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FEATURES

18	27	34
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EDITORIAL

Parabatics = Mind. Blown.

Incredible, Exciting, Eye-Opening, Enervating, Amazing – all the best adjectives describe how I feel when we see the images and the videos. Imagine being the participants! Their descriptive words are much more explosive and colourful than mine. I am looking forward to seeing how far and fast this discipline takes off in Australia... excellent Displays and competitions spring straight to mind.

Deserving of both covers are the participants and the photographer, congratulations. What a hard task choosing from hundreds of potential cover shots - you should see the ones that didn't make it in the mag for lack of space - the cutting room floor is impressive!

It's fabulous to see fellow Skysisters creating women's events around the nation. I'm not big on segregating males and females in the sport, though I'm up for any and all support to up-and-coming jumpers and if a female event helps keep them motivated and safe, then there is no harm. Besides I think we would all agree that more females in the sky and at the drop zone makes for a healthy and happy environment for everyone.

I'm always after new content for the mag, please don't be shy, you are worthy! Send in your happy snaps, perhaps a write-up about your skydiving journey, maybe Profile one of your mentors.

Susie EDITOR
Susie McLachlan

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FRONT COVER



Jules McConnel, Richie Dronnow and Scott "Splitty" Brown performing a 3-way Down Plane during a CRW Parabatics & BigWay event, Innisfail NQ.
Photographer: Steve Fitchett

BACK COVER



Making headlines, Jules McConnel (top), Splitty Brown (left wing), Richie Dronnow (right wing) and Tommaso Liccioli (bottom) breaking from their Diamond to land on Kurrimine Beach, North Queensland.
Photographer: Steve Fitchett

[Wanted For Next Issues]

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

[Next Deadlines]

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 Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

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

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

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



MESSAGE FROM THE CEO

By Brad Turner, APF Chief Executive Officer

Dear All,

What's it going to take?

No one said skydiving wasn't dangerous but there are expectations that everyone is doing what's required to ensure this sport is as safe as reasonably possible. This includes not just looking after ourselves but also our fellow skydivers, irrespective of the discipline, experience level, age, or gender. This is called duty of care and should encompass not only yourself but everyone around you.

According to the wise, duty of care is a degree of care that an ordinary and reasonable person would normally exercise over themselves or others, thereby ensuring they are protecting the health and safety of both themselves and their fellow skydivers. One would think due to the very nature of the activity we undertake, often every day of the week, and the fact it's a principle we are taught right from our first introduction into the sport, and thereafter as every new trick is learnt, this would remain first and foremost at the basis of everything we do. Unfortunately, not!

Making the right choice in skydiving, as we know, can sometimes mean the difference between life and death. As our sport has just experienced by the recent tandem fatality, making the wrong choice can have dire consequences.

Recognising our limitations or the limitations of others and the equipment we use is crucial to our survival, however our judgements may sometimes be clouded by what we see or think we see. Is it possible, after time in the sport, we develop expectations of what we want to see rather than what we do see? The tendency to let expectation be our guide can cause even those of us who are intelligent, experienced and well-trained to overlook the blatantly obvious.

Furthermore, through our experiences and time in the game doing the same thing over and over, anyone can fall victim to complacency. This happens when the activity we are undertaking becomes repetitive and uneventful, and we become so comfortable in performing that activity, we start to see ourselves as 'bullet-proof'. This state of 'self-satisfaction' especially when accompanied by unawareness of actual dangers or deficiencies in either themselves or those around them, is a constant threat for every skydiver and one we all must remain vigilant against.

"I know my stuff, I'm better than that, and it won't happen to me." The "she'll be right" attitude has no place in modern day skydiving and we all need to rehearse procedures every time. Remain vigilant in seeing what others may not and don't be afraid to speak up – you never know, you just might save a life. How many of our experienced colleagues must pay the price before we take heed? Another factor to consider is the diminishing number of 'old-school' clubs where the social life

was almost as much fun as the jumping. These were not only the breeding ground for our future instructors, but a place where skydivers congregated and socialised, sharing vital information and experiences with students and peers.

Many of these clubs have now transformed into commercial tandem operations, which we would like to believe can carry out ongoing training and education, but is this really the case? Experiencing the same activity such as tandems over and over does not provide the same exposure to the varied occurrences that happen on a traditional drop zone, including comradery and communication.

The other aspect is the need to get the job done, as many as we can and as fast as we can. Growing pressures have changed the face of what we do. Planes are faster, canopies are smaller and faster, meaning less time to deal with the myriad of circumstances that can and often occur. Pack quick, gear up, get on the bus, get on the plane, quick get out, jump, land, do it again, over and over again. It's all good, look at our turnover... but at what risk?

So, what are we doing about it?

APF introduced Safety Management Systems to assist clubs to deal with all associated risks in skydiving to at least as low as reasonably practicable (ALARP). But these systems and all our good intentions are just words in the wind if we don't take it seriously and are prepared to act. It is actions which change behaviours and action is needed to embed the changes required to curb any unhealthy cultures, and it takes a sustained effort across several fronts to change imbedded cultures.

APF has also introduced Regional Safety Forums, which take safety and education sessions directly to the members. To date these Forums that have been run in Western Australia and North Queensland have been a great success and we intend to continue the trend to deliver relevant safety and training content.

A safe culture is more than an attitude and more than rules and regulations. It's knowing yourself, your gear, your environment and being aware of what's going on around you. Every injury or fatality is avoidable and the first step in preventing accidents is learning to recognise a problem before it eventuates into an irretrievable situation.

It's just not that important to jump at any cost and risk the wellbeing of yourself or others. Your safety and the safety of those around you must be paramount, over and above any desire or pressure to jump.



APF SKILL DEVELOPMENT DAYS

By Richard McCooley, APF Safety & Training Manager

After feedback from the 2017 Adelaide National Conference, APF have started regional, mini conferences with the goal of engaging with the wider membership. By bringing smaller, more focussed events to regional areas, we can better spread information and discuss all that's great about the conferences.

So far this year, we've run two enormously successful Skill Development Days (just a fancy name for a mini conference). We started in Perth in July and followed up with one in Innisfail in August. Both events had more than 50 people attend, double what we expected!

The target audience was Cert A's, RW coaches, Packer B's and IDs. With short seminars and workshops delivered by some of Australia's best and most knowledgeable jumpers, there was something for everyone.

The events allowed open discussion, so information and ideas flowed in both directions. The Innisfail event provided some specific ideas on improvement to tandem landing:

1. Maximum turn prior to landing for Tandems should be 180 degrees
2. Tandem Instructor training is to have increased landing training within the syllabus
3. Tandem Instructor probation period to include monitored landings to improve skills
4. Prerequisite for Tandem Instructors be lifted (Consider Cert F and attendance at a Canopy Pilot course)
5. Tandem Examiners to be reviewed by APF to ensure they are focussed on canopy landing skills

The Perth event provided inputs and discussion about B-Rel tables, competitions, downsizing stuff, the best way to manage Angles, what we need more of and lots of other stuff!

There was a small registration fee for the event which included food and (not too many) drinks. The national office and regional councils provided additional funding.

We will be running more of these events, with one scheduled for Wollongong on 10th October and another in Newcastle the following month. We'd love to build on the success of these events and continue to run them into the future. The best way to ensure that they continue is to attend and support!



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HIDDEN IN PLAIN SIGHT

By Brett Newman, National Rigging Officer & Safety & Training Officer

We know that we should inspect our gear regularly. Heck, why wouldn't you, we are jumping out of aeroplanes, right? But the reality is most of us look over our equipment quickly and only look at things that we have had pointed out to us as important to check. Do we really inspect our gear?

Today, the equipment we are provided with is State of the Art. It is manufactured from materials that are chemically engineered and then turned into products by the very best engineers in their field. We are spoilt for choice on colours, patterns and optional extras, but the facts still remain the same, if we do not inspect and service this equipment the way the manufacturers tell us too, it can fail.

What do we look for when we are inspecting (gear checking) our equipment? There are the usual things that we know require regular inspections... closing loops, BOC pouch, 3-rings, handles secure. But what about the other stuff? Is that not your responsibility, or do you just leave that to the Packer A or Rigger to inspect when it is being repacked?

Recently there has been a number of incidents that have been prevented by a thorough inspection picking up a deficiency or incorrect installation. Remember, it is your responsibility to inspect your equipment, even after it has been at your Packer A or Rigger.

Things we are used to seeing, we expect to be installed correctly, but have you really taken the time to understand how they should be installed and what the manufacturers' instructions state or even look like?

Let's have a look at **Soft Links**.

We see them on every jump and every pack job, but have you taken the time to understand how these little pieces of material work? They seem pretty basic, but remember, the links are the things that attach us to our canopies!

There are a number of manufacturers that produce soft links. Some manufacturers produce links for both the Main

canopy and the Reserve canopy, and others only for the Main canopy. It is important to know the difference between the Main and the Reserve soft links, as they are rated to different loadings. Soft links produced for Main canopies only, must never be used on Reserves.

Here is a list of manufactures that produce soft links. Installation instructions can be found on most of their websites: Performance Designs / Parachutes Australia / Aerodyne / Precision / NZ Aerosports (Icarus Canopies) / AVA Sport / Firebird / Hipper USA / Parachutes De France.

This is not an exhaustive list and there may be other manufactures that produce soft links that are not listed here.

As the National Rigging Officer, I get to review all Equipment Defect Reports (EDR) and bulletins from other Federations and manufacturers. In the past twelve months, I have reviewed two cases of incorrectly installed Reserve Soft Links. In both cases, the soft links were from commonly used Reserve canopies and had been handled by a number of other Packer A's and Riggers prior to their discovery. What does this tell me?

1. A thorough inspection was not conducted of the complete system prior to packing.
- Or
2. The packer of the equipment did not know the correct installation method for the soft links in use.



PD Slings correctly assembled front view



PD Slings wrongly assembled front view



PD Slings correctly assembled front view



PD Slings wrongly assembled back view



PD Slings correctly assembled back view



Parachutes Australia soft links



Aerodyne ALinks correctly assembled

As most (if not all) major manufacturers provide installation instructions with their brand of soft links, I can assume that the person who installed the soft links did not read the installation instructions. When a mistake or problem is not picked up by the original installer then the responsibility shifts to the next person who handles the equipment. So, if the next person to service the

equipment does not pick up the mistake or problem and the equipment fails because of the original problem, the last person to handle the equipment will be held responsible for the failure!

It seems, that the mistakes we have seen recently here in Australia are occurring elsewhere in the world.

The German Skydiving Federation, Deutsche Fallschirmsportverband (DFV), on 2 June 2017 have released a Technical Bulletin regarding the incorrect installation of Soft Links.

The bulletin states that users should "Check the condition and the functionality of all Soft Links before the next repack", this is for Main canopies, and Soft Links should always receive an inspection at every Reserve repack. This also extends to Rapide Links "Hard Links".

This bulletin can be found on the APF web site at:

www.apf.com.au/apf-members/equipment/equipment#NewSBs.

I do not feel that the APF needs to produce a Technical Bulletin to get this message across to our members. We all have access to the ASM, and most have access to the internet and the APF office provides more information to its members than any other parachute federation in the world. So, there is no reason why we cannot all be responsible for inspecting our equipment.

If you do not understand how your equipment works, ask your CI, DZSO, Packer, Rigger and Instructors at your local drop zone. The APF office is also always available to you. We are here to help.



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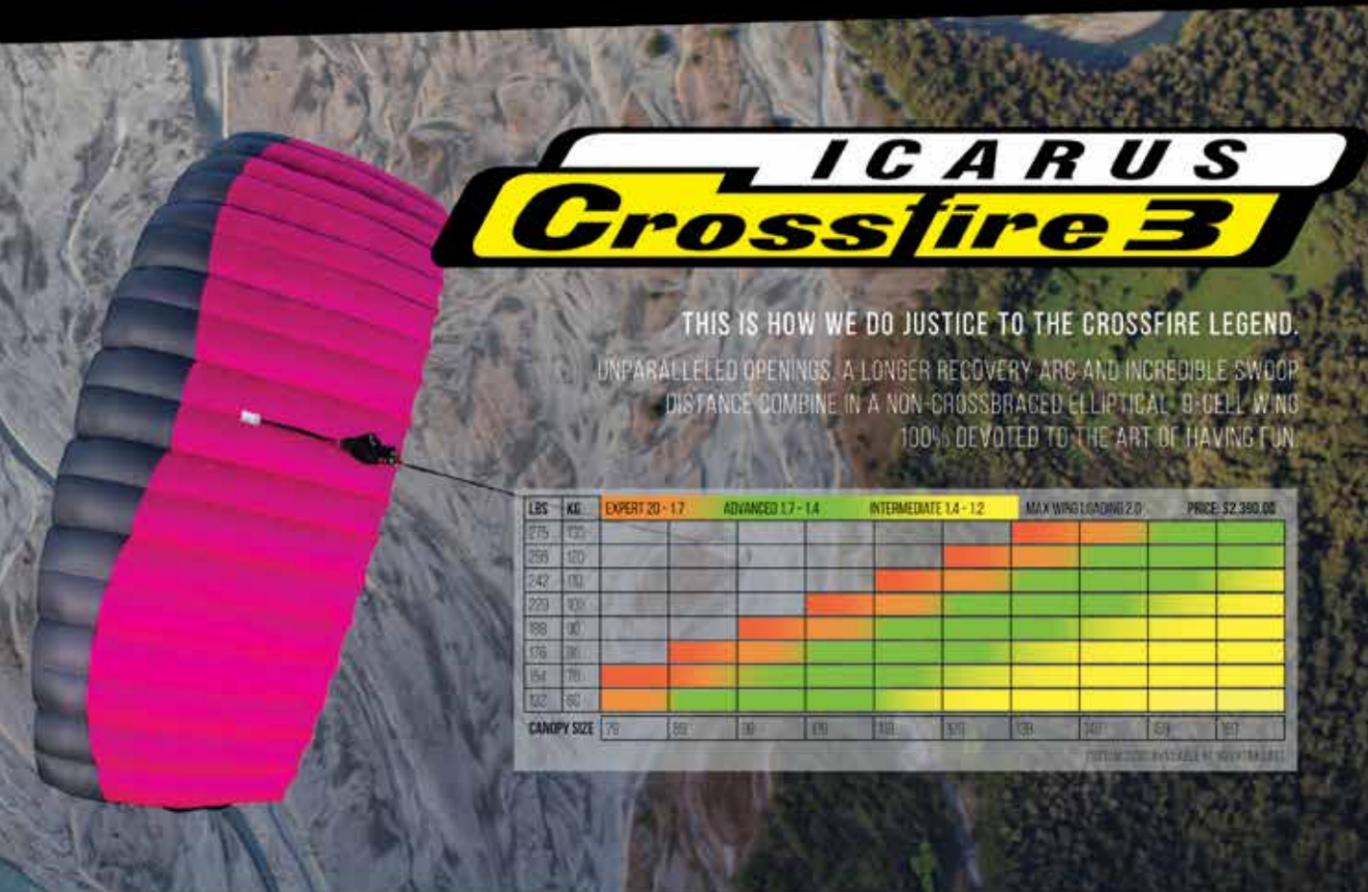
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208	95											
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190	87											
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172	79											
163	75											
154	71											
145	67											
136	63											
127	59											
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109	51											
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73	35											
64	31											
55	27											
46	23											
37	19											
28	15											
19	11											
10	7											
1	3											
CANOPY SIZE	REF	121	133	145	157	169	181	193	205	217	229	



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266	120											
257	116											
248	112											
239	108											
230	104											
221	100											
212	96											
203	92											
194	88											
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86	40											
77	36											
68	32											
59	28											
50	24											
41	20											
32	16											
23	12											
14	8											
5	4											
CANOPY SIZE	REF	276	288	300	312	324	336	348	360	372	384	396

AUSSIES AND THE MAKGADIKGADI

SKYDIVE EPIC 2017 – BOTSWANA, AFRICA

By Martin Klapper Photos by Ralph Wilhelm & Kelly Brennan



The Aussies at Makgadikgadi with Dan BC: Millie Spinoza and Shane Onis, Nigel and Kelly Brennan, Martin Klapper

Organised by the Johannesburg Skydiving Club and the Parachute Association of Botswana, the Makgadikgadi Epic under the leadership of JSC's Eugene "Pottie" Potgieter and PAB's Essop Mokgwathi was held this year next to the pink and purple Makgadikgadi salt pan (filled with highly saline water, as the jumper who landed in it can attest), about half-way along the eastern side of Botswana near the Zimbabwe border, between Kasane to the north and the capital Gaborone to the south.

The location was at a permanent safari camp located on a 300m wide strip between the salt pan and a game reserve. Really and truly, the safety briefing included what to do if we land in the game reserve and a rhino charges. The answer: RUN.

The Boogie was aimed at all skydivers, with excellent coaches and organisers: The Incomparable Dan Brodsky-Chenfield for FS. We didn't set a new record but wow did we do some great 16 to 36-way formation jumps. Taya Weiss (have a look at tayaweiss.com) led the Wingsuit group. World class coaching all week. We also had great coaches for Freefly, including André du Preez and Dylan Bennett. Ralph Wilhelm looked after photography.



Who needs coaching for helicopter jumps? Helicopter, I hear you ask. The Okavango Rescue Service was there with a cute red item to pull jumpers out of the game reserve, find free bags, or in case of emergency; they (and I kid you not) took the doors off and flew sorties for 'copter jumps.



But I digress. As you will have gathered if you've read this far, this was not your ordinary Boogie. Let me tell you about the journey.

There are a few ways to get to Botswana. For me it all started with a hop from Brisbane to Sydney and then the direct flight to Jo'burg. Very cool. To avoid adverse winds, that route takes you south over the Antarctic ice shelf.

From there, the choices were Boogie luxury coach to site (twelve hours or so if your liver is up to it) or a short flight to Kasane and a five-hour minibus trip. The minibus, while long, was fantastic – good company (nine passengers from six countries). The road was good and the wildlife was a safari: on that trip and the return we saw elephants, giraffes, warthogs, zebras, baboons, impala and wildebeest, and others including flamingos and ostriches between the base and the air strip. Many stayed a day or two for a river trip and/or drive to Victoria Falls, the posted pictures

(which always tell only some of the story) from which were simply amazing. As one participant put it, "pristine white and pink salt crystal lagoons, clear see-through pink water, pink flamingos, pink everywhere".

The minibus arrived around 9.30pm. We got some sleep in our two-share or single safari tents (good beds and great mattresses) and woke up to the most glorious sunrise (as on every day). We worked out where to have breakfast, and here begins another digression: the food was plentiful and excellent all week. The head chef and caterers did a wonderful job and Botswana Tourism (which had clearly provided significant support and sponsorship) provided friendly and helpful (and brightly smiling) staff.

Now to the planes. They were there as promised: a CASA CN-235, holding around 40, rear ramp exit and for the last two days a C-130 Hercules, holding close to about twice that number and also rear ramp. Both were Botswana Defence Force planes; the military staff could not have been more friendly or helpful.

The first two days ramped up, with a CASA flat tyre slowing day two. Most of us ended up getting in twelve or more jumps plus 'copter, an excellent outcome, with each load taking up FS, Wingsuit and Freestyle jumpers.

And the jumping was a truly excellent adventure. Most of us have not had many (or any) rear ramp exits, and particularly from the faster-moving C-130 that was an adventure alone – unlinked exits only (for a hilarious summary, look at Kelly Brennan's Aussie Big-ways description of Dan BC's description of expert C-130 exit techniques). The country, the salt lake with its multi-coloured purple and pink ponds (the salt is harvested) and the landing area with the lake on one side and the game reserve on the other are stunning. We did not quite set the intended Botswana FS record – one agonising grip short – but the coaches, Dan, Pottie and Hari Ganapathy did a superb job to bring participants up to scratch for a shot at the big one.

Oxygen would have been nice for height for the larger formations in all disciplines; that will be a must for the next one. The drive (minibus or in a ute tray hanging on for dear life!) from the landing area to the airstrip was exciting to say the least, bouncy and another wildlife adventure – ostriches and flamingos always on display.



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“Game spotting was a special treat on the 15-minute shuttle rides to the airfield. Thousands of pink flamingos lived in the pans, with hundreds of wildebeest strolling past them. We saw a fleeting glimpse of ostriches, but no sign of the four rhinos recently released into the area. Just as well, really. The wildlife briefing had been highly entertaining, but not very practical. “If you are chased by a rhino, climb a tree,” said Steve the Safety Officer, looking out towards the very treeless plains. “If you are chased by a lion, crawl under a fence,” he added, motioning towards the electric fence.”

Kelly Brennan



The Herc with Boogie participants



“ Milly and I had nasty surprises with matching hard-pull malfunctions, one load after the other. I managed to lose my pilot chute and free bag, last seen floating over the flamingo lake and unable to be found by the retrieval crew. Milly got all her bits back OK, thanks to the free bag flying straight at one of the other jumpers who had no option but to catch it. Another skydiver landed in the lake on a sunset load and found herself with a big clean-up challenge to try to get rid of all the salt. The landings were faster in the warm conditions at a DZ with high elevation and a hard dirt landing area. It was covered with fine white/grey dust, which doesn't soften the impact but does penetrate every bit of rig, jumpsuit and human that makes contact during the arrival. The beauty of this event far outweighed the ugly though. ”

Kelly Brennan

Taya Weiss' take on the four days:

“ It's hard to find words to even begin to describe the ridiculous awesomeness of the past week. We got up close with hippos and elephants, jumped a C130, I got to take a chopper to pick up my freebag after a cutaway and before a nearby herd of wildebeest used it as a football, shared stories with new friends, experienced beautiful moments with people and flamingos, and met the President of Botswana as well as many of its smiling, party-going people! ”



Our hosts looked after us well, Pottie and Essop of course who could not do enough, as well as Nicole Smith and her team at manifest, Munyaka Makuyana, Cyril Nfila and many others – thank you.



Munyaka Makuyana, Taya Weiss, Andrew Weiss, Cyril Nfila

To top it all off, at the end of the last day the C-130 did an overflight, to the roar of the crowd, and we had a photo opportunity with Botswana's President, Ian Khama.



We were sad to leave. Come and play with us next year.

Tsamaya sentle...go well.

If I may quote our fearless leader

Pottie: “ I am so excited to see all of you again next year! It is hard to believe that something can become more Epic than this, but with Dan BC (yes, he will be back) things just go on a roller-coaster ride of ever-increasing success! ”

I'll leave the last word, of course, to Dan:

“ If we never made a jump it would have been one of the most amazing experiences ever. But we did jump. Out of Casas and C130s. Next to the incredible salt bed lakes. With wildebeests running around and thousands of pink flamingos filling the water. It was definitely cool. Very cool. Oh wait, I'm not done. Taya had a cutaway and the helicopter flew her out to pick up her canopy and freebag. I'm not kidding. That's how they roll in Botswana. Oh wait, I'm still not done. The President of Botswana came out to make sure we were having a good time. ”



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THE AUSTRALIAN INDOOR SKYDIVING CHAMPIONSHIPS 2017

By Kieren James

The 3rd annual Australian Indoor Skydive Championships was held on 18-19 August at iFLY DOWNUNDER (Penrith). With competition fiercely fought over two days, it was non-stop action with 172 competitors running in 86 different teams over thirteen categories.

Competitors came from all corners of Australia, as well as fifteen from New Zealand and eight Singaporean athletes showcasing their talents and raking in some well-deserved medals.

KYRA POH (Singapore) in a stellar performance proving why she is one of the world's best flyers; entered four categories and took out four Gold medals!

This year we also introduced the new FAI dive pool for Open VFS and extended the competition to ten rounds for both Open VFS and Open FS (AAA).

FS being the largest discipline represented overall, was split into four categories, Rookie, A, AA and Open (AAA). The Open category was one of the tightest fought battles we've seen, with team **"ITCHY SCRATCHY"** edging out **"MAHONEY MAHONEY MAHONEY"** by just one point after ten rounds!

The other categories of FS were also hard fought with lots of highs (and lows) for each of the teams competing. Excluding the less PC team names we may have seen, the best name would have to be Silver Medallist team (Rookie Category) **"4 WINDOW LICKERS IN A BLENDER"**... also seemed appropriate, complete with team t-shirts made just for the occasion... nice one!

Open VFS was taken out for the third year in a row by Australia's premier team **"FOCUS"**, who also set an indoor competition record of 38 points in round three. The two remaining team FOCUS flyers also managed to pull together a second scratch team just before rego closed, and scored a respectable 9.6pt average with no training at all.

2-way VFS was held with 20 teams across intermediate and open categories, and everyone charged hard with the Perth (Brazilian) connection medalling in both categories. It will be great to see these flyers develop even further towards 4-way VFS for next year's competition.

Dynamic flying was simply awe inspiring to watch the precision and speed at which this discipline runs. It was a solid competition with multiple teams in both 2-way and 4-way, with the Singaporean girls of **"FIREFLY"** taking Gold and showing total professionalism for such a young age, and then teaming up with our own team **"iFLY DOWNUNDER"** to take the 4-way Gold. Every team in these disciplines were exceptional to watch, including the iFLY CEO Wayne Jones himself showing us how the "OLD DOGS" run.

Freestyle was great to see some more of the lower-speed flowing style of all-round flying mixed in with spectacular tricks and individual expression, as well as our beloved **JOHNNY TOWNSAGER** competing again in his favourite discipline for the first time since an accident that kept him out of the wind for a long time. So good to have you back, Johnny!

But the one that never fails to put smiles on the entire crowd was of course the kids. Growing in numbers again from last year, due primarily to the graduates of our **KIDS CLUB** and **JUNIOR iFLYER** programs, we had a total of seventeen kids over two freestyle categories. Not a single person in the crowd, including the judges, were immune to the cuteness of some of the smallest and youngest flyers we have... and seeing their faces when they nailed that double barrel roll that they had been training so hard to achieve. That also resulted in smiles of pride on the iFLY coaches faces as they carefully watched their young protégés. Awesome.

RED BULL was a major supporter of the event this year, again providing the DJ and free product over both days, as well as one of the major prizes that money can't buy – a flight in the Red Bull Air Race stunt plane!

Aussie Red Bull Pro-Skater **MIKEY MENDOSA** also came through on Saturday to watch the action and being a tunnel flyer himself, looks forward to getting into a team and competing next year.

Saturday progressed into the afternoon when 1,000 **KRISPY CRÈME DOUGHNUTS** arrived to keep the energy levels high for the tail-end of the competition, and people were kept suitably limber with regular trips to the **SPINAL & SPORTS CARE** massage team on site providing a choice of pleasure or pain for a gold coin donation.

As the final rounds of competition were winding up on Saturday, the place became a sea of pizza before the presentations and awards ceremonies and last live broadcast. Then the doors were locked for the private huck-jam and party.

Many comments and much feedback has been had, but the overriding comment we have received is simply summed up in these words:

Well done iFLY, well done!



Exposure:

The nexus between what we do in the tube and what we do in the sky is becoming more and more apparent and the indoor sport is paramount in developing greater exposure for all skydiving as we continue to knock on the door of the mainstream.

With a professional production crew on site across the entire event, the live feed and interviews reached over 250,000 people across no less than 38 countries worldwide. This is a testament that Australia is doing their bit towards the growth of our sport... both indoor and outdoor. And yes, we'll be planning to go even bigger and better again next year.

Partners/sponsors:

This event could not have been so successful without the great support of our partners, including the Australian Parachute Federation (APF), Red Bull, Sydney Skydivers, Mantra Legends Hotel, Ugly Mug Café, Krispy Crème Doughnuts, Cookie Composites, Manufactory, Deem Flywear, Gold Coast Skydive, Penrith Panthers Leagues Club, Direct Accounting, Illusions Magic Show, Spinal & Sports Care and Paradise Jet Boating.

Prize winners:

Three great prizes were awarded:

- 1) Gold Coast Holiday package for two people (including flights, accommodation, indoor and outdoor skydiving, jetboat experience and magic show) – Michael Azzopardi
- 2) RED BULL Stunt Plane experience – Mariska Folley
- 3) AFF Stage #1 – Ashley “Leon” Riley



Results:

FREESTYLE - KIDS INTERMEDIATE						
Place	Team	1	2	3	4	Total
1.	Isabelle Koh	8.8	8.7	8.6	8.6	34.7
2.	Vera Poh	6.9	6.9	6.7	6.8	27.3
3.	Patrick Sullivan	6.2	6.1	6.0	6.2	24.5
4.	Kai Minejima-Lee	6.0	5.8	6.2	6.0	24.0
5.	Noah Lisle	5.6	5.5	5.5	5.6	22.2
6.	Oxana Mamchur	4.5	4.7	4.8	4.9	18.9
7.	Lachlan Azzopardi	4.5	4.5	4.6	4.7	18.3
8.	Cooper Lisle	4.4	4.0	4.4	4.5	17.3
9.	Carissa Azzopardi	3.9	3.8	4.0	4.1	15.8
10.	Millie Gilmore	3.4	3.5	3.5	3.7	14.1
11.	Kaylie Camilleri	3.3	3.2	3.2	3.1	12.8
11.	Sebastien Belmonte	3.3	3.1	3.2	3.2	12.8

FREESTYLE - KIDS OPEN						
Place	Team	1	2	3	4	Total
1.	Amy Watson	8.8	8.4	8.7	8.9	34.8
2.	Niki Rogan	8.4	7.9	8.5	8.6	33.4
3.	Sarah Yates	8.1	7.8	8.1	8.2	32.2
4.	James Dehombre	7.8	7.0	7.9	7.9	30.6
5.	Jordan Bassett-Smith	7.5	6.7	7.5	7.6	29.3

FREESTYLE - OPEN						
Place	Team	1	2	3	4	Total
1.	Kyra Poh	9.2	9.1	9.3	9.3	36.9
2.	Jimmy Cooper	8.8	8.3	8.7	8.8	34.6
3.	Kurmet Jaadla	8.7	8.2	8.5	8.7	34.1
4.	Elise Brown	7.4	7.1	7.0	7.4	28.9
5.	Jonathan Townsager	6.0	6.0	7.0	7.2	26.2

Acknowledgements:

In addition to our sponsors, these events can't work without all the other people behind the scenes, including a large number of volunteers just happy to help out and make this such a special event. So special thanks go out to Peta Holmes and all the judges (eleven of them across three panels), the legendary Peter “Irish” Sutton and Kellie “Kelsa” Morrissey for their non-stop media coverage, Marty, Michelle, Cheryl and everyone else on the iFLY event organising committee (you know who you are) and the rest of the iFLY staff and non-staff who worked tirelessly to make sure this was the best event yet. Legends!



2-WAY DYNAMIC - SPEED INTERMEDIATE								
Place	Team	1	2	3	4	5	6	Total
1.	Dragonfly SG	104.31	96.02	88.71	118.48	140.62	103.52	651.66
2.	NikiTayne	137.78	114.15	112.76	124.56	120.59	110.60	720.44
3.	Double Dab	138.00	120.46	124.95	150.41	142.12	116.58	792.52

2-WAY DYNAMIC - SPEED OPEN								
Place	Team	1	2	3	4	5	6	Total
1.	Firefly SG	58.42	71.53	66.17	70.84	62.43	73.20	402.59
2.	Team iFLY Downunder	63.04	81.35	82.66	77.65	67.80	78.49	450.99
3.	Old Dogs 2	82.99	107.34	90.61	123.18	85.08	100.86	590.06
4.	3 and 4	93.49	106.05	105.25	112.93	93.10	155.38	666.20

4-WAY DYNAMIC - SPEED OPEN								
Place	Team	1	2	3	4	5	6	Total
1.	The Assassins	90.66	118.67	98.65	64.69	80.19	80.67	533.53
2.	Downunder D4W	105.98	101.40	94.43	69.77	82.66	92.54	546.78
3.	Old Dogs	111.62	110.07	104.43	96.87	98.01	94.62	615.62

4-WAY FORMATION SKYDIVING - ROOKIE										
Place	Team	1	2	3	4	5	6	7	8	Total
1.	All Out Defence	14	8	19	15	20	17	19	11	123
2.	4 Window Lickers in a Blender	12	8	13	16	17	15	18	11	110
3.	No Homers Club	10	7	11	11	13	18	10	10	90
4.	Gravity Check NZ	10	5	12	9	10	9	17	1	73
5.	4 Fun	11	4	10	8	16	7	6	3	65
6.	Back Pain	7	6	8	8	6	7	7	4	53
7.	Dosh Bags	6	4	9	5	5	8	6	7	50
8.	Storm	4	1	8	8	10	11	3	4	49
9.	Aviatrix	6	7	4	6	6	9	5	3	46
10.	Team Artemis	1	1	1	6	2	7	9	1	28

4-WAY FORMATION SKYDIVING - A										
Place	Team	1	2	3	4	5	6	7	8	Total
1.	Smokin' Darts, Breakin'Hearts	20	13	10	18	10	19	14	24	128
2.	Sneaky Guns	20	12	12	13	10	13	11	26	117
3.	Clacker Cam	17	12	12	15	9	18	11	17	111
4.	The Metre High Club	13	10	10	13	10	19	12	23	110
5.	Disco Ninjas	15	13	12	14	9	17	12	17	109
6.	Mexican Sausage Smugglers	14	12	12	11	7	20	14	16	106
6.	Running Flat	18	11	9	12	6	18	13	19	106
8.	Vertically Challenged Defence	12	5	6	7	5	14	10	13	72
9.	JIGSAW	7	7	8	9	5	16	8	11	71
10.	Air Goddesses	7	5	5	5	6	12	6	8	54
11.	Cold Bore Defence	7	3	4	6	3	11	8	9	51
12.	SDK Purple Cobras	3	2	1	1	1	6	5	3	22





4-WAY FORMATION SKYDIVING - AA

Place	Team	1	2	3	4	5	6	7	8	Total
1.	Skyblockers SG	16	16	16	31	29	17	18	17	160
2.	Four Skins	15	19	15	29	28	18	18	14	156
3.	KKIST	11	11	12	20	18	11	9	8	100
4.	Tina and the Dinosaurs	10	9	9	21	16	10	11	9	95
5.	RelaRaptor Defence	8	9	7	19	16	10	10	8	87

4-WAY FORMATION SKYDIVING - OPEN

Place	Team	1	2	3	4	5	6	7	8	9	10	Total
1.	Itchy Scratchy	18	19	18	18	16	14	14	19	19	16	171
2.	Mahony Mahony Mahony	16	18	17	21	14	15	15	18	19	17	170
3.	Eminence	19	14	18	18	13	12	15	17	18	16	160
4.	Edge of Calamity	19	16	18	18	12	9	15	17	13	13	150
5.	Impulse	14	11	13	15	8	9	8	13	13	12	116

2-WAY VERTICAL FORMATION SKYDIVING - INTERMEDIATE

Place	Team	1	2	3	4	5	6	Total
1.	2Fat2Fly	20	22	11	16	11	17	97
2.	Butterflyers	17	13	15	12	11	17	85
3.	Double Funnel	15	9	15	11	11	17	78
4.	Doing Massive Things	16	15	17	7	11	10	76
5.	More Pain	10	23	8	7	8	13	69
6.	Thing 1 & Thing 2	10	12	13	8	8	16	67
7.	Running Hot	16	10	10	12	4	11	63
7.	Bing Bang Boom	13	14	7	11	7	11	63
9.	Butter-Fly	13	14	13	6	5	10	61
10.	Vertical Raptors Defence	14	11	7	10	3	9	54
11.	Superfly SG	10	10	6	8	7	11	52
11.	Foxy Flybys	11	13	7	9	3	9	52
13.	Vaughan to be Wild	10	15	6	7	5	7	50
14.	The Aged and Furious	10	8	10	5	6	8	47
15.	Panama	0	16	10	8	4	8	46
16.	G3FHI VFS	6	13	6	3	5	6	39
17.	Dockless Duo	11	7	4	5	4	4	35

2-WAY VERTICAL FORMATION SKYDIVING - OPEN

Place	Team	1	2	3	4	5	6	Total
1.	Butterflyers Open	12	10	8	10	13	12	65
2.	J2J	10	6	11	7	7	6	47
3.	PurveyBrowneye	7	5	5	0	6	8	31

4-WAY VERTICAL FORMATION SKYDIVING - OPEN

Place	Team	1	2	3	4	5	6	7	8	9	10	Total
1.	Focus	19	21	38	17	17	19	17	20	25	19	212
2.	Disoriented	4	8	13	7	8	12	13	10	12	9	96



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Girls Go Large @TOOGOOLOWAH

By Kristina Hicks Photos by Steve Fitchett

THIS YEAR IS WITNESSING MOVEMENT IN BRINGING SOME AWESOME LIKE-MINDED CHICKADEES TOGETHER AND PERFORMING SOME AMAZING FORMATIONS, AND NOT JUST YOUR TYPICAL ROUNDY! LAURENCE GARCEAU MADE HER WAY FROM SYDNEY TO OUR WARMER CLIMATE AT TOOGOOLOWAH TO BE OUR COACH AND I BELIEVE EVEN GOT A BIT OF TAN!

This event was focused on encouraging the chickas to gain their Star Crest and RW skills for Big-way formations. Starting off with some intense starter briefs, we became focused right from the get go. LG gave us a realistic taste to how to prepare and what to expect in all stages of planning for Big-ways, from planning, to dirt dives to keeping a clear mindset in the plane. It was all covered.

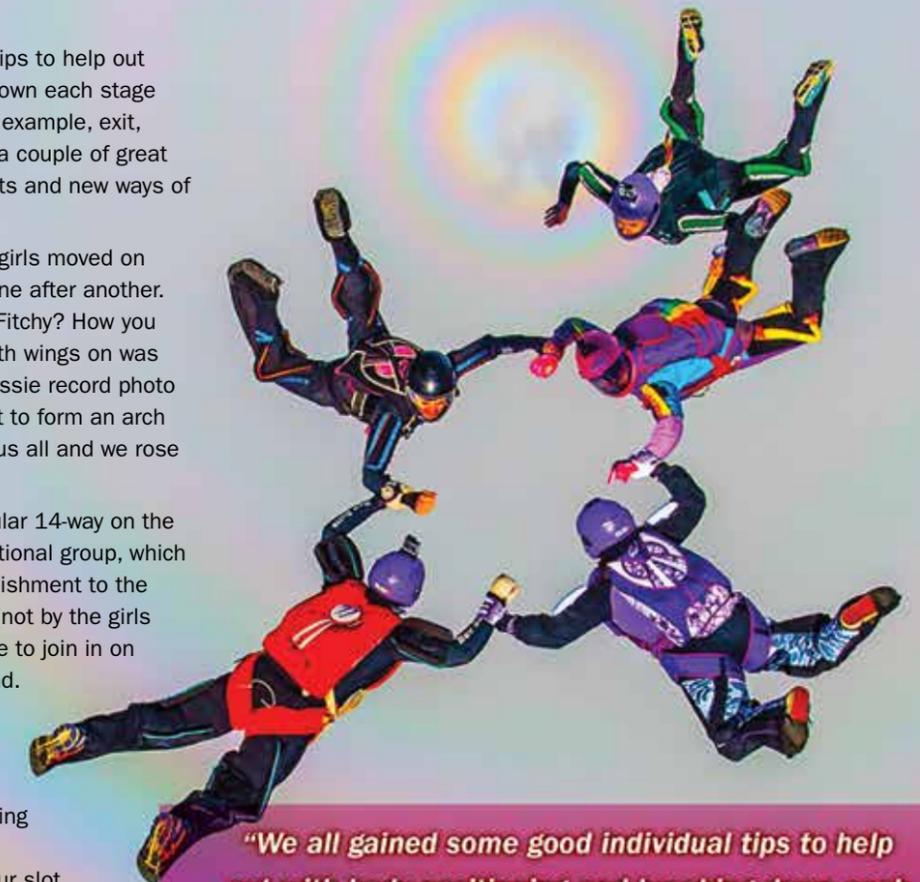
We all gained some good individual tips to help out with body positioning and breaking down each stage of the jump; bit by bit to discuss, for example, exit, freefall and breakoff. We celebrated a couple of great 8-way jumps with a few geek moments and new ways of tracking off!

After some Star Crest attempts, the girls moved on to learning new skills on diving out one after another. It was an interesting adventure, hey Fitchy? How you got down before some of our girls with wings on was amazing! Inspired by the previous Aussie record photo displayed at Toogoolawah, we set out to form an arch off the formation, which was new to us all and we rose to the challenge!

Saturday finished off with a spectacular 14-way on the sunset load joining with John's invitational group, which gave an awesome feeling of accomplishment to the girls, especially after a slight funnel (not by the girls I might add!) and finishing with a race to join in on the final few feet with all smiles round.

Sunday was a big leap forward, as it involved some undeniably complex work indeed. This was no ordinary formation work. Working on more diving exits, to rotating spider formations, the art of sheep dogging, to flying your slot solidly, and of course the continued endless geeking in a final roundy upon successful completion of three-point jumps became our tradition.

I definitely felt I was far exceeding my expectations of my flying ability. Thank you, LG, for your invaluable contribution to increasing the level of expectancy, and for designing jumps that truly helped in progressing RW. This was a great move forward for Big-ways and the path to the next Australian record event in 2019.



"We all gained some good individual tips to help out with body positioning and breaking down each stage of the jump bit by bit to discuss e.g. exit, freefall and breakoff." - Laura Fitzpatrick

Girls Go Large @TOOGOO LAWAH



"The highlight was not only seeing myself, but watching an amazing group of women progress, and taking Big-ways to the next level – not just making a round." – Monique Rothe



INTRODUCING: *Kristina Hicks*



"Always great to hear and learn different perspectives and picked up some new techniques to help me in all my flying, not just Big-ways." – Laura Williams

FROM A NERVOUS AFF STUDENT, TO A WINGSUIT RODEO AT EQUINOX BOOGIE, TO AIMING TO BE ON BIG-WAY RECORDS, HOW THINGS CHANGE IN EIGHTEEN MONTHS! WHAT STARTED OUT AS A TICK ON THE BUCKET LIST HAS SOON TURNED INTO A LIFE CHANGING HOBBY!

A big thank you to Laurence Garceau our super coach for imparting your wisdom, experience and all round good vibes. Steve Fitchett for your superb work and some awesome snaps. To the pilots that make it all possible and get us in the air.

Thanks also to Jon and his invitational group for the sunset load on Saturday, and Ben Nordkamp, Kerry Hook, Jon Kent and Luke Morley for filling on some load space on Sunday!

Thank you, Macca at Skydive Ramblers, for hosting and supporting this event.

A big shout out to Alan Deadman, Melissa Harvie, Martin Klapper, Leanne Critchley, Matt Blaiklock (Jeebus) and SEQS Club for their guidance and support throughout the process from start to finish. Without your help I couldn't have made this happen.

To the APF Fi Fund and South Queensland Parachute Council for their funding support of this event. Thank you for making it possible for us to progress further towards that 2019 Record.

And last but definitely not least, thanks to all the girls who turned up and made a great jumping event at Toogoolawah. May we continue to progress in blue skies.



"Learning from someone so experienced was great. Also, I was really happy to be jumping with all you gals! Good information about track off and body position." – Holly Ahern



It hasn't been all smooth sailing. On my fifth ever jump, I had a pretty gnarly off-landing, which found me in marshlands with water up to my knees and rushes above my head. Getting picked up by a tractor was a nice touch to that jump! The following week, after injuring my arm, saw me take a break for three months and questioning if this really was for me.

However, what is truly unique about this community is the continual encouragement and support that I was given and still am to this day. I came back with a new outlook and determined to make a new check list of things to do. In the past year, I have completed over 150 jumps, finished my B and C licenses, Display General, Star Crest, Packer B, am on a girl's 4-way team, and am now organising events. One of the best jumps to date was my 100th, a 6-way Hybrid, and yes, I completed my dare of doing the no-undie hundy!

The best part of this lifestyle is that I've had the opportunity to bring it into the classroom. As a science teacher, I illustrate to students the physics behind flying and even managed to have a tunnel excursion (of course I sneaked a little time in myself)! I'm truly in love with this sport and look forward to seeing where it takes me!



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AUSTRALIAN NATIONAL SKYDIVING CHAMPIONSHIPS



12-18 MARCH 2018

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11th March 2018

EVENTS

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- » FORMATION SKYDIVING - *4 Way (Blast, A, AA, AAA)
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For enquiries please contact:

jump@skydivenagambie.com



By Jana Fitzpatrick
Ground Photos by Dasun Aitchison

Aerial photos by Bryce Sellick,
Jed Smith, Zack Rosser
& Marcus Priem

FIVE NEW FEMALE AFF STUDENTS AND SOME TWENTY FEMALE SOUTH AUSTRALIAN SPORTS SKYDIVERS PARTICIPATED IN A THREE-DAY EVENT CELEBRATING THE CHALLENGES AND ACHIEVEMENTS IN THE SPORT OF SKYDIVING.

Nationally, with an eleven percent female participation rate, South Australia saw an amazing weekend through with a 50/50 turn out celebrating the annual Fly Girls event at S.A. Skydiving! Last year, we recruited ten new female AFF students and by the end of the year had retained and increased the number of ladies in the State by 25%. This year we wanted to do better, go bigger and run a bit harder, ladies and gents alike...

So, we invited everyone from zero to 3,000+ jumps to come together and take the time to celebrate the challenges and achievements, big and small, shared as a common experience across ages, skill levels and time in the sport. The focus of the event being exposure of the sport, opportunities to progress, support within the clubs, and inspiration for those ladies who just want to get out there and embrace the sport of skydiving regardless of experience.

Friday was devoted to AFF and B-Rel jumps to get our five new female AFF students in the sky. We've never seen a crew become comrades so quickly. Good vibes, ladies, love

your work! Finished the day with a seven mile, purple streamer cross country traversing the fields and pastures of Langhorne Creek. Travelling at over 70 knots across the ground, illuminated by a setting sun, cheeks frozen and wind burnt, smiles locked in time, landing back on the drop zone to the fire raging and champagne flowing!

Saturday proved to follow the forecast of "windy" with a casual 51knots recorded on the ground! We took full advantage of this time together in the presence of so much knowledge and experience to attend a series of seminars. Starting the day with coffee and a round table discussion lead by Jill Grantham and Nicole Dowden, everyone took turns bringing up pain points such as when to downsize, how to gain confidence, canopy control, progression in the sport and more. We took a short break and moved into a full interactive session lead by





LADIES Learn to Fly 2017



*Travelling at over
70 knots across the ground,
illuminated by a setting
sun, cheeks frozen and wind
burnt, smiles locked in time,
landing back on the drop
zone to the fire raging and
champagne flowing!*

Greg Smith explaining the art of spotting and the importance of tracking. After lunch, Johnny Windssock sat in the middle of the crowd, everyone with rigs in hand, and guided us through monthly maintenance and why it is so critical to conduct gear maintenance.

What do you do when your brain hurts and you've been talking for too long? Indulge in a bit of group yoga of course! Jon Norseman took charge of leading nearly every participant through an hour-long session of mind body connection. Helen McKerral, one of two South Australian female Hang Gliding pilots, came to lead the final discussion based on fear management and understanding self in an ever-changing, ever-challenging environment. She gave many people the tools to ask themselves the hard questions: Is this fear rational or irrational? Where does the line between being a better version of yourself begin and doing things for the wrong reason end? Am I having fun or is it all too much, and if the latter, what can I do to minimise the stress of such an amazing experience?

Thanks to Dr. Tee and Katie Fluin, we feasted on roast, pasta, salads, and of course, champagne and tequila! To top the day off, Beau Gora came out of left field with 'one minute to win it' challenges, which got everybody hot and bothered and wanting that win! Hey Marcus, maybe next year you'll have a bit more junk in your trunk?

Despite a few passing showers, Sunday treated us well with sunshine and rainbows (literally). AFF ladies went for it, B-Rels were on the fly, 4-way training for an upcoming ladies' tunnel camp team got to know each other a bit more from 12,000ft. Jill rocked the skies FF with the girls (and she wasn't even that cold!), and of course, what's a Ladies Weekend without a Ladies Record attempt! Lead by Sandy Nieuwenhoven, the two 206's with Greg Miff Smith and Al Gray at the helm were fuelled and prepped to take ten S.A. ladies to 15,000ft with Bryce Sellick and Jed Smith ready to capture the moment. Everyone flew tight, but we just couldn't make it in time! Such an awesome effort, ladies – we ran hard on all levels with the weather that we were given.

Thanks to all the guys who packed for the ladies, coached, manifested (yes, manifested), load organised, flew airplanes, ran camera, poured champagne and were overall amazing friends and fellow skydivers, as always. You know who you are. Thanks to the APF, SASPC and State Council for your support making this event happen. We had a rad three days with so many of the S.A. crew there to represent, ladies and gents alike – jumping, learning, imparting knowledge, sharing stories, partying and having a blast. Cheers to everyone who came and had fun for being so awesomely creative, talented, inspirational and supportive on the ground and in the sky. Much love. See you all next year!



Photos by Keith Cready



STOCK RIGS

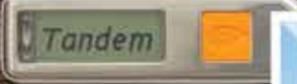
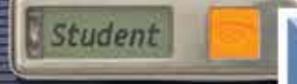
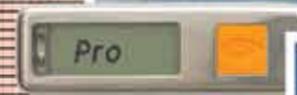
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Photo: Luciano Bacque



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PARABATICS

CRW *Taken to a* WHOLE NEW LEVEL



By Kelly Tudhope Technical input by Steve "Spot" Tonson and Steve Fitchett Photos by Steve Fitchett

THE FIRST EVER **AUSTRALIAN PARABATICS EVENT** WAS HELD AS PART OF THE CRW BOOGIE AT TANDEM CAIRNS, INNISFAIL, 12-20 AUGUST 2017. THIRTY-ONE CRW PUPS AND DOGS TOGETHER WITH JULES MCCONNELL AND CANADIAN PARABATICS EXPERT, AIDAN WALTERS, DISHED UP WHAT PROVED TO BE THE MOST EXHILARATING, CHALLENGING AND OVERALL AWESOME EXPERIENCE EVER.

My journey into Parabatics started a few weeks before, when I heard Jules McConnell mention the upcoming Boogie at one of her Train the Trainer events. "What the hell is Parabatics?" I asked.

BASICALLY, PARABATICS IS A SUB-DISCIPLINE OF CRW UTILISING SPECIALTY LEG LOCKS TO ENABLE, WELL, ACROBATICS UNDER CANOPY.

Think Bi-planes and Downplanes funkied up with Parabolic moves including Wagon Wheels, Butterflies and Barrel Rolls. Two-ways or even 3-ways (if you're game enough). Ideally, the lower the better.

I've never dreamed of getting into CRW (basically I've been too scared), so I can't explain why I knew the instant Jules told me about Parabatics that I had to somehow get to that Boogie. "Afterall," I thought to myself "how can I, with no CRW experience, end up participating in Parabolic stunts?"

I figured that I could go fly camera – it would be awesome to watch from a bird's eye view and it would be great for my camera skills. I arrived in Innisfail in time to fly camera for the beginners CRW camp, which was held immediately prior to the CRW Boogie.

After a couple of days of flying camera, Ashley Davis convinced me to go for a CRW coach jump with Jules. Pretty funny really, but I ended up wiggling out beforehand, taking myself off the load and having a little chat to myself to calm down.

During my little time-out, all I could think about was Parabatics. I realised then that I had tricked myself into coming up to fly camera, just to get myself to the Boogie. What I really wanted was to do acrobatics under canopy – and this meant I had to look into the eyes of my own fear and go jump CRW. "It probably takes more than a newbie CRW dog to do Parabatics, but it's a start" I thought to myself. So, with clear inspiration and Ash's borrowed rig, Jules took me for my first CRW jump.



I've hardly stopped laughing at myself since my little wig out. My second CRW jump ended up being a successful 8-way Stack, landing me my CRW Crest (one of six CRW Crests signed off this week!)

When the CRW Boogie started, Jules looked at me and asked, "Do you want to do Parabatics?"

"What do I need to be able to do?" I asked. "A 2-way Stack." Jules replied.

Without hesitation, full of passion and inspiration, I jumped head first into the deep end. Jules and I were paired up together – wingloading and canopy size are important considerations doing Parabatics. Matching canopy size is most important, wingloading is not so important once the canopies have docked as a Stack. Jules was on top, and I was on the bottom. Jules and I would form a two-way Stack following which Jules would winch her way down the lines to the slider. Jules would then present me her left leg, I would grab her leg strap and pull her down on top of me.

From there we would separate our canopies into a side-by-side and get into the leg grip. Successful completion of Parabatics moves is all about legs. The top person keeps their knees together and the bottom person has to cross their legs on top of the top person. Then you squeeze really

hard because the centrifugal force is pretty full on in the moves.

Over the course of the week, and under the expert guidance of Aidan, we all practised a series of outfacing Parabatics moves known as Barrel Roll, Wagon Wheel, Butterfly, and of course, Downplanes. Once pairs mastered these moves they were given the challenge of the Inside Through where the pilots turn their canopies towards each other while linked with legs. A couple of pairs (Tommaso and Trav, George and Ravo) gave it a go and amazingly pulled it off! Brett, Merv, Spot, Jan and Matt chose to mix it up by swapping partners rather than daring the Inside Through move.

The heights progressively got lower. We started the course with exit height of 10,000 AGL, and progressed down to 6,500 AGL. Early on, Aidan introduced the rule of No Downplanes above 2,000 AGL. Unlike all other disciplines in skydiving, the lower the better with Parabatics. Richie and Splitty were straight onto Aidan's guidance and unnerved Phil Onis taking a Downplane almost as low as you can go! Resident instructors Mo and Marklar got into the action landing Side-by-Sides in front of their wide-eyed workmates. While I have to say I'm yet to crack the sub-1,000ft level, it's definitely an aim now to get skilled

enough to land Downplanes. The other chicks on the course managed to pull them off – Jules paired with Aidan and Ash paired with Marcus – so I'm determined!

As the week rolled on, Jules presented me with yet another challenge, inviting me on my first (and successful) 9-way Diamond. When I tried to explain that I've never even done a wing dock before, Jules just looked at me and said, "You'll be right, you've done Parabatics!"

The highlights of the week culminated in the first ever Australian Parabatics display jump into Kurrimine Beach, which made headlines. Needless to say, the night ended in much debauchery filled with nudity and white whales.

Without a doubt, the week showed me so much about myself and about fear. How fear only has a grip if you let it. It's equally possible to follow the little flame in your heart that tells you; you must do something 'just because'.

The level of confidence and inspiration I have now as a skydiver excites me. It's like the flood gates have opened and all I want is more. I hope one day Parabatics makes it to Nationals, and if so, I want to be there.

PARABATICS IS AN INSPIRATIONAL, FUN, AWESOME THING TO DO, AND IS

WITHOUT A DOUBT THE COOLEST THING YOU CAN DO UNDER CANOPY (SORRY SWOOPERS). IS IT SCARY? WELL, MAYBE A LITTLE - BUT TO TELL THE TRUTH, I FIND STACKS AND DIAMONDS WAY MORE SO, AND EVEN SCARIER IS NOT FOLLOWING YOUR DREAMS.

I want to sincerely thank Jules McConnel, Aidan Walters and all the awesome CRW dogs at the Boogie for all their fantastic encouragement. And of course, Brody Johnson, without whose love and support I would never have made it.

A big thank you to APF Fi fund and NQPC for supporting this event. There will definitely be more to follow!

Thank you, Tandem Cairns, for an awesome winter venue and putting the weather on for us, I think we repaid you with entertainment for the week!

Thank you to Coops for helping out with coaching the beginner CRW camp leading up to the Parabatics.

Thank you Steve Fitchett and Andrew Grego for spectacular video and photos.

PARABATICS

CRW Taken to a WHOLE NEW LEVEL



Event Anthem

By Andrew Grego

“Do you take your Parabatics low?
Do you toggle to and fro?
Can you do a Butterfly?
Can you do a Barrel Roll?
Do you hold your Downplane
Till it hurts your f&^%ing brain?
Do you take your Parabatics low?”



PARABATIC MANOEUVRES

Inside Out – An Inside Out is only doing half an Inside Through and ends up flying in the opposite direction.

Butterfly – Both canopies do a 180 degree turn outwards. The formation ends up flying in the opposite direction.

Barrel Rolls – One canopy is the “top canopy”. The top canopy’s goal is to fly on heading. This requires a lot of inputs during the manoeuvre. The other canopy does approximately a 270-degree rotation underneath the top canopy and ends up on the opposite side of the top canopy.

Wagon Wheels – They start like a barrel role but both canopies rotate so that one canopy is always at the top.

Downplanes – Both parachutes turn away from each other to orient both parachutes so that they fly directly towards the ground.

3-way Downplanes – First a 3-way Stack is built. The top two canopies transition into the grip. The bottom canopy is raised to the same level as the Side-by-Side then the formation is turned into a Downplane, the bottom canopy fills the gap as the Side-by-Side separates.

4-way Downplanes – Two Side-by-Sides fly next to each other. Both turn into Downplanes. The Downplanes are docked in a cross formation ungripped to create a 4-way Downplane.

Other Downplanes – Separately, Downplanes can be flown as a Drag Plane with one canopy high. They can also be flown as a Knife Edge, flying through the sky sideways in a particular direction. This is useful for positioning a Downplane well for landing. Downplanes can also be spun.

Bretto referring to Trav’s spectacular landing:

“Put a fence there and he’s on it!”

Tommaso pointing at his biceps:

“I had to go to the vet, ‘cause these puppies are sick!”



“For most if not all, the five-day camp learning Parabatics was the best ever. Parabatics and CRW requires trust between pilots. To be able to fly with others who were as keen and willing to try new moves was very satisfying.”

Steve “Spot” Tonson

“Inside Through” Starts with a Side-by-Side, then turn the canopies to be nose-to-nose and continue the turn all the way through the manoeuvre, i.e. canopies do a 360, and end up flying in the same direction they started.



PARABATICS

INFO

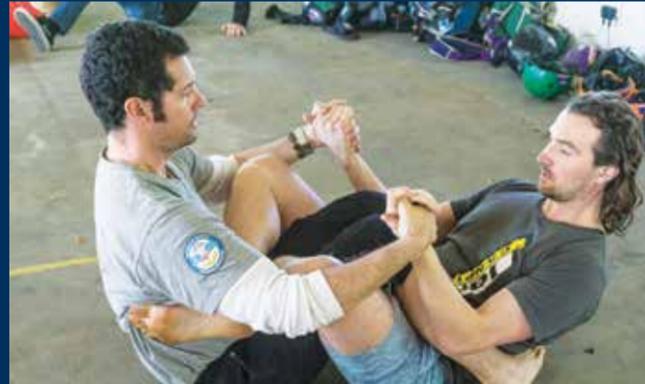
Grips

All the manoeuvres are done with the one grip all the way through. The grip is strongest in one direction. Some manoeuvres make the grip weak. Usually manoeuvres will be done in quick succession so that the grip will finish in the strongest position. The basic position from which manoeuvres are started is the Side-by-Side.

There are important differences between doing a Downplane with the parabatics grip and the traditional method of holding onto legs: Whilst using the parabatics grip, both pilots are in full control of their canopies. The risk of inadvertently dislodging a handle is greatly reduced. Also, if one pilot wants to abort the Downplane, it is not possible for the other pilot to physically hang on to them.

Altitudes

Exit altitudes were high to start with, to take the time to learn and master the manoeuvres. While learning to build the grip, dramatic heading changes and loss of height are common. Completion of manoeuvres are also very exhausting, so going higher gives time for jumpers to have a break in between manoeuvres, re-dock and go again. "Lower is better" - when the manoeuvres have been mastered they can be done from a lower altitude, which makes them visible by spectators on the ground.



As more experience was developed, some pairs were able to start building the grip before the last manoeuvre at 1,800ft. Downplanes were started as low as 800ft.

APF Op Reg 9.3.3b: During CRW descents that do not involve any training, the minimum working height may be determined by the DZSO.

Canopies

All canopies used were PD Lightnings. People should not try these manoeuvres with other canopies unless they are already experienced with Lightnings.



“Euphoric, like after your first jumps”
was how long-time CRW jumper/photographer Steve Fitchett described the feeling at the pub after the demo jump onto the beach.

“There are not many people doing Parabatics around the world. The large number of participants at this event means that there are now as many people doing it in Australia as the rest of the world combined.” Steve “Spot” Tonson

PARABATICS

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Jay Moledzki poses for Norman's cameras during the "60 Cycles" event at Go Jump Oceanside. Photo by Norman Kent.

4-WAY BLAST OFF!

By Tracey Basman Photos by Steve Fitchett

THE APF INTRODUCED A NEW DIVISION IN 4-WAY COMPETITION AT A NATIONAL LEVEL - IT IS CALLED 'BLAST'!

What is **BLAST**?

A new category in the 4-way competition with the dive pool being Random formations only. The BLAST division went live this year at Nationals March 2017 in York, W.A.

Why is **BLAST** so special?

It is fun for starters! It provides an entry level for those new to 4-way competition. It encourages old timers and those who have never competed to join in on the action. I encourage all skydivers to learn these basics early on in their skydiving careers as these basics translate to all disciplines in skydiving.



4-WAY BLAST OFF!



Results speak for themselves

Four teams competed at Nationals in this new BLAST division. The teams couldn't be more different. Let me introduce to you the teams and results:ms c

	TEAM	1	2	3	4	5	TOTAL
1	451 - Gastronomats	19	10	17	12	12	70
2	453 - Kiss My Booties	7	11	12	8	8	46
3	452 - Untrash	13	8	13	10	-	44
4	454 - Wattle Weed	2	3	4	3	-	12

Gastronomats – a true rookie team with a jumping coach and six weeks to train from scratch. Combined rookie jump numbers were 300 at the start of the competition.

Kiss my Booties – a half trained Intermediate 4-way team with a few hundred jumps each to 500 and a jumping coach.

Untrash – a scratch team of York Tandem Masters with a jumping 4-way coach. Combined team jump numbers would have been in the many thousands but only the jumping coach had ever competed at a National level.

Wattle Weed – Packers scratch team from York keen to be part of the competition action. No, a shoe taken off mid-freefall and touching an arm grip on your team mate doesn't classify as a grip, nor does it get you a point! Fun stuff...

How did Gastronomats get so good so quickly? By learning and drilling the basics of 4-way. Simple stuff really, yet extremely important.

I must also mention, Gastronomats had an exceptional cameraman – David Loncasty, who didn't miss a point in competition. (Thanks Davey!) Mark Wilkinson's story below will give you some insight into the team's journey to Nationals.

What are the some of the 4-way Basics?

Good question! Much has already been written on this topic from legends in our sport such as Dan BC, who has outlined in detail 4-way basics in his six-part article. This is in circulation in our skydiving community (with Dan's permission of course). Just ask a good 4-way coach and you-will-receive. For a good read and an awesome skydiving handbook, I would recommend Dan BC's complete works written in his book, "Above All Else".

I am a firm believer that a good grasp of the fundamentals in any area of learning builds solid foundations. From these solid foundations comes success instilling good habits in your flying. You'll find more skydiving buddies wanting to hang out and jump with you too!

If we look at the goal of 4-way competition, it is to complete the most amount of formations within one skydive – within 35 seconds from exiting the plane to be precise. How do we achieve this? By making the smallest moves in the most efficient way – doing less tends to be just enough. Let's break this down then into how we can achieve this result as a group of four skydivers jumping within a team.

Personal Flying Techniques

Time spent learning basic flying techniques are important. For BLAST, I would suggest tunnel coaching to learn how to efficiently move forward, back, up, down and side slides. This would be a minimum. This doesn't have to be arduous and may take only fifteen minutes for some to make a start before 4-way BLAST training. There are wind tunnels now

in QLD, N.S.W. and W.A., with more coming, and we have fantastic talent right here in Australia to help you achieve these basic flying skills. May I recommend Melissa Harvie's Supercharge Program for a focused program on personal flying skills.

Eye Contact

I'm sure we have heard this a million times – eye contact across the centre of the formation to people flying on the other side – our 'opposites'. Sounds easy, right? Not really... I have found unless you drill this in a team environment the lesson is not learnt. To seasoned team players, this is instinctive. Looking across to the opposite person in a formation doesn't mean staring or gazing into their eyes at all times either. This is the other extreme of too narrow a focus where one can fumble taking grips and you can completely miss the bigger picture. With good eye contact across the centre of the formation our mega brain tends to work out levels and distance, believe me! It is vital for any RW (relative work) formation flying. You will find over time your vision expands to encompass the bigger picture of the formation and the whole skydive. This should be your end goal with practicing eye contact.

Move, Stop, Pick-up Grips

Another phrase we hear a lot but what does it mean?

Move

In your preparation of your jump, drill the exact move from your start position to your end position of the next formation. That's your move.



Especially in BLAST, 4-way is all small moves, often not more than a 90 degree turn. I have found it beneficial in coaching for skydivers to understand the mechanics in how they are moving – by being 'body aware' of what they are doing with different inputs with their body. As an example, if we build a star as four players, then move as a group to a donut, if we turn on our 'belly buttons' (centre points) we all turn on the spot. If we move around our heads, the donut backs up. Try a knee turn and see the result. Think about what body part you are using to get the result in moving from point A to point B.

Remember, eye contact across the centre of the formation throughout your move.

Stop

You can only move as fast as you can stop. More effort will need to be taken in the stopping. Stop in the position or 'slot' without touching the grip. Typically, when we start out learning, we stop 'on grips' by using the grip to help us stop. A team will never advance if stopping on grips and taking your momentum into each formation. Stop before you take a grip! 'Stop drills' as a team can help with this process – considered vital in any team's training program.

As you are stopped in position, remember you are still looking across the centre of the formation!

Pick-up Grips

Once everyone in the team has stopped in position ready to build the next formation, you should be still looking across the centre point of the formation to your opposite (did I mention this was important?) – now you can look out, pick-up your grip(s), then look back to the centre of the formation. Drill this so that the team picks-up grips at the exact same time, then gets off the grips at the same time too. You could drill this like the grips are hot potatoes. This is the secret! ON and OFF grips at the same time is what builds team communication. ON – OFF – MOVE – STOP – ON – OFF – MOVE – STOP – ON – OFF ... Drill this to death. It is loads of fun too once you can increase the speed. But start out really slow until you get it right in sync as a team.

This is just the very beginning of your journey, there is so much to learn in 4-way. There are loads of awesome coaches willing to help you in this journey to be awesome too.



4-WAY BLAST OFF!



TIPS

4-way Dive Pool

Learn/memorise the 4-way Randoms Dive Pool. Every team member needs to remember the jump. Not knowing the dive pool and 'brainlocking' will slow your team's progression in learning. Get a copy of the 'Fastrax' or 'Rhythm' dive pool with the positions coloured on the grid. A good coach will help you understand more of the basics with building between point and tail and so forth.

Exits and Keeping It Simple

Stick to one exit that works for your team. There is so much to learn with the 4-way randoms. It is just too time consuming trying new exits and funnelling half your jump time away. Gastronauts found the Star exit worked best for them, using a cross grip in the centre. Once you have mastered this one exit and the team has viewed all the formations in the sky improving with some pace, you might like to try new exits. The tip is to keep it simple and learn one step at a time.

Invest in gear

A jumpsuit that fits with booties, arm grippers, leg grippers inside and out is a MUST! Freefly suits are for freeflying – wingsuits are for wingsuiting. You wouldn't freefly with booties and vice versa. You will find it to be a good investment for years to come. So many times, when coaching at Boogies, Star Crest days or load organising at the drop zone, a freeflyer is keen to join in. That's nice and of course we welcome you. However, without an RW jumpsuit a freeflyer is limited in the slots they can perform, and without Booties your RW body position is compromised to the point you will have limited control over your flying range and movement. I would suggest having your jumpsuit checked by an RW coach before purchasing to ensure it is the right fit for your body size and general fall rate.

Testimonies from Team Members:



Mark Wilkinson from Gastronauts

Shortly after completing my B-Rels, with 45 jumps, I was asked by my friend Josh to join a team to do 4-way and go to Nationals. I decided that it would be a fun thing to do, and a good way to progress as a skydiver quicker than I would of otherwise. Previously, I hadn't

had much interest in 4-way, I thought it was really only done for B-Rels, and then you moved onto things like freeflying and wingsuiting.

We did weekly sessions in the tunnel, and then jumped on the weekends when we could coordinate it. Training didn't feel like training, because it was skydiving and tunnel flying. Our first sessions were all over the place, I could hardly fly

with my hands out in front of me to take grips. Training with Tracey was so helpful, we actually looked like a team by the time Nationals rolled around. On our first competition jump, we actually turned 19 points in time! Our training paid off, and we (The Gastronauts) won the competition!

I am thankful for the Blast division being created, as it has given me a huge interest in 4-way, and given me a leg up into competition. Blast gave a novice skydiver such as myself a door to which I could enter the world of competitive skydiving. I think anyone who is a new skydiver, should definitely try and form a team, and start training. Skydiving for fun is f*cken awesome, and skydiving with a purpose, is just as fun, and adds an extra element to the sport. Going to a drop zone with your team to compete in a competition is such a better way to do it rather than just rocking up to a drop zone every so often to have some fun. I highly recommend the 4-way Blast division.



Leanna Lewis from 'Kiss My Booties'

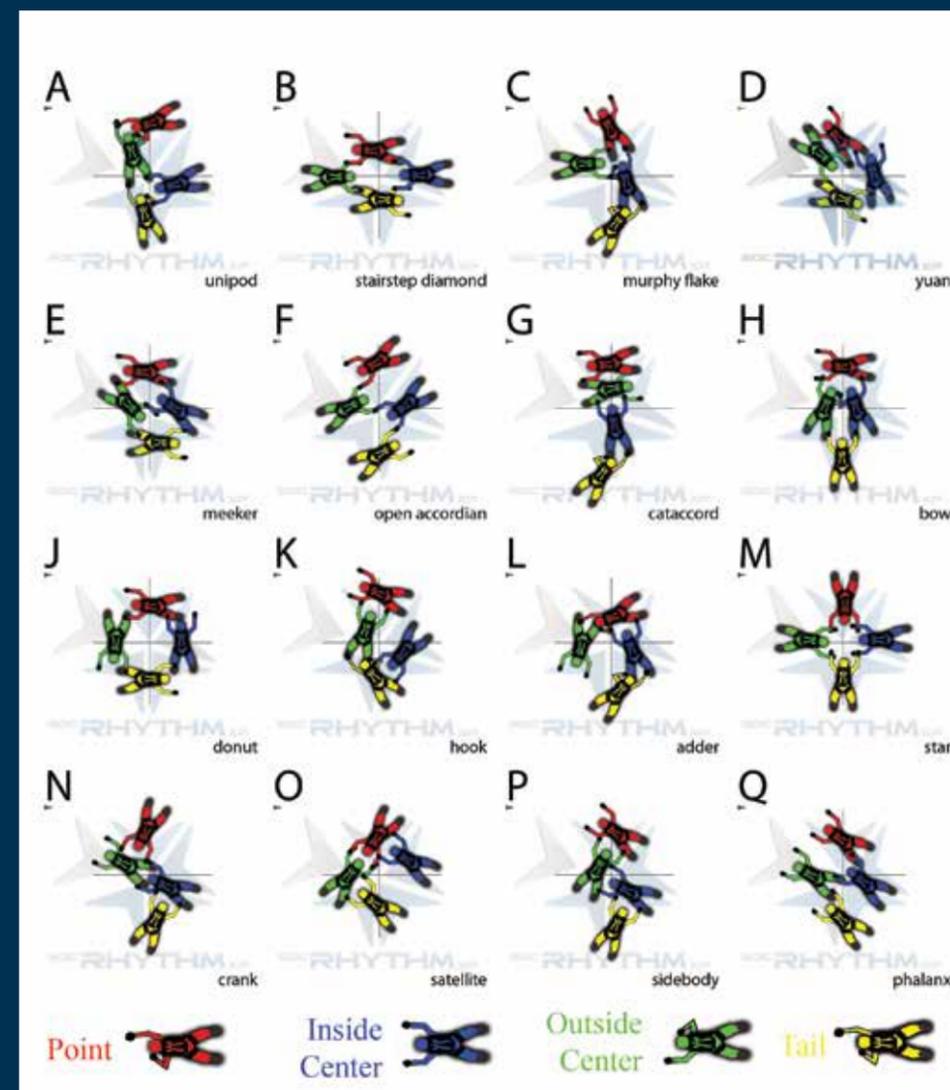
'Kiss My Booties' 4-way team had originally intended to compete in Intermediate, however through a multiple account of bad luck of what I call 'the curse of our outside centre' we blasted into the Blast division at Nationals.

We had a blast, literally in so many ways, and we were really pleased with the scores and taking 2nd considering we funnelled two exits in the five rounds jumped. I was really surprised by the lack of other registered teams in the Blast category, as it was an awesome way for more newbie skydivers to get involved. So, any new jumpers reading this, don't think you're not ready for competition! The only way you will ever get better is to actually compete, and if we'd have had a few more teams it would have made it so much more awesome! Get involved. It's not about the winning, it's about taking part and having a ball and any achievement, no matter how small, is worth it in the long run.



How do you start a BLAST Team?

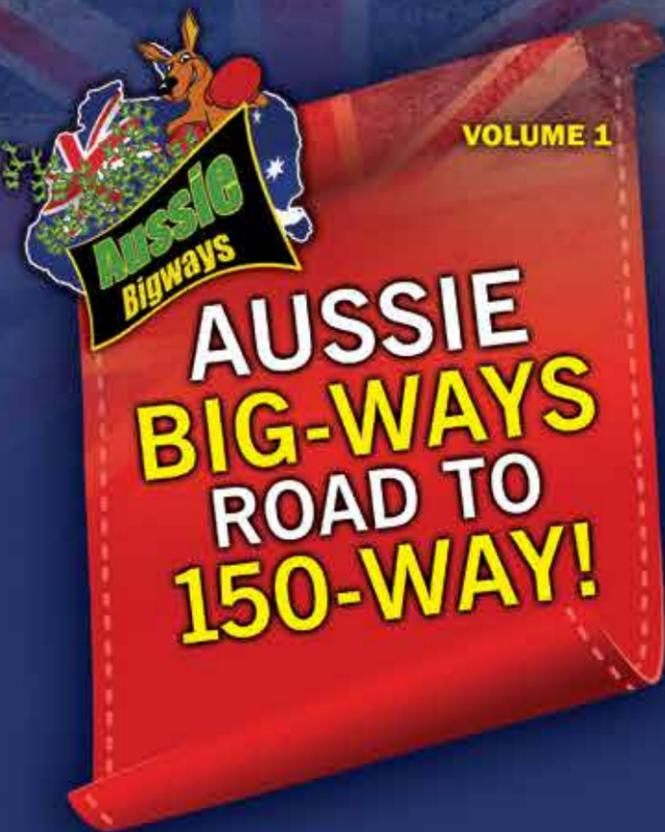
1. It takes one person to stand up and take initiative. BE THAT PERSON!
2. Find 2-3 other jumpers to join you in this journey. If you are new and don't know anyone, advertise on your local drop zone fun jumpers Facebook page. Put up posters and ask around your drop zone. Find jumpers wearing sausages on their jumpsuits and ask them about joining a team or if they know anyone who would be interested.
3. Start with those of similar size/fall rate. You don't want a team mate who is 120kg wearing a balloon suit, nor a 50kg person wearing massive amounts of lead. For many reasons not included in this article, it is not conducive to your own personal flying skills.
4. Find a jumping coach as your fourth team member, or a ground coach if you are already a team of four. Find the best coach you can afford; the dollars you spend will be worth it in personal flying and team results.
5. Find a camera flyer for your team. Either someone new to camera keen to learn and join you in the team's journey, or find an already seasoned camera flyer. Your jumping coach or ground coach should be able to assist you with this task.
6. Set a date to meet. Don't bother in too much talk at the outset. In fact, I would deter it! Meet in person. Fly together, whether it is at a wind tunnel or at the drop zone. Determine if you like jumping with each other first before anyone commits. Have fun first then talk!
7. Remember, someone is always the best in a team, and someone is bringing up the tail so to speak. Be patient and respect where you are starting in your team's journey. Team members progress at different rates; you may end up being that person bringing up the rear after being the best! And there is nothing wrong with that either by the way.



8. If you come out all smiles after your first meeting, compare calendars and lock in some team training dates, which will also hopefully include some tunnel sessions to fast track the team's overall skill level and fun factor. Fast results keep one's interest high! Tunnel sessions end up being relatively cheap when split 3-4 ways between team mates.
9. Decide on an end goal. It may be to compete for Nationals, your next State Meet or the APF E-League.

Simple stuff really, nothing new here. Just a reminder of how easy it is to get a couple of jumpers on the same page, to meet up and progress in our sport – in learning or revisiting the basics or just to have some good ol' fashioned fun. The list above is by no means exhaustive, it is purely to get you started.

I hope this story inspires you to join or coach a 4-way BLAST team next Nationals. Enjoy the journey and may your skydiving never be the same again, in a good way of course!



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

Like the **AUSSIE BIG-WAYS** Facebook Page to follow our journey!

Captains Call



Hi everyone and welcome to our first ASM "Aussiebigways" page – awesome!

My name is Greg Jack and for those who don't know me I am heading up the Organisational Team that is co-ordinating efforts around Australia to build up the skills, knowledge and

attitudes of those Aussie Skydivers who are interested in being a part of our team heading to Perris Valley, California, U.S.A. in May of 2019 to try and break the existing Australian Big-way Formation record of 119.

That event, two final training camps and a four-day record event, is already confirmed on Perris Valley's Calendar of Events:

FIRST BIG-WAY CAMP: Thursday, 23 May to Saturday, 25 May 2019

SECOND BIG-WAY CAMP: Monday, 27 May to Wednesday, 29 May 2019

RECORD EVENT: Friday, 31 May to Monday, 3 June 2019

Our Team consists of motivated and dedicated volunteers who are committed to that Big-way journey for 2019. The team includes State Mentors, and in many locations, drop zone representatives who are organising and co-ordinating local events.

So, if you're keen and motivated to come along on this awesome journey, please send me an Expression of Interest indicating your interest in participating in the Aussie Large Formation Record Event in May 2019 to: gregorykjack@gmail.com.

In the meantime, please, everyone jump safely and enjoy our magic sport!

Blue Ones,

Greg Jack

Aussie Big-ways Captain

Expressions of INTEREST

AUSSIE LARGE FORMATION RECORD EVENT – MAY 2019

Contact: gregorykjack@gmail.com

National Perspective



Our State Mentors continue to work very hard coordinating and organising events and there are many Big-way and RW events scheduled between now and the end of the year so please check out the Calendar on our Aussie Big-ways Website: www.aussiebigways.com/events.

Our Aussie Big-way Premier Event for 2017 is at Moruya drop zone in November, and early December at York drop zone with world renown P3 coach, Doug Forth, and our very best Big-way coaches within Australia.



There are still slots available for both locations - Moruya and York, but is filling quickly so if you haven't registered get onto it ASAP so as not to be disappointed in missing this amazing opportunity to learn how to successfully fly and build Bigway formations. A link to the registration form is in the event details on our website calendar.

The last three days of the Moruya event will be 32-ways from 18,000 feet on Oxygen! We will also be attempting 32way sequential records!

SUNDAY, 19 NOVEMBER – SATURDAY, 25 NOVEMBER AT SKYDIVE OZ, MORUYA, N.S.W.

and

SATURDAY, 2 DECEMBER – TUESDAY, 5 DECEMBER AT SKYDIVE YORK, W.A.

These are exciting times ahead, with more and more awesome Aussie coaches coming on board to assist in upskilling Australia in preparation for this 150-way record attempt in 2019. Whether you have 120 jumps or 10,000 jumps, we welcome everyone from all disciplines to join us in this journey!

Tracey Basman

National Events Coordinator and Mentor

Skill Development



There are many facets to the skills that make up a successful Aussie Big-way record team member. When we arrive in Perris in 2019, the more skills you have to offer at that time, the more likely your chance of being in the record team. In this regard, we will all make our own luck.

There is time to train in the skills needed. Technical, mental, physical, and emotional capability all play a part, as does team work. In every magazine, we will focus on one key element. Personal flying skills must come first. Everything builds from these and they are the foundations without which you are staying on the bench.

Be the person who can fly a number of exit and formation slots, who can quickly identify the base and fly efficiently to your slot, who can fly on level without grips ready for your turn to dock, who can dock and be part of the solution before tracking off safely in a group. Getting the information that you need to do what is asked of you in the air is the first step, applying it to your own unique physique and then practicing the techniques in ways that work for you is the second step that require dedication and commitment.

You can pick up information over time from what are known as 'teaser events', opportunities to try new things in an informal and social environment. This is a slow process. We are athletes, we need to train. Be selective in choosing your coach and learning pathway. With the right coach, the right information and a tailored training program, you can progress quickly. As an option, consider a Supercharge Program. Our focus is to provide best practice information, help you apply it to your own unique circumstances and support you in building consistently successful flying skills. This program is tried and tested and delivers results. I would be glad to discuss your personal profile, please contact me directly. Alternatively talk to your State Mentor or search the APF Coaches register to find someone who can help you be successful.

Melissa Harvie

Aussie Big-ways Consulting Coach, Personal Flying Skills specialist

Contact your State Mentor for more information

QLD State Mentors

Ben Nordkamp
Alan Mossy Moss
Martin Klapper

N.S.W. State Mentors

Calder Chernoff
Deb Hobbs
Mark Higgins (Higgo)

VIC State Mentors

Janine Hayes (J9)
Christian Peric

S.A. State Mentor

Sandy Nieuwenhoven

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THE APF LOADMASTER Roles and Responsibilities

by Brandon van Niekerk



Are you acting as Loadmaster on your drop zone?

Are you aware of the responsibilities involved?

As a jumper, do you know what part the Loadmaster plays in making your jumping day safe and how you can help?

FOR THE LOADMASTER

The rules state:

- The DZSO must appoint a LM for every load and record his name in the master log
- The LM must:
 - Brief Pilot and ALL jumpers on all aspects of the descent
 - Ensure the airspace and drop zone are clear of traffic
 - Obtain clearance to drop from the pilot
 - Confirm the integrity of the spot

If your drop zone has a Cloud Manual, the LM is responsible for checking the cloud conditions comply with the manual on climb to height and for aborting or modifying the drop if necessary.

Make sure you understand exactly how your drop zone fulfils the above requirements and where your role fits into the safety web.

Essential LM skills:

- Great situational awareness
- Aircraft loading and exit order knowledge
- Familiar with weather conditions and forecasts to formulate good spots
- Continuously scans conditions in and outside the aircraft
- Enrolls experienced persons to help check spot integrity
- Maintains awareness of the entire load until all have landed safely
- Maintains solid communication with DZSO, GCA and Pilot

FOR THE JUMPERS

As a jumper, being aware of all the roles on the drop zone is an essential part of making your day safer. It's your responsibility to know who is DZSO and Loadmaster for each load as these roles may change. The names should be displayed at manifest. Refer to the LM for the exit order and in the event of an emergency situation in the aircraft.

Arm yourself with knowledge.

Learn the LM skills. Can you read the GPS?

Do you understand the spot terminology?

Look out of the window and match the landmarks to the spot.

Keep an eye out for potential hazards and inform the LM.

Every aware and observant jumper is another thread in the safety web.

Don't forget to thank the LM and buy them a beer at the end of the day. They're usually volunteers.

Have fun and be safe.

The Safety Web



IAD INSTRUCTOR ASSISTED DEPLOYMENT

By Mike Tibbitts

FOLDING A STUDENT'S PILOT CHUTE NEXT TO THE OPEN DOOR OF AN AIRCRAFT IN FLIGHT DIDN'T SEEM LIKE BEST IDEA I'D EVER HAD, BUT TWO THINGS WERE IN MY FAVOUR: I WASN'T DRUNK AND THIS IS APPARENTLY HOW THEY ROLL IN CANADA. PILOT CHUTE IN LEFT HAND, STUDENT'S LATERAL IN MY RIGHT. EVERYTHING IS PROBABLY GOING TO BE FINE.

I TRY TO CONSOLE MYSELF WITH VISIONS OF ROBUST CANADIAN IDEAS AND ICONS THAT HAVE TRIUMPHED IN PREVIOUS SITUATIONS. IT DOESN'T WORK. ALL I CAN IMAGINE AS WE MOVE TO THE DOOR IS A GIANT NEWFOUNDLAND DRESSED AS A MOUNTIE DIGGING UP A VEGETABLE GARDEN I DON'T HAVE. STILL THOUGH, WITH THAT SLOBBERING VISION OF HAPPINESS IN MIND, IT WAS HARD TO BE ANGRY.



My student adopted the genuflecting exit position in the door that seemed to suggest a meek acceptance of their fate. "Check in?" Well, isn't this a lovely example of the difference between committed and involved in a process I thought to myself. "Okay!" Up, down and gone. I saw their face as they left and so placed their pilot chute in the breeze after their exit. No entanglements, no bridles wrapping around all of their limbs simultaneously, it seemed to go rather well. I despatched two more students and then, in proper NKVD style, was despatched myself. In splendid isolation hanging under something a little bigger than my sport canopy, looking out over the incredibly beautiful waters of Western Port Bay and French Island, I found myself thinking that it was really a lot simpler, safer and more fun than I had imagined. Also, that B12 snaps are never worth the convenience.

The next morning, after a non-homogenised, organic, bee-friendly almond milk latte, we re-assembled at the drop zone. We were a mixed bunch of geniuses and rogues. We were fearlessly led by the Great and Wise Justin DeWaard, and examined by Craig Trimble the Fair. Making up the

course was someone called Paul whom no one paid much attention to, the delightful and all things wonderful Janine Hayes, the youthfully brilliant Elliot "First Freefall" Ng, the exceedingly Kiwi Rebecca Avison, and then Adam Merino who is so Kiwi he's named after a sheep. At the end, mostly eating Turkish Delight, was myself. We to-ed and fro-ed banter, wit, and knowledge like we were a team of drunken pirates, fresh from jolly jaundiced jaunts and now determined to better ourselves with a dentistry course at a local community college ("everybody say 'arr'").

IAD has come to Australia via a long process led by a couple of drop zones and by a few key people. IAD itself is now a sub-endorsement of the Solo Freefall (SFF) rating, in a similar vein to having a Tandem rating and a Sigma (or Strong – gasp!) sub endorsement. So, once you achieve your SFF rating you can gather sub-endorsements in IAD or the more traditional Static Line (SLD). We were very lucky to have two of those key people in the room with us. The IAD endorsement guide we were reading from was written by Justin and was developed, in part from Canadian processes, but in majority from experience, trial and error

and plain old hard work by the team at Commandos. (NB to Millennials, 'hard work' while often associated with coal mines, can also be used to describe cognitive labour, or 'brain-thinking-stuff').

Many moons of work have gone into importing the process and adapting it to our drop zones, gear and instructors.

The current result is two training tables in the TOM. The first one is an exact parallel to the long established static line training table, just rather than the first five jumps being with direct bags, aircraft strong points and more frap hats than you can throw a platoon of soviet tank commanders at, the students are despatched via IAD. One of the advantages of this is that all of those rigs that either lingered with static line bags unusable for freefall progression or had to be swapped over before they could be used now require no effort or alteration to take the students from their three dummy pulls to their first five-second delay.

The second training table, hopefully soon to be called the Great Trimble DeWard Geniusness light of Brilliance, but

currently boringly called the Modified IAD Training Table, includes an AFF Stage 1 right after the dummy pulls to help get the student, who may or may not be called Simon or Sarah, accustomed to freefall. Again, no great pile of static line rigs lying around unused, and the same rigs can be used from the first despatch all the way through to the student pitifully failing B-Rel 4 because, frankly, he's getting lazy with his legs and you've warned him about it already.

For AFF drop zones, you can get the whole first jump course despatched by one instructor on a couple of passes, on days that are overcast at 4,000ft. You can also, if you are a DZSO, allow students to move between the different training tables. If you have an IAD endorsed instructor kicking about, he can despatch an AFF student who can't do his Stage 3 because of the stupid clouds for essentially a Hop 'n' Pop, so that an otherwise written off day can be turned into a fantastic opportunity for canopy progression and it allows the student to keep current and motivated through what might be another weekend of cloudy no AFF weather. It's also a jump for the student at a fraction of the cost of the AFF. IAD is rad.



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safety matters



Compiled by:
Kim Hardwick
APF Technical
Officer

"When we get away with unsafe behaviour a couple of times, it becomes habit, and before we know it, we have a close call or an accident." – Julian Barthel.

The following are a sample of incidents from those submitted to the APF between June - August 2017 (incl.), 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.

AIRCRAFT/EXIT

Certificate F, jump 1,177. Exited 4-way wagon wheel, during the jump one jumper reached back to take hold of my leg strap (I was behind him) to complete wagon wheel. He felt what he thought was webbing and took hold of it. He then felt the feel of Velcro™ dislodging so let go and then chased me to ensure cutaway was not dislodged. He noted it was dislodged and flapping so made indications in freefall to let me know. I understood his signal and elected to pull slightly higher than planned after checking proximity of other jumpers. I pulled my Main and checked the amount of cable through the loop which was at least four inches. I secured the cutaway handle back in position and landed my Main without any further incident. **Action:** Talked about the risks associated with this type of jump.

DEPLOYMENT PROBLEMS/MALFUNCTIONS

Certificate A, jump 49. Icon container, Pilot 210 Main, Smart 22 Reserve. After an uneventful three-second delay, jumper deployed his Main. He felt no opening shock and looked up and noticed he had a bag lock. He attempted to shake the risers twice and then initiated EP's. He landed safely under his Reserve on the drop zone. **Action:** Jumper was questioned about his packing and it was found that he had been double stowing the last locking stows. He was informed not to do this. All gear was recovered but handles were lost.

Certificate B, jump 73. Icon container, Solo 250 Main, Smart 250 Reserve. Visiting overseas jumper, second jump of the day. 3-way linked exit. Rear float position. Exit not really smooth, but stabilised quickly. Other jumpers noted Main bag had escaped container, creating a horseshoe malfunction. The other jumpers signalled with wave off and pointed over his shoulder. They then moved away to clear his airspace.

Jumper looked over his shoulder and observed what he thought was a bag lock. Executed EPs – on disconnection of Main, the Main pilot chute was pulled from the pocket by the jettisoned Main which was still in the D-bag. Reserve opened cleanly, fully deployed by about 11,000ft. Landed safely on drop zone after lengthy cold canopy ride. **Action:** Reviewed climb out procedures the 3-way used – it was clear that the Main pin may have been dislodged as the back of the container scraped against the edge of door during climb out. Showed safer climb out techniques to prevent this from recurring.

Also highlighted the importance of attempting to clear the pilot chute from pocket first in the event of a horseshoe caused by a premature Main pin extraction, rather than immediately carrying out EPs.

Given the height that the Main was cutaway, and that it was still in the D-bag, it was not sighted by anyone. Very light winds – area below where group was estimated to have exited the aircraft was ground searched, and all gear was retrieved. Gear sent to rigger for inspection and repack.

Certificate D, jump 710. Javelin Odyssey container, Mamba 124 Main. Incorrect attachment of replacement pilot chute. When fitting new PC, jumper missed noticing a necessary locking rapide link between D-bag and bridal assembly. Another D licensed jumper who also missed the necessary rapide link checked assembly before jump was undertaken.

Result: A pilot chute in tow after the bag slid up the bridle and smothered the pilot chute. Jumper then opted to manually pull pin resulting in an unstable deployment and line twists. Jumper cleared line twists before 2,000ft hard deck. Landing back on drop zone uneventfully. **Action:** Jumper and secondary checking skydiver were debriefed by drop zone Packer A on the importance of being 100% sure on correct assembly of any new equipment and encouraged jumpers to share their experience to prevent reoccurrence.

CANOPY CONTROL/LANDINGS

Certificate D, jump 485. Icon container. CRW Matrix 5-cell 129 Main. After the CRW 2-stack broke off at between 50-100ft, the top jumper (a very experienced CRW jumper) was seen pulling down on his front risers. The nose of the canopy can be clearly seen to be pulled down and there was no deflection of the tail at all right up to impact. Jumper sustained a fractured right heel.

CI spoke with the jumper about this and he has also seen the footage. Although he cannot 100% recall what he did, he agrees with what I saw and that he front risered into the ground. His only explanation is that their briefing on headsets they were wearing, they discussed that after breakoff they would front riser (one left and one right) and that for some reason he forgot to flare.

Certificate C, jump 303. Pilot 150 Main. "I had seen another jumper land to the South but because there was no ground wind I decided to stick to a right hand Northerly pattern. My landing pattern and set up were perfect up until my final approach. It was at about 400ft that I did a 270o toggle dive. For some reason, I had felt I was too high and panicked about hitting the fence/over shooting.

I load my canopy at 0.8 and have struggled in the past with losing altitude. In the moment, I panicked and reacted. I wanted to lose height and under pressure I did not think my options out. I also did not realise the severity of my mistake until it was too late. The reality is I was perfectly set up, if I had carried on with a right turn I would have landed perfectly. There was not one reason for me to do a 270o dive at 400ft. I also had a million outs; I could have taken my down wind or base leg deeper to lose altitude, I could have landed in any other direction as there was no wind, even if there was wind, a down wind or cross wind would be better than a 270o dive. I could have done a flat or half brake turn rather than burying my toggle.

I know these things but for some reason I did not think of any of these in the moment. This was my third jump in ten months, jumping at a new drop zone. I will say currency and confidence under canopy were big contributing factors to my frame of mind and why I reacted the way I did. I was lucky my canopy started to recover as quickly as it did and stabbing out definitely helped, but, had it been 10ft lower it would have been a completely different story, lesson well and truly learnt."

Jumper sustained some soreness and bruising to her lower and mid back.

Action:

- Going forward better planning/preparation is needed regarding not just freefall but canopy work too.
- Revision over some core concepts/procedures is needed because I knew all this stuff but in the moment, it all went out the window.
- Currency. I need to be jumping a lot more regularly.
- Familiarise myself with my canopy's characteristics again, and, practice different ways of flying and landing (e.g. Landing coming straight in, landing in half brakes, learning how much altitude I lose on different turns, etc).
- Knowing my outs better such as realising when to take a down winder rather than hooking it in, etc.
- Familiarise myself with the drop zone.
- Further education (learning from other people here at the drop zone), coaching, videos online, etc., regarding canopy work.

Certificate C, jump 237. Crossfire 159 Main. "In final stage of landing and flared too late. I have been learning new approaches and misjudged my distance to flare and hit the ground." Jumper sustained four fractures in both feet. **Action:** More training on canopy control and landing procedures. Advised to practise at safe distances and to enrol in a canopy course.

Certificate E, jump 1200. Safire 2 Main. After an apparently uneventful solo jump, on landing the 83-year-old jumper said he got caught out by the wind and landed heavily. After exit, the wind strength increased to ~20 knots on the ground and the jumpers were observed holding into wind. This jumper's landing was not observed as he disappeared below line of sight on sloping ground. He sustained a spiral fracture to the right femur. **Action:** Should he return to the club/sport, an assessment of his canopy landing skills and the weather conditions in which he may be allowed to jump are to be explored.

GEAR CHECK

Rig Deemed Un-Airworthy

The following rig has been subject to an Equipment Defect Report and deemed "expired" and should not be packed/assembled.

Container: Talon FS 5 #11188 DoM August 2012
 Reserve: Airforce 160 #P036R-160 DoM August 2012
 AAD: CYPRES 2 #92074 DoM 02/2014

Following a salt water landing on a display jump in January 2017, the jumper/owner acting on his own accord chose to submerge the closed container in a hot water bath tub for an hour. This process was repeated before leaving the container, enclosed Reserve and AAD to fully dry. This equipment was not taken for a repack until June 2017, five months later. Water damage was found to all non-stainless hardware on the container, Reserve and AAD.

The rigger deemed the container and Reserve to be retired, and the AAD to be grounded and returned to the

manufacturer. The owner was clearly explained these outcomes and took the gear away.

Following this action, the owner has made attempts to take the equipment to other service providers to get the rig put back into service, without providing any background history. The AAD has not been returned to the manufacturer.



The equipment is deemed "expired" and should not be packed/assembled. The National Rigging Officer Brett Newman has been made aware of this EDR, and requests to be notified if the equipment turns up for sale or repack/service.

Brett.Newman@apf.com.au.

Worn Gear Repercussions

A jumper with approximately 100 jumps experienced a premature Main-canopy deployment soon after exiting the airplane. He was in a back-to-earth orientation when the Main pilot chute escaped from its bottom-of-container pouch and extracted the Main canopy.

During the Main-canopy deployment, lines from the Main caught the bottom of the Reserve canopy container and ripped part of the Reserve container free from the back pad. The Main canopy suffered several broken suspension lines.

The jumper received several bruises during the deployment and a dislocated right elbow and wrist. He elected to land the Main parachute by flaring the canopy with both toggles in his left hand. Although he was not aware of this at the time, the Reserve container sustained serious damage during the Main deployment, and if he had cut away and tried to deploy the Reserve, it is unlikely to have deployed.

Reportedly, the jumper was concerned about his Main pilot chute and checked it several times before exiting. Apparently, the pouch did not hold the pilot chute securely. Jumpers should replace any worn component before it causes a malfunction or emergency.

(Published Parachutist Magazine August 2017. Reprinted with USPA permission. Images by Ron Bell)



Reserve Repack Cycle Increased

APF increases Reserve repack cycle from six-months to twelve-months, under specific conditions, and as at next repack cycle. At this point, this refers only to equipment used by members who hold minimum Certificate Class B. It does NOT apply for Reserve or emergency parachute assemblies used during student training operations, nor pilot rigs.

Full conditions are outlined in APF Technical Directive 01/2017, issued September 2017.

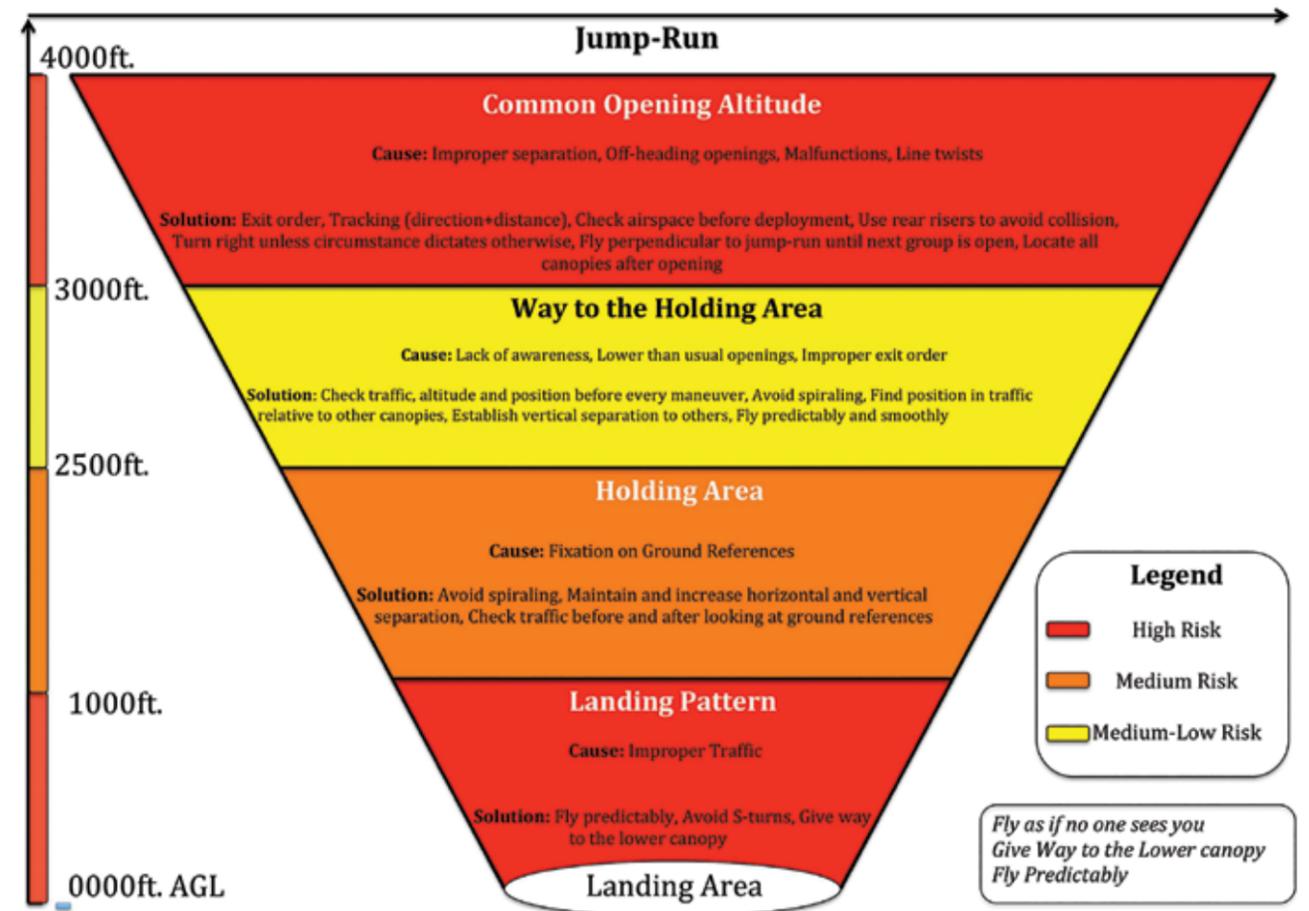
For details of APF TD 01/2017, go to www.apf.com.au/apf-members/technical-directives/technical-directives.

The Canopy Collision Cone

A canopy collision is not something that just happens, but like all other incidents, the result of a chain of events that has not been interrupted before it's too late.

There have been countless articles on canopy traffic, separation, exit order, collision avoidance, etc., and you are urged to read all of them and put reliable advice to practice. Added here is a visual reference to the list, as a guide at what point during canopy flight we are likely to encounter risk of canopy collision, what causes the risk, and how to best prevent it.

The Canopy Collision Cone highlights the collision risk at different altitudes and how to take precautions. It does not go into any detail on how to execute each technique, as there is a multitude of articles on each of them, but is rather intended as an orientation of canopy traffic's rules of engagement and what we should be prepared for.

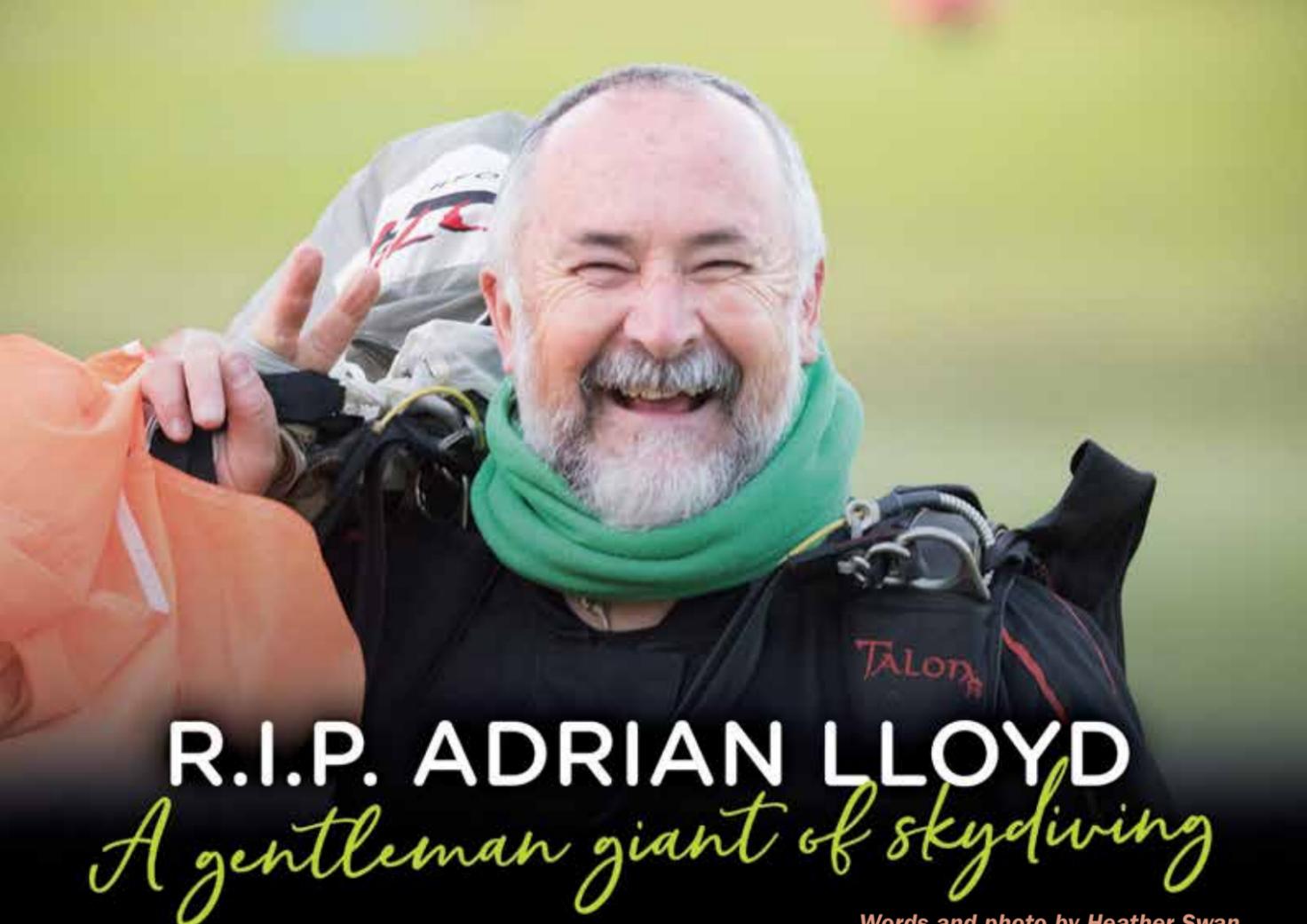


The Canopy Collision Cone highlights risk areas and causes for canopy collisions and how to take precautions. This graph focuses on the risk of canopy collisions on skydives with opening altitudes between 3,000-4,000ft.

This article is an excerpt from Julian Barthel's full article titled The Canopy Collision Cone published in www.skydivemag.com on 3 August 2017. Read it and download the poster version of the graph for your drop zone.

Julian is a full time Instructor, Freely Load Organiser, Tunnel Coach and Instructor/Examiner with 6,000+ jumps based at Skydive Empuriabrava, Spain. He runs the Empuria branch of the Instructors Academy, training USPA Coaches and USPA/UPT Tandem instructors. He is into VFS, Canopy Piloting, Freely, and Dynamic (2wd/4wd).





R.I.P. ADRIAN LLOYD

A gentleman giant of skydiving

Words and photo by Heather Swan

ADRIAN LLOYD WAS EVERYONE'S BEST FRIEND. HE WAS THE 'GO-TO GUY' AT THE DROP ZONE – IF YOU HAD A SILLY QUESTION, IF YOU COULDN'T GET YOUR AUDIBLE TO WORK, IF YOU NEEDED ADVICE ABOUT A CAMERA, OR IF YOU JUST NEEDED A BIT OF ENCOURAGEMENT WITHOUT A HINT OF CONDESCENSION. HIS SMILE WAS LEGEND.

Adrian started jumping at Sydney Skydivers in 1986. He jumped there his entire career – over 10,000 skydives, fun jumps, camera, team, Big-ways, Freefly, teaching and Tandem jumps.

While he counted himself a relative worker, he was open to trying anything. Some of his career highlights included balloon jumps in the bright and big Rel jumpsuits of the 80s, Freefly in the naughties, and later countless Big-way jumps and records.

He inspired new generations of skydivers including his daughter Shona who grew up on the drop zone and became a passionate and talented skydiver specialising in Freefly. Adrian was extremely proud of her and thrilled by the 'father-daughter' Head-Down jumps they did together.

Adrian was a highly experienced Big-way flyer with a number of Australian and other records under his belt. He often flew camera for competition teams because he was so reliably good and such a pleasure to fly with. Tracey Basman remembers a jump when Adrian was flying camera and he slipped from the camera step yet held onto the plane by his finger tips until the formation left. He understood the importance of his role and his dedication to getting the shot (even when it hurt) was legendary.

Adrian was a passionate Tandem Master and AFF instructor for decades. He never lost the enthusiasm or the excitement and he was wonderful with students. He never stopped working on improving his skills in every discipline he tried, and he always had the time to help other skydivers, students and experienced alike, with the same goal.

Adrian was a proud and dedicated dad (and granddad), a loving husband, a great friend and committed and caring family guy.

Elise Vale summed Adrian up perfectly when she said,

"Adrian was all about the joy. He found joy in helping, giving, teaching, sharing, engaging, learning new skills, meeting new people, talking with all of his passengers and students, making improvements at the drop zone, bringing new ideas for the drop zone back home from overseas trips, and in general, in taking full advantage of his life."

The drop zone and the sport will not be the same without him.



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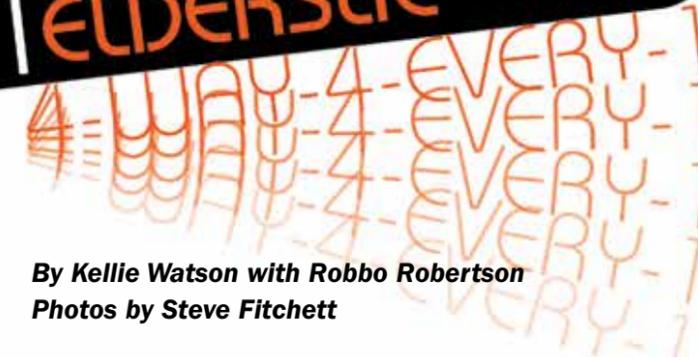
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By Kellie Watson with Robbo Robertson
Photos by Steve Fitchett

4-Way Fun at Skydive Elderslie

Christmas in July? Not exactly, but it seemed like all our Christmases had come at once for Skydive Elderslie jumpers keen to learn more about Flatfly at the 4way4every1 event on 22-23 July with Kate Vaughan, accompanied by Stretch Szulmayer, Dave Loncasty, David Bakkers, and Holly Atteridge, Camera Coach Steve Fitch, and the legendary Steve Tonson. Steve Fitch was there to coach and mentor local camera flyers and to present his Camera Awareness and Safety Seminar.

The Target Group was novice through intermediate and we had 20 participants who did 127 jumps. The event consisted of two competition levels: BLAST and A Class. We had six teams ranging from novices through to experienced skydivers.

Day one was a frosty start with teams being assigned by Kate based on experience. Teams consisted of one or two novices with an experienced jumper. Each team had its own coach with the benefit of individual input from Stretch, Dave, Holly and David, and ground coaching from Kate.



4W4E1 ELDERSLIE



“What I liked best about the 4W4E1 weekend was the opportunity to jump with people I hadn’t had much chance to jump with previously. Learning about the different exits was incredibly useful, as they can sometimes get passed over in favour of practicing the actual dive itself, and some of them felt quite counter-intuitive. It was also impressive to see the huge progress made by everyone in my group in such a short time. It really shows the benefit of high level coaching.” **Ross Redman**



After introductions and drop zone rules and regulations from President Robbo and DZSO Doug Mickle, it was down to business. Fresh off my B-Rels and a new jumper to the sport, it was a little daunting. Kate (my ground coach) made me feel at ease until she asked me, “Which would you prefer, Point, Tail, Inside or Outside Centre?” Holy Crap, I had no idea what she was talking about!

I knew I had a lot to learn, but with Kate’s insight and the help of my team, my anxiety eased. This 4W4E1 event taught me a lot regarding 4-ways, from dirt dives (note, do not run over your own fingers whilst using creepers) to practice exits. It opened my eyes and increased my hunger to learn more. Each team managed four-five jumps before high winds unfortunately brought our first day to a premature close.

The day was not wasted as Steve Fitchett’s Camera Awareness and Safety Seminar was held in conjunction with this camp to give all participants the opportunity to learn more about this important and topical issue from one of Australia’s top camera flyers.

As well as coaching participating camera flyers, including novices. Steve spoke in detail about the risks around using action cameras (reinforced by some example incidents), and some strategies to help manage that risk. Steve covered topics including movement in the plane, exits, where best to be for different formation sizes, body position during

deployment, extra emergency procedures involved when having lines tangled around camera gear, etc. We were fortunate to have the involvement of Steve Tonson in the event, which was also a bonus for the less experienced camera flyers.

Day two was mini competition day, but with strong winds forecast, each team only managed one competition jump (which for my team was the best jump of the weekend). By mid-morning it was called. Too windy to compete!

The day wasn’t lost. Kate arranged presentations on 4-way basics and safety, and tracking fundamentals (insert guinea pig – me – for demonstration purposes) presented by Dave Loncasty.

We were also given bonus information about the May 2019 Aussie Big-way Record Event in Perris, and the pathways for jumpers regardless of experience to get there.

As always, the support of several organisations and people helped make this event possible and our thanks go to the N.S.W. Parachute Council, the APF Fi Fund, Phil Onis for sending up the Caravan with Chris the Pilot, the coaches for coming to Skydive Elderslie and sharing their knowledge with us, Steve Fitch and Steve Tonson for doing the same. Not to forget our tireless staff in manifest, Vikki Dixon, Kat Fawell and Jade Lomax. Mike Steele and his partner for the Saturday night BBQ, our wonderful CI Mark Brody, DZSO Doug Mickle and President of our club Ian “Robbo” Robertson.

“As a female, and still very new having only 50 jumps under my belt, I was feeling very nervous to participate in the 4W4E1, but the coaches on this day were nothing but positive and definitely inspiring, especially Kate Vaughan.

I was in a team consisting of some very talented and experienced people and I’ve come away feeling a sense of relief and confidence in the sport like never before, especially after the safety camera seminar with the legendary Steve Fitch. Safety was definitely a priority with everyone, followed with a lot of fun! After this event, I will definitely be looking at continuing to progress in this sport and hopefully enjoying a lot more events like this one over the years to come.” **Kirsten Gray**





"The 4W4E1 weekend was awesome. I learnt priceless information from some of Australia's leading skydivers, the chance to meet these wonderful people and for them to share their knowledge. It has cemented my desire to do Big-ways, and given me the skills to work towards that goal." **Kellie Watson**

"The 4-way weekend was great especially for myself just shy of achieving my B license. It was a great opportunity to expose myself to small formation skydiving. I learnt a lot from the experience. It's unfortunate the wind destroyed our chances of jumping on the Sunday however, I really look forward to another one in the future." **Reece Alexander**

"What an awesome weekend we had at Skydive Elderslie 4W4E1. It was fantastic to have so many talented flat flyers at our drop zone. A big thank you to Kate Vaughan and all the coaches. So much knowledge to soak up. It is amazing the progression made possible by having these kinds of weekends to help out up-and-coming jumpers. How cool is it nailing the exits!" **Stephen Fowler**

"Steve Fitch ran an excellent seminar relevant to anyone who has jumped with a camera, either attached to them or to someone else on the load. The most value I took from the weekend was strategies to manage the risk caused by all the extra distractions. I also learnt detailed tips and tricks around building my own camera set up and techniques with camera settings." **Ben Stokoe**



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4W4E1 BYRON BAY

SEQS Club – 4W4E1 Byron Bay By Alan Deadman

After handing the reigns of the SEQS Club over to Jeebus pretty much a year ago, I discovered a lot of free time that I didn't know existed – but just as everyone thought, I got bored! So, when Jeebus and Rangry offered me the chance of organising 4W4E1 again this year I was pretty stoked!

This year, the venue was to be Byron Bay. This gave novice and intermediate skydivers the opportunity to experience a fun competition in the lead up to the Queensland State Championships 2017 at the drop zone hosting that competition this year. And it worked!

The final line up consisted of six complete teams, all with a dedicated player/coach and camera flyer. The format was unchanged from last year – three rounds, matching the draw used by the Pommies so we could compare scores afterwards. More on that later...

The weather was amazing, the vibe was fantastic, and the efficiency of the drop zone to get the best part of 30 people “drop zone ready” was legendary! Gear checks, waivers, APF ID checks, Burble account setups and drop zone brief all seamlessly integrated

with the tandem passengers arriving for their big day in our playground. Clearly the process runs like a well-oiled machine, they churned through our competition loads effortlessly!

Watching the teams land from their Round 1 was great – smiles all round! “Wow, that view was amazing. I almost forgot what we were supposed to do!”. A couple of teams really didn't do what they were supposed to do – a fair few laughs were shared amongst them when two of the coaches realised they read the draw incorrectly and completed the wrong jump. A short discussion, a lot of laughs, and a consideration for a re-jump was forgotten when only the first point (which was correct) was completed in time anyway!

We pumped out all three rounds for all six teams in record time, and got the medal ceremony underway by mid-afternoon. The medals were super shiny but we had a problem. There was a tie for second place! Once I was satisfied that the APF Judges were not going to allow a dance off, mud wrestling or other similarly amusing way of settling this, we conceded that only one team would get the medals today. Don't worry – we ordered the other team a set of medals too, can't let people miss out on the bling!

The winning team though, hmm! In the morning, the player/coach Alana Bertram was making sure we all knew that 4-way is not her strongest skill, and her team mates consisted of Freeflyers and Classic Accuracy jumpers. They smashed it! They won by a clear seven points!

This was also a win for WIAS: Eleven female participants to thirteen male. That's the highest ratio of female to male in this event so far. In terms of results, every female participant was a medal winner. That did not happen because of this event itself, it happened because of other events that are promoting WIAS and generating more interest/retention – the natural result from that is a more balanced ratio of participants at all upcoming events. This is clearly working!

Back to the prizes... Our regular sponsor of the Most Improved Novice award (Downward Trend PRS, Brett Newman) was pleased to hear that once again, the winner of this award completed all three of his B-Rel Stage 6's as part of the competition. Congratulations Ty Fels – you did fantastic!

The door prizes are always fun to draw. Tunnel time and a discounted G3! It was Ty Fels' day! He won the G3 voucher! The tunnel time went to Holly Ahern, Steve Halligan and Chris Murphy – you could see them all drooling as they ran off with their vouchers in hand!

Well that wrapped it up for another year – except to announce the Pommies' scores. It turns out that (possibly



Sticker Vandals

after seeing our amazing scores) they have forgotten their results. After a fair bit of investigation there may have been a team in the U.K. which turned more points than our gold medalists – but I only have hearsay and conjecture to back that up (which is kinda like evidence, maybe!). On that basis, I think we better just do the whole U.K. vs. Australia again next time!

Special thanks go to our amazing sponsors: The primary sponsors being the APF Sports Development Fund and SQPC, both of whom came to the table as they do for so many events. The APF supports events across the country of varying levels from grass roots right up to elite, from local to national and international. The funding provided by the APF, supported by the local councils, is such that this event, and most other events, are only possible with their generous, ongoing commitment to skydiving across all disciplines.



Left to Right

4W4E1 BYRON BAY



G.A.M.E ON



Cunning Stunts



Our major sponsor iFly Downunder again donated free tunnel time: thirty minutes split into three chunks, to be precise. The skill level of all freefall disciplines in Australia has improved dramatically since the first tunnel opened here. That is obviously set to continue to increase, and the support of iFly Downunder for outdoor events is a relationship that is so well established that it is hard for me to remember a time when they were not around!

Our major sponsor, Cookie, again donated a 50% voucher for a G3. Cookie has also supported this event with this type of prize for multiple years and it's clear why: If you are doing 4-way you should be in a full-face.

It's great to see winners of the Downward Trend Most Improved Award returning to participate in a subsequent year sporting a nice new Javelin or Vector that they purchased using their prize to lighten the financial load! Special thanks to Brett Newman for the continued support of pretty much every event I have organised (via SEQs and personally).

SEQs Club would like give special thanks to Mee Loft for kindly offering a special weekend rate for any participant requiring a rig/canopy via their GearUp Skydive – UNLIMITED JUMP Rental Program.

And lastly, but you know how important all of these names are, so definitely not least!

Meet Director: Matt "Jeebus" Blaiklock

APF Judges: Leanne Critchley (Chief Judge), Col Ruthenberg, Sheena Simmons

Judges Tech Support: Luke Oliver

The coaches: Alana Bertram, Splenda Levett, Grant Taylor, Mariska Folley, Natisha Dingle and Greg Maskell. The camera flyers: Luis Villegas, Luke Oliver, Paul Tozer and Archie Jamieson

All the staff at Skydive Byron Bay, including Joe Stein, Harvey the pilot (which I think is his legal name), Andrea Lancaster and all at manifest and everyone else at Skydive Byron Bay who make it such an amazing, safe, efficient and beautiful drop zone for us all to enjoy!

Oh, and me, I guess. You can thank me by all coming again next year! Maybe the Poms might have a chance to officially beat us next year. But then again...

1st Place – "G.A.M.E ON": Alana Bertram (Coach), Erin Sharpley, Gem Hodges, Mike Dyer, Luke Oliver (Camera)

2nd Place (Tied) – "Cunning Stunts": Natisha Dingle (Coach), Ty Fels, Laura Fitzpatrick, Steve Halligan, Jason Colless (Camera)

"Sticker Vandals": Splenda Levett (Coach), Kristina Hicks, Holly Ahern, Holly Godwin, Luis Villegas (Camera)

3rd Place – "Left to Right": Mariska Folley (Coach), Simon Keir, Jody Ernst, Monique Rother, Paul Tozer (Camera)

INTRODUCING: *Ty Fels* By Ty Fels and Cunning Stunts Photos by Rangry Jason Colless



My name is Ty Fels. I'm 36 and needed a drastic life change, so come Easter 2017, I did my AFF course at Toogoolawah. I soldiered on to about 65 jumps, and soon I could see that with my lack of experience, general exposure and time in the sport, my confidence was struggling, but with my new-found love of this sport nothing was going to stop me.

I've made some great new friends and some of them pushed me into signing up for 4W4E1 at Byron. I was nervous – new drop zone, new plane, new people, and a whole new environment.

Things flowed smoothly in the briefing and I was teamed up with Natasha Dingle, Laura Fitzpatrick, Steven Halligan and Rangy Jas on camera. Seriously, I couldn't have wished to jump with a more helpful team. Jas had a Rel-suit for me because I didn't have one and they prepared me in every way needed. They helped me to relax and most importantly, to enjoy the day for what it was.

I learnt so much over the three jumps. Another whole chapter to learn again. The day was full on and I couldn't keep up with how fast everything went. The sun set faster than I wanted it to.

It turned out that our team tied for second place and I won a medal for the most improved novice. I received discount vouchers from Cookie Composites and Downward Trend. Both very impressive discounts. Thank you, boys.

To sum up, the day, the event and how it was run, the people I met and new friends I made, the constant support and smiles from everybody sent me home grinning. This also improved my skills and opened my mind even more to the sport.

More importantly, it's given me more confidence in myself and my ability to learn things I never thought I would be able to do.

Most of all it reassured and cemented how much I have fallen in love with the sport.



DZ DAYZ



LOOKING FOR A CHALLENGE – 4-WAY IN THE WEST

By Shirley Cowcher

Any one that has been in W.A. over the past five years will know that 4-way competition, well competition skydiving generally, is not a big thing over here. However, when the State Meet comes around we always get a group of people who want to put 4-way teams together for the event. Last year we had a great tussle between three teams in Intermediate, which ended with four

points between first and third. This little bit of competition gave some of us the taste for it, and as a result those three teams have stayed together, give or take a couple of changes to their line-up. So, when it was announced that there was to be a change to the 4-way rules, allowing for Blast, A, AA and AAA competitions, all three teams saw the opportunity to take up the challenge and step up from A (previously known as Intermediate) to AA.

In June I heard, via Facebook, that Kate Vaughan and Steve Smith were doing tunnel camps at Penrith introducing teams to the AA dive pool. This was my chance. I managed to snag dates with Kate Vaughan to come over to Perth in between her busy schedule.

The plan was set. I just needed to confirm that the three 4-way teams would be available when Kate was. Unfortunately, one of them wasn't. Not to be deterred, I asked Kate if she could cope with two teams stepping from A to AA, and one team that were eligible to do Blast



but were up for the challenge of A. Being the amazing coach she is, Kate was also willing to be challenged and agreed that she could deal with the range of experience being presented to her.

Let me paint the picture. None of us are anywhere near being national championship material (at this stage) and we were all going in to this with an eagerness to learn, but no expectation to be taking our teams to the nationals (in the immediate future). The

guys who were doing the A dive pool had never jumped together, and the number of 4-ways they had done, individually, may have only just gone into double digits. They had only decided what slots they were going to fly the night before Kate was due to arrive.

We've all heard that line from Robert Burns, *the best laid schemes of mice and men often go awry*. Well there was nothing more certain in this case. We were aiming for each team to do 20 minutes of tunnel on the Friday evening and then go to the drop zone for the weekend. Kate would ground coach and each team would do five or six jumps per day. Everything was on track. Then, for the two weeks prior to the camp it rained and the York runway got very wet and boggy. The forecast for the weekend of the camp was for rain, and more rain, and more rain.

It's a cold and lonely place at the drop zone when there are three 4-way teams, a ground coach and no one else. I didn't want to be that lonely. Fortunately, Perth has a wind

tunnel and when it became apparent that we weren't going to be able to get in the sky, the camp morphed into a tunnel camp. This included, not only 4-way, but some personal body flight skills, which we all benefitted from. iFly Perth was great at being able to slot time in for us between all the normal operations of the weekend. We also had the run of the Frequent Flyer Lounge, although Kate did have difficulty being able to reach the access card to get the lift to go to the correct floor. Thanks to Joe and Dicey Begic for being so flexible and making us welcome. They even opened early for us so we could get in and do some preparation before our first scheduled flight on Saturday. In total, over the weekend, we spent more than 24 hours at iFly Perth and four hours inside the tunnel.

Was it worth it? YES. There is nothing more worthwhile than time spent with great coaches. We are all planning to keep up the training and compete at the State Meet in September. There are even some discussions about teams staying together after the State Meet.

Don't take my word for it. Here are some comments from participants.

"I gained so much. Kate's clear communication and ability to break topics down into biteable chunks really worked for me. Skills such as looking for and working off the Axis; engaging the legs more; compressing the 4-way for tighter, quicker builds were all very cool. The breaking down of block moves into logical pictures, and having the discipline to make money on the randoms but be smooth on the blocks. The camp has not only benefited me personally, but our team has definitely seen an improvement. Our subsequent training sessions have shown progress and we all seem to be talking the same language now." –

Garry Smith

"Learning such great foundations of how 4-way should be, in a more technical sense, so early will show in time. Looking forward to putting more of it into my flying, and progressing both as a team and with my personal flying. Thanks to Kate for all the great advice and help." –

David Collins

"It was technical, challenging, and most of all fun. Kate has a wealth of knowledge and she is willing to share it." –

Dale Willey

"Stand outs for me were centres moving on and off the imaginary line between point and tail, and subgroup centre points for block moves. Also working on my centre point being my belly button and not my head and trying to figure out what my legs are doing." –

Darragh Flynn

"Was an awesome few days, Kate has a skill of making technical 4-way explained simply." –

Duncan Lilley

Participants were: David Collins, Dale Willey, Duncan Lilly, Luke Green, Debbie Murphy, David Duddy, Darragh Flynn, Kevin Dodd, Danielle Riley, Paul Gresser, Garry Smith, Shirley Cowcher, Ash Saunders (fill-in as required), and the amazing coach Kate Vaughan.



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THE SUPERVAN ARRIVES!

By John "Swanee" Swanland

To be honest, I was prepared to not like this new aircraft. I loved the XL, and after so many years of jumping out of it every step and handhold was long committed to muscle memory, and I knew all of its various quirks. I didn't need to think. I loved the easy climb out and the comfort of the camera step. I'll miss that aircraft. Despite that, I think a new love affair is beginning, which at my age is nothing short of a miracle. After jumping the new aircraft many times during the past three days I find it easy to transition from the inside rail to the full length outside rail, which I love. I love the speed – it seems like I have only just put on my single point restraint when I need to take it off again. And, there is a proper camera step! On Saturday, when we started doing Big-ways out of it, we started putting six outside the aircraft, which meant I shared the camera step with Ross Shaw. That worked well – but felt very different. I finally realised what it was – even with six hanging out, the aircraft was rock solid, with none of the rock 'n' roll I have become used to over the years. I am being won over!

Throughout Friday, Saturday and Sunday morning, AK kept the Angles action going and there were plenty of great opportunities for everyone involved. We had load organising



provided for the flatties as well, and the first group to exit from the new aircraft on Friday completed a 7-way Speed Star with everyone in.

On Saturday, 4-way training from the Supervan started with "Instamatic" becoming the first team to start training from the aircraft they will be jumping from at the Nationals. I can already see the benefits for teams that choose to take up this opportunity.

Also, on Saturday we ran our first Star Crest/Big-way day out of the Supervan. It was Tom's turn to do the load organising, and a large number of willing participants got involved. The standard was generally high, and some very challenging formations were made as can be seen from the photos. Despite the challenge posed by the dives, it seemed to be smiles all round, and bookings have



already started coming in for our next Star Crest/Big-way day in September.

On the non-jumping front, light winds and a Southerly landing direction can usually be relied upon to produce large numbers of slabs from those trying to shorten their walk from the landing area and this meant that there were quite a few sore heads on the Saturday and Sunday mornings. The re-booted canteen is clearly a hit. Business was booming and there have been huge amounts of positive feedback from everyone, on both sides of the counter.

It's time for a bit of a rest before the next phase of the Supervan love affair kicks off on the weekend! I can't wait!



Time to Be

CERTIFICATE A

DANIEL	AMAND	DAMIEN	PARNABY
JEROME	BECHAZ	NATHAN	NATHAN
CARLOS	BELLAMY	MAX	THOMAS
JAIMESON	BILODEAU	THOMAS	HAMISH
HELENE	BLANNING	DOR	RODA
STEVEN	BODY	DANIEL	ROUTLEDGE
LUKE	BONAZ	TODD	ROWLAND
JOSE	BORQUEZ	JACK	SCHULZ
JESSICA	BRENNAN	DAVID	SELVAGE
JAMES	BROCKWAY	RYAN	SENDLHOFER
JASON	BROWN	BADEN	SHARP
ANDREW	BULMAN	MICHAEL	SHAW
PHILLIP	BURGESS	MARTIN	SHEPHERD
PAUL	BYRNES	SHANE	SHIELDS
WAYNE	CAMPBELL	AARON	SILLATO
PAUL	CAMUGLIA	SCOTT	SMEATON
ALEXANDER	CARLSSON	ROWAN	SMITH
TRINITY	CARSON	CAMERON	SMITH
BENJAMIN	CHAN	LUKE	SPAJIC
FERROL	CHEYNE	MATTHEW	STEEL
JAMES	CHURCHES	MATT	STRONG
STEPHEN	COLE	YAT HO	SUNG
DAVID	COLLINS	BEN	TAFE
LAURA	CONFALONIERI	CARLOS	TAVARES
JACOB	DE GRAAF	NOUKOU	TCHANG
MAARTEN	DE GRYZE	GREG	THOMAS
CARY	DEAKIN	JOSHUA	THOMSON
BLAKE	DICKSON	MARK	UMMELS
MARC	EAMENS	ASHLEIGH-MARIE	VAN HAGEN
TRISTAN	FAPPIANO	CHRIS	VINCKX
JAY	FENNELL	CHLOE	WESTMAN
MELANIE	FISCHER	MICHAEL	WILLIAMS
SAMUEL	FOALE	MITCHELL	WILLIAMSON
EDUARDO	FOGACA MARQUES	MATTHEW	WOODS
	PRESTES	ZHAO	ZHANG
	FOSTER		
BEN	GHISLAIN	BROWN	BROWN
GABRIEL	GILLESPIE	MICHAEL	EGAN
AXEL	GOUAIS	MICHAEL	ADAM
JOSIE-LEE	GRIFFIN	DENNIS	ALLONBY
MARK	GRONOW	TIM	ANDREW
RHYS	HAILLES	JOHN	BECKETT
CHANGJU	HAN	JOSEPH	BOOM
LUKE	HARBOURNE	ROBERT	BRAITHWAITE
BENJAMIN	HATFIELD	JASON	BURKARDT
JAKE	HEFFERMAN	BENJAMIN	BOON
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SCOTT	HICKS	BRYAN	CARRUTHERS
STEWART	HINDE	TONY	CARTER
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ALLAN	HUNTER	BENJAMIN	COLLINS
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STEVEN	HUXTER	GUILLAUME	COTTON
STEVE	HUXTER	THOMAS	DI LORENZO
ANNIE	JACKSON-ELLIOTT	MAURIZIO	DREW
JOHN	JAMES	SAVANNAH	EAMENS
JONOTHAN	JOY	MARC	FELS
DANIEL	KAHLE	TY	FISHER
JACK	KERR	JAMES	FORSTER
KWANGSUNG	KIM	GREG	GONZALES
JASPER	KONING	JASON	GOURLAY
CHEYNE	KUPFER	DAVID	GRANT
JOSEPH	LARKIN	CHRISTOPHER	GRANT
SAMUEL	LE ROUGETEL	PAUL	GROOT
ANDREW	LEDSON	STACEY	GUNSON
ISAAC	LENON	GUILLAUME	HAASZ
KIRSTEN	LEWIS	NAOMI	HAFER
WEIRONG AARON	LI	JONN	HOLLAND
BEN	LIVINGSTON	DARYL	HUMBERDROSS
STEPHEN	LYBECK	JROD	IRVING
PAIGE	MAHAR	AIMEE	LARKIN
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JOSHUA	MORTEL	BRETT	MULDER
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LUKE	NORDER	DYLAN	NEAL
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CONNOR	O'NEILE	ROBERT	O'NEILL

MARK MISTY KERRY ANDREW WAYNE HAMISH JACOUI DANIEL IKE MICHAEL MITCHELL JAC JAMES STUART MITCHELL DYLAN KELLIE SEONGMIN CONNOR HAN OLGA

CERTIFICATE C

HOLLY AL MARCUS BROWN DAVID BLAKE CLOE NAOMI GUILLAUME ANTHONY RODERICK ALEX YURI JAMES CHRISTOPHER ANDREI NATHAN PHILIP JROD FERGUS MICHAEL BRENTON KURT SUSANN STEVEN GREGORY RYLEIGH JAZMINE AMY DAYNE HANS HIKITENE DANIEL SHELBY SAM TRENT HUNTER BRETT CHRIS THOMAS FRED KATHERINE KERRY ANDREW ITALO DAVIDE NICHOLAS CHRIS ROBIN MICHAEL SUMO JAMES GEORGE MICHAEL JONATHAN CHRISTOPHER STUART MITCHELL ADRIAN DANIEL MICHAEL HAN

CERTIFICATE B

MICHAEL GOUAIS TIM JOHN JOSEPH ROBERT JASON BENJAMIN LUCA BRYAN BLAKE TONY ADRIAN BENJAMIN DAVID GUILLAUME THOMAS MAURIZIO DREW MARC TY JAMES CHRISTOPHER ANTONIO FERGUS MICHAEL GRANT SAM BRAD REECE JOSHUA TREVOR HARLEY TARA JOSEPH MARGRIE LUC RANDY RILEY DAISY ISTVAN CLIFTON JOSHUA MIGUEL NETO LUKE MONTY CAMERON CONNOR

CERTIFICATE D

DASUN GREG JASON DAVID CHRISTOPHER PAUL STACEY GUILLAUME NAOMI JONN DARYL JROD AIMEE MICHAEL SIMON SAM DAKOTA TRENT TANNER EDDIE KATE JASE JODIE JON ADRIAN PAUL JAMES AITCHISON ATKINSON BISHOP BOON BRENNAN BRIGGS BROSNAN CHAMPOLLION COLLIER CONNOLLY FRASER GARDINER GOODAYLE GRANT HORVATH HREMEVIUC JONES KEANE KEEN KLUGHERZ LAU LETO LEVERTON MCLEOD MITCHELL NORCOTT PRITCHARD

SCOTT ANGUS PINJA MIKE PETER MICHAEL LUIS DIRK DAVID

CERTIFICATE E

JARROD STEPHEN LAUREN CAUE SEAN MACLAIN SAMUEL MARTIN LEANNA JACOB ANDY TOM SERGIO SKYE ADRIAN ANGUS BEN ANNA JOSEPH JAYKE RYAN

CERTIFICATE F

ANDREI NATHAN PHILIP JROD FERGUS MICHAEL BRENTON KURT SUSANN STEVEN GREGORY RYLEIGH JAZMINE AMY DAYNE HANS HIKITENE DANIEL SHELBY SAM TRENT HUNTER BRETT CHRIS THOMAS FRED KATHERINE KERRY ANDREW ITALO DAVIDE NICHOLAS CHRIS ROBIN MICHAEL SUMO JAMES GEORGE MICHAEL JONATHAN CHRISTOPHER STUART MITCHELL ADRIAN DANIEL MICHAEL HAN

STAR CREST

RICHARD AL ISAAC LINDSEY GREG ALICE HENRY DANIEL NICK AARON CAUE

TANDEM SUB-ENDORSEMENT - VECTOR/SIGMA

LEONARDO DALLAS PETER JAYKE

TANDEM SUB-ENDORSEMENT - STRONG

VICTOR SHAY FRENCHY JORDAN ROBERT JOHN NELLIE GEORGE MATTHEW REESE JEREMY BENJAMIN ELI ELOISE NICK

WINGSUIT CREST

LEON IAN DANNY MATTHEW TROY DANIEL ARIEL

DISPLAY GENERAL

LUKE JOHN GREG SPENCER REECE JAMES DAVID GUILLAUME NAOMI JONN

DAVID ADAM HANNA MATTHEW JACK SERGIO MARY ROBBIE PINJA ANGUS BEN CYRIL GERRI HAIRUO SEONGMIN

PACKER A

PETER ASHLEY SCOTT DANIEL TRAVIS

INSTRUCTOR D

ALOIS DIMITRI JAY EMILY AMOS DEC JACK JORDAN SERGIO ANGUS BEN

INSTRUCTOR B

LEONARDO WILEY TIM JASON CARLOS MARK MATTHEW JASON JAMES

ENDORSEMENT AFF

EMILY JON BEC

ENDORSEMENT TANDEM

MAX JARROD ALOIS DIMITRI JAY ANDREW BENJAMIN AMOS JACK JORDAN SERGIO JOE ANGUS BEN JAYKE

INSTRUCTOR C

SHAY FRENCHY JORDAN ROBERT JOHN NELLIE GEORGE MATTHEW REESE JEREMY BENJAMIN ELI ELOISE NICK

FF SUB-ENDORSEMENT - IAD

JOE ADRIAN

CERTIFICATE B COACH

TRAVIS DICKEY JONN KIM STEVE RICHARD SHANE GARNETT

KELLY KLEIN SAARINEN LUTTON MASON MOKHOV NGUYEN PICKETT SAARINEN SELLEN SIRASCH SUPPLIS WHITTAKER YE YOON

BUCSAK

ROBERTS SPOONER STEPHENS

BARION

COCHRANE HANSELL JUDEYAHN RIZO SCHAFFER STEVENS STIOUCEL THROSBY

DOYLE

SANDER SUTTON

HATFIELD

KENT LACEY

ANTUNES

BARBERA BATTERSBY BONIFACE BOON CASTELLINI DANIEL EVERS NICK AARON CAUE

BARION

DRURY FRANKLIN

DOWNIE

SIEURIN

DOWNIE

ANDERSSON ANDREW ATKINSON BARNES BAWDEN BRIGGS CALLAGHAN CHAMPOLLION COLLIER CONNOLLY

LUKE LAUREN AARON CAUE

JROD

DANIEL CHENANIAH GEMMA MILLA HANNA HENRY EDDIE ANDY SAM SERGIO THOMAS PETER MERVYN KERRY JIM NATHAN MAX DAVIDE GEORGE MIKE KYTE MICHAEL BRAYDEN CRAIG CAM WILL GERARD NATHAN JOSHUA KELLIE RENATO ADAM

ANTUNES

BARBERA BATTERSBY BONIFACE BOON CASTELLINI DANIEL EVERS NICK AARON CAUE

ANTUNES

BARBERA BATTERSBY BONIFACE BOON CASTELLINI DANIEL EVERS NICK AARON CAUE

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BARBERA BATTERSBY BONIFACE BOON CASTELLINI DANIEL EVERS NICK AARON CAUE

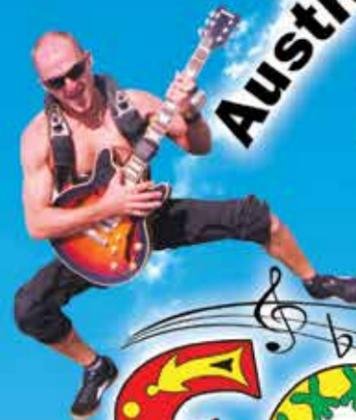
ANTUNES

BARBERA BATTERSBY BONIFACE BOON CASTELLINI DANIEL EVERS NICK AARON CAUE

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az directory

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

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWIN)

AFF Tandem and Licence holders.
 Chief Instructor: Terry King
 GPO Box 3114, Darwin, NT 0801
 Club Ph: 0412 442 745.
 DZ Ph: 08 8976 0036.

Email: skydive@skydiveterritory.com.au
 Web: skydiveterritory.com.au
 Drop Zone Location: Bachelor Airfield
 Aircraft: Cessna 206

SKYDIVE ULURU (SKYROK)

Tandem only.
 Chief Instructor: Sam McKay
 PO Box 419, Yulara, NT 0872
 Club/DZ Ph: 0450 337 951.

Email: skydiveayersrock@gmail.com
 Web: skydiveuluru.com.au
 Drop Zone Location: Ayers Rock Resort
 Aircraft: GA8 Airvan, Cessna 206

TOP END TANDEM (TOP)

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

QUEENSLAND - NORTH

ALTITUDE SKYDIVE (ASMB)

Non-training organisation.
 PO Box 5361, Wollongong, NSW 2520
 DZ Ph: 1300 663 634. Email: info@skydive.com.au
 Web: skydive.com.au/
 Drop Zone Location: Tully Aerodrome and Mission Beach
 Aircraft: Cessna 182

FAR NORTH FREEFALL INC (FARNTH)

Non-training organisation. Licence holders (Cert B+)
 PO Box 1058, Tully, Qld 4854
 Club Ph: 0428 420 500. Email: issydore@hotmail.com
 Drop Zone Location: Tully Aerodrome

PAUL'S PARACHUTING (OSBO)

Tandem only.
 Chief Instructor: Max Motzo
 PO Box 105, Cairns North, Qld 4870
 Ph: 1300 663 634.
 Fax 1300 338 803.

Email: info@skydive.com.au
 Web: skydive.com.au/cairns
 Drop Zone Location: Edmonton and Cairns
 Aircraft: Cessna Caravan 208

SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only.
 Chief Instructor: Max Motzo
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax 1300 338 803.

Email: info@skydive.com.au
 Web: skydive.com.au/airlie-beach
 Drop Zone Location: Whitsunday Airport, Shute Harbour
 Aircraft: GA8 Airvan, Cessna Caravan 208

SKYDIVE CAIRNS (SDCNS)

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

Fax: 1300 338 803.

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

SKYDIVE CAPRICORN (SKYCAP)

Tandem only.
 Chief Instructor: Lloyd Cofield
 29 Agnes St, The Range, Qld 4700
 Club Ph: 0429 044 224.

Email: skydivecapricorn@icloud.com
 Web: skydivecapricorn.com.au
 Drop Zone Location: Hedlow Airfield, between Yeppoon and Rockhampton
 Aircraft: Cessna 182, Cessna 185

SKYDIVE THE WHITSUNDAYS (WHITS)

AFF, Tandem and Licence holders.
 Chief Instructor: Jonny Goss
 PO Box 226, Milperra, NSW 2214
 Club Ph: 0414 566 697.

Email: support@airliebeachskydivers.com.au
 Web: airliebeachskydivers.com.au/
 Drop Zone Location: Bowen Aerodrome and Queens Beach
 Aircraft: Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

AFF, Tandem and Licence holders.
 Chief Instructor: Alan Moss
 PO Box 1786, Townsville, Qld 4810
 Club Ph: 07 4721 4721.
 DZ Ph: 0412 889 154.

Email: info@skydivetownsville.com
 Web: skydivetownsville.com
 Drop Zone Location: The Strand, Townsville and Ayr Airport.
 Aircraft: Cessna 182

TANDEM CAIRNS (CAIRNS)

AFF, Tandem and Licence holders.
 Chief Instructor: Adam Davies
 PO Box 753, Bungalow, Qld 4870
 Club Ph: 07 4015 2466.
 Fax: 07 4041 7724.

Email: support@tandemcairns.com.au
 Web: tandemcairns.com.au
 Drop Zone Location: Innisfail Airport
 Aircraft: Cresco XL, de Havilland Beaver, Cessna Caravan 208, Cessna 182, Cessna 185

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

Non-training organisation
 PO Box 86, Southport, Qld 4215
 Club Ph: 0416 611 499.
 Email: paulweir56@yahoo.com.au

FUNNY FARM (FUNFAR)

Non-training organisation
 Burloo, Bungunya, Qld 4494
 Club Ph: 0429 630 897.
 Email: rmulckey@gmail.com
 Web: funnyfarmaustralia.com

Drop Zone Location: Funny Farm, Bungunya (near Goodiwindi)
 Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD (TGOLD)

Tandem only.
 Chief Instructor: Archie Jamieson
 PO Box 332, Coolangatta, Qld 4225
 Club/DZ Ph: 07 5599 1920.
 Fax: 07 5599 1921.

Email: info@goldcoastskydive.com.au
 Web: goldcoastskydive.com.au
 Drop Zone Location: Kirra Beach and Len Peak Oval
 Aircraft: Cessna 182, Piper Chieftain

LEARN TO SKYDIVE (LTS)

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

Web: learntoskydive.net
 Drop Zone Location: Tweed River Jockey Club, Murwillumbah
 Aircraft: Cessna 182, Piper Chieftain

RAMBLERS PARACHUTE CENTRE (RAMBL)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: David McEvoy
 PO Box 136, Toogoolawah, Qld 4313
 Club Ph: 07 5423 1159.

Email: skydive@ramblers.com.au
 Web: www.ramblers.com.au
 Drop Zone Location: Toogoolawah
 Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVE AUSTRALIA BRISBANE (RED)

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

Web: Web: skydive.com.au/brisbane
 Drop Zone Location: Suttons Beach, Redcliffe
 Aircraft: Cessna Caravan 208

SKYDIVE BRIBIE ISLAND (ASQ)

Tandem only. Chief Instructor: Luke Oliver
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax: 1300 338 803.

Email: info@skydivebribie.com.au
 Web: skydivebribie.com.au

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

SKYDIVE HERVEY BAY (HERVEY)

AFF, Tandem and Licence holders.
 Chief Instructor: Peter Agnew
 PO Box 7441, Hervey Bay, Qld 4655
 Club/DZ Ph: 0458 064 703.

Email: bookings@skydiveherveybay.com.au
 Web: www.skydiveherveybay.com.au

Drop Zone Locations: Hervey Bay beaches, Bunya Creek and Fraser Island
 Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE THE BEACH NOOSA (SKRAM)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Wayne McLachlan
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634. Fax: 1300 338 803.

Email: info@skydive.com.au
 Web: skydive.com.au/noosa
 Drop Zone Location: Coolum Beach and Bli Bli
 Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE THE BEACH RAINBOW BEACH (RAINBO)

Tandem only.
 Chief Instructor: Wayne McLachlan
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634. Fax: 1300 338 803.

Email: info@skydive.com.au
 Web: sites.google.com/site/seqsclub
 Drop Zone Location: Rainbow Beach
 Aircraft: Cessna 182 (Super)

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

Non-training organisation. Licence holders
 23 Highclare Court, Little Mountain, Qld 4551
 Club Ph: 0421 159 987.
 Email: seqsclub@gmail.com

SUNSHINE COAST SKYDIVERS (SSCSC)

AFF, Tandem and Licence holders.
 Chief Instructor: Cameron Cooper
 PO Box 1079, Caloundra, Qld 4551
 Club Ph: 07 5437 0211.

Email: bookings@sunshinecoastskydivers.com.au
 Web: sunshinecoastskydivers.com.au
 Drop Zone Location: Caloundra Airport and local beaches
 Aircraft: Cessna Caravan 208

TOOGOO LAH SKYDIVERS CLUB INC. (RASP)

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

Drop Zone Location: Toogoolawah

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

AFF, Tandem and Licence holders.
 Chief Instructor: Kobi Bokay
 PO Box 844, Goulburn, NSW 2580
 Club Ph: 02 9042 2000.

Email: bookings@askydiver.com.au
 Web: askydiver.com.au
 Drop Zone Location: Goulburn Airport
 Aircraft: EMB-110P1, Cessna 206

AIRBORNE SUPPORT SERVICES (3RAR)

Non-training organisation.
 11 Yanderra Rd, Tapitallee, NSW 2540
 Club/DZ phone: 0487 505 800.
 Email: shep@airbornesupportservices.com

Drop Zone Location: Nowra Airfield

COASTAL SKYDIVERS (COAST)

AFF, Tandem and Licence holders.
 Chief Instructor: Tony Maurer
 23 Bluewater Close, Wauchope, NSW 2446

Club/DZ Ph: 0428 471 227.
 Email: jumpportmac@bigpond.com
 Web: coastalskydivers.com
 Drop Zone Location: Port Macquarie Airport
 Aircraft: Cessna 182

COFFS CITY SKYDIVERS (COFFS)

AFF, Tandem and Licence holders.
 Chief Instructor: Lawrence Hill
 PO Box 4208, Coffs Harbour, NSW 2450
 Club Ph: 02 6651 1167. Fax: 02 6651 1094.
 Email: jump@coffsskydivers.com.au

Web: coffsskydivers.com.au
 Drop Zone Location: Coffs Harbour Airport
 Aircraft: Cessna 182, Cessna 206

IFLY DOWNUNDER - PENRITH (IFLYP)

Non-training organisation. Wind tunnel only
 123 Mulgoa Rd, Penrith, NSW 2750
 Club Ph: 1300 366 364.
 Email: info@ifly.com.au

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

AFF, Tandem and Licence holders.
 Chief Instructor: Mark Brody
 PO Box 158, Branxton, NSW 2335
 DZ Ph: 02 4938 1040.

Email: enquiry@nspc.net.au
 Web: skydivenewcastle.com

Drop Zone Location: Moores Lane, Elderslie
 Aircraft: Beaver, PAC XL or Cessna Caravan 208

SKYDIVE AUSTRALIA - HUNTER VALLEY (GOFAST)

Tandem only.
 Chief Instructor: Byron (Paul) Smith
 PO Box 5361, Wollongong, NSW 2520
 Club/DZ Ph: 1300 663 634.

Fax: 1300 338 803.
 Email: info@skydive.com.au

Web: skydive.com.au/hunter-valley

Drop Zone Location: Whittingham Airfield
 Aircraft: Cessna Caravan 208, Cessna 206, Cessna 182

SKYDIVE BYRON BAY (BYRON)

Tandem and Licence holders.
 Chief Instructor: Joe Stein
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax 1300 338 803.

Email: info@skydive.com.au

Web: skydive.com.au/byron-bay
 Drop Zone Location: Tygerah Airfield
 Aircraft: Cessna Caravan 208

SKYDIVE OZ (PAUL)

AFF, Tandem and Licence holders.
 Chief Instructor: Paul (Poo) Smith
 PO Box 925, Moruya, NSW 2537
 Club Ph 1300 185 180.

Email: fun@skydiveoz.com.au
 Web: skydiveoz.com.au

Drop Zone Location: Moruya Airfield, Moruya Beach and Trangie NSW
 Aircraft: Cessna 182, Cessna 185

SKYDIVE THE BEACH AND BEYOND - CENTRAL COAST (SCC)

Non-training organisation
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax 1300 338 803.

Email: info@skydive.com.au

Web: skydive.com.au/central-coast
 Drop Zone Location: Warnervale Airport

SKYDIVE THE BEACH AND BEYOND - NEWCASTLE (SBN)

Tandem only.
 Chief Instructor: Bill Tuddenham
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.

Email: info@skydive.com.au

Web: skydive.com.au/newcastle
 Drop Zone Location: Lake Macquarie Airport
 Aircraft: Cessna 206, Cessna Caravan 208

SKYDIVE THE BEACH AND BEYOND SYDNEY-WOLLONGONG (SBS)

Tandem only.
 Chief Instructor: Joe Hallin
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.

Email: info@skydive.com.au

Web: skydive.com.au/sydney-wollongong
 Drop Zone Location: Stuart Park, North Wollongong
 Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

Tandem only.
 Chief Instructor: Mark Brody
 PO Box 764, Taree, NSW 2430
 Club Ph: 0418 730 741.

Email: skydivingsw@bigpond.com

Drop Zone Location: Taree Airport
 Aircraft: Cessna 182

SYDNEY SKYDIVERS (SYD)

AFF, Tandem and Licence holders.
 Chief Instructor: Cindi Hemmila
 PO Box 226, Milperra, NSW 2214
 Club Ph: 02 9791 9155.
 DZ Ph: 02 4630 9265.

Email: support@sydneykydivers.com.au

Web: sydneykydivers.com.au
 Drop Zone Location: Picton
 Aircraft: Cessna Caravan 208, de Havilland Beaver, XL

TANDEM SKYDIVING (TANDY)

Non-training organisation.
 25 Comara Close, Coffs Harbour, NSW 2450
 Club/DZ Ph: 0418 275 200.
 Email: rpetters@ozemail.com.au
 Drop Zone Location: Cambewarra
 Aircraft: Cessna 180

VICTORIA / TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

Non-training. Licence holders only.
 PO Box 839, Torquay, Vic 3228
 Ph: 1800 557 101.

Email: info@australianskydive.com.au

Web: australianskydive.com.au

Drop Zone Location: Tiger Moth World Torquay

Aircraft: Cessnas 182, 206 and Caravan 208

AUSTRALIAN SKYDIVE - TORQUAY (TORQ)

AFF, Tandem and Licence holders.
 Chief Instructor: Greg Bayly
 PO Box 839, Torquay, Vic 3228

Club Ph: 1800 557 101.

DZ Ph: 0402 467 253.

Email: info@australianskydive.com.au

Web: australianskydive.com.au

Drop Zone Location: Tiger Moth World Torquay

Aircraft: Cessnas 182, 206 and Caravan 208

COMMANDO SKYDIVERS INCORPORATED (CDO)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Craig Trimble
 Club Ph: 1300 555 956.

Email: info@commandoskydivers.com.au

Web: commandoskydivers.com.au

Drop Zone Location: Latrobe Regional Airport and Phillip Island Airport

Aircraft: GA8 Airvan

RELWORKERS UNLIMITED INCORPORATED (WORK)

Non-training organisation. Licence holders
 7 Akers Court, Darley, Vic 3340
 Club Ph: 0409 802 338.

Email: relworkers@relworkers.org

Web: jump.relworkers.org

Drop Zone Location: No fixed DZ

SKYDIVE NAGAMBIE (CROSS)

AFF, Tandem and Licence holders.
 Chief Instructor: Don Cross
 PO Box 311, Nagambie, Vic 3608
 Club Ph: 03 5794 1466.

Email: jump@skydivenagambie.com

Web: skydivenagambie.com

Drop Zone Location: Nagambie-Wirrate

Aircraft: XL 750, Cessna 182

SKYDIVE SOUTH EAST MELBOURNE (SSEM)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Chippe Lindberg
 PO Box 486, Yulara, NT 0872
 Club Ph: 0450 337 951.

Email: skydivemelbourne@gmail.com

Web: skydivesemelbourne.com.au/
 Drop

