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FEATURES



EDITORIAL

As always, I get a kick out of other people's skydiving excitement. There's been a lot of action since Christmas and it's reflected in this issue. There's been a smorgasbord of events and competitions, and both the seasoned and the fresh authors and photographers have oozed their good vibes. That a sport can successfully and continually attract young blood and keep the old blood pumping, is always fascinating.

Between author Jason Lane and photographer Gustavo Cabana, we can visualise just what it's like to be in the World Headup Record. Welcome home Mason Corby! Aussie Freeflyers are loving and benefitting from his dynamic Freefly leadership, just what the country has needed for quite some years. Kelly and Nigel Brennan's mission of nurturing Star Cresters through the Table and inspiring them to be a part of the next Aussie Big-way Record is no doubt very fulfilling and enjoyable for all involved. Great stuff!

It's Mike Brigg's History of Wind Tunnels that is this issue's standout, a captivating read, and interestingly in Kim Hardwick's compliments to the author, she commented that, "It's very rare to read something new, that she's never heard before."

The ASM is for all members, so don't be afraid to send in your photos and tall tales of your weekend adventures at the drop zone, we want to see you! If you have a safety message to get out there, or a mentor who needs to be profiled, or you've had a close call that others can learn from – send it in!

Switch your cameras from video to photos every now so that ripper jump can be in all its glory on the front cover instead of a thumbnail sized screenshot lost in the mag!

Next issue is coming around quickly, so get cracking!



Celebrating Vikki Girvin's 200th jump, with Jazlin Osborn & Brett Higgins too.

Susie EDITOR

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FRONT COVER



Richie & Shea Convery of Freefly Team Fulltilt, at the 2016 Australian Nationals, Nagambie DZ, Victoria.
Photograph: Tommy Siera

BACK COVER



Accuracy competitor, Graeme Windsor, lining up a dead centre, at the 2016 Australian Nationals 2016, Nagambie DZ, Victoria
Photograph: Shane Sparkes

[WANTED FOR NEXT ISSUES]

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

[Next Deadlines]

Issue 81	Deadline 10th June, 2016
Mag Out	10th July, 2016
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The Editor retains the right to withdraw any advertisement, article, photo or other at her discretion and does not accept liability for delay in publication or for errors, although every care is taken to avoid mistakes.

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, provided the APF does not appear to condone the activity.

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

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APF MEMBERS AND GUESTS ARE INVITED TO ATTEND THE 2016 APF SYMPOSIUM AND CONTRIBUTE TO THE FUTURE OF SKYDIVING IN AUSTRALIA. SEE CUTTING EDGE TECHNOLOGY AT THE TRADE EXHIBITION, PARTICIPATE IN WORKSHOPS AND BE ENGAGED BY GREAT PRESENTATIONS FROM AUSTRALIA'S SKYDIVING LEADERS AND GUESTS FROM OVERSEAS.



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MINIMISING BUREAUCRACY AND MAXIMISING EFFICIENCY

Over recent times, the APF has been working toward a new governance structure, beginning with APF's move from an 'Association', to a 'Company Limited by Guarantee (CLG)', and culminating in a complete 'Governance Review' of APF's structure, purpose and processes, with the goal of minimising bureaucracy and maximizing efficiency. The results of this review have brought about some monumental changes, changes which will ultimately see the APF systems and processes working more efficiently.

Under the new CLG structure, Area Councils also have elected to become APF Council Committees and will now be operating under the Terms of Delegation (rules) that replaces the old Council Model Rules and Regulations.

With the implementation of RS57 in October 2015, a more streamlined governance structure was introduced. This structure enables clearer lines of authority and accountability with key volunteer regulatory positions becoming the responsibility of the APF including appointment, training and remuneration. Those positions include Area Safety Officer (ASO), Area Instructor Examiner (AIE), Area Rigger Chair (ARC), and Display Rating Examiner (DRE).

Further outcomes of the structure review included the amalgamation of certain regulatory positions and the creation of new positions. The ASO, AIE and DLE, which were previously appointed in each council area, have now been consolidated into one position – that of Safety and Training Officer (STO) with a total of three STO's appointed nationally. The new permanent part-time STO's are responsible for oversight of safety and training including the supervision of safety audits and incident investigation, and will not be confined to one council area. The first incumbent to this new position was appointed by the Technical Committee in October 2015, with the final two positions being advertised by the APF nationally with new appointees receiving the sanction of all APF councils. Congratulations to Charl Rootman, Mike Tibbitts and Brett Newman on their appointment.

Additionally, the APF has elected to create the new position of Safety and Training Advisor (STA). STA's will be appointed as required in order to provide assistance to STO's in the conduct of their duties and responsibilities in remote areas, or with specific projects. In the interim as the new structure takes effect, an STA will be appointed in each of the following area councils, NSWPC, WAPC, NTPC and NQPC. The new Safety & Training team are national representatives and will not be confined to any one Council area as previously with ASO's and AIE's etc.

Further changes include the amalgamation of the National Safety Officer (NSO) and National Training Officer (NTO) (previously known as Technical Directors) and their consummation into the national office, under the oversight of the APF's Safety and Training Manager (STM), Richard McCooey. These changes became effective 21 April, 2016. An APF Organisation diagram is available in RS 57.

All APF manuals and doctrine continue to be reviewed to ensure consistency and relevance, and all application processes and associated forms are being reviewed to ensure relevance and suitability in keeping with today's needs and member expectations. The new and improved Instructor Online Revalidation process, which allows CI's or examiners to recommend, examine and approve candidates online, is one such example of streamlining and improving processes, without affecting safety oversight.

IT systems are being scoped and developed with an aim to further improve service to members. The roll out of the new web-based membership and content management system will commence July - August 2016, with the 1st of four stages being released.

Safety Management Systems (SMS) development and implementation for all club operations has been in full swing since 2015, with most CI's having now attended APF funded SMS training courses, with a template for a Club Operational SMS Manual being provided to CI's for adaptation. This approach has proved very successful, greatly easing the burden on CI's as they work toward implementation of formal SMS at their operations, as per best practice at most government, sporting and aviation organisations today. Improved reporting mechanisms are also being introduced, in order to facilitate and promote a "just culture" reporting environment where members report incidents or accidental occurrences freely and easily, and without fear of reprisal.

Whilst all these changes will mean a 'leaner cleaner' system, they won't come without the usual teething problems and I ask for your patience and understanding as we work through these. As always your constructive criticisms are welcomed and appreciated.

Sincerely
Brad Turner
Chief Executive Officer





directors direction

One of the Trainee Judges recently remarked to me at the Nationals at Nagambie, and I must admit to feeling a glow of warmth as I heard it, "You know, Gail, Judging is everything you said it would be – and more! I am totally hooked."

This validation of our wonderful pastime came from a Trainee who had attended the FS Judge Training Course in NSW in February, prior to the Wingsuit Performance (WS-P) Nationals test event.

On that topic, which I am sure is covered elsewhere in ASM, we had four Judges and two Trainees gain their WS-P ratings. Sheena Simmonds (QLD) was the Chief Judge who had earned her FAI Judge rating in all WS disciplines in 2015. One Judge representative per State, Peta Holmes (WA), Dean Brook-Rerecich (NSW) and Ray Williams (VIC) attended to learn about this new discipline and gain their APF Judge WS-P rating under Sheena's careful instruction. Two trainees, Fergs Fergie and I, gained our WS-P ratings too. This means we are represented in most States now for WS-P.

The WS-P Nationals test event was great. Our thanks to John Ferrara for his enormous welcoming hospitality, Kobi for his friendship and keeping everyone safe, Roger for organising everyone and making this event a reality, and all competitors for giving us such a fun meet and for getting to know you all. Congratulations to all who will represent Australia in Florida in November.

On the weekend prior, I took advantage of the excellent training location at Skydive Adrenaline to run an APF Judge Training Course in FS. It was attended by Wade Challenor, Leanne Connor, Ken Enright, Fergs Fergie, Sharan Fergie and Yijun Huang. All Trainees had done their pre-course homework and spent a most enjoyable two days coming to grips with the rudiments of judging Formation Skydiving. With more homework to do, most of these would be ready for exams at the Nationals in Nagambie in March.

We had a big turnout of Judges in Nagambie, a most exciting and enjoyable event, for which I thank the APF, and also Calder Chernoff for doing such a great job setting up everything in the weeks prior, teaching the Judges about our standardised InTime databases, making sure all the Audience Viewers worked and results got out, and dealing with myriad enquiries from the TV and big screen people.

Our Judges included myself as Chief Judge, Dean Brook-Rerecich as CJ Accuracy, Korean guest Judge David Choi, Leanne Connor, Faye Cox, Fergs Fergie, Peta Holmes,

Jim Moir, Jenni Plumridge, Cole Ruthenberg, Lindy Rochow-Williams, Sheena Simmonds and Ray Williams. We were complemented by six trainee Judges seeking their ratings, who were asked to "shadow" senior Judges to learn more, while this training group worked till nearly midnight one night sitting their exams.

I am delighted to announce that all passed, and Australia now has six new FS endorsed Judges, some of whom also did their Accuracy ratings and all of whom now hold more than one discipline.

Congratulations to all of these, in alpha order:

Wade Challenor	FS & Accuracy
Leanne Connor	(already rated in Acc and CP) plus now FS
Leanne Critchley	FS & Acc (plus she gained her CP rating too in April in York)
Ken Enright	FS & Acc
Fergs Fergie	(already rated in WS-P) plus now FS & Acc
Yijun Huang	FS & Acc

That's 12 new ratings across six Judges while in York, Jan Nejedly gained his Canopy Piloting APF Judge rating. (Jan was previously trained as an FS Judge in Victoria in 2015 but was too busy competing at Nagambie to judge that Nationals in order to fully qualify in FS, a pre-requisite for all APF Judges).

In York in April, a number of Judges worked under Chief Judge Craig Bennett to select the Australian team for Canada in August. The Judges were: Dean Brook-Rerecich (EJ Distance and Speed), Cole Ruthenberg (EJ – Accuracy), Gail Bradley, Natasha Brook-Rerecich, Courtney Butler, guest judge David Choi, Leanne Connor, Peta Holmes and Lindy Williams. As above, Lea Critchley and Jan Nejedly gained their CP Judge endorsements too.

This competition was blessed by fine weather, good camaraderie, excellent performances and lots of terrific footage. This is an exciting event, filled with vitality and adrenaline, which we love to judge because, like Accuracy and WS-P, we get to hang out with you guys more often than usually possible when watching videos. Thank you to Tom Gilmartin and the drop zone for improving our judging conditions and making us comfortable.

So that's all the news from Judge-land at the moment, although a few announcements to make:

1. Next year, the Chief Judge for Canopy Piloting will be Dean Brook-Rerecich. Dean has been an Event Judge and Chief of Judge Training in this discipline a few times now, and is an FAI-rated Judge with a high skill-set and deep knowledge of the discipline. Good luck, Dean. I know Crash and others will support you.
2. Crash has been our Chief Judge for a couple of years now in CP and is keen to develop others in the role. He is going to be representing Australia (well, actually, technically he represents the FAI but we know where he did his training!) as an Event Judge in CP in Canada. Go well, Crash. I know you will make us proud to have an Aussie in such a high position in the world.
3. Other Australian Judges representing the FAI at World Meets are Dean in Accuracy in Chicago, Peta in FS in Chicago and Sheena in Wingsuit in Florida. Good luck to all in presenting our very high judging standards to the world.
4. I am planning to bring to Australia two FAI Judge Trainers later this year, in FS and CP. We have a number of judges ready to take the next step up to their FAI ratings, and some wishing to become current again. It is more cost-effective to run these courses here than to assist to send, say, 10 APF Judges overseas, plus there are few FAI Judges courses scheduled in this "on-year". This represents an opportunity for all eligible Judges to attend these courses, or even if not eligible for an FAI rating, to attend and gain improved skills.

I urge all interested parties to contact me if you wish to become a Judge. I would like to add more Judges to South Australia and North Queensland next. You too may derive great enjoyment, enormous satisfaction and a wonderful sense of achievement from this skill and get to hang out with the fun and well-travelled judging teams described above.

As another of the Trainees said to me at the Nationals, "Judging FS? Best computer game EVER".

Blue skies,

Gail Bradley
Nationals Judging Officer
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Redeveloping the Development Officer



With **Rob Libeau**
APF National Development

NATIONALS

Does an athlete competing at a National Championships deserve the best the Federation can offer? Hell yeah?

The APF had a clear strategy for 2016. Combining with the VTPC, Skydive Nagambie and many fantastic people at other councils, we set out to make the 2016 National Championships one of the best ever and it didn't matter whether you were there to learn from Australia's best, have aspirations to represent Australia or, just have fun; the Nationals are the marquee event for the Australian Skydiving Industry and it deserves the status that comes with it!

That reason aside, there is a bigger picture. Companies such as Red Bull, Lexus and even Ford Motor Company are breaking down barriers for skydiving and the public perception that we have lived with for years. The door is fast opening on opportunity for skydiving to become as mainstream as any other sport.

To benefit from these opportunities, we saw a bit of history for the APF and the Nationals. We had Skydive TV here (all the way from Vegas); showcasing Australia to the rest of the world and that gives the APF a fantastic resource (and a very large audience reach), to take to sponsors and show exactly what we can offer.

The APF also filmed this Nationals and it is our aim to have the show aired on Network TV. Nationals TV was a massive undertaking and thanks to Christian Whyte, Ozdem Cemali (producer), the crew and the competitors, our product and story is as high a quality as you can get (I'm told the cameras used were worth \$100K).

We had every angle covered: Outside – Outside, Belly Cam, outside, plane to plane and even Drone footage. The competitors were fantastic in letting us get in their face for interviews and the camera flyers – Rob Delaney, Archie Jamieson, Wayne McLachlan and Shane Sparkes were awesome!

But, you might ask “Why, we're doing ok aren't we?” Well, the APF aims to grow our sporting licensed members to 5,000 by 2020 and the recent TV commercial aired over Christmas saw a 19.5% growth in New Members comparing Jan/Feb 2015 to the same period in 2016; proving that our best asset is what we do! Our images inspire people and this is how we will create more skydivers for us all to play with, develop future champions and pluck instructors from.

Thus, developing the APF Marquee event. The Nationals is a great place to start and a major part of the APF growth strategy. With many fantastic retention programs already in place and a marquee event that new members will aspire to be a part of, we can continue to build on the framework already in place – getting better and better each time and the better we get, the bigger our media profile and the better it will be for not just our DZs but also our Australian Team, the fun jumpers and all our stakeholders.

But, it must be said: The APF and organisations all over Australia are investing huge dollars in our future and this can all be undone with one act of stupidity, a drunken post on social media or a mis – placed quote to the media!

It is very hard these days to have a profile that sponsors will want to be a part of and a quick social media search of skydiving could very easily uncover reasons for a major brand to say “no thanks” to our efforts to create sponsorship and partners.

We all need to stay on track, keep ourselves honest and humble and stay professional in the way we act, look after each other; both on the ground and in the sky and above all – avoid stupid, drunken behaviour! The APF, the State Councils, the Board, the APF volunteer positions and many, many skydivers invest large amounts of time and money in this sport, all with a view to popularising skydiving. By all means, keep having a blast out there but, think before you act! What are the potential consequences, who will this hurt, am I just being plain stupid?

That being said, we are off to Chicago, Zephyr Hills and Canada for the WPCs. Congratulations to the Australian National Champions and good luck, we are all behind you!



Classic Accuracy Winner Don Woodland being interviewed by Skydive TV.
Photo: Kelly Brennan



WIAS

The Women in Adventure Sport (WIAS), program aims to support and retain women in skydiving. The program provides mentors for new skydivers and is now looking to expand.

The APF is currently seeking a sponsor and it is hoped that any sponsorship will fund marketing collateral so that the program can be easily recognised and joined effortlessly by those wanting to participate. Funding for the program will also be directed in to growing the skill base of our mentors, with the possibility of funds being made available to attend workshops and relevant courses.

Another part of the program expansion will include the Lisa Perdichizzi Scholarship for Elite/Career Development. Lisa was an original supporter of the program and helped to develop the mentor program; always willing to learn, Lisa's name and ethic are a perfect fit for the calibre of skydiver that would be awarded the scholarship.

To continue to develop the WIAS program, it is integral that we also have mentors. If you believe you have the skills to become a mentor, email Rob Libeau at development@apf.com.au for more information.

The WIAS program can be found at www.apf.com.au

STATE CHAMPIONSHIPS

Did you enter a team in the E – League? Well, why not take it to the next level. Enter your team at your State Championships!

Competition is not only the best way to get better at what you are trying to achieve but, it is a great way to meet like-minded people.

To join in to your State Championships, all you need is a willingness to have fun! You do not have to be the best team, nor do you need to have aspirations to represent your country (Yet!). You do not even need to have a team. Your State Coach will happily place you in to a team that is also looking to compete but, is a player or two short.

Coaches are made available and the State Championships is the best place for you to get free coaching!

State pride is on the line! Get up and show the country that your state is the best!

Dates for your state championships can be found at: <http://www.apf.asn.au/Comps-Events/Calendar-of-Events/default.aspx>

2016 Nationals in all disciplines – done and dusted. Formation Skydiving, Canopy Formation, VFS, Classic Accuracy, Wingsuit Performance, Canopy Piloting, Sports Accuracy, Artistics, Wingsuit Acrobatic... Quite a list these days, isn't it?

Congratulations to all the competitive skydivers we've had giving it their all to try and obtain some solid results from hard training, maybe to get a medal, and maybe to represent Australia in the coming year. Bring it on for either the Canopy Piloting in Canada, or Chicago for all the other disciplines. It's going to be a huge meet in Chicago, and the efforts to get our best to both World Meets are already well underway.

Records were broken at both Nagambie FS Nationals and the York CP Nationals, with the tunnel certainly making its presence felt in Australian skydiving.

Competitions this year at both the State and National levels has brought on a few discussions about the sports direction in a couple of disciplines, with Simone Bambach putting a proposal on the table for both the 4-way and 8-way Intermediate Dive Pools to be changed to adopt the American Dive Pool for their AA Class for 4-way, and the USPA's 8-way Inter dive pool. She proposes that this will help overseas coaches train our jumpers, as they would be more familiar with the Dive Pool, and would provide better ascendancy paths for our Intermediate formation skydivers to enter the Open class competition. Now with multiple wind tunnels in Australia, is now the time to change?

If you were at the FS/VFS Competitors Meeting at Nagambie, you'll be up with where it has gone so far... it's led to some fairly robust and thoughtful discussion on both sides of the “time to change it” fence. If you have any interest or input into this discussion, keep your eyes on the APF Broadcasts – there will be a Facebook group set up for the ongoing discussion, and all views are valid and welcome. This will be set up before the Conference, and the discussion will continue there.

On this subject, do you want to go FAST? Mark Edwards has been the primary mover to get Speed Skydiving onto the list of National championships. It's looking good to get a test event running this year, with Drop Zones currently being sought to run the event. If you want to know more about the discipline, get onto the Aussie Speed Skydivers (ASS) Facebook group, see what's going on, and let's get it happening.

Remember – it's competition that defines your past-time as a sport, and some of the cross fertilisation that's happening between record formations and competition skydiving is showing what an improvement each field is fostering in the other.

Get out there, train and compete! See you on a podium somewhere.

Craig “Crash” Bennett
APF Director Competition





Octavi8



Focus



2016 AUSTRALIAN NATIONAL CHAMPIONSHIPS

• FORMATION SKYDIVING • ARTISTIC EVENTS
NAGAMBIE DROP ZONE, VICTORIA

NATIONAL CHAMPIONSHIPS

• CANOPY FORMATION • CLASSIC ACCURACY • SPORTS ACCURACY
Photos by Shane Sparkes, Wayne McLachlan, Archie Jamieson, Tommy Siera, Kelly Brennan & Rob Libeau



Innuendo



Rotor Out

ASM 10



ASM 11



ASM 11



Sassy Red



Janine Hayes



Don Woodland



Graeme Windsor



Claude Gillard



2016 AUSTRALIAN NATIONAL CHAMPIONSHIPS



Stinger Defence



Impulse



Octavi8





2016 AUSTRALIAN NATIONAL CHAMPIONSHIPS



Don Woodland



Octavi8



L'Attitude



Full Tilt

2016 AUSTRALIAN NATIONAL CHAMPIONSHIPS

R E S U L T S

CLASSIC ACCURACY

Pos	Nat	Team	1	2	3	4	5	6	7	8	9	10	Total
1	AUS	Don Woodland	1	10	1	2	1	3	7	2	10	2	39
2	AUS	Tibor Glesk	1	16	6	3	7	1	0	2	0	16	52
3	AUS	David Boulter	7	9	5	4	7	7	3	2	4	16	64
4	AUS	Graeme Windsor	16	3	13	6	2	5	16	3	4	6	74
5	AUS	Janine Hayes	2	9	7	14	16	4	4	10	4	14	84
6	AUS	Mike Dyer	16	16	16	6	1	3	12	4	5	6	85
7	NZL	Frank Conway	10	16	16	4	9	3	1	7	4	16	86
8	AUS	Keith Perrott	8	15	8	2	5	16	3	16	1	16	90
9	AUS	Andy Mulholland	16	16	9	16	9	16	14	4	7	10	117
10	AUS	Jason Colless	16	16	9	16	16	16	16	16	16	16	153

ARTISIC EVENT - FREELY OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	Total
1	AUS	902 - John Rumbo	7.3	3.9	8	7.6	3.8	8.1	8.2	46.9
2	AUS	901 - Full Tilt	6.6	3.4	7.7	7.5	4.7	8	7.7	45.6

CANOPY FORMATION - 2-WAY SEQUENTIAL - OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	8	Jo	Total
1	AUS	203 - Chaps	11	9	7	9	8	10	6	8	-	68
2	AUS	202 - Stinger Defence	7	7	6	8	8	6	9	8	-	59
3	AUS	201 - Alpha Q	1	1	1	0	0	3	0	0	-	6

CANOPY FORMATION - 4-WAY SEQUENTIAL - OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	8	Jo	Total
1	AUS	601 - K4	2 (T)	4	5	4	4	5	1	2	-	25

FORMATION SKYDIVING - 4-WAY - INTERMEDIATE

Pos	Nat	Team	1	2	3	4	5	6	7	8	9	10	Jo	Total
1	AUS	303 - Eminence	19	17	19	19	16	12	22	18	13	18	-	173
2	AUS	305 - Quatro	13	10	13	14	13	9	20	13	8	9	-	122
3	AUS	302 - Taipan Defence	12	13	11	12	14	11	14	11	10	12	-	120
4	AUS	307 - Megasaurus Rex	13	8	13	12	13	6	16	13	10	0	-	104
5	AUS	304 - Terminal												
		Velociraptor Defence	11	11	8	10	9	8	10	10	7	7	-	91
6	AUS	306 - Big T	2	5	4	6	6	4	7	5	5	4	-	48
7	AUS	301 - Tetra	5	4	4	7	5	4	6	2	2	1	-	40
8	AUS	308 - Rushin Defence	4	3	4	3	4	0	3	1	4	-	-	26

FORMATION SKYDIVING - 4-WAY - OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	8	9	10	Jo	Total
1	AUS	402 - Rotor Out	15	14	13	23	16	27	16	17	18	17	-	176
2	AUS	404 - Bellatrix	13	12	12	19	12	23	12	14	15	13	-	145
3	AUS	401 - L'Attitude	9	10	11	14	9	19	11	12	12	13	-	120
4	AUS	407 - Impulse	11	9	11	14	9	16	11	14	12	9	-	116
5	AUS	405 - Method	9	7	8	16	11	18	7	11	12	8	-	107
6	AUS	406 - Edge of Calamity	8	7	10	13	6	17	9	11	8	-	-	98
7	AUS	403 - Reloaded	5	7	6	8	5	12	9	8	7	7	-	74

FORMATION SKYDIVING - 8-WAY - INTERMEDIATE

Pos	Nat	Team	1	2	3	4	5	6	7	8	9	10	Jo	Total
1	AUS	702 - Checkm8	9	13	10	10	12	9	12	10	10	10	-	105
2	AUS	701 - Octavi8	0	1	3	1	2	3	0	0	1	2	-	13

FORMATION SKYDIVING - 8-WAY - OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	8	9	10	Jo	Total
1	AUS	802 - Innuendo	13	15	11	11	12	11	11	11	11	-	-	106
2	AUS	801 - Str8down	3	2	3	1	1	2	5	3	2	-	-	22

VERTICAL FORMATION SKYDIVING - OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	8	Jo	Total
1	AUS	501 - Focus	14	12	14	7	14	15	12	15	-	103

VERTICAL FORMATION SKYDIVING - 2-WAY INTERMEDIATE

Pos	Nat	Team	1	2	3	4	5	6	Jo	Total
1	AUS	Flaptor Defence	0	0	1	0	-	-	-	1

WINGSUIT ACROBATIC - ADVANCED

Pos	Nat	Team	1	2	3	4	5	6	Jo	Total
1	AUS	001 - Jetstream	0	0	0	0	7	8	0	15
2	AUS	002 - Sassy Red	0	0	0	0	6	4	0	10

WINGSUIT TOTAL SCORE - OPEN

Pos	Nat	Team	1	2	3	4	5	6	7	Total
1	AUS	Jetstream	100	100	100	100	96.9	100	40.2	637.1
2	AUS	Sassy Red	79.1	66.8	89.9	89.2	100	55.9	100	580.9

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By Miles Cottman

After putting it off for a while for ridiculous reasons, I finally got my act together and signed up for this year's CP Nats, my second competition and first in Australia. Ranging from not wanting to miss out on handcams, to not wanting to kook it and look like an idiot, and everything in between, it was time to pack up the excuses and just go and get amongst it.

From start to finish I was stoked to have made the right decision. Picked up at the airport by a friendly staff member the wrong side of midnight (cheers Papa T), put in the onsite bunk house, and getting a sound sleep before first day training couldn't have gone smoother.

Waking up to see the giant body of water we would be flying over and planning to make it out of (it's not really fair to call it a pond, that thing is a lake!) combined with seeing the Aussie big dogs do their thing was the pump up needed to put the gear on and get going.

The APF had organised and subsidised for two super coaches to come and work with us all, Ronnie Perry and Billy Sharman.



Both of them had time for absolutely everyone and have the gift of making you feel like one of the crew instantly. Video debriefs of every landing were offered and accepted, and I think it's fair to say we all improved on the back of it.

The atmosphere among the competitors was great, we all just wanted to see each other do well and keep safe, and that goal was achieved. The support when we bugged up and the cheers and whoops when we nailed it made it feel like we were all one big unit with a common goal.

With tricky conditions close to the competition limits on one of the days, we were eventually blown over and retired to the projector for an open discussion led by Robbie McMillan with the primary focus being safety. It was a place to challenge our own ideas and make room for some new ones. Input from the awesome Judges talked us new guys around some of the finer points of the rules and how we can help to make things run smoother.

At the end of every day the bistro put on an awesome feed and we could all sit together and talk through the days events.

At the conclusion of the event I had no doubts that I would want to be in it next year. Thanks to Skydive The Beach and Beyond York for your hospitality, from pilots to manifest, packers to TMs, everyone looked after us. To the APF for the incredible amount work they do towards these events and how they look after us (when someone like Billy Sharman is telling you how good we have it as sporties in Australia, you've got no choice but to take note). To the Judges and Coaches for teaching us and keeping us safe. To all the competitors; the big dogs keeping the sport exciting and the new dogs helping it to grow. And to Taylor our pond scum rescuing us and our gear.

So if you're in doubt about signing up and giving it a crack next year, or if you've been putting it off; get on over and help the sport grow and be part of a team of like-minded people with the same passion. I've learnt a lot and most importantly had heaps of fun. I can guarantee that you won't regret it! Just don't be like me and listen to Tom when he is telling you that you'll be in the all female dorm as it doesn't exist.

Swooping is the best part of skydiving - accelerated descent, recovery force and the visuals of speed are a delight to the swooper's soul.

2016 Australian National Canopy Piloting Championships

YORK DROP ZONE, WA
Photos by Rob Libeau & Ronnie Perry



Marley Nolan-Duncan



Lee Barraclough



Andrew Woolf



Lee Barraclough



2016 Australian National Canopy Piloting Championships



Samuel Bishop

Robbie McMillan



Ray Warrall



Darren Griggs



Matt Giddings



By Coach, Billy Sharman

When Kevi Kapow approached me regarding hosting a training camp just before the Australian Nationals I was on board without any hesitation. I told him it would be a great honour to travel Down Under and help out with whatever I can.

I had been to Australia before but to be asked to come and coach was exciting. The reason: I would have some huge shoes to fill with the likes of Shannon Pilcher, Kaz Sheekey, Michael Vaughan and Nicholas Batchm who had coached the team previously.

Australia has always been a strong contender on the world stage, with the likes of Andrew (Angry) Wolff, Kevin Walters, SIR Thomas Gilmartin, RED Robbie and the others who now have "REAL" jobs: You know who you are!

The camp started out with a group of younger skydivers with jump numbers ranging from 100 to 400. We started with basic information about patterns and basic parachute landing techniques. The whole group was moving forward at an awesome pace. I was extremely happy and decided to mix it up on the second day! Trying to get the students out of their comfort zone, I decided to get them to land in a completely different area on the drop zone. I have to admit a couple of them did get a little disorientated and opted to land on the more familiar part. To my surprise, when they had finished packing and even after downwind, they would be landing downwind. They wanted to give it another try! I explained the dangers of landing downwind but they all still wanted to give it a go! I said to myself they are grown ups, they have all the information: Why not let them loose and see what they can do? Needless to say, ALL of them didn't even come close to their projected target but it was a great learning curve for all of them and for me!

When the Intermediate group started jumping I could tell they were definitely in it to win it! Asking all the right questions and jumping head first into the thick of things, the course was off to a great start! I don't believe I have ever met a group of jumpers that willing to learn. When

you have students like these individuals, courses become so much more fun and challenging at the same time.

I ended up customising the Intermediate Course to be able to challenge the participants. The standard of Australian Intermediates is definitely higher than I thought. I thank you all. All of you have bright swooping careers ahead of you! Except for Costa and Bubba: you guys fly way too fast.

Now for the Open Swoopers... These boys have been coming through the ranks on the Pro Circuit for some time now. It was

incredible to see how much support they receive from their country and especially the APF. I can bet you that in the years to come you will see names like Kevin Walters, Tom Gilmartin, Griggsby and Andrew Wolf contending for the top slots at World Championships very soon!

After seeing the skill and talent of the upcoming Pilots: I have to say watch out world here come the Boys in yellow and green!

The Venue: If you are a Swooper or if you are thinking about improving your canopy skills then YORK is the place to be! They have a wonderful team, world-class facilities and they can even organise you a coach to help with any question you might have.

I would like to thank the APF for all their support and organising to help bring me over. Tom Gilmartin: Thank you for all your help and friendship.

A special shout out to Dale Paulsen: You my boy are a mad man! So much determination and class! Keep charging and I have no doubt you will be an amazing Swooper some day cause you are an awesome Canopy Pilot already!

Until I see you again AUSTRALIA



Billy Sharman



Marley Nolan-Duncan



Lee Barraclough



Andrew Woolf



Lee Barraclough



2016 Australian National Canopy Piloting Championships

Marley Nolan-Duncan

By Marley Nolan-Duncan

Wow!!! Where do I start? Well, it was my first CP Nationals (yes, beers have been paid) and most definitely not my last. I loved everything from the training jumps leading up to the competition, and the coaching from some of the best! Guys like Billy Sharman and Ronnie "Super Coach" Perry, who are more than happy to help and are somewhat funny too.

From every coaching jump I could see improvement in myself which I will take home to my drop zone and continue to work on becoming a safer and better Canopy Pilot even more!

Even throughout the comp the guys were having a laugh, were still more than happy to help and created such a good vibe. At the end of the event I finished 11th overall and 9th out of the Ozzies. I got to compete against some of the best, I didn't expect to even get that far.

You guys rock!

Big thank you to everyone involved from the team at Skydive York, all the competitors from Open to Intermediate, the Judges and most of all the APF for letting such an event like this happen.

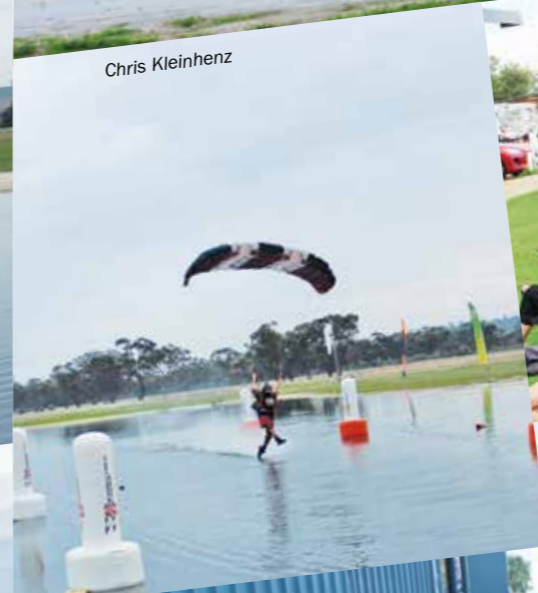
Love your work guys keep it up and see you all next year!



Glenn Farrell



Chris Kleinhenz



Tom Gilmartin



Stacey Halliday



Charly Rusconi



Allen Hodge



Ray Warrall



2016 Australian National Canopy Piloting Championships

INTERMEDIATE						
Rank Pos	Nation Points	Competitor Pos	Accuracy Points	Distance Pos	Speed Points	Total
1	AUS	Josh Costa	4	188.507	1	283.344
2	AUS	Samuel Bishop	1	245.591	3	198.534
3	AUS	Gabriel Phillips	8	151.679	6	169.574
4	BRA	Adriano Rodrigues	6	164.134	8	149.503
5	ITA	Lucio Longo	7	151.921	2	213.186
6	AUS	Mark Sillifant	9	149.973	5	174.375
7	AUS	Heath Baird	12	65.42	4	181.573
8	AUS	Stacey Halliday	3	211.809	7	153.588
9	AUS	Charly Rusconi	2	222.424	10	98.411
10	FRA	Matt Giddings	10	111.832	9	112.767
11	AUS	Damien Ettema	5	170.131	11	47.372
12	AUS	Ben Cuttler	11	88.612	12	33.702
13	AUS	Dale Paulsen	13	3	12	

OPEN						
Rank Pos	Nation Points	Competitor Pos	Accuracy Points	Distance Pos	Speed Points	Total
1	RSA	Billy Sharman	7	240.345	1	277.332
2	AUS	Andrew Woolf	4	259.999	3	263.559
3	NZL	Lee Barraclough	9	209.941	2	273.695
4	AUS	Tom Gilmartin	2	281.111	9	213.163
5	AUS	Miles Cottman	6	245.9	5	227.615
6	AUS	Robbie McMillan	3	270.547	10	206.401
7	AUS	Glenn Farrell	10	204.4	4	230.32
8	AUS	Mark Edwards	1	284.805	6	224.211
9	AUS	Keven Walters	5	258.324	14	153.292
10	AUS	Darren Griggs	8	210.114	7	219.244
11	AUS	Marley Nolan-Duncan	12	189.61	8	214.215
12	AUS	Ray Warrall	11	200.344	13	153.577
13	AUS	Paul Morton	13	117.732	11	196.02
14	USA	Chris Kleinhenz	14	107.344	12	165.799
15	AUS	Allen Hodge	15	58.888	15	6



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Goulburn, NSW - 20-21 February, 2016

1st WINGSUIT CHAMPIONSHIPS

By Dawn Tratt Photos by Lavana Dancer, Robert McEntee and Shane Sparkes

AUSTRALIA'S FIRST-EVER WINGSUIT PERFORMANCE CHAMPIONSHIPS IN GOULBURN WAS A RESOUNDING SUCCESS. THE EVENT, HOSTED BY ADRENALIN SKYDIVE GOULBURN, INCLUDED 19 COMPETITORS FROM AROUND THE COUNTRY AND AS FAR AFIELD AS CALIFORNIA, USA.

The event was divided into two competing groups: Intermediate and Advanced. The Overall winners in each division were as follows:

- Advanced:**
Gold - Steven Holden, Adelaide-born, lives in California
Silver - Chris Byrnes, Sunshine Coast
Bronze - Jack Rolliston, Jurien Bay, WA
- Intermediate:**
Gold - Andrew Wright, Sydney
Silver - Elodie Pretorius, South Africa-born, lives in Byron Bay
Bronze - Robert McEntee, Ireland-born, lives in Sydney

Scoring an average over three flights for each task, the skydivers had to fly faster, further and stay aloft the longest to win the title Australian Champion and the gold medal.

Over-all winner Steven Holden has approximately 900 total skydives, 650 of which are Wingsuit jumps. He says he is very excited and proud to have taken the gold medal.

"There are a bunch of really exceptional Wingsuiters in Australia which I had the privilege of meeting over the weekend and competing with," says Holden. "Chris (Byrnes) in particular, I have a friendly rivalry with from the Wingsuit World Cup back in May last year where I just managed to place ahead of him there too."



The skydivers had to fly faster, further and stay aloft the longest to win the title Australian Champion and the gold medal.

AUSTRALIA'S 1st WINGSUIT CHAMPIONSHIPS

Of the three tasks (Time, Distance and Speed) completed, the Adelaide-born jumper most enjoyed Distance. "Just watching the ground move across underneath you, you really get a sense of flying. Speed is also a lot of fun but a little more stressful flying closer to the edge of what the suit is capable of, without losing control."

When Holden was 10, his family shifted from South Australia to Portland, Victoria, where he still visits when he is in Australia. "I have a camper van for traveling and living lean when I'm in Australia. I'm currently doing some travelling around south-eastern Australia with big plans for more skydiving and paragliding, before returning to real life when winter hits."

For the past four years, Holden has been based in San Diego, working as an Aerospace Engineer - designing and analysing aircraft structures for companies like Boeing and Airbus. The former Good Shepherd College, (Hamilton, Victoria) and RMIT University, Melbourne, graduate has spent the past eight years living overseas, four years in Munich and four years in San Diego for work. "I would love to find something back here in Australia but there's not much industry left here for Aerospace Engineers any more unfortunately."

Holden's fascination with flight has led to recreational airplane flying, Paragliding soon after finishing university, which progressed into Wingsuiting. "To me, Wingsuiting is the most pure form of human flight there is right now, you're an integral part of the wing and can feel the air rushing over you and how the wing reacts to small changes in the air or the smallest movements of your body."

"Every time we leave the plane we have up to three minutes of complete freedom and control over where you want to be in the sky, how you want to be flying, and who you want to be flying with. It's pretty magic up there, either soaking in the experience by yourself or sharing the flight with like minded friends."



Meanwhile, Intermediate category winner, Andrew Wright, has what it takes to be the next Wingsuiting champion of Australia. With almost 700 jumps, of which 300 are Wingsuit flights, Wright is well on his way to improving his Wingsuit flying. The Australian Parachute Federation's Director of Judges, Gail Bradley, was very impressed with Wright's performance. "I am confident we will see Andrew challenging the champions in future years," she says.

Wright was born in Melbourne and now lives in Sydney. After completing his studies at Barker College in Hornsby, he went on to major in Media and Communications at the University of NSW. While in the cadet unit in Hornsby, the Social Media and Content Editor did his first skydive. "It blew my mind. There is so much about the sport that is just awesome, top of the list for me are the people I've met and the incredible visuals I get in the sky, but it's also taught me a lot about fear and how it works - which is a really positive thing for all areas of life."

Wright says he still can't quite believe his chosen sport allows him to glide over clouds at the end of a working week. "It's just the most incredible thing - the dreams of flying I used to have as a kid are now something I can actually experience. I am mainly in it for the visuals. There is just nothing like flying around clouds at 200km/hr."

Wright says he is stoked his passion has led him to take Gold at Australia's first-ever Wingsuit Nationals. "It was one of my goals this year to improve on my performance from the previous Wingsuit races I have competed in," says Wright. "I wasn't expecting to come first, but it was certainly a nice surprise."

Of the three tasks set for all competitors, Wright most enjoyed the Distance event. The future is bright for Wright, and he acknowledges there is a lot to do and learn. "Distance is the truest measure of human flight. Manoeuvrability is also a key part of what makes Wingsuit flying so much fun, but that's not really something you can measure."

Moving forward, Goulburn looks to be the front-runner to host the next Australian National Wingsuit Performance Championships in 2017. Gail Bradley says the event was a resounding success for skydiving and Goulburn. "We had 19 keenly enthusiastic competitors who were prepared to work with the professional judging team using the latest in GPS technology," says Bradley. "Adrenalin Skydive's hospitality is legendary among skydivers too and was a big contributor. For Goulburn this event introduced visitors from Ireland, the USA and every Australian State, who enjoyed the local scene."

The test event will now pave the way for an official event next year. Like the Olympic Games, all skydiving National competitions are hosted by winning bidders. Factors taken into account by the APF include facilities, capacity and previous experience. "Goulburn will come up trumps on many of these counts," says Bradley. "A bid from Adrenalin Skydive, considering the success of the test event, will be most welcomed."

Bradley is brimming with enthusiasm for the first-time event, and says Goulburn is a fantastic host city. "Given its proximity to major cities and airports on the East Coast of Australia, it is centrally located and accessible." She says it offers a broad array of hotels and motels, plenty of fantastic restaurants and eating options, and a fun and progressive outlook for attracting tourists and events.

"The airport is only a few minutes out of town, and provides unobstructed air space for our Wingsuiters to soar through the skies above this remarkable city."

The winners of the Advanced and Intermediate divisions received heavy-duty shiny medals and trophies.

National Champions are typically funded to attend World Championships on their competitiveness at the international level. The next World Championship event will be held in Florida in November this year. The APF is currently considering what funding levels will be provided to the top Wingsuiters given the relative newness of the event.





iFLY EVENTS:

iFLY Gold Coast | 17 April 2016 – Belly Scrambles

Our first Scrambles event at our Shiny New Gold Coast Tunnel! Flyers of all levels are randomly brought together in teams of 3, battling it out to determine which team dominates 3 way formation flying!

**iFLY Downunder (Sydney West) | 13 to 16 May 2016
Mason Corby Tunnel Camp**

With over 4000 jumps, 1000+ hours tunnel time & a number of medals to his name - it's no wonder Mason's camps fill up quickly. Contact Mason ASAP to secure your slot.

**iFLY Downunder (Sydney West) | 20 May 2016
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Bring your teammate & learn the new 2 way dynamic dive pool with iFLY coaches Tayne, Dave & Reed!

**iFLY Downunder (Sydney West) | 5 June 2016
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Our new Belly / Back Huckjam will mix it up with belly & back flying in all forms - 4 way, 8 way, dynamic & free for all! Jump in & join the fun!

**iFLY Downunder (Sydney West) | 9 to 12 June 2016
Mason Corby Tunnel Camp**

With over 4000 jumps, 1000+ hours tunnel time & a number of medals to his name - it's no wonder Mason's camps fill up quickly. Contact Mason ASAP to secure your slot.

The History of Wind Tunnels

By Mike Brigg - iFLY Gold Coast Instructor and Coach

Horizontal

Just as in all areas of life, it's easy to take for granted what has come before. 'Back in my day...' I'm sure you've heard this throughout your life. On the drop zones is no exception. In skydiving we take for granted the efforts, the trials, the errors and injuries of the pioneers of our sport. Everyone who has helped progress the gear, safety, bodyflight techniques, canopy design and control and coaching methods has benefited us now in a way we can never truly appreciate, because we weren't there.

Wind tunnels are no exception. They have evolved bodyflight in a way no one could have predicted 'back in the day'. They will have affected your skydiving even if you've never used one yourself. Because others around you will have used one of them. Knowledge has a habit of spreading like fire. The development of wind tunnels can be traced back to the 1700s. I hope to take you on an interesting and slightly geeky adventure through this history until the present day. Now, I am neither an engineer, historian nor journalist. So please excuse any inaccuracies in this story I'm about to tell, just sit back, grab a beer and turn the fan up!

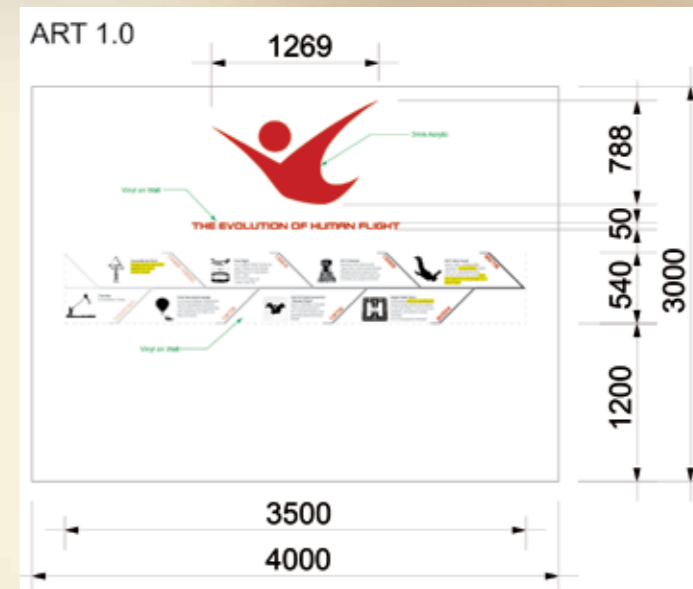


Sir George Cayley

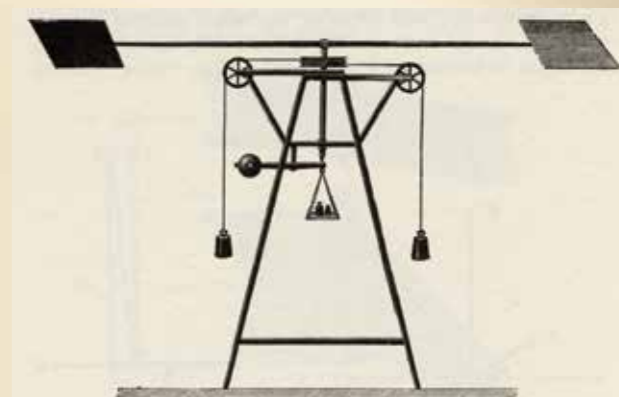
During the 18th century a bunch of rad dudes probably with fat moustaches and bowler hats were trying to make these flying machines. The inspiration for their designs, as with many engineering marvels, was taken from nature. They were pretty much trying to copy birds. It wasn't really working out for them. Eventually they

came to know what they didn't know previously - how air flows over aircraft surfaces and all that funky fluid dynamics stuff.

Jean-Marie Le Bris and his flying machine, Albatros II, 1868



They needed some kind of wind machine. These guys started mounting models of their flying machines on windswept ridges, and later developed makeshift aeronautical centrifuges or 'whirling arms'. This was all happening back in the 1700s. And they proved successful by spawning unmanned gliders which were being 'flown' by Sir George Cayley as early as 1804.



Lilienthal used this whirling arm mechanism to test the lift generated by his wing surfaces.

It's hard to make accurate measurements when your test subject is flying around in circles through it's own wake of turbulent air. They needed something better. They needed constant, controllable air stream.

Credit seems to be given to Frank H Whenham of the Aeronautical Society of Great Britain for the first design and operation of a wind tunnel in 1871. We're talking about horizontal wind tunnels for now, by the way. This tunnel was between 10 and 12ft long, 18 inches square and driven by a fan blower steam engine.

Over the years the wind tunnels grew in size and air speed all the way through to the second world war. As well as nature, war seems to be the major driving force and inspiration for new pioneering technologies. Now humanity wanted supersonic aircraft, missiles, faster cars, sturdier buildings. All being tested in wind tunnels.



Some of these tunnels were insane! The Brits had a supersonic tunnel by 1922 and Zee Germans had three different supersonic wind tunnels by the end of the war. One was capable of Mach 4.4. Some natural cave systems were excavated to become larger, then sealed to house wind tunnels.

During those years of developing horizontal wind tunnels, many lessons were learnt which apply to the vertical wind tunnels of today that we enjoy buzzing around in. Vanes were developed to smooth out the airflow, and in re-circulating designs to turn the air around corners. Look above and below next time you fly at iFLY and you'll see them. Circular test sections made to reduce the constriction of flow in corners that lead to turbulence. A fan blowing air into the test section creates lots of turbulence when compared to a fan sucking air through the test section. Reducing the diameter of airflow from the fans to the test subject can create faster wind speeds. Just like pinching a garden hose.



5-foot Vertical Wind Tunnel
NASA Langley Research Center 7/12/1932 Image # EL-1999-00434

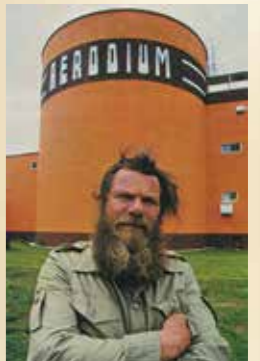
It wasn't until 1941 when they built a 20ft tunnel with a top speed of 58mph to test the spin of (and I quote straight from an official NASA historical archive web page) 'free-flying' aircraft models. Boom Town! Free flying in the 1940s, yeah! No need for the technician now.



Time to get PAID

The first tunnel built specifically for human flying was designed and built by Jean St-Germain in 1978 in Montreal, Canada. Apparently he wanted his kids to experience flight! Lucky sods! He too built a recirculating model called the 'Levitatorium'. It was built near Montreal Canada. He sold the franchising rights of this concept to Marvin Kratter and Les Thompson for \$1.5 million dollars (no idea if this is US or CAN). Eventually this concept went on to become what Aerodium Technologies is today.

Jean's design featured a DC-3 propeller below design with a recirculating airflow. A padded area surrounded the airflow for when you fell off the airflow. It cost \$4/min to fly and \$3 to hire the suit! It doesn't seem, from what I can tell, he made much of an effort to turn his creation into a commercial success. Perhaps he was just after the rights and franchising pay out. So the first commercially orientated tunnel award goes to one of the guys he sold the franchising rights too.



Thompson went on to build one in Pigeon Forge, Tennessee and Kratter went on to build one in Vegas. They were in competition to open first. Thompson had some construction issues (what tunnel hasn't!), a big issue was a fire breakout.

The Vegas tunnel opened its doors first in 1982, later that year the Pigeon Forge one opened. Both operating under the Flyaway franchise, and they're still running as successful businesses! Although the Vegas one started

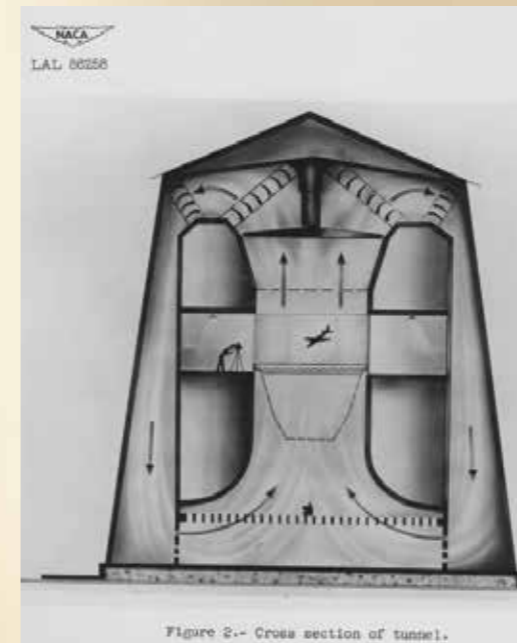
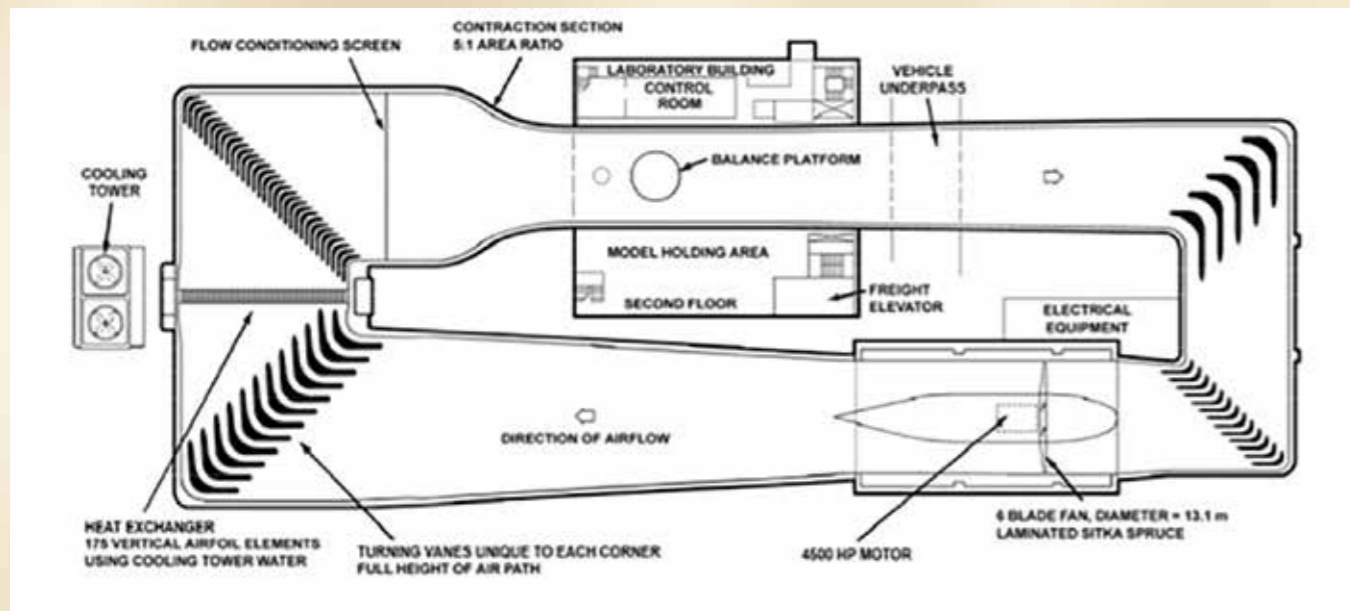


Figure 2-- Cross section of tunnel.

Interestingly this design was a closed circuit, dual recirculating airflow. Just like the modern designs of today. With turning vanes, bell below the test section and everything. The ISG (Indoor Skydive Germany) website claims that their corporate ancestors were operating the first recirculating wind tunnels in the 30s. But I'm getting ahead of myself.

Although they were testing parachutes in vertical tunnels from 1946, the giant leap for skydivers happened in 1964 when Jack Tiffany told the guys running a vertical tunnel at the Wright-Patterson Air Force Base in Ohio to 'Fire this puppy up, I think I can fly'. And there it was, the first human flight in a vertical wind tunnel. He had a little freefall time under his belt as he was a military test pilot, he had jumped out of some aircraft too. Apparently the US Army's Golden Knights team used this same tunnel to train in before purpose built wind tunnels came on to the scene.



Going vertical

Trying to figure out when the first vertical wind tunnel was built wasn't easy. Many websites claim the first was built here or there at some time. I think I may have narrowed it down to a NASA facility at Langley in the 1920s that was researching tailspin of aircraft, the most common danger of flying at that time. Although this one doesn't quite count as the airflow was going down, not up. They built and started operating a 15ft vertical tunnel for the same purposes in 1935, where the model being tested was held in the airflow by a technician. Anything for some free tunnel time hey?

operating under Vegas Indoor Skydiving when it was bought out in 2005. The limitations of its design soon became apparent. For a start, you could 'fall off' the airflow and the flight chamber size was limited to the size of the prop below. Not to mention it was slow and bumpy. Over the years there were many different types of tunnels built. Some open flow and portable, used outdoors, some recirculating. Essentially they all had the same limitations.

It was in 1997 when Skyventure filed a patent for the first wall-to-wall open flow tunnel. A step forward in terms of air quality. Awesome! Multiple props with electric engines were placed above the airflow creating a smoother experience, but at the cost of being much louder due to its open airflow. A bell shape below the flight chamber allowed the airspeed to be increased.

And so in 1999 Skyventure Orlando was born. It was a 12ft Octagonal tunnel. It lacked climate control due to pulling air (and debris) from the outside environment. This put a limitation on where and when tunnels of this design could be operated. Skydivers seemed to be reluctant to embrace this new technology. For skydivers to really adopt this technology though, two things needed to be addressed - speed and size.

Aerokart built in 2002 in France was the first 14ft round design tunnel, closely followed by Skyventure Arizona, built on the Eloy DZ. Then Bodyflight Bedford, a 16ft tunnel in the UK, opened its doors in 2005. Remember Flyaway from the US? They had some involvement in this. Although Bedford was actually a converted tunnel, having previously been used for military research.

Training camps held by the top competing teams really started to pull in the skydivers, even those who were initially too stubborn to accept that this was a game changer for the industry. Now the speed and size to fly 4-way flats and to freefly was available in the US, mainland Europe and the UK, and the level of skydiving went through the roof. More people with more skills meant better skydiving all round. Coaching styles became refined and diversified.

The Military were also keen on these tunnels, providing another market for tunnel operators to tap into. Some military organisations were ordering their very own private tunnels. We've had some military from various places use iFLY here in Australia. But if I told you anything about what they were doing, I'd have to make you disappear! And of course, the first timer market, just like tandems on a drop zone, ensured a steady flow of revenue.

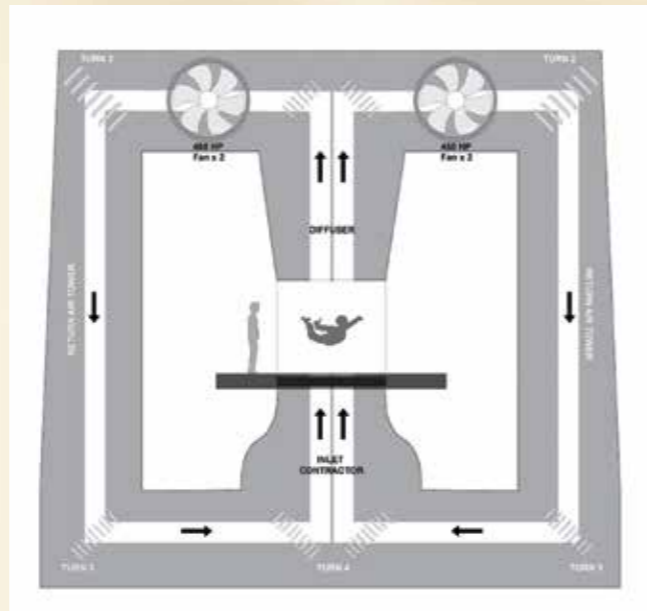
So where did the design go from here? We had the size and the speed. Efficiency was the next step, and a reduction in the operation costs. In 2004 Skyventure filed a patent in the US for a multiple fan driven, recirculating wind tunnel. Same prop and electric engine style, but in a closed circuit, where the fans would be mounted 90 degrees' perpendicular to the direction of the flight chamber air flow.

This design would first be built in the UK and operated by Airkix Milton Keynes. The new design offered a high quality airflow and a reduction in ambient noise (to stop those pesky residents getting in the way of your flying!). But the heat of the engines would cause the airflow to heat up to uncomfortable levels. Louvers were added to the return air towers. Essentially just giant vents that could be opened to different angles to let in fresh air from outside and cool the



air within the tunnel. The problem here is that the more you open the louvers, the more turbulent the airflow became. 'Sir, would you like it hot or bumpy?' I genuinely used to ask VFS teams back in Manchester UK that question before they flew. At a high wind speed it was necessary to have the louvers open after only a few minutes to keep it at an acceptable temperature. At lower speeds, or in winter months the louvers would only have to be opened a small amount, or could even be left shut.

And so air conditioning was added. Those vanes used to turn the air 90 degrees into the basement, before being turned again up toward the flight chamber would have cold water pumped through them to keep the air cool. This general design and shape of tunnel would become the standard for most manufacturers. Fans in the top blowing air horizontally in both directions through cooled turning vanes in a closed circuit, recirculating system.



Skyventure took the lead with the design and build of these, especially in the US and branded most of their tunnels iFLY. But they aren't the only players. ISG based out of Germany built their first tunnel of a similar design in 2008 in Bottrop, which became the epicenter of tunnel flying in Europe. Other manufacturers have popped up,



Eydisa, Tunnel Technologies, Strojirna Litvinov who built skydive Arena, now Hurricane Factory Prague in 2011 and Aerodium, who built the Sirius tunnel in Finland in 2010, to name just a few.

Aerodium have been involved with some awesome projects and were used in the winter Olympics closing ceremonies back in 2006. A huge open flow design that had the performers hanging pretty damn high with boards on. Definitely wouldn't want to mess that up! They were also involved in the latest Peter Pan stage show that was touring around a while ago. They were able to install a tunnel within five hours and have it incorporated into the stage design. They even provide the stunt double to do the flying scenes!

Size Matters

You can also find wind tunnels on cruise ships these days. It seems between all these manufacturers every major city of the globe will have a tunnel. There's been talk of a 22ft tunnel in Dubai since the dawn of time. I heard years ago from a 'reputable' source that the parts were actually delivered to Jebel Ali, but then who hasn't heard something from someone about that tunnel. Anyway, I've actually seen a picture of the inlet contractor sat on a site in the US. WOW it's huge. Who knows if the thing will ever get put together.

But as the large populations of the world get saturated with multiple tunnels within one city, smaller tunnels offer reduced operating costs and the ability to capture and sustain smaller populations, in more prime locations. Think - iFLY Gold Coast.

Well that ended up being a long article! I hope you enjoyed the journey. I hope at least some of the facts were correct and you've at least had a go in a wind tunnel, and if not are planning on soon. There won't be any excuse with tunnels in Sydney, Gold Coast, Perth and Adelaide all either built, under construction or 'in the pipeline'. As the famous iFLY Ambassador Boagsy once said - I'll see you at the tunnel'.

PS - every attempt was made to get the facts right. If you spot something that you think is not quite right, please contact your local police station...





ICARUS Safire 3

**EVERYONE, THEIR NEIGHBOUR AND THEIR GIRLFRIEND'S
UNCLE'S COUSIN ONCE REMOVED WANT TO KNOW WHEN
THE SAFIRE 3 AND CROSSFIRE 3 WILL BE RELEASED.**

THE GOOD NEWS IS THE SAFIRE 3 IS DONE! YOU CAN ORDER HER NOW.

The bad news is those of you holding out for the Crossfire 3 will have to hold out a little longer. We're not apologising... we love to keep everyone up to date with our R&D and the direction we are heading. But they're our mainstream canopies, and they'll be going out to a larger portion of the market. They take time, and sometimes longer than we'd like.

But enough of that, here's more about the newest canopy we've released into the wild, the Safire 3.

WHY IS THE SAFIRE 3 GOOD?

The Safire 3 is the result of five years of research, development and refinement. She takes everything that made the Safire great and advances it to a new level. She's not just different. She's a beginner and intermediate wing created with our parametric design software and Computational Fluid Dynamics technologies used formerly only in high performance wings.

She's been engineered to fly better. More efficiently. More responsively. Using our system we can create cleaner shapes, tidier panels and a better, more efficient wing. From her planform shape, to her nose and even her lineset, every element has been designed to enhance each other

and push this wing to new heights. We've achieved 8% better performance.

THE NEW DESIGN

We started the project by reshaping the Safire in the same software and using the same Computational Fluid Dynamics design technique used to design Petra and Leia. The new shape keeps the constant cell aspect ratio we introduced in the Safire 2, follows a true ellipse when inflated, and is even more streamlined.

We designed a Powerband specific to the Safire 3 that helps flattens the 3D panels into 2D more accurately and reduces fabric stretch.

We used the crossport design and repartition we engineered for our high performance canopies, which reduces surface distortion and improves load bearing. Proportionally tuned air inlets allow the canopy to pressurise evenly from center to outside in a more controlled way and help keep her on heading during the deployment process.

A new line trim designed in our 3D software helps keep the new design true to its shape in flight and we designed a new brake configuration to increase power higher up in the flare.

WHAT CAN YOU EXPECT WHEN YOU FLY HER?

You can expect the same great openings, safe and predictable flight characteristics, short recovery arc and great flare – all with big improvements.

The Safire 3 openings are even smoother. We made them slightly faster, but also more progressive and predictable. She's more responsive to all inputs. Fronts are similar to the Safire 2, if not a bit lighter, and she responds better to harness inputs. She has a great glide on rear risers and more range. There is more flare at the higher end of your toggle range, so more power overall, without inducing an early stall.

WHO IS IT AIMED AT?

The Safire 3 isn't more 'high performance' in terms of who she is made for. She's still a perfect first canopy for complete beginners, all the way to intermediate canopy pilots who want a hassle free 9-cell. The extra performance found in her design translates into better openings, responsiveness and flare. We haven't shaped her for wicked swooping power – she's made to be flown safely by inexperienced pilots and experienced pilots alike who want a confidence-building wing built to the best design standards we can.

WINGLOADING

We recommend loading the Safire 3 between 0.8 to 1.5.

AVAILABLE SIZES

Like all NZ Aerosports canopies, you can order the Safire 3 in any size you want. This enables you to load her at just the right wingloading for your current experience.

OPTIONS

The Powerband will be available in any of NZ Aerosports standard ZP colours.

PRICE

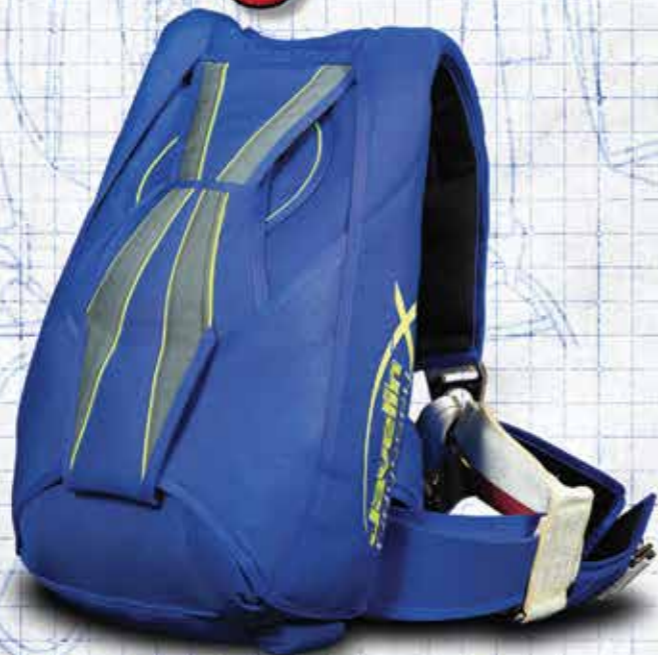
The new Safire 3 will be retailing for \$2175USD.

ORDERING

The Safire 3 is available exclusively from NZ Aerosports and NZ Aerosports dealers.

You can find product information and order at www.nzaerosports.com/safire3

Javelin Odyssey X



Made for each other

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- + No mandated service life (that is your riggers job!)
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UPRIGHT World Record

ELOY ARIZONA | APRIL 2016

A VIEW FROM THE BENCH

By Jason Lane Photos by Gustavo Cabana & Greg Gasson

People love records, whether it's highs, lows, sizes or distances, we want to push harder, go further or reach higher. Records are milestones against which we measure ourselves.

The previous Upright World Record of 52 was set last year at Skydive Arizona in November 2014. The relative ease at which a 44-way was built prior to the 52-way attempt; completely surpassing the existing record of 16, had the organisers keen to shoot for a 100-way.

Organisers for this year's event read like a cast of champions: Mikey Carpenter, Amy Chmelecki, Sara and Steve Curtis, Andy Malchiodi, Ryan Risberg, Antonio Arias, David Nimmo and Luis Adolfo Lopez-Mendez were joined by a field of 125 registered free flyers from Russia, Dubai, Switzerland, France, Belgium, Germany, Columbia, Italy and the U.K. and beyond.

In such elevated company there was limited slots for the actual record attempts. Luckily for me, and approximately forty others, running the bench were Eloy regulars

Stephanie Strange and Jason Russell. They were joined by Mike "Friday" Friedman who coined the name "Team Awesome" to replace the somewhat derogatory terms "Bench" or "B-Team". We were able to have a solid center to work towards, with superstars in the base including Mike Bohn from Team Flo and Aussie David Nimmo from Fly Warriors.

"We don't have to be the best freeflyers in the world, but for at least one jump, we have to be the most disciplined."

Andy Malchiodi, on the idea that the skill may be present, but discipline is a choice.

Camera flyers were Jason Peters, Andy Locke, Greg Gasson and Gustavo Cabana with Mark "Trunk" Kirschenbaum flying camera for Team Awesome.

Judging for the FAI record was conducted by Tim Wagner, Randy Connell and Marylou Laughlin



UPRIGHT World Record

“Stay on your head until you can approach the formation within 20 feet, in your sector, on the correct level and match fall rates, before transitioning to head-up.”

Sara Curtis, on safe approach and levels.

For those who have not had the opportunity to jump at Eloy, the facilities alone make it worth the travel. As well as a loft, skydive shop, saloon, diner, pool, bunkhouse and 14 foot wind tunnel, Skydive Arizona maintains a large fleet of aircraft including DHC-6 Twin Otters and SC-7 Skyvans. When, on one occasion a Skyvan broke down on the apron, the ground crew simply hauled another out of the hangar, fitted oxygen and were good to go within fifteen minutes!

“Stay off the naughty list.”

Mikey, on levels.

The warm-up camp for the event attracted a large number of participants and ran the two days prior to the record. Sara Curtis and Amy Chmelecki took various group sizes from 22-38 person formations using a two-plane shot from sixteen thousand feet. For many, this was in excess of anything we had tried before and inevitably the three tenets of formation skydiving; Level, Slot, Dock, sorted the disciplined flyers from the rest.

“Be a Hero, by not being a hero.”

Mikey, on why you should stay in your slot as a pod closer and not chase the second stinger... Also levels.

Weather played a large part of the record attempts with the morning of the first day dawning overcast. With ambition outweighing the ability to get to height we took off and tried to get up anyway, only to come down in the aircraft when we couldn't get above 6,000 feet. The record team was shooting for a 55-way formation and the talent in that group was such that they were having some success, even from only 12,500 feet, later in the day.

“Levels.”

Mikey, on levels.



The following day was not much better with the forecast predicting storms. The late run at the record due to the weather precluded Team Awesome from getting many opportunities to fly. Never-the-less, the 55-person formation was able to successfully build later in the day to beat the previous record by three. Not to rest on their laurels, they immediately planned and dirt-dived a 90-way as the day ended.

“Don't make me say levels again.”

Mikey, on levels, again...

Saturday dawned bright and clear. The sun rising over the wind tunnel saw the landing area filled with potential record holders as they dirt-dived the formation. As the day progressed the field was winnowed to 80. Then, as the day drew to a close a 72-way was presented to the judges in time to pack and get in the air with 15 minutes before the fading daylight would have spelt an end to proceedings. With limited time and no dirt-dive the new world record of 72 was successfully completed!

“Once under canopy, establish where you are and the correct flying pattern to fly is the one that requires the least amount of turns. Fly the longest pattern possible and the most boring canopy ride of your life.”

Andy Malchiodi, on canopy traffic.

Although I never made it near the record group I achieved a great deal personally. I was able to do multi-plane shots, as a diver and a floater, onto large upright formations. I was able to fly every position on the formation (minus base) and the resulting improvement in my flying was rapid and visible. Being able to go to 18,000 feet gave us the ability to exit, find your sector, breathe, match the level, breathe, find your slot and then take a breath again before docking.

On the ground the debriefing by the organisers gave me answers to questions I hadn't even thought of yet; Appreciation of the inverted picture a head-up base will present to a diver and a floater exit, as opposed to a head-down formation. Best body position for upright formations (classic “Sit-fly” position) and the monkey-grip Vs the under or overgrasp grip to give the base and pods, stingers and wackers strength to fly big and strong.

Records can be elusive. Stepping outside your comfort zone is never an easy experience, but without the challenge to go further there really would be no point in taking that first step at all.

Anybody keen for an Australian Record?



UPRIGHT World Record

ELOY ARIZONA | APRIL 2016





SKYDIVING

EQUIPMENT SPECIALISTS



TERMINALSPORTS.COM.AU



With Jules McConnel and Chris Brook

PULL YA STRINGS #1

By Tess "Tickles McBits" Cameron
Photos by Steve Fitchett & Belgium Steve Geens

Pull Ya Strings is a structured canopy skills camp open to all levels of skydivers, offering personalised coaching and seminars - for those who are looking to improve their landings through to those who are advancing to high performance turns and swooping. Often as skydivers, we place all focus purely on the freefall, but it's the ground that hurts. We can forget that the same skill development and mental preparation is required under the one thing that saves our lives and gets us to the ground safely.

Our primary team goal is to equip our participants with a deeper understanding of canopy flight, mental preparation and the technical skills to make every skydive from exit to landing a successful one, and so we all have the safety of our fly sisters and brothers in mind at all times, and fly our canopies together in harmony, and make sure there are no more limping jumpers out there.

The energy for this camp stemmed from Brody Johnson, who was inspired by conversations with Jules McConnel, and from visiting New Zealand and having discussions with NZ Aerosports' Chris Brook. Brody saw the need to fill the gap in our sport with a consistent Canopy Camp.

I was blessed with the opportunity to be coordinator. I know first hand, that it is easy to consume your mind with freefall, then suddenly you're hitting the ground. A couple of years ago I hit turbulence, sunk hard and skidded in. Flaring deep like a madwoman, my legs slid along wet grass, and as I thought 'yeah, jagged it' the unthinkable happened; my right leg entered a big puddle at speed and acted like a rubber pencil. I tore my ACL and had a long painful recovery.

Re-entering the sport some months later, I had someone note, "Oi, I think your brake lines are too short. Your tail is trailing". No shit, there I was, hundreds of jumps in and I had no idea to check such a thing. I had a reline and returned again to jumping. But still, my landings sucked. I had gone from a pretty faultless history of landing to completely stupid. From a previous hobby as a pilot, and starting my skydiving career on a 135 Stiletto as a tiny chick, I thought I had an understanding of flight. I had already downsized faultlessly to a 120 for hundreds of jumps and I couldn't work out why I was so, well, shit. Then the unthinkable but inevitable happened again. Coming in on a fast landing I hit turbulence from a big tree, I came in hard and fast and rocky. I didn't know at the time why or how I did it, but I corrected in fear and speared myself into the ground, reaching with my leg and tearing my right ankle to pieces. The long road to recovery started again, as did my return to jumping months later.



PULL YA STRINGS #1

With Jules McConnell and Chris Brook

Bravely I asked my local instructors for help. Ben Nordkamp came to the rescue first - he helped me slow my flare, kind of. Then came Luke Oliver, he helped me understand the inputs I had on my wing. I did a CRW weekend with Ben again and found more comfort in my understanding in how it flew. Mind you, this was well into my skydiving career. I had about 500 jumps at this stage and until the moment the late and great Michael Vaughan asked me, "What are you thinking when you are coming in to land?" I responded with "AHHHHHHHHH!". He discovered my problem - a mental one.

This knowledge, along with all the lessons I learnt from everyone on the journey to 'flare-recovery' I embarked on was significant in my survival as a skydiver. Had I not had my first unfortunate accident, which led to my secondary fear related accident, I would not have known the things I do about my wing, about trim, and all the other advice and knowledge imparted on me by brilliant canopy coaches.

Now on landing I breathe in and out slowly, I wait, look ahead and read the feeling of the canopy as I flare it. I understand how it responds to the inputs and can address differences in wind and spots to ensure I get back home to the drop zone safely every time so far. I can play safely in the sky with my fellow canopy pilots who I have previously done courses with, and I feel confident when people are flying around me. My mind is present, aware and prepared.

Is yours?

Jumping is a mental sport and one that requires a lot of technical knowledge of our gear. Be it in the air, under canopy or on the ground engaging with our peers. If we are unprepared, unsure, stressed, distracted or scared we will not perform to our best abilities. If challenged with something we are ill-equipped with, we may make bad decisions. First hand I can honestly say my canopy skills were the last thing on my mind when I was progressing and trying to be a "fully-sick" skydiver. After my accident it was all I had on my mind, and I had to address it positively. I am now feeling free and safe flying the few different canopies that I have. I downsized for this event to the new Safire3 and Crossfire3 109. Whilst completely different canopies and the latter much faster; making a rad swoosh sound effortlessly, I felt in control and prepared (thank you NZ Aerosports for the awesome time on it).

At this most recent camp Jules and Chris taught me a whole lot more about my body position, about how to fly a different canopy, and how to prepare myself safely for high performance turns and landings. I saw the difference in my flight from my comfortable, usual canopy to a new one. With the video debriefs I saw my faults again and could take steps to improve.

The power of a camera, and being honest about our mistakes in front of our team, is a powerful tool.

The wisdom imparted by both our world-class coaches, each with a different take on briefs and debriefs, saw us all excel in our landings and canopy skills.

This is what Pull Ya Strings is about. We brought together a range of jumpers from 'A' to 'F' Licence. Each person had a different skill level, interest and area to improve, and we catered for all. Our camp put up over 200 hop'n'pops and 120 height loads. With Jules in the air



teaching our jumpers side-by-side on how their canopies flew, to Chris on the ground engaging with our budding Swoopers on an advanced wing, we got the most out of everyone. We were pleased to see such talent in participants such as Adrian and Lachlan who improved so much over the week, and a notable mention goes to Shane Turner; you my new friend proved how mental the sport is. Shane is a paramedic, so he is used to working in high stress. He showed he could cope in many stressful situations safely, and that preparation was the key. Sara (aka Bear) and Zac, both experienced staff at Ramblers showed incredible advancement in their swooping skills. Mick, the local Energiser at Ramblers, and Coops' worked hard as my sidekicks, always willing to get on every load and bringing together other jumpers to align our goals in freefall as well as the canopy skills that the coaches had us working on.

Our ethos of ensuring all skydivers can fly in the sky in harmony was reinforced by our three canopy flocks. Steve Fitchett captured the beauty of canopy flight between clouds and rainbows. There were multiple seminars and group discussions on the discipline and safety. The forefront being, look out for your fellow sky-sister or sky-brother, and always do what you can for their safety and yours.

As the new coordinator and walking into this camp only a day before it started I was humbled and blessed by the people I had around me. Brody brought to me his passionate goals of the camp, running around selflessly hooking up everyone's canopies, so much so he barely jumped. Jules was my mentor, showing true character as not just a champion but pure lover of the sport, up first and finishing last for the day, all the time training. She is a great role model for me, especially as a woman (this needs to be mentioned - we are a minority. Bring on more women in our sport!). Chris brought brilliance to the camp in not only being a NZ Aerosports test pilot, but an all round bright light with smiles of encouragement to all.



PULL YA STRINGS #1

With Jules McConnell and Chris Brook

At each night after my long day running around doing my best, acknowledging that in some areas I succeeded, others I failed, and each day I learnt, I was rewarded with great advice from my above mentors, but more than ever by the incredible support I received by the participants. There were endless thank yous, high fives, appreciation, team efforts to get loads up, understanding, laughter, beers, hugs and learning. From the moment we awoke, to the after-camp discussions over beer, we all discussed flight, safety, and each of our responsibilities as skydivers to our peers and ourselves. This to me is what our sport is about, especially in a camp focused on improving skills and safety. We all grouped together for Pull Ya Strings #1 to make sure every single person was selfless in giving each other a go and learning. Manifest was also pretty awesome too in being patient with me on an event for the first time. Each person and organisation works differently. So as long as there is a unification of the love of the sport between people it will succeed.

We learnt a lot from this first camp, and can say with certainty that the next camp will be a step above. We want the new skydivers in the sport to be safe and understand flight, and the experienced skydivers to excel and even progress towards representing our country. Hearing great things across the oceans, Pull Ya Strings # 2 will be reaching the shores of NZ June 9-12, and the West Coast of Oz at Jurien Bay October 6-9, to continue sharing our coach's wealth of knowledge and team's light, love and laughter. We want you all to fly together safely in harmony. No more limping ok?!

"The canopy is nothing to be afraid of if you understand it, and the best way to do that is get coaching."

If you wish to bring our camp to your DZ, we are more than happy to do so. Contact us via our facebook page or email us on: pullyastrings@gmail.com, or and apply to the APF and your local Council for funding. Thanks go to APF Fi Fund and SQPC for sponsoring us, Macca at Ramblers for the Load Organising slots provided, NZ Aerosports for the demo canopies and Chris, Jules for coming to teach us so much, Brody for getting this camp off the ground, Belgy and Steve Fitchett for photography (Fitch's professional pic's of the camp may be purchased from him) and each participant for being as awesome as you were.



“ I would like to start off by saying to anyone who hasn't yet had the chance to do a course with these two legendary people, if the opportunity presents itself then definitely make time for it. You will learn a huge amount about canopy piloting, feel safer and more confident in the air, and have a few war stories to share by the end! The amount of knowledge stored up between these two is immense and they are stoked on the opportunity to share as much of this as possible with the rest of us.

During the course I had the pleasure of dabbling in both CRW with Jules and a bit of high performance coaching from Chris, and also had the opportunity to try out one of the new Safire 3 canopies. A huge thank you to Chris Brook and Icarus Canopies for bringing out Safire 3 demo canopies for us to play with, the new Safire was such a hit with the Toogs locals, Chris was hard pressed to wrestle them all back off us, and I believe one in particular had to be escorted off the DZ personally, just in case! The weather did not play along for the whole week, however any weather holds were used (mostly) productively with seminars on CRW and Canopy Piloting from Jules, or debriefing the day's landings.

I believe everyone walked away from the course having learned at least one or two new things, most of us walked away overflowing with new knowledge and excited for our progression in Canopy Piloting.

“ An awesome camp to get stuck into and bring my canopy flying to the next level. With Jules, Chris and Brody filming every landing we had quality debriefs. Because it was a week long camp I was able to progress safely and go home with a training plan. Get on it! **”**

SCOTT WOOKEY

"This was my first canopy course and I honestly believe that the knowledge gained during these courses are invaluable to skydivers, and every skydiver should make attending at least one a priority for their skydiving career, especially those of us who are just starting out - canopy courses are not just for the gurus!"

My time on the course ended with a scenic stroll through the beautiful Toogoolawah countryside in search of a certain coach's very small, green canopy, and ended with smiles and cheers once the stray chute was found. Thank you so much to Jules and Chris for taking the time to come over and share your knowledge with us, I had a blast learning from you guys and fell in love with canopy piloting all over again! Cheers! **”**

ELODIE PRETORIUS



PULL YA STRINGS #1

With Jules McConnell and Chris Brook

"The most advantageous, exhilarating and profoundly rewarding experience in my skydiving career to date!!"

"I was pullin' strings at the inaugural Pull Ya Strings canopy course and let me tell you what an all round awesome experience that was... Before I knew it Chris was swapping my canopy over to the, soon-to-be-released, Icarus Safire 3! Every time I pulled my pilot chute into the fury of that wind the Safire 3 deployed smooth and on heading. It looked great with a distinct differently fabricated and coloured leading edge compared to the Safire 2, and with a complete design overhaul the Safire 3 has a much greater response using harness inputs, and provides immediate feedback when initiating the flare. I couldn't be happier and although I love my Safire 2 this particular Safire 3 remained in Oz and was swapped onto my risers at the end of the camp. SOLD! As one of the first ever official owners of the Safire 3, I look forward to carve it through the skies of Australia and beyond.

It was now time for my one-on-one with Jules, one of the best canopy and CReW pilots in the world! I wasn't sure if I would be able to be introduced to CReW with my level of experience (160 jumps) but Jules' guidance and encouragement made the experience feel safe, elegant and exhilarating! To have the world's best wrap their feet through your front risers and then have me do the same to them will be one of those first experiences I will never forget. Then to back that up within the following days with 3-way stacks and planes made for a memorable and rewarding experience. The knowledge I gained observing and learning from Jules in the CReW dog environment will no doubt have an exponential growth in my overall canopy piloting skills.

"When presented with the opportunity to work with the worlds best, how can you say no. After all, being the best Canopy Pilot you possibly can be, may one day save your life."

The camp provided many firsts for everyone with first timer CReW jumps, first timer Swoopers, new swooping styles, brand new canopies and prototypes flown, and a lot of guest appearances of local legends. I even had the opportunity to sit down with world renowned skydiving photographer, Steve Fitchett, and learn more about photography, editing and how to identify risks when using cameras, and increase my overall camera safety outlook.

The upbeat positive vibe of the camp, fronted and organised by the beautifully talented Tess was ever evident throughout the week and a shout out must go to the inspiration and man who dreamt up this event, Brody Johnson, thank you.

Thank you to the APF Fi Fund, the SQPC, Ramblers Toogoolawah and all the staff for supporting and helping make this event awesome! Everyday ended on a high and the parting knowledge from our coaches everyday and into the evening was world class and absorbing. Learnt so much... so much more to learn... BRING IT!!!

Please note: all beer cartons have been paid and accounted for in the making of article."

SHANE TURNER

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DOWNUNDER DYNAMICS

By Mason Corby



FREEFLYING in AUSTRALIA

SHYDIVE TRAIN THE TRAINER CAMPS

Downunder Dynamics' first camp was held when I moved back to Australia from living overseas. Originally, it was an experienced event, which I held at Toogoolawah in October 2015. The goal was to create a camp structure for experienced flyers to progress gradually over a couple of days; similar to how we teach in the tunnel: "Primacy in learning". Additionally, the goal was to share knowledge and ideas amongst the community on how to teach and progress freeflying in Australia.

After the success of the camp, the APF gave me permission, and funding, to run a one year schedule of teaching experienced Australian flyers how to teach and load organise intermediate to beginner flyers at their local drop zones; allowing them to raise the level at their local drop zones. This will result in the creation of more freeflyers, more access to knowledge and its dissemination country wide.

The plan was to run one camp per month at a different location and drop zone around Australia so it spread evenly through the active fun jumper states; starting with Barwon Heads (VIC), then York (W.A.), Elderslie (N.S.W.), Innisfail (N.QLD), Jurian Bay (W.A.), Tully (N.QLD), Byron (N.S.W.), Picton (N.S.W.), Toogoolawah (QLD), and finally, Nagambie (VIC).

Within these camps, various seminars were held that included topics such as: How to structure a dirt dive, general aerodynamics of the human body, geography of the atmosphere we fly in, how to adjust to a dangerous student and for the group mid-jump, as well as two workshops/discussions that included the direction Freefly is heading, and the suitability of the rules and regulations of Freefly and the Freefly Table.





DOWNUNDER DYNAMICS

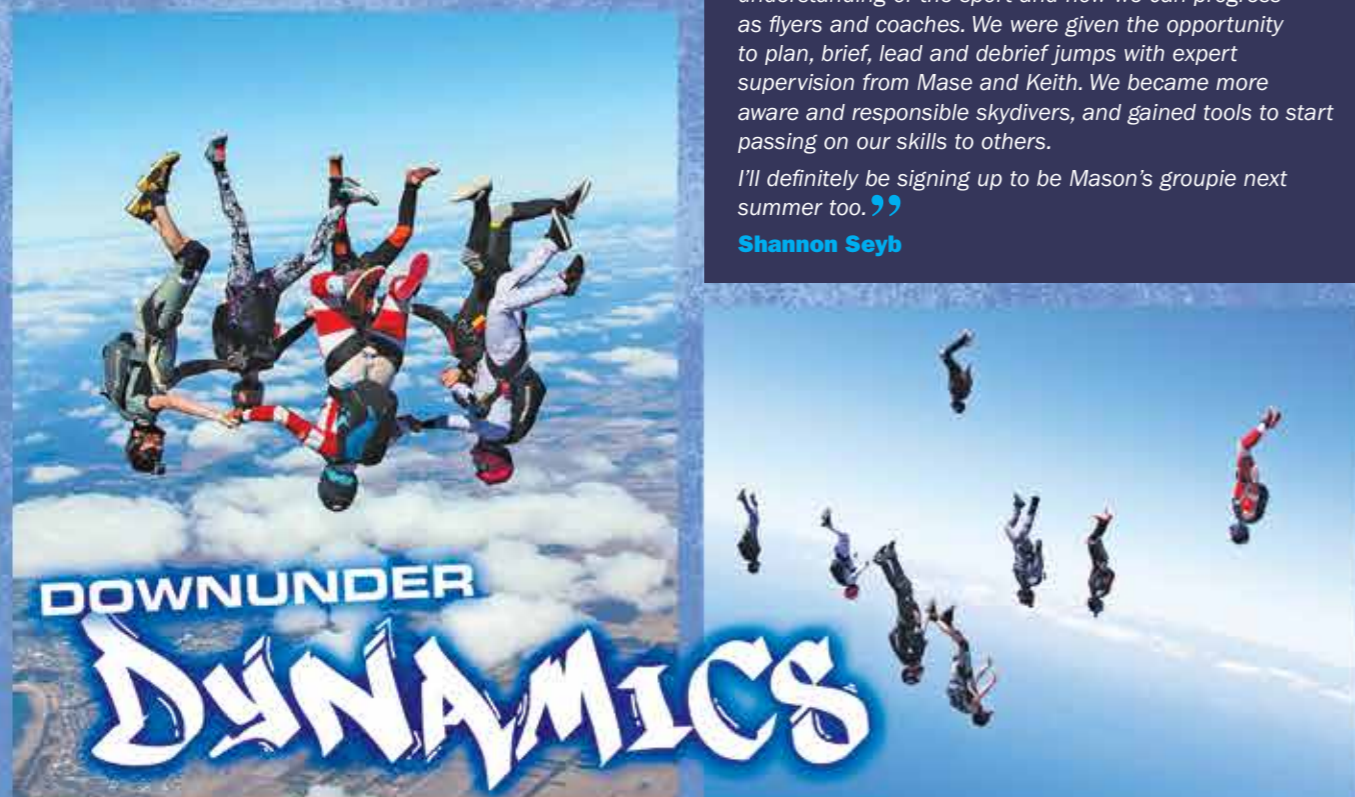
A general rule/recommendation that was made during the first couple of camps was to raise the track-off height for Head-up Angle jumps to 5,500ft, and to break-off in Head-up first before transitioning to Head-down. A lot of positivity has come out of the first three camps, as well as lots of diverse feedback from the two workshops. So far, the new changes to the Freefly Table have all been agreed upon, as well as a lot of options on where Australia sees Freefly heading, both at home and world wide. The consensus is that it is starting to lean more towards freeflying in groups rather than competitively. The reason for this is due to an easier access to other jumpers, and the financial benefits of learning in groups with the resultant steeper rate of progression.

So far, three camps are down and there are seven to go. Many of the issues/topics from the first three camps regarding the workshops and seminars have been agreed upon. The next few are going to be very interesting as we will be able to start implementing a number of the changes directly, and sooner than planned. Freeflying in Australia over the next few years is looking ever more exciting.



“ This summer I sold everything I owned, packed my life into two suitcases, flew to Australia and followed Mason to almost every State for all of his APF Freefly Development camps to date. During my first season as a Downunder Dynamics groupie, I learned a few things: never follow Keith downwind, West Coasters show the most teeth, and Mason has a great freefall face. I also learned that to progress further I had to be prepared to be shit for a while. I was encouraged to work on my weak sides, and spent a fair amount of time chasing groups and doing solos. I also did some of the best jumps of my life, with successes and breakthroughs. I haven't been as excited since B-Rels and my first Head-up dock! It was humbling and rewarding. The camps were about much more than freefall skills though. Mason's seminars about body position, coaching techniques and safety gave all of us a more in-depth understanding of the sport and how we can progress as flyers and coaches. We were given the opportunity to plan, brief, lead and debrief jumps with expert supervision from Mase and Keith. We became more aware and responsible skydivers, and gained tools to start passing on our skills to others. I'll definitely be signing up to be Mason's groupie next summer too. ”

Shannon Seyb



WIND TUNNEL

On the Tunnel side of things, Australia is really starting to step-up its game. We will soon be able to compete at a world level. In the two short years since the tunnel opened, some amazing progression has happened. The recent camps I have run at iFLY Downunder in Penrith have taken off, and with substantial progression from all people, all shapes and sizes, ages and genders. I have run four different types of workshops in Sydney over the last couple of camps; trying to get people into sharing sooner rather than later. Making it cheaper, and easier, to fly more and with more people.

The idea of the workshops are to share time. The workshops generally start off with a little bit of one-on-one, and slowly introduce more people to the group. On the first Static workshop, we started off doing 2-way transitions with a coach. On the next round, we introduced another student doing the same moves as before; and slowly, step-by-step, introduced more transition types. After the first camp, we were turning multiple points with five people Head-up and Head-down, as well as flipping pieces. This was the Intermediate group. Everyone could only just do transitions at the beginning of the camp, so it was awesome to see the progression in just 45 minutes. But hey, we are Aussies!

The other workshops that were run were Advanced and Intermediate Dynamic. The same process was applied here, with the focus more on follow-the-leader type of Dynamic, not D4W, starting off in a 2- or 3-way and making it larger towards the end. Follow-the-leader is a great way to progress flying as it teaches you to read the movements of the other person who you are flying with. Because of this, you are able to see, and predict, what they are doing next. It allows for faster flying, fewer signals that need to be given, and a faster rate of learning. All levels can learn this. The earlier it is taught, the faster the understanding.

“ Hello, my name is Shannon, and I am an addict. I can't go for more than a few days without flying. My latest and best hits have come in the form of Mason's Downunder Dynamics Tunnel Camps at iFLY Downunder in Penrith.

Coming from a Euro-style, low-speed background, I was stoked to be able to learn from one of the best here in Australia. Mason helped me translate my low-speed flying into some higher-speeds, and to start flying more with others. His coaching is fun. It has a good flow to it and focuses more on doing the lines effectively, rather than a focus on what your body position should look like. My progression shot through the roof and in just a few months I went from flying low 70's to mid 80's, and even managed to try out a little D4W!

He also didn't laugh (too hard) at my froggy outface Head-up position, only called me a pussy once, and still talks to me after I kicked him in the head.

If you want ninja skills in the tunnel, get onto it and book into one of Mase's camps.

WARNING: Highly addictive. ”

Shannon Seyb

If you are interested in one of the various tunnel workshops (average of 45 min per camp, four person minimum), one-on-one coaching, or you would like to attend one of the various Sky Camps, contact mason.corby@hotmail.com or get on the Facebook page Downunder Dynamics.

- Beginner to Advanced Low-speed Dynamic
- Beginner to Advanced Static
- Beginner to Advanced High-speed Dynamic

“ It has been an inspiring experience to join the APF Freefly Development Camps. Before these camps I had been losing faith in Australian Freefly events, so like many others I had been heading overseas. Refreshingly, these camps have reignited my enthusiasm to fly again in my home country. The structure allowed a complete immersion to do what we love, receive education from top-level flyers, and to contribute to the ongoing progression of the discipline. It's encouraging to see the APF actively looking for ways to support our discipline!

Attending the Toogoolawah, Barwon Heads and Elderslie camps, I left each time with increased knowledge, plenty of laughs and some of the best organised jumps in Australia. Having the opportunity to organise jumps myself whilst under the expert eye of Mason was an enormous confidence booster. These experiences have given me the motivation to share my newly-found knowledge at my local drop zone to help push the safety and skills locally.

The camaraderie amongst the jumpers has been remarkable. Everyone has been eager to share their advice and experiences with other jumpers, as well as putting our collective minds together to critically analyse where we see the potential of the discipline heading, and how the community can contribute to the safety and progression of our amazing sport.

Looking forward to the next camp! ”

Brent Xi

“Mason has a unique gift that enables him to get into the ‘psyche of a kids head’ with the purpose of ensuring self-assurance and passion to be able to ‘feel the wind’. Jordan Bassett-Smith has just turned 10 years old and had progressed past Head Down flying with his previous coaches. He was looking for a genuine path and direction to progress him further. Jordan can’t get enough of Mason! He gives verbal instruction where needed, but like most little boys, they enjoy being shown what to do more than being told what to do. Mason shaped his training specifically for Jordan so that Jordan simply watches, feels and learns. The way Mason shows compassion, care and focus towards everyone he takes under his wing is extraordinary. We have watched Jordan grow to almost be at one with the wind whilst witnessing a steep curve of progression over recent months under Mason’s guidance. Anyone can be a coach, but it takes someone like Mason to be a coach and a mentor, especially to kids like Jordan.”

Jenny White, Jordan’s Mum

“It’s rare to find a coach who’s oozing as much natural talent as passion. Jumping in the tunnel with Mason is like entering the ultimate playground. He’s leading a dynamic movement which is getting momentum and if you’re not involved you’ll get left behind. Welcome home mate, can’t wait to fly next.”

Jenny Hopwood



“The Downunder Dynamics camp at York got all the participants thinking about each jump on a deeper level. Mason taught us ways to keep constant awareness throughout a jump and highlighted key areas to focus on to make Freely jumps as safe as possible. All the participants had an opportunity to take a lead role in at least one jump over the three days and I think everyone came out of it with more confidence to lead or organise better and safer Freely jumps. Post event it’s been awesome to see participants putting into practice what was learnt at the various drop zones in Western Australia.”

James Garnaut



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Tribu Freely at Skydive DeLand
Photo by: Will Welbon



The Value of STAR CREST JUMPS

Value: noun 1. the regard that something is held to deserve; the importance, worth or usefulness of something.

By Kelly Brennan Photos by John Swanland, Chris Betchley and Allister Ware.

Most people begin their Star Crest jumps in search of nothing more than those vital signatures that allow them on bigger groups. Or perhaps they want to be an instructor one day. But well planned Star Crest jumps can be rewarding in other ways too. And the skills can come in handy across other disciplines.

Here are a few thoughts from Star Crest and Bigway regulars to inspire you to have a go.

The magic minute...

Nothing beats the elation of linking up with other skydivers. **"For 60 seconds you are a part of this unique living formation in the sky,"** explains jumper Merve O'Connell. **"It builds, breaths and grows, then scatters."**

It means even more to Merve, who has a 'D' Licence, because it's the crossroads of training, hard work and sometimes a little bit of luck!

Fun and friendship...

Merve is an Irishman who came to Star Crest days at Nagambie to meet Aussie Skydivers and quickly found

himself amongst a huge group of friends. He also found himself a 4-way team for the State Championships and an 8-way team for the Nationals.

Everybody who is into larger Formation Skydiving knows the importance of helping others. Formations will only get bigger and better if skills are shared. The enthusiasm is infectious and it's a cool way to make new friends of all ages and experience levels.

Greg Coman, who recently did his 200th jump, says the friendship and camaraderie of an organised big-way day is tangible. **"The buzz is electric as jumpers arrive in the morning, greet familiar faces and newcomers, while checking the load list to see who they'll be jumping with that day,"** says Greg.

Sarah Hogan is a 'C' Licence jumper who enjoys Freefly and Flat jumping. **"Each Star Crest day I constantly learnt new things, became a better flyer and I was continually blown away by how helpful everyone was,"** she says.

Chris Betchley has been jumping since 1979, doing a lot of camera jumps and throwing drogues. The organised days

helped him brush up on his skills and he enjoyed helping a new breed of skydivers achieve their goals. Even though he didn't go to last year's Perris record, he still felt part of the preparation and also the celebration as his friends' dreams came true.

Always plenty to learn...

Learning doesn't stop when you come off your B-rels, or even when you reach the highest levels of the sport.

Recent Star Creater, Adam Davis, went from strength to strength over summer. **"What initially felt like me being a willing participant, has developed into a feeling of not just participating, but being able to actively contribute to a jump,"** says Adam. Soon after getting his Star Crest, Adam was competing in 4W4E weekends and going to an 8-way camp. Plus he secured a silver medal in 8-way Intermediate at the nationals.

Adam believes jumpers are (figuratively) thrown into the wide blue yonder after finishing their 'A' & 'B' Licence requirements, but the skills are there to be nailed, riveted and bolted into the brain. **"Personally, the memory of**



that discipline and repeating it for my Star Crest really cemented my desire to start exploring competition and larger-way dives," he says.

Sarah Hogan used to expect carnage if she was invited on an 8 or 9-way flat jump, usually for somebody's 100th. **"But the Star Crest days have shown me that you can make more than one point and flat flying is hard, challenging and a lot of fun,"** says Sarah.

Greg Hill is a highly experienced Instructor 'A' who's been a regular at organised events. **"The Star Crest days reinvigorated my love of RW which had gone to sleep in recent years,"** says Greg. **"If you come away from an event like this and have not learnt anything you should give up jumping!"**





Safety with a smile...

Safe approaches to the formation are stressed at organised Star Crest days, along with safe tracking, canopy flying and landing patterns. These skills help everybody's development, no matter what discipline they get into.

Greg Coman reckons it's hard to define whether safety or fun was the priority for the Star Crest Saturdays at Skydive Nagambie, as both were 'so abundant'.

The other Greg, Greg Hill, agrees. **"Safety is a critical part of the days, as it should be,"** he says. **"This was emphasized continually, especially in tracking techniques, which is a good thing."**

Strength in numbers...

There are many advantages to having large groups around for organised Big-Ways instead of pulling a random group together at the drop zone.

For a start, there are usually plenty of experienced people who are determined to make it work and have the skills to give it a good chance. A larger group of people also gives organisers the opportunity to balance fall rates and experience across the groups. Plus everybody can have a go at all the different slots and they can pick up ideas from different coaches.

We had up to 32 players at a time during five summers of organised Star Crest days. These events were generously supported by Skydive Nagambie, the APF 'Fi Fund' and the Victorian-Tasmanian Parachute Council. This sponsorship covered coach and camera slots, allowing us to keep costs right down.

The outside camera slots gave us the views we needed for detailed debriefings. Everybody could see their own areas for improvement, regardless of experience level.

The program produced 67 completed Star Crests and several others got part-way through.

We also had terrific lucky draw prizes from Cookie and iFly Melbourne, to say thank you to all the experienced players who kept coming back.



Not just for flat...

We 'get' that belly flying is not for everybody. A lot of our Star Cresters do get those signatures and soon rush off to go Freeflying or Wingsuiting. That's totally fine by us, as we know it's still been a useful day of jumping for them.

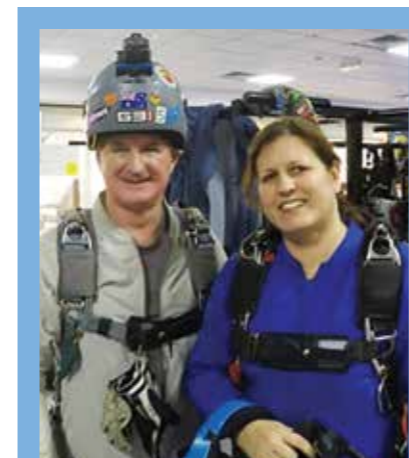
"I believe Big-Way skills span across multiple skydiving disciplines," says Merve. **"Wingsuit flocks, Head Down groups and CRW stacks use approaches not dissimilar to the 'stadium' thought at Star Crest events."**

The bigger picture...

Drop zones around Australia are stepping up their Star Crests, 8-ways and other flat events to upskill Aussie skydivers for the next large formation record in 2019.

If this record appeals to you, then get cracking now! Perhaps you're a newer jumper, needing some direction. Or a freeflyer wanting to get back into the flat stuff. Or a Tandem Master who wants to find something more stimulating than throwing drogues. Star Crest days are the perfect place to start.

You'll be amazed at how quickly your skydiving improves, and you'll be buying those tickets to California for the 2019 record in no time.



KELLY AND NIGEL BRENNAN RAN A SERIES OF ORGANISED STAR CREST DAYS OVER THE PAST FIVE SUMMERS, SUPPORTED BY SKYDIVE NAGAMBIE, THE APF FI FUND AND THE VIC-TAS PARACHUTE COUNCIL.

WANT TO BE PART OF THE RECORD IN 2019? CHECK OUT THE 'AUSSIE BIGWAYS' PAGE ON FACEBOOK!





Safety matters

When you have a malfunction and you need to save your life in the sky, you are absolutely alone in the entire world, there exists only you, your knowledge, experience and two handles. Cutaway or not: Stay current, practice emergency procedures, and remember...long lapses between jumps are dangerous. Jump on a regular basis and if you can't, you stay Informed.

The following are taken verbatim from a selection of incidents submitted to the APF between Jan & Mch 2016, and are published in the interest of safety education. While every effort is made to ensure accuracy, neither the APF nor ASM make any representations about their accuracy, as information is based on incident notifications as submitted. **Note:** Any 'Actions' stated are taken verbatim direct from the incident forms. **Please use these incidents to think about what actions you might take to reduce your chances of having the same type of incident and/or how you might handle a similar situation. Discuss your options with the Chief Instructor/DZSO/qualified personnel at your drop zone.**

EXITS/AIRCRAFT

Certificate E, jump 2500. 4 way VFS team training jump. All gear less than 1yr old and in perfect condition. Shortly after exit experienced a premature deployment in head-down orientation. Upon review of footage from the inside of the aircraft, it is evident that the container was initially properly closed and main pin cover secure. Shortly after moving into position for exit, the container is then visible to be fully open, including main pin popped, which is concluded to have happened by brushing the roof once the door had been opened. Just after exit the bag and main released and pulled the lines out via the stow-less bag resulting in a momentary horseshoe malfunction as the pilot chute was still stowed in the BOC. The pressure then released the main into inflation sequence, which also pulled the pilot chute from the BOC. The canopy opened perfectly and on heading. No injuries sustained.

What we learned: This were a combination of factors as the main pin should not have popped as easily as it did. The first is that the closing loop was just a little loose, not excessively, but something to be diligent with. The second was that the bridle stowing was too tight and there was not enough slack in the bridle stow to allow the pin a bit of leeway in Harness exertion before the pin would pop. Finally the motion of brushing past a fixed object (the door) was enough to open the main flap and pop the pin. Be careful when brushing past fixed objects. Interesting set of circumstances that could have had a much worse result. Lucky that this was not more serious. **Action:** Shortened closing loop. Discussed with packer and others of the importance of not having the bridle line stowed too taut, and always pin check and be careful on the inside of the plane.

FREEFALL

Certificate C, jump 202. Container - Vector 3, Main - PD 170. Jump was a 2-way sit. Jumpers exited plane and jump was as normal. At around 6500ft jumper was still in a sit position, his pilot chute deployed prematurely past the front of his right arm. He then pulled his arm out of the way before his D-bag was extracted. His canopy opened quite firm and with multiple line twists, which he then proceeded to kick out of. He then landed his parachute on the DZ without further incident. **Action:** The jumper's gear was inspected and the BOC pouch, and tuck tab pud was in excellent condition as the gear was brand new. As we are unaware at which stage of the jump the pud (tuck tab) was dislodged, which may have been the main cause of the incident, the jumper was given a talk to about the importance

of checking his own gear and having others check as well. Also the importance of a clean climb out.

Certificate D, jump 588. Container - Javelin, Main - Mamba 150. Free fly jump in a stand position around 8000ft, had a premature main deployment. Main opened hard resulting in right brake line breaking, chose to cutaway at 5000ft and landed on DZ. On DZSO inspection of rig noticed that the reserve tray had been half ripped off, suspected when D-bag and left riser had come out, it had snagged the left corner. The rig also looked as it would have been free fly friendly previous to jump i.e. good BOC, tuck flaps and overall condition. **Action:** Rig was inspected by a rigger. The container was not fixed as it would not be worth the cost involved. Canopy size was slightly small for the container but should not have had an impact, in his opinion either the closing loop or the BOC was too loose. The only way to assess this would be to pack the rig up for testing. Inconclusive due to the container being written off.

Certificate E, jump 597. Container - Talon, Main - Spectre 150. Freefly jump progressed as normal until a premature deployment at 7,000ft. Jumper was in head up position when pilot chute worked its way out of the pouch and caused deployment. Pilot chute bridle passed jumpers right arm but cleared before main came out. Jumper sustained minor line burn on right arm but no other injuries. Canopy was fully open and functional at 7,000ft. The pilot chute had a hackey ball type deployment, this was considered responsible for the premature deployment. **Action:** On inspection the BOC pouch was considered in good condition. An alternate way to pack the pilot chute was revised but jumper plans to replace with a pud style handle.



(File photo - not in Oz)

DEPLOYMENT PROBLEM/MALFUNCTIONS

Certificate A, jump 52. Jumper using club student rig. After a solo freefall, deployed at normal height. Pilot chute in tow malfunction. Emergency Procedures performed. Landed OK on the DZ. Cause of malfunction was a misrouted bridle. **Action:** DZSO comments - Jumper was learning to pack and this was his 3rd pack of the day. I spoke to the packer who was supervising him and he said he checked but missed it. I had a talk to the both showing them the proper procedures in packing and checking. I also mentioned that this was a malfunction that has caused fatalities in the past, because it seemed to me that they both



Compiled by:
Kim Hardwick
APF Technical
Officer



didn't realise that this was a major error. Next I spoke to the loadmaster, coach and instructor who was on the load. Procedure at the DZ is that all student equipment need to be checked before emplaning no matter what certificate the user holds. It seems that this was not done on his load. This incident will be discussed in our next instructors meeting so we can figure out if we need to change/improve packing and checking procedures.

Certificate A, jumps 82/83. Jumper experienced 2 incidents 2 days apart.

1) Talon/Pilot 168/Airforce 160. After a 4-way, tracked, deployed, completed count and did not feel deployment. Immediately executed EP Felt confident were correct and in sequence. Later flying the reserve, observed his ground shadow what he thought was freebag trailing. On inspection found his main parachute was trailing behind. He secured the trailing canopy and landed safely under the reserve.

Action: Jumper was advised to continue performing the twist during his time awareness count during deployment, both to rectify any potential pilot chute hesitation issues, and to give him a visual confirmation of canopy deployment.

On inspection on the ground, it was found that one of the lines from the main canopy had caught round the left riser cover on the container. The pilot chute was inspected and was cocked. The jumper had recently been signed off to pack, and was still slightly nervous about jumping his own pack-jobs. The jumper believes he was perhaps too quick on initiating emergency procedures, and that he may not have actually have given the main sufficient time to deploy.

2) Javelin/Safire 169/Airforce 160. Performing a 6-way rel jump. Jump was uneventful, tracked off normally. On deployment no opening was felt - looked back and could see a pilot chute in tow. Followed Emergency Procedures and landed without incident. On inspection of the rig on the ground, it was found the bridle was misrouted under the left closing flap. The misrouted bridle made it impossible for the closing pin to be pulled at deployment. As such, malfunction was caused by incorrect routing of the bridle.

Action: Jumper to re-take packing lessons to be followed by supervision of future packs.

At drop zone level: Encouragement of pin checks has been poor once jumpers have had completed their Certificate B. A staff meeting was held where this was discussed with the outcome being to create a cultural change amongst all sports jumpers in respect to reintroducing pin checks into their pre exit procedures.

Solo student, jump 45. Club student equipment. After an uneventful freefall, jumper deployed main in usual manner at 4000 feet. The pilot chute trailed behind the container and did not extract the bag. After waiting approximately 5 seconds, the jumper realised he was experiencing a high speed malfunction and performed his emergency procedures accordingly. At this time, the main d-bag separated and fell to earth.

The jumper had an uneventful landing under his reserve, slightly off the dropzone. After retrieval of the main d-bag, it was found that the pilot chute was completely uncocked.

On inspection of other rigs packed by the same packer, it was found that pilot chute bridles were scrunched below the window, giving the appearance that the pilot chute was cocked and showing green in the window, but potentially allowing the bridle to ride back up the kill line and uncollapse the pilot chute on deployment.

Action: The packer concerned was fully revised on the importance of ensuring that pilot chutes are properly cocked and was revised on pilot chute cocking procedure. All other student kit was opened and all the pilot chutes were checked and re-cocked.

CANOPY CONTROL/LANDINGS

Certificate C, jump 182. Canopy – Sabre 150. In a nil wind landing, jumper caught his foot on a lump of grass and it pushed his leg back under him, resulting in broken tibia.

(J1) Certificate E, 8500 jumps, and (J2) Certificate E, 7500 jumps (Canopy JFX 89). Jumpers completed a 2-way freefly. J1 had landed & J2 had planned to swoop past him, which resulted in his foot colliding with J1's head, knocking him out. J2 landed quite hard but was only bruised and sore.

The unconscious J1 was taken to the closest medical centre where he received treatment for his concussion, sore neck, back & shoulder, a black eye, bruised cheek and nose. He was released 4 hours later after observation with no other major injuries.

Both jumpers had a demonstrated history of success with close manoeuvres like this. On this occasion poor communication & prior planning resulted in what could have been a very serious incident. Camera was involved and as one of the participants noted: "An important factor in this incident for me is; this happened with J2 & I intending to be close to capture 'the shot'. This for me is the biggest contributing factor. Whether a straight in approach on a Safire 170 or a JFX 89 the risk was in capturing 'the shot' & not the swoop itself."

Action: This incident highlights the care that must be taken when performing such manoeuvres. Prior planning & extreme caution are integral & on this occasion the lack of this planning has resulted in a serious incident. Which neither Jumper would like repeated.

Certificate C, jump 118. Canopy – Pilot 132. Jumper was participating in a canopy course. On the particular jump, which was her 2nd jump of the day she: Exited from 7000ft and deployed main straight away. During the jump she performed the planned canopy exercises, and whilst doing this she identified that the canopy turned to the left slightly whilst on full drive. During her landing she started flare too high and panicked; reached for the ground with right leg; left hand was raised; hard landing followed. Injury sustained - Sprained Ankle, torn ligaments, bruised hip.

Certificate C, jump 270. Canopy – Sabre 2 150. Jumper made a late flare due to target fixation, resulting in a metatarsal fracture to the left foot. **Action:** Briefed to focus on flare height, not on the target.

More on exit / climb out procedures



File photo

In the last issue (#79) of ASM a number of incidents were published that involved climb out and exit procedures from aircraft, resulting in premature activations and the dislodgement / dropping of equipment (cameras).

The following educational notice was distributed by one CI to the members of his club.

"We have had a couple of incidents on climb out and exits, one reserve deployment while the jumper was in the camera slot. Fortunately the reserve deployed free of the aircraft and the jumper received no injuries as he was pulled from the plane. We were LUCKY this had the potential to be a real disaster for everyone including the pilot and the aircraft. The other incident involved a jumper having his cutaway handle dislodged on exit, fortunately the jumper realised in free fall that his cutaway was missing and deployed his reserve and landed safely.

Both these incidents could have been avoided.

Both these incidents tell me we are not doing enough to exit the aircraft safely.

We all have 2 pins that contain our parachutes in our containers, we all have 3 handles that can disconnect and deploy our parachutes we need to protect these at all times especially on exits.

Inside the aircraft:

- *Be careful and protect you equipment (pins / handles) at all times.*
- *Get another skydiver to check your pins before you climb out.*
- *6 point check your own gear, (1 & 2 leg straps - 3 chest strap - 4 cutaway pad - 5 reserve deployment handle - 6 main deployment handle.) Make sure the straps are secure and the handles in place before you climb out.*

Climb out:

Do not let the climb out, the plane or other jumpers compromise the safety of your equipment. Protect your pins and handle make sure they cannot be dislodged on anything or anyone.

Exit:

Be aware, if someone is on your back they could dislodge your pins or your main deployment handle, colliding with others on exit can dislodge or pull your cutaway and reserve deployment handles.

Exits are the time when we get really hyped up, adrenaline is flowing and we get caught in the moment but it's also one of the most dangerous parts of the skydive so just take a few breaths and do it safely. If you are not sure on the safety of your exit ask the DZSO or your CI.

We should all take responsibility for our own safety and the safety of the people we jump with, this is what skydivers do, we look after each other.

SKYDIVE SAFE". (Name of author provided)

MISCELLANEOUS

Certificate F / Instructor B, and Certificate E / Instructor D. Acting as JMs on an AFF 1, after the student deployed at 5200ft the pair decided to engage in a 2-way sit jump. They lost height awareness with both AAD's activating. Both landed safely each under two canopies. **Action:** Both JM's were subject to disciplinary action after being found to be in breach of OR 6.2.1 Safe Conduct.

Certificate D. A jumper without appropriate qualifications was found to have falsely and fraudulently signed off his own reserve packing card on two separate occasions, using the name of a qualified rigger. Jumper was subjected to disciplinary action. He did not appeal the action and showed great remorse & understanding of the seriousness of his actions.



Five Hazardous Attitudes

The aviation world long ago identified five hazardous attitudes that lead to trouble for pilots flying airplanes. The FAA published these findings in chapter 17 of its "Pilot's Handbook of Aeronautical Knowledge" (available as a PDF at faa.gov). These attitudes are also very relevant to skydivers. Jumpers, as well as pilots, can begin to make better decisions by identifying the hazardous attitudes and minimizing them.

The five hazardous attitudes are:

• **Anti-Authority—"Don't tell me what to do; I don't need to follow rules!"**

Whether they're being lazy or intentionally devious, skydivers sometimes break rules and regulations. However, the rules are there for a reason and following them has proven to be much safer than breaking them.

• **Impulsivity—"I need to do something now, without thinking the action through."**

Skydiving requires quick thinking and decisive action, especially when something out of the ordinary happens. But you need to have decided on and practiced these actions, since an incorrect response could actually worsen the situation. For example, if your equipment requires you to simply pull the reserve during a pilot-chute-in-tow malfunction but you haven't thought this through, you might just impulsively pull the cutaway handle first and worsen the situation. Frequent practice of emergency procedures can help ensure that you take the correct action in a timely manner.

• **Invulnerability—"It won't be a problem for me!"**

It can be easy to fall into the trap of thinking that you are smarter or more talented than everyone else and can therefore get away with doing things that have injured or killed other jumpers. The fact is, if it can happen to one person, it can happen to any of us. Realizing the risks and taking steps to mitigate those risks is a better approach.

• **Macho—"I am great! Just let me show you how awesome I really am!"**

As skydivers, we must be confident that we are prepared and ready for the challenges of our sport. But there is a difference between a healthy confident attitude and having a desire to show off or take chances to prove you are superior to others. Eventually you will end up in a dangerous situation that exceeds your capabilities.

• **Resignation—"This situation is hopeless, and I can't do anything to fix it."**

The saying, "Never give up!" shows up in cartoons and on T-shirts and has been popular in skydiving for decades. Skydiving requires a constant process of evaluating a situation and making decisions based on those evaluations. Sometimes a problem can be so overwhelming that a jumper responds by accepting fate and doing nothing, even though several available options could change the outcome. We need to continue working toward a safe solution even in times when stress might be through the roof.

It is probably easy for all of us to recall events at drop zones—whether they were actions other jumpers took or something we did ourselves—that involved these five hazardous attitudes. It may have been a 100-jump wonder insisting on jumping with a GoPro camera even though he was already sketchy with the basics of skydiving or it may have been a seasoned pro who insisted on making high-performance landings through canopy traffic below.

Skydiving has no shortage of the five hazardous attitudes. The trick is to recognize them and take the appropriate action when it is needed. Keeping yourself and your skydiving buddies in check can go a long way toward helping us all enjoy skydiving for a long time to come.

Jim Crouch | D-16979 | USPA Director of Safety and Training
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GOOD CANOPIES BAD DECISIONS



Words by Ken Stone APF IB AFF/TDM, Display Pro, Certificate F. Images courtesy of Project Voyair

So you are ready to get that shiny new wing, or sell your current canopy. Well caveat emptor [1], good readers. Are you making good decisions about this purchase, or the sale of your "old" wing? We are seeing a disturbing, fatal trend among skydivers worldwide as newer, faster wings come onto the market and older wings become perceived as less high-performance. To help combat this, we all need to examine our mindsets when it comes to buying and selling canopies.

Canopy changes affect other skydivers as well as ourselves; we must do our due diligence on preparing that person to fly that wing safely, whether it's ourselves or the people buying our old wings. We may not be in a position to train a buyer to fly the wing safely, but we absolutely are in a position to assess that person's skill and determine whether he or she is a good fit for that wing or if it will be a loaded gun in untrained hands.

This article is not designed as a guide for canopy progression (which should be done with the help of a suitably qualified canopy coach, instructor, or subject matter expert), but rather to get you to think about the evolution of wings and how we can all continue to push the limits of our sport without needlessly increasing our risk. You don't have to be an expert canopy pilot or a sponsored athlete to enjoy flying a high-performance wing, as today's wings offer many advantages over their ancestors in performance, design, and construction. And this, sports fans, is the very heart of the problem.

WHAT'S TRENDING?

People always want more. Release a new sports car, digital altimeter, or mobile phone and pretty soon a lot of people want it. Parachutes are no different; every time a new canopy design is released, a glut of "last-generation" high-performance canopies hits the market as people buy up the new canopies and sell off their old wings.

This has happened with every new advancement in the canopy market, whether it was the release of the Performance Designs (PD) Stiletto in 1992 or the recent release by NZ Aerosports (NZ Aero) of the Leia. Once

the new canopy arrives, the sales begin as skydivers sell the old to purchase the new, or purchase the latest and greatest to keep up. A quick search of Dropzone.com today found about 220 used Crossfire, Katana, Stiletto, Velocity, JFX, and JVX canopies for sale (2/10/16); all of these could be considered "previous generation" high-performance wings.

There is nothing wrong with wishing to upgrade your wing or sell the old. This is the evolution of our sport, but the key to buying or selling a canopy is to keep that skydiver on the new wing—youself as the buyer, or your buyer if you're selling—within their capabilities. Putting a skydiver under a higher-performance wing without the pre-requisite experience to fly it safely is creating a whole new type of problem. This problem is being observed at dropzones around the world, and is well summarized by comments from Bryan Burke of Skydive Arizona, who is one of the world's foremost experts on skydiving safety.



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"I'm very concerned that a lot of people will be buying used canopies as the more 'expert' jumpers sell off their Velocities, Xaos', and JVXs to get Leias and Valkryies," says Burke. "The latest fatalities [at Skydive Arizona, early 2016] were visitors from out of state, uncurrent, and especially in the latter case, not trained. One individual had downsized to the Velo from a Spectre 120! I never would have let him jump it if I had known. Now it seems like we might need to start screening visitors for appropriate choice of main and adequate training and supervision."

Skydivers don't want dropzones to screen their canopy choices, and trust me, drop zones don't want the hassle of doing it either! But some drop zones may choose to screen canopy choices if it seems that this will help protect their customers and their business. The way to avoid external regulation like this is always with education and self-regulation, so let's work on that.

GOOD CANOPIES BAD DECISIONS

PERCEPTION VS. REALITY

Perception: As the newest wings such as the NZ Aerosports Leia and PD Valkyrie are beginning to circulate more, the number of used canopies for sale such as the JVX, Xaos, and Velocity is increasing. This has led to a perception that canopies such as the Katana, Crossfire 2, or Stiletto are now *mid-range* or newbie canopies. Some seem to think that these canopies have lost performance or become more forgiving just because newer technology is available. Not so! Not a single thing changes about a wing when another wing comes out; what changes is our perception.

Think of it like a car. The 2006 Ferrari Katana is not any less capable because the 2015 Ferrari Valkyrie has been released. The 2015 model will have a new shape and upgrades that make it more desirable; however, they are both high-performance machines capable of getting you into trouble more quickly than your 2000 Dodge Navigator (which don't forget is also a more than capable canopy. What has actually happened is that the older canopy is now perceived to be slower *relative* to the new design. This creates a perception that it has magically transformed into a lesser or more mid-range canopy.

Reality: The reality is that all ram-air parachutes are high-performance. They are highly maneuverable whether you're flying a 365-sq-ft tandem or a 67-sq-ft Petra. Make the wrong decision when flying any canopy, and the consequences may be dire. The reality is that most people downsize too rapidly without spending enough time on their first wings to develop the survival skills they'll need to safely handle a canopy with increased performance.

MANAGING THE RISK

How do we mitigate this new perception vs. reality risk? As buyers, we must select a canopy that is appropriate for our currency, skill level, and experience, and by being brutally honest with ourselves about our level of proficiency. This may mean we have to swallow some bitter pills from more experienced jumpers and canopy coaches, but this is how we'll learn what we need to work on before we progress to higher-performance wings. As sellers, we must be selective when we sell a canopy to another jumper.

When buying and selling canopies, we have a responsibility to each other to make sure the right canopy is finding the right user. Random canopy sales/purchases without due diligence are careless and are not in the best interests of our skydiving family.

SELLING AND BUYING

Sellers

If you are a seller, maybe the guy with low jump numbers is not the person to whom you should be offloading that Katana 107. You have a responsibility to people with lesser knowledge and experience. Maybe it is someone on your DZ, or maybe it's a faceless someone replying to your advertisement. Either way, it doesn't take long to ask a few questions to confirm their level of expertise with regards to their ability to safely fly your canopy. If you don't

know this person, you may not want to take their word for it, so ask for their home drop zone and contact management and/or instructors there about this person's abilities. Taking this time to find out might save a life, prevent an injury, and/or stop your DZ making the news in the wrong light, which hurts everyone in the sport. Don't be an accessory to injury—or worse!

You have a responsibility to people with lesser knowledge and experience.

Buyers

If you are a buyer, be honest with yourself as to your level of skill and knowledge. Are you really ready for that canopy, or are you just trying to look good? Have you fully exploited the capabilities of your current canopy? Have you discussed your intended canopy purchase with experienced canopy pilots, and completed suitable canopy training that sets you up for success? Can you safely land your current canopy in any given weather or situation? If the answer to any of these questions is no, you are not ready for a higher-performance wing. Spend more jumps on your current wing and consider canopy coaching to turn any "no" answers into "yes" ones.

Be proficient before transitioning, so you don't become just another injury or fatality statistic. Approximately 30% or greater of all of our fatalities are due to bad landings under perfectly good wings.



Some seem to think that certain high-performance canopies have lost performance or become more forgiving just because newer technology is available. Not so! Not a single thing changes about a wing when another wing comes out; what changes is our perception.



Take the time and seek help to identify a canopy that is suitable for your skills before you start looking to buy. This will help you make good choices, grow your skills, and enjoy your new canopy rather than risking injury or grounding by safety staff.

CONCLUSION

We all want to progress in our canopy flight, whether it be for competition, licenses, or just plain old fun. And I'm pretty sure we can all agree that no one wants to be hurt or killed doing it. So when you are looking at selling or buying a new canopy, just ask yourself a simple question:

- Sellers: Are *they* ready for this canopy?
- Buyers: Am I ready for this canopy?

If the answer is no from either party (or even "I'm not sure"), seek advice from an expert as this strongly suggests that you require another canopy that better meets your requirements. There are many excellent canopies for all levels of experience on the market, both new and used. Take the time and seek help to identify a canopy that is suitable for your skills before you start looking to buy. This will help you make good choices, grow your skills, and enjoy your new canopy rather than risking injury or grounding by safety staff.

You will always have enough knowledge and experience to get into trouble. The question is, do you have enough to get out?

[1] Caveat Emptor

[Latin, Let the buyer beware.] A warning that notifies a buyer that the goods he or she is buying are "as is," or subject to all defects. When a sale is subject to this warning, the purchaser assumes the risk that the product might be either defective or unsuitable to his or her needs.

ABOUT THE AUTHOR: KEN STONE

Ken Stone completed 26 years of service with the Australian Army, serving with the paratroops and Special Operations Command. He completed several postings to the Army Parachute School, during which time he developed, organised and conducted all freefall training for the Australian Army, as well as Research and Development in support of the Army's parachute capability. Ken holds Australian Parachute Federation AFF, Tandem (Sigma and Strong), Display Pro, USPA Coach, AFF, Tandem and PRO ratings. He has worked for drop zones in Australia, Fiji and the USA.



Got Questions? Get Answers!

2016 Learning Curve Camps

- 6-10 June LCC (DZ Anniversary)
- 8-12 August (Ekka LCC)
- 3-7 October (Pre Nox Get Current Camp)
- 21-25 November

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Beigy doing a tandem gainer with Jessica Photo by Zach Morton



Change and Continuous Transitions

By John Meara, APF Operations Manager

"People don't like change," or so some say. Without change we'd still be jumping fore/aft gear and T10s. A lot of change is forced upon us and we must respond or be left behind; some we chase and embrace causing others to have to catch up; and some we bring about ourselves in order to innovate and evolve in our preferred direction. Whether it's freely angles and faster canopies or your workplace, there's no doubt we are all dealing with "continuous transitions".

We've been jumping under a transitioning regulatory framework for quite a few years. Much of this has been in response to external pressures and to enable us to be more nimble in dealing with the ongoing changes around us. Some has been internally driven, with a focus on updating old systems, processes, policies and procedures. The Board has refocussed on strategic planning, and APF Office staff are constantly dealing with issues, big and small, that consume our limited resources. So some of the changes you'll hear about are to simplify or automate processes, allowing the few of us to be more effective in dealing with the hands-on stuff.

April 2016 rules and regulations

This latest issue of revised regulatory documents is a culmination of initiatives in at least 4 key areas:

1. The introduction of instructor-assisted deployment (IAD) as an alternative to static-line deployment;
2. An ICAO (International Civil Aviation Organisation) and government initiative or commercial organisations to implement a documented Safety Management System;
3. The development of misconduct procedures begun in about 2012 by the then Operations Manager; and
4. The vote by area Councils to move from State incorporated bodies to APF committees.

These and other changes over the last 12 months have resulted in release of the following new or revised advisory and regulatory documents:

- Operations Regulations and Regulatory Schedules
- Training Operations Manual
- Safety Management System – an APF Organisational SMS and a template Club SMS;

- Misconduct Procedures Manual, incorporating a penalty points system and 2-tiered review and appeals tribunal processes;
- Manual of Rules and Regulations for APF Committees, which includes new Terms of Delegation for Councils.

I won't bore you here with the details, as these documents are available for download from the APF website (www.apf.com.au) together with an Amendments Register where you can read about the changed regulations. You can also email the APF Office and request hardcopy booklets to be mailed to you.

What's next?

The APF Constitution. Further refinement of the new Constitution was expected even before the vote to become a CLG. Some will be about the removal of redundant transitional clauses; some on advice from the legal people. These will be voted on at the AGM.

Regulations and training, ongoing changes and improvements. Expect improvements to Freely and canopy handling training materials over the next 12 months. One NPRM item is a proposal to change Restricted DZ definitions and landing distance to targets for each certificate class. This should address the difficulties with the current system, including requiring Pro Display Rating for Tandem Instructors on RDZs. Another proposal is to restructure instructor roles.

APF Exposition. This is a big one and another CASA requirement that comes from new CASR Part 149. All sport aviation organisations must develop and adopt an Exposition. The benefit will be official recognition as a delegated sport aviation organisations and so protection under legislation. A committee chaired by ex-President and now Director, Dave Smith, has begun working on an initial outline for this comprehensive document that will absorb some of our existing regulatory content. It may also shape a new format for how our regulations are laid out. This will be worked on over the coming months. Some of the changes already made in other regulatory documents have been shaped in anticipation of Part 149.

Whether you embrace change or resist it, there's no escaping the evolution of our sport and the constant pressures upon us to defend our access to it. We must respond to meet these challenges. Through strategic and operational planning, the APF is putting us in front of the game. This has earned us respect as a leading sport aviation group and internally we continue to make our systems and processes work for jumpers and clubs, not against us.

PS: If you've unsubscribed from APF's Skydiver E-News, then you are missing out of the formal notifications we are required to send to you.

Update on Vocational Education and Training (VET) and the RTO Project

Following accreditation of APF's *Cert III in Skydiving and Parachuting Instruction*, work progressed on Stage 3's development of training/assessment materials and RTO systems and processes. Hurdles were identified that involved significant policy development and administrative burden. This significant additional burden on both the APF Office and those few APF training organisations who choose to be involved was contrary to the Board's requirements to remove red tape.

After meetings between APF management and VET industry experts, the decision was made to recommend the project be put on hold. The development of our Cert III and other course material however, remains beneficial regardless of our future direction. Collaborating with an already established RTO appears to be a better option, and for VET to be only one component of a more comprehensive solution to APF's training needs.

In December, a discussion paper was submitted to the Board by the Operations Manager outlining an alternative solution – a Learning and Development Framework, incorporating an online LMS or Learning Management System, and for the framework to be registered with the Australian Sports Commission. This is expected to be further considered as a project proposal in 2016.

National Coaching Accreditation Scheme (NCAS) and the National Officiating Accreditation Scheme (NOAS)

During 2015, the Australian Sports Commission (ASC) completely revised its approach to the NCAS and NOAS. The ASC uses "coaching" to cover all levels of sporting teachers, instructors and coaches, with the schemes being based on approved training and development frameworks for all participants. The ASC's new approach offers National Sporting Organisations (NSO) a highly-flexible nationally-recognised option tailored by each sport for its own needs (as opposed to the old scheme where sports' coaches were forced into the scheme's rigid 3 levels).

Many NSOs are now developing new NCAS/NOAS frameworks to suit their specific needs, including Surf Life Saving Australia, Volleyball Australia, Baseball Australia, Netball Australia, Tennis Australia, Swimming Australia and the National Rugby League.

APF contacted a few of these NSOs which have adopted an integrated approach to their frameworks by combining the ASC's NCAS with Vocational Education and Training (VET) competencies/courses. Their advice reinforced our concerns that the compliance burden and ongoing costs for APF to become an RTO were too high when compared to the perceived benefits. This helped shape APF's decision to put the VET-RTO project on hold and to consider partnering with an already established RTO for future VET involvement.

This makes the ASC's schemes more attractive, as they provide alternative Government accreditation together with a flexible tailored approach without the heavy ongoing compliance burden. It also supports skill development and mapping of career paths across the sport, recreation and adventure tourism areas of skydiving.



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SPORT DEVELOPMENT FUND

Fine Tuning the Level 1 Funding

By APF Office and Funding Committee

**Fiona McEachern Sport Development Fund –
Level 1: APF Members may apply for grants of
up to \$1,500 to support skydiving events/projects
that BENEFIT the skydiving community, while supporting
the APF's safety objectives and strategic goals.**

Keep the 'fun' in our funding program...

The APF is proudly getting behind more and more grass roots events each year and the Level 1 Funding Program is going from strength to strength.

In the past year or so, the Fiona McEachern Sport Development Fund has supported Canopy Courses, Freefly Camps, Star Crests, 4-way Days, VFS Training, Angles events and everything else in between.

The idea of the fund, and especially Level 1 applications, is to assist skydivers planning special events that develop our sport. And, looking at the list of events we've supported around Australia, that's exactly what the fund is doing.

But every funding program is at risk of being abused, and we need to keep a close eye on our members' money. That's where this plea comes in. We want to stop some niggling trends before they get away from us.

We're fine tuning the rules for Level 1 funding, and here are some of the reasons why:

Asking for maximum amount...

We're getting quite a few Level 1 applications that are just asking for the Level 1 maximum of \$1,500 and not specifying what it's for. Seeing that perfect round number on an application form sends off warning bells for us. It looks like a rough, go-for-it-all figure, instead of a well thought out submission.

If you want 50% of a coach's fees for a three day event, then please spell that out. It probably won't add up to \$1,500! If you want an airfare to get a coach from interstate, then give us a realistic number.

Keep to fair and reasonable requests that help make your event happen, not 'gambit' claims. We most likely won't fund the full amount for your event, so please don't ask us to do that.

It's perfectly reasonable to charge a registration fee for participants and to get some support from your drop zone as well, in the form of slots, meals or accommodation. If we don't see these items, we aren't likely to fund your event.

Mates jumping with mates...

This is a tricky one. We're getting a few applications that look a lot like mates jumping with mates at regular drop zone weekends.

If coaches want to do one-on-one coached jumps with trainees in any discipline, then that's wonderful. Go for it! Charge what you believe you are worth. But think carefully before asking the APF to pay for your jump tickets.

This fund is for events and projects that meet APF objectives and develop our sport. It isn't to simply offset costs for jumpers who are brushing up on their skills or coaches who are trying to make a living.

If your application looks like a thinly disguised 'normal' day at the DZ, then don't be surprised if you get a few extra questions!

Shortfall in numbers at events...

We didn't want to do this, but we're going to have to crack down on numbers. We're getting applications for events that expect 10-15 people, and then only three come along.

We know that weather can change suddenly or people can change their minds even faster. But we can't throw fistfuls of money at projects that don't deliver. Please be realistic in your expectations and energetic in your planning.

Of course, some events will only involve a small Cessna 182 load of people, or an ultra specialised crowd of four. If that's what you propose and that's what you budget for, then we're happy to support small stuff too.

Regular events...

We're also getting quite a few applications from people who've set up a pattern of weekly, fortnightly or monthly events. They try to get around the normal funding caps by doing each of them as a Level 1 event. For example, one day per fortnight or so at \$800 funding per day can quickly add up to \$6,400. That amount would normally fall into Level 3 funding, which has more onerous conditions.

It's great to see that organisers are putting in so much effort, but that's not really what Level 1 funding is designed for. Level 1 funding is set up to help with the odd training camp here or there, not a regular series of events with a never-ending cycle of paperwork.

If you want to set up regular events, then please plan your project for a specific period, lock in your dates, and put in a Level 2 or 3 Funding application. Tell us exactly what you want funded, such as camera slots, or 50% off coach slots.

If we've seen essentially the same event two or three times before, we won't consider another application. You'll be politely asked to step it up to Level 2 and to give us a very clear schedule of events and expenses.

National and State funding...

People are sometimes forgetting to go to their State Councils first, and that's slowing us down.

We're all pretty much on the same page at State and Federal level when it comes to funding. The National team works closely with State coaches to ensure that funding is shared fairly.

So why do we want you to go to your Councils first? Your State Coaches and Councils have the best knowledge of what's happening in your area and what's needed. Your State Coach can probably also give you some great tips about preparing your national application.

If you go to your State Coach and their annual allocation of money is already spent, you might still get some national funding. Don't give up. Just make sure you start closer to home at Council level before you come to us.

Don't forget, it's members' money that we're talking about here. We want to use it well and we want it to last long enough so we can keep helping you out for many years ahead.

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LADIES ONLY CANOPY COURSE

By Sheila Schaefer

Jules McConnel came down to teach the ladies (and some guys) of Victoria some skills under canopy at Barwon Heads over the weekend of February 13 and 14. On Saturday, 14 women arrived ready to learn from the canopy goddess that is Jules! Erica Zanei and Liz Ripley weren't able to jump, but were so keen that they turned up anyway to listen in and pick up some tips. The rest of the day was spent working on perfecting the basics of our landings. The beginners focussed on flying the perfect pattern, flare technique and how to manage various wind conditions. The more advanced women (Courtney and Tanya Cale) worked on their 90s and sorting their swoops.

We had many technical dramas with sorting out the video at first. Luckily, Cheeseball (Lozza Davids for those of you who didn't witness her high level of cheese consumption during a Russian tunnel trip) was on the course and able to solve all the techy problems. With so many people on the course, and a number of tandems arriving, manifest was kind enough to let us use the Cessna with our own private pilot (Thanks Max!). All of us enjoyed having our own plane that took us up whenever we were ready!

One thing that was interesting about Ladies Only Saturday was that not one person asked "can I downsize yet?"

Thanks to Jules' friendly nature, everyone was encouraged to ask about anything canopy related and we did. Jules went well beyond the basics and answered our questions about CREW, what to do in a two-out scenario and how to progressively work up to swooping.

Sunday saw the arrival of a few guys who were able to get in on the action. We did some more work on our landings and then paired up to do some proximity work. The day had to end a little early due to some high winds (gusts to 30 kilometers? No thank you!) but the downtime was put to good use. Jules kept us captivated with multiple videos, stories and even packing tips and tricks. Whether we were in the air or on the ground we were constantly learning.

We got so much out of the course beyond canopy flight. Jules was a great role model and inspiration to us on how to progress within the sport. New friendships and networks were formed for on-going support. A great time was had by all and we can't wait to have you back to do it all again, Jules! Thanks to Skydive the Beach and Beyond for hosting, the Victorian-Tasmanian Parachute Council for their generous funding and Jules for the leadership. A special thanks to Kryz Baker for organising the event.



SCOTT AND WOODY'S SCHOOL OF WINGSUITING - JANUARY 2016

By Scott Paterson Photos by Clint "Daddo" Dadson



After the success of the first weekend Woody organised in December 2015, the APF and VTPC supported another Wingsuit weekend in Victoria at Skydive Nagambie to kick off 2016.

Myself and Woody ran hard with a bunch of sick crew all weekend. We were lucky enough to have Griggys come to coach on the Saturday, which meant amongst the flocking, carving and movement groups, we also had XRW included in the mix!

Thanks everybody for coming to fly with us! 2016 should be an awesome year for Wingsuit skydiving in Australia.



CYPRES and **CUT**
always activated through the loop

“NEWGAMBIE” TURNS 2!

Words & Screenshots By Maddie Cross

Coaches were organised, flights arranged, the drop zone prepared, now all we needed was some great weather. Autumn in Victoria did not disappoint. Saturday morning dawned blue skies and light winds. Boogie participants started arriving.

Friday Friedman, Matt Boag and Jill Grantham headed up the freefly coaches, while James Boyle was tasked with looking after the Flat Flyers and Woody “Come flocking with me” Smart was in charge of the eager beaver Wingsuiters.

The Freefly coaches rotated each day around beginners and small tracking/angle dives and the more experienced head up and head down participants. Jill was without a personal assistant this year, but still managed to capably organise all the Freeflyers to ensure they all got to do the types of jumps they were interested in.

James organised the bigger ways including some impressive Star Crest attempts for six jumpers attempting them over the weekend and all finishing two of the required three skydives.



Woody and his small but dedicated group of Flockers were not hindered by any cloud issues this year and made the most of the blue skies over the weekend. John “Jmac” McKay completed a nice flock for his 300th.

The resident staff looked after the students over the weekend with ten B-Rel candidates continuing on with the Table, while Trent Hyman managed to complete his. Other notable achievements over the Boogie included Anna Ye completing her ‘B’ Licence, Paul “Happy” Gilmore his ‘C’ Licence (after only taking 20 years!), Charlie Johnson his 200th and Jill jumping a brand new Icarus Safire 3.

Sunday afternoon the coaches combined and organised a 12-way hybrid which involved turning 3-way pieces and redocking. It worked – mostly - beers were bought by those who had never done a hybrid before. Some words from the coaches:

“Thanks heaps to all at Skydive Nagambie and the APF for making it all happen, I was soo stoked to see all the progression of all the flyers and all around just having a fun time. Great people, great weather and GREAT JUMPS! Doesn’t get much better than that :)” - Matt Boags



“Once again the Nagambie Birthday Boogie was heaps of fun with a cool group of jumpers who came down to make the most of the fading warm weather and the Victorian long weekend. Good weather all weekend meant everyone got to jumps their butts off in every which way they wanted. The heaps of loads, high fives and smiles made me draw the conclusion that everyone had a wonderful time. Can’t wait for more fun times next year, as it’s the only birthday I am looking to now that I have tipped passed the 30 year mark!”

– Jill Grantham

At the end of the boogie, DZSO Don Cross was ever so happy to report that there was only one cutaway and no injuries.

Skydive Nagambie would like to thank the APF Fi Fund and the VTPC State Coach for their generous funding of the event, Dave for his flying and of course all the jumpers and coaches – Friday, Boagsy, Jill, James and Woody. No event would ever be possible without the combined efforts of all the support staff, pilots or jumpers.

See you all next year!



PHOENIX FLY (AUSSIE CONTINGENT) TEAM NEED FOR SPEED & 5D

Words and photos by Scott Paterson



Massive thanks to the APF and Skydive the Beach and Beyond, York for making this weekend possible. Once again York has hosted an epic weekend for wingsuiting in Western Australia. With a great turnout over the weekend the West Coast Wingsuit Mafia turned it on with some truly epic jumps.

Bruno Reis (WCWM), Scott Paterson (WCWM/Team Need 4 Speed) and South Aussie legend Travis Naughton (5D/MACH5) were the three coaches for this long weekend in WA, 5-7 March, 2016. Clint 'Daddo' Dadson and Scott Paterson on the Camera also make everybody look awesome.

Thanks so much to everybody who came up to fly with us, it was an epic weekend of hilarious Artistic Competition jumps, Flocking, Carving, Big suits, Small suits & next level XRW. I'm really looking forward to more of the same in the future, it's so awesome to see the progress from the flyers and the support for the sport from the big bosses. Much love!



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JONNY BACK
CHARLES BALFANZ
MICHEL BARES
DANIEL BARNETT
KEVIN BARNEWALL
DOUGLAS BARRY
ZAK BATEY
PAUL BECK
WEBSTER BELL
TAYLOR BENLAHCEN
TAREK BIERWIRTH
ALEXANDER BRADLEY
MAXIME BRODERMANN
JORAM BROWN
JORDAN CAMERON
DYLAN CAMPAGNA
PETER CANAVAN
BENJAMIN CASSAR
TIM CLEWS
STACEY CODNER
MATT COMBEMOREL
ALEXANDRE CONNOLLY
JONN DABONE
SALIM DALY
JAMES DUCAL
PETER DOUGAL
SCOTT DOUGAL
MICHAEL DREW
SCOTT DRUCE
MITCH EGAN
DANIEL EEELEY
LIAM FORDHAM
MARCUS FOSTER
NATE FOSTER
PAUL FRANCTIC
JONATHAN GARCIA
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GEMMA HUDSON
BRITTA HYMAN
CHARLES JESSE
TRENT JAMES
JESSE JENNINGS
BRAD JOHNSON
NATHAN JOY
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ASHLEY KEITH
DAKOTA KIDD
DANIEL KING
ANDREW KING
HIKITENE KINGS
SEAN KITSCHA
CHRIS KOKOT
MELANIE KRUSE
EKATERINA KUDRYAVTSEVA
JAMES LAMAN
CHRIS LANGRELL
JACKSON MACDONELL
RHYS MACLEAN-CURRIE
JULIA MAHON
GRANT MARTIN
FERNANDO MARTINS
FIONA MCHUGH
NATHAN MCLEAN
SAM MICHELL
THEO MIRAS
CHRIS MURPHY
TOBY NOTT
JU HUN PARK
GRAEME PERSHOUSE
DEAN POPE
DAVID RICHARDSON
PETER ROBINSON
PINJA SAARINEN
HIROKI SATO
ELLIOT SAWKINS
DAVID SCHMIDT- LINDNER
DANIELLA SERRA
MATTHEW SHARPE
TIANHAO SHI
DANIEL SIGANTO
KUNWARDEEP SINGH
ROBIN SPEDDING
BREE STANFORD
JOCELYN STEFANARAS
ANDREW STEINKAMP
TRAVIS STEPHENS
JAMIE STEVENS
JONATHAN STEWERT-DAWKINS
MICHAEL STREET
JAMIE SUTTON
WILL T HOMPSON
JYE THORBJORNSEN
BEN TISDALL
SARAH TOMARCHIO
KIRK TSE
JULIAN VAILE
LEE WARNOCK
ANDREAS WEIXLBAUMER
DANIEL WILCOX
LUKE WILLEMSE
LOUIS WILLIAMS
MICHAEL YOUNG
HAN ZHUO

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KRYSS BAKER
SPENCER BARNES
CHLOE BAUER
JESSICA BAUER

ANTONIO MARCUS
MAXIME HAMISH
MATT HENRY
SARA SARAH
NICOLE SEAN
DANIEL EGAN
PHIL ENGLISH
DANIEL ESAM
ADEN FABRIS-PESARINI
JEAN FONTAINE
JAMES GARNER
GLENN GERBER
DANIEL GRAY
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JORDAN HALE
GUILLAUME HAMMADI
BENJAMIN HARNETT
MICHAEL HARPER
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TOMIC KLUZNIAK
WING KONG
HENRY LARKMAN
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JADE LOMAX
JUSTIN LOVELL
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BENJAMIN VARGAS HAGER
CARLOS WHITCOMBE
JACK WHITTAKER
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KEITH YU

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MAURO TATIANA
JEFF MAURO
BRENT WESOCKES
GREG WHITEHEAD
JAMES WOODS
PATRICK WYLIE

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WAYNE BELL
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ANTOINE BOURSIER
BROAD CRANE
LUKE DUFFY
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ANGELO DELINDI
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ALEXANDRA DAND
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CAMERON FAUST
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BRIAN FORBES
TERRY IRVING
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YONG KWON
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MARTIN LETCH
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SCOTT OLIVER
NEIL OLIVER
CHRIS O'NEILL
OTHON COREY
HUGO RONALDS
BRENDAN SAUNDERS
MATT SCOTT
MATTY STEEN
MAGNUS SVENSSON
MARCO VEIGA CANO

CERTIFICATE F

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CINDI HEMMILA

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NATALIA BAEZ
PAUL BARKER
WAYNE BELL
AARON BONFADINI
NICK BRAY
JULIAN BYLHOUWER
STACEY CHEN
SEAN COLL
ALEXANDRA DAND
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ADAM DAVIS
BRIAN FORBES
RODRIGO HERNANDEZ MOGUEL
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NICHOLAS UTTON

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YEONWOO YU

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FREELY CREST

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ALEXIS DOUCHKINE
OLIVER FONG
GRANT HOFFMANN
CHRIS O'NEILL
NICHOLAS UTTON
GREGOR VAN DEN EYNDEN
MARCO VEIGA CANO
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GREG WHITEHEAD

JUMP PILOT AUTHORISATION

MITCHELL ANDERSON
JAYDEN BOWERS
LIAM BRUNELLI-BRONDEX
EDWARD BRYAN
VINCENT CLAUD
BRADLEY CONWAY
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Kane riding Zsolt Photo by Brody Johnson

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWN)

GPO BOX 3114, DARWIN NT 0801
 CHIEF INSTRUCTOR: TERRY KING
 CLUB Ph 0412 442 745
 DZ Ph 08 8976 0036
 email: skydive@skydiveterritory.com.au
 Drop Zone Location: BATCHELOR AIRFIELD
 web: www.skydiveterritory.com.au
 Aircraft: Cessna 182 & Cessna 206

SKYDIVE AYERS ROCK (SKYROK)

PO BOX 419, YULARA NT 0872
 CHIEF INSTRUCTOR: SAM MCKAY
 Club & DZ Ph 0450 337 951
 email: skydiveayersrock@gmail.com
 Drop Zone Location: AYERS ROCK RESORT
 Aircraft: Gipps Aero GA8 Airvan & Cessna 206

TOP END TANDEMS (TOP)

PO BOX 692, SANDERSON NT 0813
 CHIEF INSTRUCTOR: ASHLEY SMITH
 Club & DZ Ph 0417 888 645
 email: topendtandems@gmail.com
 Drop Zone Location: DARWIN - LEE POINT BEACH
 web: www.topendtandems.com.au
 Aircraft: Cessna 182

QUEENSLAND

QUEENSLAND - NORTH

ALTITUDE SKYDIVING MISSION BEACH (ASMB)

PO BOX 56, MISSION BEACH QLD 4852
 CHIEF INSTRUCTOR: ALAN MOSS
 DZ Ph 07 4088 6635
 email: dezewing@hotmail.com
 Drop Zone Location: SHRUBBERY CENTRAL
 web: www.altitudeskydive.com.au
 Aircraft: Cessna 182

FAR NORTH FREEFALL INC (FARNTH)

PO BOX 1058, TULLY QLD 4854
 Non Training Operation
 Club Ph 0428 420 500
 email: issydore@hotmail.com
 Drop Zone Location: TULLY AERODROME
MACKAY SKYDIVERS INC. (MSINC)
 PO BOX 613, MACKAY QLD 4740
 Non-Training Operation
 Drop Zone Location: Marian Airfield
 Club Ph: 0409 520 526
 Email: secretary.skydive@gmail.com

MACKAY SKYDIVE (MACSKY)

PO BOX 4089, MACKAY AIRPORT QLD 4740
 Non-Training Operation
 Drop Zone Location: Palmyra Airfield
 Club Ph: 0458 213 523
 Email: info@mackayskydive.com.au

PAUL'S PARACHUTING (OSBO)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: TODD GERRARD
 Club Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: EDMONTON CAIRNS
 web: www.australiaskydiver.com.au
 Aircraft: Cessna 208

SKYDIVE AIRLIE BEACH (AIRLE)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: STEPHEN LEWIS (temp)
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: WHITSUNDAY AIRPORT, SHUTE HARBOUR
 Web: www.skydiveairliebeach.com.au
 Aircraft: GA8

SKYDIVE CAIRNS (SDCNS)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: STEVE LEWIS
 Club Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: TULLY AERODROME & MISSION BEACH
 web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE CAPRICORN (SKYCAP)

29 AGNES ST, THE RANGE QLD 4700
 CHIEF INSTRUCTOR: LLOYD COFIELD
 Club Ph 0429 044 224
 email: skydivecapricorn@icloud.com
 Drop Zone Location: HEDLOW AIRFIELD, YEPPON & MACKAY
 Aircraft: Cessna 182 & 185

SKYDIVE THE WHITSUNDAYS (WHITS)

PO BOX 5, CANNONVALE QLD 4802
 CHIEF INSTRUCTOR: JONNY GOSS
 Club Ph 0414 566 697
 email: nqpc@mackay.net.au
 Drop Zone Location: WHITSUNDAY AIRPORT
 Aircraft: TBA

SKYDIVE TOWNSVILLE (MOSS)

PO BOX 1786, TOWNSVILLE QLD 4810
 CHIEF INSTRUCTOR: TOBY TURNER
 Club Ph 07 4721 4721
 DZ Ph 0412 889 154
 email: info@skydivetownsville.com
 DROP ZONE LOCATION: AYR AIRPORT & THE STRAND, TOWNSVILLE.
 web: www.skydivetownsville.com
 Aircraft: Cessna 182

TANDEM CAIRNS (CAIRNS)

PO BOX 753, BUNGALOW QLD 4870
 CHIEF INSTRUCTOR: ADAM DAVIES
 Club Ph 07 4015 2466
 Fax 07 4041 7724
 email: support@sydneykskydivers.com.au
 DROP ZONE LOCATION: INNISFAIL AIRPORT
 web: www.tandemcairns.com.au
 Aircraft: Cresco XL, de Havilland Beaver, Cessna Caravan, Cessna 182 & Cessna 185

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

PO BOX 86, SOUTHPORT QLD 4215
 Non Training Operation
 Club 0416 611 499
 email: paulweir56@yahoo.com.au
 Drop Zone Location: CAREFLIGHT ACADEMY, ROBINA

BRISBANE BEACH SKYDIVING (ASQ)

PO BOX 166 , GEEBUNG QLD 4034
 CHIEF INSTRUCTOR: PAUL TURNER
 Club 07 3314 3664
 email: info@skydivebribie.com.au
 Drop Zone Location: RAGLAN & WOORIM BEACH BRIBIE ISLAND
 web: www.skydivebribie.com.au
 Aircraft: Cessna 182 & Cessna 206

FUNNY FARM (FUNFAR)

BURLOO, BUNGUNYA QLD 4494
 CHIEF INSTRUCTOR: ROGER MULCKEY
 Club Ph: 0429 630 897
 email: rmulckey@gmail.com
 Drop Zone Location: FUNNY FARM - BUNGUNYA
 web: www.funnyfarmaustralia.com
 Aircraft: Cessna 182

GATTON SKYDIVERS CLUB INC (GATT)

38 AVIATION STREET, OXLEY QLD 4075
 Non Training Operation
 Club Ph: 0438 198 372
 Email: gatton.skydivers@gmail.com
 Drop Zone Location: TOOGOOLOAWAH
GOLD COAST SKYDIVE PTY LTD (TGOLD)
 PO BOX 332 , COOLANGATTA QLD 4225
 CHIEF INSTRUCTOR: ARCHIE JAMIESON
 Club & DZ Ph 07 5599 1920
 Fax 07 5599 1921
 email: info@goldcoastskydive.com.au
 Drop Zone Location: KIRRA BEACH & LEN PEAK OVAL
 web: www.goldcoastskydive.com.au
 Aircraft: Cessna 182 & Piper Chieftain

RAMBLERS PARACHUTE CENTRE (RAMBL)

CHIEF INSTRUCTOR: DAVID McEVOY
 PO BOX 136, TOOGOOLOAWAH QLD 4313
 Club Ph 07 5423 1159
 email: skydive@ramblers.com.au
 Drop Zone Location: TOOGOOLOAWAH
 Aircraft: Cessna 208 & Cessna 182
 web: www.ramblers.com.au

REDCLIFFE CITY SKYDIVING (RED)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: JOHN COOK
 CLUB & DZ Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: SUTTONS BEACH - REDCLIFFE
 web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE HERVEY BAY (HERVEY)

PO BOX 5422, TORQUAY QLD 4655
 CHIEF INSTRUCTOR: PETER AGNEW
 Club/DZ Ph 0458 064 703
 email: pete@skydiveherveybay.com.au
 Drop Zone Location: HERVEY BAY AIRPORT
 Web: www.skydiveherveybay.com.au
 Aircraft: Cessna 182

SKYDIVE RAMBLERS - RAINBOW BEACH (RAINBO)

PO BOX 7, RAINBOW BEACH QLD 4581
 CHIEF INSTRUCTOR: WAYNE MCLACHLAN
 Club Ph 0418 218 358
 email: rainbow@skydiveforfun.com.au
 Drop Zone Location: RAINBOW BEACH
 web: www.skydiveforfun.com.au
 Aircraft: Cessna 182 (Super)

SKYDIVE RAMBLERS - SUNSHINE COAST (SKRAM)

PO BOX 178, MOFFAT BEACH QLD 4551
 CHIEF INSTRUCTOR: WAYNE MCLACHLAN
 Club Ph 07 5448 8877
 email: jump@skydiveforfun.com.au
 Drop Zone Location: COOLUM BEACH & BLI BLI
 web: www.skydiveforfun.com.au
 Aircraft: Super Cessna 182 & Piper Chieftain

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

102 Lyndon Way, Karalee QLD 4306
 Non Training Operation
 Club Ph 0408 729 749 email: seqsclub@gmail.com
 web: www.seqsclub.com.au
SUNSHINE COAST SKYDIVERS (SSCSC)
 PO BOX 1079, CALOUNDRA QLD 4551
 CHIEF INSTRUCTOR: TIBOR GLESK
 Club Ph 07 5437 0211
 email: admin@sunshinecoastskydivers.com.au
 Drop Zone Location: CALOUNDRA AIRPORT
 web: www.sunshinecoastskydivers.com.au
 Aircraft: Piper Navajo

TOOGOOLOAWAH SKYDIVERS CLUB INC. (RASP)

40 SWORD ST, WOOLLOONGABBA QLD 4102
 Non Training Operation
 Club Ph 0418 154 119
 email: bennord@ozemail.com.au
 Drop Zone Location: TOOGOOLOAWAH

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

PO BOX 844, GOULBURN NSW 2580
 CHIEF INSTRUCTOR: KOBI BOKAY
 Club phone: 0422 585 867
 email: bookings@askydiver.com.au
 Drop Zone Location: GOULBURN AIRPORT, NSW
 Web: www.askydiver.com/
 Aircraft: E110, Cessna 182

AIRBORNE SUPPORT SERVICES (3RAR)

11 YANDERRA ROAD, TAPITALLEE NSW 2540
 CHIEF INSTRUCTOR: LEIGH SHEPHERD
 CLUB & DZ PHONE: 0487 505 800
 email: shep@airbornesupportservices.com
 Drop Zone Location: Nowra Airfield
 Aircraft: Cessna 185 & 182

COASTAL SKYDIVERS (COAST)

23 BLUEWATER CLOSE, WAUCHOPE NSW 2446
 CHIEF INSTRUCTOR: TONY MAURER
 Club & DZ Ph 0428 471 227
 email: jumpportmac@bigpond.com
 Drop Zone Location: PORT MACQUARIE AIRPORT NSW
 web: www.coastalskydivers.com
 Aircraft: Cessna 182

COFFS CITY SKYDIVERS (COFFS)

PO BOX 4208, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: LAWRENCE HILL
 Club Ph 02 6651 1167
 Fax 02 6651 1094
 email: jump@coffsskydivers.com.au
 Drop Zone Location: COFFS HARBOUR AIRPORT
 web: www.coffsskydivers.com.au
 Aircraft: Cessna 182 & Cessna 206

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

PO BOX 158 BRANXTON, NSW 2335
 CHIEF INSTRUCTOR: ROBERT MCMILLAN
 DZ ph: 0422 870 009
 email: enquiry@nspc.net.au
 Drop Zone Location: MOORES LANE, ELDERSLIE & WITTINGHAM AIRFIELD, SINGLETON
 web: www.nspc.net.au
 Aircraft: Cessna 208

SKYDIVE AUSTRALIA - HUNTER VALLEY (GOFAST)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: BILL TUDDENHAM
 DZ ph: 02 4225 8444
 email: info@skydive.com.au
 Drop Zone Location: WITTINGHAM AIRFIELD, SINGLETON AIRPORT
 web: www.skydive.com.au/hunter-valley
 Aircraft: Cessna 208, Cessna 206, Cessna 182

SKYDIVE BYRON BAY (BYRON)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: JOE STEIN
 CLUB & DZ Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: TYAGARAH AIRFIELD
 web: www.australiaskydiver.com
 Aircraft: Cessna 208

SKYDIVE MAITLAND (NSWTS)

PO BOX 202, RUTHERFORD NSW 2320
 CHIEF INSTRUCTOR: JASON CLARKE
 Club Ph 0456 830 864
 Email: nswts@outlook.com
 Drop Zone Location: MAITLAND AIRPORT, RUTHERFORD
 Aircraft: Cessna 182

SKYDIVE MUDGEE (MUDGE)

15 AMARANTHUS PLACE, MACQUARIE FIELDS NSW 2564
 CHIEF INSTRUCTOR: BRYAN YOUNG
 Club Ph: 0410 788 589
 DZ: 0410 885 867
 email: jump14000@gmail.com
 Drop Zone Location: MUDGEE AIRPORT, BOMBIRA
 web: www.skydivemudgee.com
 Aircraft: Cessna 182 & Cessna 210

SKYDIVE OZ (PAUL)

PO BOX 925, MORUYA NSW 2537
 CHIEF INSTRUCTOR: PAUL SMITH
 Club Ph 1300 185 180
 email: fun@skydiveoz.com.au
 Drop Zone Location: MORUYA AIRFIELD, MORUYA BEACH & TRANGIE, NSW
 web: www.skydiveoz.com.au/
 Aircraft: Cessna 182 & Cessna 185

SKYDIVE THE BEACH AND BEYOND - CENTRAL COAST (SCC)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: MAX MOTZO
 CLUB & DZ Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: Warnervale Airport
 web: www.skydive.com.au
 Aircraft: Cessna 182 & Cessna 208

SKYDIVE THE BEACH & BEYOND - NEWCASTLE (SBN)

PO BOX 5361 WOLLONGONG, NSW 2500
 CHIEF INSTRUCTOR: MAX MOTZO
 Club Ph 1300 663 634
 email: info@skydive.com.au
 Drop Zone Location: LAKE MACQUARIE AIRPORT
 web: www.skydive.com.au
 Aircraft: Cessna 206 & Cessna 208

SKYDIVE THE BEACH & BEYOND SYDNEY/ WOLLONGONG (SBS)

PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: MAX MOTZO
 CLUB & DZ Ph 1300 663 634
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: STUART PARK, WOLLONGONG
 web: www.skydive.com.au
 Aircraft: Cessna 208, P750 & Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

PO BOX 764, TAREE NSW 2430
 CHIEF INSTRUCTOR: MARK BRODY
 Club & DZ Ph 0418 730 741
 email: skydivingsw@bigpond.com
 Drop Zone Location: TAREE AIRPORT
 Aircraft: Cessna 182

SYDNEY SKYDIVERS (SYD)

PO BOX 226, MILPERRA NSW 2214
 CHIEF INSTRUCTOR: CINDI HEMMILA
 Club Ph 02 9791 9155
 DZ Ph 02 4630 9265,
 email: support@sydneykskydivers.com.au
 Drop Zone Location: PICTON, NSW
 web: www.sydneykskydivers.com.au
 Aircraft: Cessna Caravan, de Havilland Beaver & XL

TANDEM SKYDIVING (TANDY)

25 COMARA CLOSE, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: RICHARD PETERS
 Club/DZ Ph 0418 275 200
 email: rpeters@ozemail.com.au
 DROP ZONE LOCATION: CAMBEWARRA
 Aircraft: Cessna 180

VICTORIA/TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

PO BOX 839, TORQUAY VIC 3228
 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
 Club Ph 1800 557 101
 DZ Ph 0434 174 773
 email: info@australiaskydiver.com.au
 Drop Zone Location: BRIDGEWATER ON LODDON
 web: www.australiaskydiver.com.au
 Aircraft: Cessna 182, 206 & 208

AUSTRALIAN SKYDIVE (TORQ)

PO BOX 839, TORQUAY VIC 3228
 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
 Club Ph 1800 557 101
 email: info@australiaskydiver.com.au
 Drop Zone Location: TIGER MOTH WORLD TORQUAY
 web: www.australiaskydiver.com.au
 Aircraft: Cessna 182 & Cessna 206

COMMANDO SKYDIVERS INCORPORATED (CDO)

3260 SOUTH GIPPSLAND HWY, TOORADINVIC 3980
 CHIEF INSTRUCTOR: Craig Trimble
 Club Ph 1300 555 956
 DZ Ph 03 5998 3702
 email: info@commandoskydivers.com.au
 Drop Zone Location: TOORADIN AIRFIELD & PHILLIP ISLAND AIRPORT
 web: www.commandoskydivers.com.au
 Aircraft: GA8 Airvan

RELWORKERS INCORPORATED (WORK)

7 Akers Court Darley VIC 3340
 Non Training Operation
 Drop Zone Location: NO FIXED DZ
 Club Ph: 0409 802 338
 email: simlark@yahoo.com
 web: http://jump.relworkers.org/

SKYDIVE NAGAMBIE (CROSS)

PO BOX 311, NAGAMBIE VIC 3608
 CHIEF INSTRUCTOR: DON CROSS
 Club Ph 03 5794 1466
 email: jump@skydivenagambie.com
 Drop Zone Location: NAGAMBIE
 web: www.skydivenagambie.com
 Aircraft: XL 750 & Cessna 182

SKYDIVE THE BEACH & BEYOND - GREAT OCEAN ROAD (GOROAD)

PO BOX 5361 WOLLONGONG, NSW 2520
 CHIEF INSTRUCTOR: PAUL MURPHY
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: k.oneill@skydive.com.au
 Drop Zone Location: BARWON HEADS AIRPORT
 Web: www.skydive.com.au
 Aircraft: Cessna 206, P750

SKYDIVE THE BEACH & BEYOND - MELBOURNE (SBTM)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: GREG HAYS
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: MORAN RESERVE, ST KILDA
 web: www.skydive.com.au
 Aircraft: Cessna 206 & P750

SKYDIVE THE BEACH & BEYOND - YARRA VALLEY (VPC)

PO BOX 5361, WOLLONGONG NSW 2520
 CHIEF INSTRUCTOR: GREG HAYS
 Club Ph 1300 734 471
 Fax 1300 338 803
 email: info@skydive.com.au
 Drop Zone Location: LILYDALE AIRPORT
 Web: www.skydive.com.au
 Aircraft: Cessna 206, Cessna 182 & P750

SKYDIVE VICTORIA (TOOR)

PO BOX 16, COROWA NSW 2646
 CHIEF INSTRUCTOR: FRANK SMITH
 Club Ph 02 6033 0489
 email: enquiries@skydivevictoria.com.au
 Drop Zone Location: COROWA AIRPORT
 web: www.skydivevictoria.com.au
 Aircraft: Cessna 182

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

PO BOX 1014, GOLDEN GROVE SA 5125
 CHIEF INSTRUCTOR: ALLAN GRAY
 Club Ph 08 8261 4161
 DZ phone 08 8520 2660
 email: info@adelaideskydiving.com.au
 Drop Zone Location: LOWER LIGHT
 web: www.adelaideskydiving.com.au
 Aircraft: Cessna 182 & Cessna 206

COASTAL SKYDIVE SA (COOL)

PO BOX 333, GLENELG SA 5045
 CHIEF INSTRUCTOR: MARK GAZLEY
 Club Ph 0448 148 490
 email: jump@coastalskydive.com.au
 Drop Zone Location: GOOLWA AIRFIELD
 web: www.coastalskydive.com.au
 Aircraft: Cessna 182, PAC Fletcher FU-24

SA SKYDIVING OPS (SASD)

2/193 GLEN OSMOND ROAD, FREWVILLE SA 5063
 CHIEF INSTRUCTOR: GREG SMITH
 Club/DZ Ph 0418 845 900
 email: greg@saskydiving.com.au
 Drop Zone Location: LANGHORNE CREEK AIRFIELD
 web: www.saskydiving.com.au
 Aircraft: Cessna 206 & Cessna 182

SKYDIVE THE SOUTHERN VINES (VINE)

51 ANDERSON ROAD, BRIDGEWATER SA 5155
 CHIEF INSTRUCTOR: MARK PINCOMBE
 Club/DZ Ph 0455 266 880
 email: jump@skydivethesouthernvines.com.au

Drop Zone Location: LECONFIELD WINES

(McLAREN VALE)
 web: www.skydivethesouthernvines.com.au
 Aircraft: Cessna 206G

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC (SOUTH)

PO BOX 884, NORTH ADELAIDE SA 5063
 Non Training Operation
 Club/DZ Ph 0405 167 493
 email: committee@saspc.asn.au
 Drop Zone Location: LOWER LIGHT, LANGHORNE CREEK, GOOLWA
 web: www.saspc.asn.au

WESTERN AUSTRALIA

FOR LOVE OF SKYDIVING (FLOS)

HANGAR 1, 2 MUSTANG

