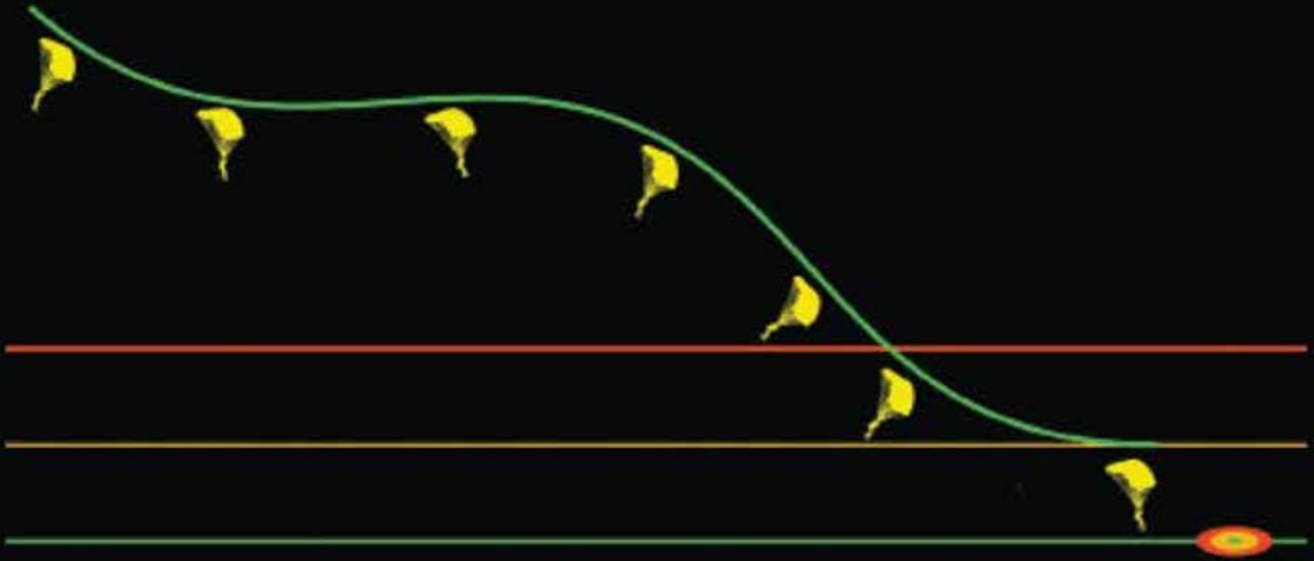
Remember the most important thing when dealing with anything in BASE jumping is "PREVENTION". Things may still go wrong for me when BASE jumping and I am not immune to having an accident (trust me, it happens within other sports) but I know that I have given myself the best chance to deal with anything that comes at me because I train for all this constantly. Whether it be skydiving or jumping from fixed objects, paragliding or speed flying. It all helps!

So if you want to have a long, healthy BASE career and have as much fun as possible for as long as possible, get out there and train. Turn it all into a fun game. Time yourself and see how fast you can deal with things, race against your mates, make it fun so it doesn't feel like a chore and you'll see the results. Enjoy the learning

Note: For the full PDF of our LTBJ canopy drills head to Skydive Oz, Moruya. They are BASE friendly and have Expert BASE jumpers on staff who can guide you through what you need to do to stay alive



LITBJS // FLIGHT CYCLE



A flight cycle is the time it takes for your canopy to go from full drive, to full flare and back to full drive again. In paragliding this is sometimes called 'Dolphining'

LITBJS // FLIGHT CYCLE



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Women IN SKYDIVING AS Coaches



By Kristina Hicks, SQPC State Coach

I WANT TO START OFF BY SAYING THIS IS NOT A FEMINIST ARTICLE OR STATING HOW WOMEN ARE HARD DONE BY ETC. IT IS ACTUALLY CELEBRATING HOW WELL THE COMMUNITY HAS SUPPORTED THE GROWTH OF ALL SKYDIVERS AND HIGHLIGHTS HOW WE ARE DIFFERENT TO OTHER SPORTS AROUND THE WORLD.

Commencing my study, I was looking into many contemporary coaching issues faced within sport and one that fascinated me was women in sport. I also want to say first and foremost that I honour and thank the men that have guided me through the sport from AFF to where I am now, if it weren't for you I wouldn't be where I am today and continuing to develop into. I have been supported and encouraged by some of Australia's best flyers, men and women alike, and am fortunate enough to have met an amazing group of skydivers wherever I go.

There is much to suggest that women are limited in sports around the globe, through financial prizes, women's sport media coverage and limited number of female coaches to which is part of the larger picture of women's under-representation in sport and leadership positions more generally. A consensus is that this leads to fewer role models with whom to encourage recruitment into sport and sport coaching, and with fewer visible women role models in leadership positions within their respective sports, makes it hard to "see" coaching as a viable profession.

Red Bull Air Force team, Amy Chmelecki shared, "that despite the female to male ratio for people doing their first skydive is higher, as individuals develop into the sport the ratio changes dramatically." She offers that a reason for this may be due to women having children, slowing down their jumping.

Despite the population for female sport skydivers making up 14%, the statistics for female athletes/coaches within our sport, particularly in the field of Formation Skydiving, do not show the typical nature as other sports. Depending on the discipline, right now we have a vast array of Nationally recognised female coaches who are supported and esteemed amongst our community: we have Jules McConnel as our APF Sport Development Officer and highly credited Canopy Flyer and Coach; Women's 4-Way team Boomerang Betty, comprised of all esteemed Formation Skydiving coaches; within Aussie Bigways we have lead

coaches Tracey Basman, Melissa Harvie and Laurence Garceau with the state leader contingent being made up of 43% females, as well as the recent Australian Women's Record two point 15-Way held at Jurien Bay, WA with coaches Shirley Cowcher & Kelly Brennan; Heather Swan our world record holding Wingsuiter and public speaker; and Sonnica van Zijl and Jill Grantham leading the way for Project 19 Women's Vertical Record 2020.

I could go on and on but the evidence shows that the sport of skydiving displays a high calibre of female competitor participants and coaches, providing strong female role models to aspire to, and the APF as well as the skydiving community continues to encourage, support and develop women to reach this same level.

Having the support and backing from both male and females is important, especially males as they do make up most of the skydiving population and have been integral for my own personal skill growth and mentorship. This type of support is critical for increasing the number of women in sports coaching. So, when reviewing the question of barriers existing in developing Australian female skydiving coaches, I am proud to say that I believe there are very few barriers and would strongly argue that women are highly supported, encouraged and esteemed as coaches.

Skydiving is fortunately one of those sports, when it comes to competition and/or coaching, where women are on an even playing field and gender is not a factor that limits a skydiver's success as an athlete or coach.

ABOUT THE AUTHOR



Kristina was awarded the 2019 Lisa Perdichizzi Scholarship and has used it towards studying a Graduate Certificate in Sports Coaching at UQ. This article was adapted from her submission "Do barriers exist in developing Australian female skydiving coaches?" which she received a high distinction. If you would like to read the full piece know more information contact on Facebook Kristina Hicks or Instagram kristinainthesky.

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Send in your ideas for stories, articles, anything special for this historical issue.



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SERIOUS SKYDIVING GEAR

What's Your Story?

"Inside each of us is a natural born storyteller, waiting to be released."

Robin Moore, Author

By Kelly Brennan

SKYDIVERS OFTEN HAVE A STORY THEY'RE BURSTING TO TELL. PERHAPS YOU'VE JUST RUN AN INCREDIBLE BOOGIE. OR YOU'VE BEEN INSPIRED BY SOMEBODY IN THE SPORT. BUT YOU JUST DON'T KNOW HOW TO GET THAT STORY IN PRINT FOR ASM. HERE'S A BASIC TWO-MINUTE GUIDE ON HOW TO BRING THAT STORY TO LIFE.

MINDSET

WRITE FOR YOUR AUDIENCE. For ASM, use simple, active language that's easy to read and engages the average skydiver. It isn't a literary masterpiece. Just tell us your story with succinct sentences, great pictures and useful information. A little humour or quirkiness are great, but that's not the main game.

WRITE WITH PURPOSE. If you're going to do this, do it like you mean it. Invest some time and plenty of heart into producing something worthwhile.

ADD SOME VALUE. ASM captures a slice of time in skydiving and you're providing an important contribution. Don't just tell us that you had an awesome boogie and everybody shredded it. We can see that in the photos. Use the words to tell us WHY it rocked. Tell us what set this event apart from others? If it's an annual event, what stood out most THIS year? Did you learn any helpful lessons or record any incredible firsts?

MECHANICS

PLAN IT. (<10MINS) Jot down the points you want to include. Stick to one general idea or theme. Avoid going off on tangents. Remember, a good story is short, informative and enjoyable to read. Use this scratch pad to think out the flow. What's a strong starting point? What will I save to finish on? Will it work better with sub-headings to break it down? Who should be acknowledged in the story? (Tip: Be selective. A 'thank you' list gets boring if you include every employee, sponsor and raffle prize.)

ATTACK IT. (>30MINS) Your first draft should almost be a form of word vomit. Belt it out. You'll go back later to repair and polish. Now is the time to get your good ideas down without any distractions.

REVISE IT. (<60MINS) This is the time to see how your story is working. Should it be restructured? Does it deliver on your original idea? Fix your spelling and grammar. Are all names and titles correct? Delete repetition. Replace complicated words with clearer ones. Reduce your word count but squeeze in more information. (My aim for this piece is <600 words and <4 hours work.)

CLARITY CHECK. (>30MINS) Can any sentence be misinterpreted? Show it to a friend and see if they can easily follow your story without having to go back and re-read a sentence. If a sentence isn't clear the first time, then change it or split it in two so it isn't so clunky. Now put your story down and walk away for a while. At least 1 hour away is good. 24 is better.

POLISH IT. (>30 MINUTES) Pick it up again with fresh eyes. This is the time to make your effort shine. Avoid clumsy attempts to impress readers with your vocabulary. It'll shine if it's compelling to read and easy to do so.

COMPLETE THE 'LOOK' OF THE ARTICLE.

(>30MINS) Add a collection of vibrant, hi-res photos which have clear, helpful file names. Consider a couple of separate snippets, such as quotes, stats, or beer bell lists. A good magazine article tells the story through all of these elements, not just the main text alone. Now press 'send'.

(Note: You'll probably discover one last mistake about 20 seconds after you send it off.)

skydiver

Hint: If you want to scan for spelling and word repetition, look from bottom to top, so errors stand out, instead of reading it (again) and seeing what your mind wants to see.

Hint: A thesaurus search reveals 100+ alternative words for 'awesome'.

"Storytelling is the most powerful way to put ideas into the world."
Professor Robert McKee

ON THE AIR

PROUD DAD MOMENT

A 'proud Dad' moment for veteran TM, PAUL MURPHY, taking his 11 year-old son, LIAM, for his first Skydive on Australia Day. Murf's jump number - #11620 - is nearly triple the number of days that Liam has been alive!

Photos by Shane Sparkes



Dear Mr McEvoy,

A couple of Wednesday evenings ago I was looking at a rainbow which was above the drop zone. All of a sudden it came to life with the most beautiful colours I have ever seen. About 24 parachutes dropped through the rainbow and for a few seconds they all shone with bright fluorescent colours. It was something I will probably never see again and I wanted to thank you for giving me the opportunity of witnessing it. Enclosed is a poem it gave me the incentive to write. Thanks again.

Yours sincerely,

Judith Leo

(Toogoolawah Local)

COLOURS OF THE SKY

By JA Leo

The greatest gift I've ever had,
Was right before my eyes,
Colours, glorious colours
Were falling from the skies.

A rainbow in the evening sky,
Had suddenly come alive.
With parachutes, a lot of them
On their rapid earth-ward dive.

They flittered through the rainbow,
As they came toward the ground,
And sparks of brilliant colours
Were flashing all around.

They shone like tiny neon lights,
Or fire flies in the night,
With colours changing all the time
A truly breathless sight.

I held my breath in wonderment,
At this sight before my eyes,
Thanked God that I had witnessed it,
The Colours From The Skies.

VIGIL NEWS

By Willy Boeykens

Reminder of Services Available to Vigil AAD owners:



• Vigil 1 Exchange Program.

Unfortunately our suppliers no longer deliver Vigil 1 batteries and components, therefore we offer an exchange of any Vigil 1 plus 400€ (\$500 in US) you can receive a new Vigil Cuatro!

We encourage Vigil 1 owners to act fast, as these rates will increase in 2020 to 500€ (\$600 in US).

• Mandatory Battery Replacement at 10 years

A reminder that any Vigil with a battery older than 10 years may not be used until they have received a new battery!

How to verify if your battery is ok:

- 1) If the DOM of your Vigil is under 10 years, the battery should be under 10 years.
- 2) If the DOM of your Vigil is older than 10 years and it has a newer battery, this should be on the silver sticker on the back of your Vigil (batt repl. before ...) or when it has been changed in the field before, you should have an additional "service card" with the SN of the unit, and DOM of the new battery.

In all other cases, your battery is likely older than 10 years and should be replaced before the next jump.

(New batteries installed after October 2018 have a 12 year lifetime)

Battery replacement cost is 95€ (\$120 in US). This includes a complete maintenance at no additional cost.

• Free Vigil Maintenance, (no battery replace)

Vigil does not require mandatory maintenance; however, maintenance is available to anyone, anytime. When you have a repack, or a winter break. Anytime!

Vigil maintenance includes: a complete maintenance and a firmware (Multimode) update.

The cost of this maintenance without battery replace, is free. Only the return shipping will be charged! No additional cost!

• Vigil Upgrade to Cuatro

We can upgrade your Vigil II firmware (from SN 11.800 and up) to Vigil Cuatro (incl Xtreme mode)

Cost of this firmware upgrade (incl complete maintenance) 70 EUR (\$95 in US).

All of the services above must be performed in a Vigil Service Center. Send your Vigil to AAD nv/sa (Tongerren, Belgium) or Vigil America (Deland, Florida).

Before returning any Vigil, please go to www.vigil.aero/rma and follow the instructions.

If you have any questions, please don't hesitate to contact us.



Spacer foam on the backpad and inside leg pads for added comfort. In-set horizontal backstrap, hip ring and comfort pad results in unparalleled stabilization with maximum comfort.



Main-riser system - designed for maximum locking power. The backpad is shaped and contoured to fit the shoulders and upper body and stay in place.



The V-Flex upper leg strap and "Multi-Flex" harness configurations with chest and hip rings allows for maximum comfort and flexibility. Reserve ripcord - standard or low profile.



Upward main closing flap and integrated side flap with bridle cover for maximum closing pin and bridle protection.

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dz directory

Source: APF Database as at deadline time.

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWN)

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

SKYDIVE ULURU (SKYROK)

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

TOP END TANDEMS (TOP)

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

QUEENSLAND - NORTH

ALTITUDE SKYDIVE (ASMB)

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

FAR NORTH FREEFALL INC (FARNTH)

AFF, Tandem and Licence holders.
Chief Instructor: Brandon van Niekerk
PO Box 1058, Tully, Qld 4854
Email: tkolln@hotmail.com
Drop Zone Location: Tully Aerodrome
Aircraft: Cessna 208

SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only.
Temporary Chief Instructor: Dave Ciccicarelli
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/airlie-beach
Drop Zone Location: Whitsunday Airport, Shute Harbour
Aircraft: GA8 Airvan, Cessna Caravan 208

SKYDIVE CAIRNS (OSBO)

Tandem only.
Chief Instructor: Dave Ciccicarelli
PO Box 105, Cairns North, Qld 4870
Ph: 1300 663 634.
Fax 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/cairns
Drop Zone Location: Edmonton and Cairns
Aircraft: Cessna Caravan 208, GA8 Airvan

SKYDIVE CAPRICORN (SKYCAP)

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

SKYDIVE MISSION BEACH (SDCNS)

Tandem only.
Chief Instructor: Steve Lewis
PO Box 105, Cairns North, Qld 4870
Ph: 1300 663 634.

Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/mission-beach
Drop Zone Location: Tully Aerodrome and Mission Beach
Aircraft: 3x Cessna Caravan 208

AIRLIE BEACH SKYDIVERS (WHITS)

AFF, Tandem and Licence holders.
Chief Instructor: Jason McGregor
PO Box 226, Milperra, NSW 2214
Club Ph: 0424 150 923.
Email: support@airliebeachskydivers.com.au
Web: airliebeachskydivers.com.au/
Drop Zone Location: Bowen Aerodrome and Queens Beach
Aircraft: 2x Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

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

TANDEM CAIRNS (CAIRNS)

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

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

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

GOLD COAST SKYDIVE PTY LTD (TGOLD)

Tandem only.
Chief Instructor: Archie Jamieson
PO Box 332, Coolangatta, Qld 4225
Club/DZ Ph: 07 5599 1920.
Fax: 07 5599 1921.
Email: info@goldcoastskydive.com.au
Web: goldcoastskydive.com.au
Drop Zone Location: Kirra Beach and Len Peak Oval
Aircraft: Cessna 182, PA-31-350 Navajo Chieftain

RAMBLERS PARACHUTE CENTRE (RAMBL)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Darren Doyle
PO Box 136, Toogoolawah, Qld 4313
Club Ph: 07 5423 1159.
Email: skydive@ramblers.com.au
Web: www.ramblers.com.au
Drop Zone Location: Toogoolawah
Aircraft: 2x Cessna Caravan 208, Cessna 182

SKYDIVE AUSTRALIA BRISBANE (RED)

Tandem only.
Chief Instructor: John Cook
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: Web: skydive.com.au/brisbane
Drop Zone Location: Suttons Beach, Redcliffe
Aircraft: Cessna Caravan 208

SKYDIVE BRIBIE ISLAND (ASQ)

Non-training Organisation
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydivebribie.com.au
Web: skydivebribie.com.au

Drop Zone Location: Caboolture Airport (Ops Centre), Bribie Island beaches
Aircraft: Cessna 206

SKYDIVE FRASER ISLAND (RAINBO)

Tandem only.
Chief Instructor: Wayne McLachlan
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634.
Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydiveforfun.com.au
Drop Zone Location: Rainbow Beach
Aircraft: Cessna 182 (Super)

SKYDIVE HERVEY BAY (HERVEY)

Non-training organisation.
PO Box 7441, Hervey Bay, QLD 4655
Ph: 0458 064 703.
Email: bookings@skydiveherveybay.com.au
Web: www.skydiveherveybay.com.au
Drop Zone Location: Hervey Bay beaches, Bunya Creek and Fraser Island
Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE NOOSA (SKRAM)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Wayne McLachlan
PO Box 5361, Wollongong, NSW 2520
Ph: 1300 663 634. Fax: 1300 338 803.
Email: info@skydive.com.au
Web: skydive.com.au/noosa
Drop Zone Location: Coolum Beach and Bli Bli
Aircraft: Cessna 182, Cessna Caravan 208

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

Non-training organisation. Licence holders
248-250 Forestdale Drive, Forestdale, Qld 4118
Club Ph: 0412 090 027.
Email: seqsclub@gmail.com
Web: sites.google.com/site/seqsclub

SUNSHINE COAST SKYDIVERS (SSCSC)

AFF, Tandem and Licence holders.
Chief Instructor: Cameron Cooper
PO Box 1079, Caloundra, Qld 4551
Club Ph: 07 5437 0211.
Email: bookings@sunshinecoastskydivers.com.au
Web: sunshinecoastskydivers.com.au
Drop Zone Location: Caloundra Airport and local beaches
Aircraft: Cessna Caravan 208

TOOGoolawah SKYDIVERS CLUB INC. (RASP)

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

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

AFF, Tandem and Licence holders.
Temporary Chief Instructor: Jim Czerwinski
PO Box 844, Goulburn, NSW 2580
Club Ph: 02 9042 2000.
Email: bookings@askydive.com.au
Web: askydive.com.au
Drop Zone Location: Goulburn Airport
Aircraft: Bandeirante EMB-110P1, Cessna 182F

AIRBORNE SUPPORT SERVICES (3RAR)

Non-training organisation (Military)
11 Yanderra Road, Tapitallee, NSW 2540
Ph: 0487 505 800. Fax 02 4421 5107.
Email: shep@airbornesupportservices.com
Drop Zone Location: Nowra Airport

COFFS CITY SKYDIVERS (COFFS)

AFF, Tandem and Licence holders.
Chief Instructor: Lawrence Hill
65 Albany Street, Coffs Harbour, NSW 2450
Club Ph: 02 6651 1167. Fax: 02 6651 1094.
Email: jump@coffsskydivers.com.au
Web: coffsskydivers.com.au
Drop Zone Location: Coffs Harbour Airport
Aircraft: Cessna 182, Cessna 206

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

AFF, Tandem and Licence holders.
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: Kobi Bokay
PO Box 5361, Wollongong, NSW 2500
Ph: 1300 663 634.
Email: info@skydive.com.au
Web: skydive.com.au/sydney-wollongong
Drop Zone Location: Stuart Park, North Wollongong
Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

Tandem only. Chief Instructor: Mark Brody
PO Box 764, Taree, NSW 2430
Club Ph: 0418 730 741.
Email: skydivingnsw@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@sydneykydivers.com.au
Web: sydneykydivers.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-Presgrave
PO Box 839, Torquay, Vic 3228
Club Ph: 1800 557 101.
DZ Ph: 0402 467 253.
Email: info@australianskydive.com.au
Web: australianskydive.com.au
Drop Zone Location: Tiger Moth World Torquay
Aircraft: Cessnas 182, 206 and Caravan 208

COMMANDO SKYDIVERS INCORPORATED (CDO)

AFF, SFF, Tandem and Licence holders.
Chief Instructor: Craig Trimble
Club Ph: 1300 555 956.
Email: info@commandoskydivers.com.au
Web: commandoskydivers.com.au
Drop Zone Location: Latrobe Regional Airport and Phillip Island Airport
Aircraft: GA8 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: skydivemelbourne.com.au/
Drop Zone Location: Tooradin Airfield
Aircraft: Cessna 206

SKYDIVE YARRA VALLEY (VPC)

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

COASTAL SKYDIVE SA (COOL)

Tandem and Licence holders.
Chief Instructor: Mark Gazley
PO Box 333, Glenelg, SA 5045
Club Ph: 0448 148 490.
Email: jump@coastalskydive.com.au
Web: coastalskydive.com.au
Drop Zone Location: Goolwa Airfield, Aldinga Airfield and Semaphore Beach
Aircraft: 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, Busseton, WA 6280
Club Ph: 1300 449 669.
DZ Ph: 0424 174 197.
Email: rottnest@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: murtagh@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 JURIEBAY (PPNW)

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

