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**EQUINOX
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THE BEST EVER



**PROFILE
COL KING**
AUSTRALIA'S FIRST
MASTER OF
SPORT PARACHUTING

**WORLD'S
SMALLEST PARACHUTE**
FLIES RELATIVE WITH FREEFALLING
WINGSUIT PILOTS

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11

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FRONT COVER



Roger Mulkey, Cameron Jarrett and Shea Convery of Team OFF TRACK over Ballina, NSW.

Photograph by Brett Newman of Downward Trend Rigging

Brett says, "The shot was taken flying head-to-head. The boys built their formation and then I flew directly at them hoping to miss! The closing speeds are out of control, but we have done this maneuver many times and we have 100% trust in each other. Do not try this at home... especially with someone you don't trust with your life!"

BACK COVER



Santa & his elves at the zoo above Wollongong, NSW. Photograph by Dan Vicary

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GUEST EDITORIAL

By Col King
Master of Sport Parachuting # 1

Sport Parachuting in Australia is about 50 years old. I have been involved actively or by association for about 47 of those years and through the sport have made countless good friends who remain good friends to this day.

Over the years, huge changes have taken place. The canopies and hardware are a far cry from the U.S. surplus gear available in the early 60's. A round surplus canopy with homemade modifications was as much loved then as the latest of today's rigs.

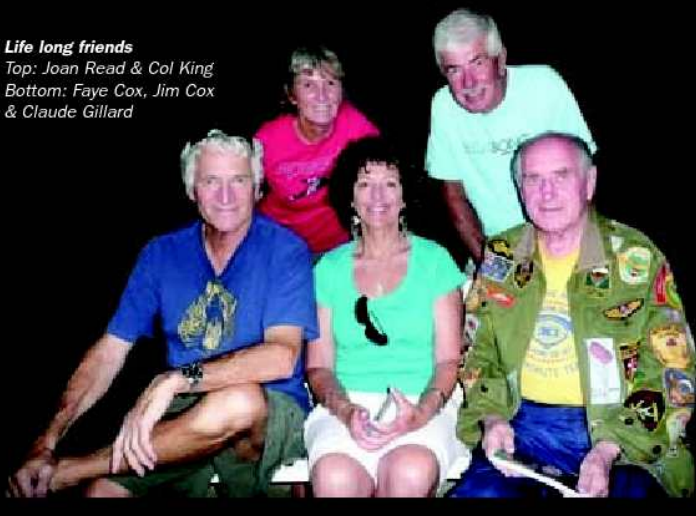
Freefall techniques, relative work and canopy control have advanced to a stage we could only dream about. To fall stable and maintain a heading was as good as many jumpers achieved in 1960.

By far the best attribute of the sport is the camaraderie between jumpers. Occasionally I spend a day or night at Toogoolawah drop zone, usually to reminisce with old mates doing the same. The passion for the sport amongst today's jumpers seems as strong as it was in the past when, if a person had not jumped, you usually could not be bothered talking to them.

After a day's jumping, fun or competition, to be able to sit around the fire with a few beers, analysing the day's proceedings, is as good as life gets. May it be the same for the next 50 years.

Life long friends

Top: Joan Read & Col King
Bottom: Faye Cox, Jim Cox & Claude Gillard



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The Editor retains the right to withdraw any advertisement, article, photo or other at her discretion and does not accept liability for delay in publication or for errors, although every care is taken to avoid mistakes.

The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of 5 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.

DEADLINES

Contribution Deadlines

15th Jan, 2009
25th Mar, 2009

On the Streets

End Feb, 2009
End April, 2009

MAIL CHUTE



THANKS MACCA,

There has been a bit on controversy surrounding Equinox and I want to stand up and congratulate Dave McEvoy and all the team at Ramblers for creating and running a Premier Australian Skydiving Boogie.

Running an event always has been a struggle with weather and rising costs and jumpers rarely are aware of the real costs of keeping a paddock, runway and a few buildings afloat. Well before jumpers started arriving at Toogoolawah, Dave and the team have been spending money on facilities, advertising and just making the Nox a great event.

Boogies are an important part of skydiving, jumpers do heaps of jumps and cement relationships with jumpers from other DZs. Knowledge and skydiving ideas get transported around the country and overseas.

So yer, thanks again Dave and hope the next Equinox is as good, if not better, than the latest.

Phil Onis



HI SUSIE,

I would like to thank ASM, yourself, Ramblers and Sunpath Products Inc. for the fabulous prize I won at the Equinox Boogie, which was 100% off a brand new Javelin container. I have given this to my wife Lea and as you can imagine she is delighted.

For those people who were unable to attend this year's NOX you really missed a great event. My memories will be the great jumps I had with Fiona and the big way jumps with Dave Morris. I also enjoyed catching up with old friends and making new ones.

I am looking forward to NOX 2010 and Lea is wondering if there is going to be a SKYSISTERS 09?

Next year I will be celebrating 40 years of skydiving and I must admit I love the sport as much as I did from day one and maybe more. I have jumped all over the world and skydivers are all the same - Great People.

Many thanks, Garry Rickwood

HI SUSIE,

Congratulations, another great issue of the mag'. A couple of small corrections regarding the SOS World Record article on page 27. We actually set the new record on the second last jump (the tenth attempt out of eleven planned jumps!). Also the record (for those who counted the jumpers in the photo!) was a 43-Way not a 46-Way! We did make a 46-Way but as it was planned to be a 48-Way it was never a new record.

Keep up the good work.

Kind regards and blue skies,

Tony Dale



Photo: Ray Cottingham



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DIRECTORS DIRECTION

FROM THE CEO

With 2008 fast drawing to a close and Christmas upon us AGAIN, I take this opportunity to 'wrap up' a very productive year in the APF Office. The APF Newsheet is back in production again keeping our Instructors, Packers, Riggers, Pilots and senior members of the APF informed of current issues. This has been well received by all concerned and we hope the 'sharing of news and views' will see even more contributions from our Members in 2009.

The APF weekly broadcast has also been going out every week to keep all members informed of items of interest. We have changed the flavor of this broadcast slightly and are keen to hear about any items of newsworthy interest around the Country that we can include in our Broadcast.

The National Office is also in the process of producing a bi-monthly Club Newsletter with edition one due out before Christmas – this publication will help ensure all APF Clubs are kept informed of current issues; it will also include Marketing tips and useful information on how to improve membership numbers and retention rates etc. as well as assistance with potential funding that may be available.

Work is well underway for the APF Annual Conference for 2009 and we urge all APF members to consider attending this event to be held in Brisbane 18th to 20th May 2009 at the Mercure Hotel. The Agenda is being planned to include presentations, seminars and workshops of interest for Jumpers of all experience levels from 'A' through to 'F' Licence and we will be presenting an Exhibitors Trade area. If you are interested in exhibiting or have a topic that you would like presented; now is the time to let us know. We will also be running a 'multi prize lucky door raffle' with thousands of dollars of giveaways including Camera gear, custom made jumpsuits and Maui Sunglasses! More on the Conference as we get closer but if you have never been before or haven't attended for a few years - be sure to come along – you will enjoy a Conference with a difference, spend three days catching up with friends, making new ones, soaking up information and having an opportunity to have your say in the future of our Sport.

The APF mid-year Board meeting took place on 20th & 21st of November in Brisbane and once again our hard-working Board Members spent many hours in discussions on all aspects of APF management to ensure you as Members, continue to enjoy the right to do what we all love best – jumping! I take this opportunity to thank all concerned for their efforts.

Also of note has been the securing of a 3 year rolling Public Liability Insurance Policy for all APF members negating the need for renegotiations every November. This has been an exciting development from a Management point of view and is partly the result of our well managed Claims history and the tireless efforts of our Brokers, Insuranet. Please keep up the good work out there in the field and we will all reap the rewards.

The revised Operational Regulations are still undergoing final changes and the Statutes Committee is to be commended for their tireless volunteer efforts to date on this project. This has been a huge task that was long overdue and is forecast to be completed by the year end for an NPRM in January.

ASADA anti-doping policies are due to come into effect January 2009. Once finalised the new policy will be posted on the APF website and via the APF broadcast. Make sure you are aware of how these rules may impact on you as there are implications on all to abide by these world-wide standards.

The Child Protection Act is another issue to be addressed by all Skydivers working in this Industry, whether you are a Tandem Master, AFF Instructor or cameraman; if you are involved with minors under 18 there are implications in every State as to the standards expected. This includes registering for the appropriate 'Blue Card' or 'WWC Card' (Working with Children) and it remains your responsibility to comply with the Act and meet the required standards as it applies in your State.

I see one of the biggest challenges facing our Federation in the future being Air Space usage – with problems already being experienced in the Sydney Basin area, Brisbane and Melbourne and the implications and flow on effect it may have on other operations around the Country. This problem is not going away and is of real concern to all of us and the APF will be working hard to address these issues to protect our rights to skydive.

And last but not least, congratulations to all our Teams who competed this year, especially those who achieved their personal best, those who broke Australian records and those who put the commitment into trying so hard. Also hats off to Cameron Rolfe who won Australia's only Medal this year, winning Silver at the Canopy Piloting Championships in South Africa... well done!

Until next time, Merry Christmas from all of us at the National Office, our door is always open and our team welcomes your feedback at any time! Stay safe and have a great year in 2009!

Brad Turner, APF CEO



RE-ACTIVE AND PRO-ACTIVE

A re-active approach to safety is when you have a safety system that sits largely idle, usually on a volunteer basis, waiting on something to happen to react to. When an incident occurs the team springs to life and investigates the problem and makes some recommendations to try and avert the event happening again. The downside of this is that it usually takes an incident to wake the system up and quite often one or more of our members gets hurt in the process. The Op Regs are full of rules developed this way.

A pro-active approach is all about "incident prevention" and is when the "lifeguard" is on duty and identifying areas of concern and alerting the people at risk and also people in responsibility to the danger and assisting to form procedures and policies to identify and alleviate those risks.

When I commenced the position of Director Safety, I expressed to the Board that I would only take the position if I was allowed to take the position in a proactive role.

The APF Board can be commended on embracing the view and we are moving forward with a very proactive approach to the safety of the sport and industry.

You may ask "how does one identify an area of concern". The safety standard is set by all of us. Each DZ will have a safety standard of how they do things to a level of what they judge to be acceptable. An ASO will look at all the DZs in their region and will fairly easily see what the average safety standard is. The Director Safety looks at the big picture for the whole country and can see the standard that is set.

When an area of concern develops, it is usually on a DZ that is not aware that they have inadvertently slipped below the average standard or have been left behind in the advancement of best practice. In my position it could be a whole Council Area that needs attention.

The incident reporting system is vital in alerting the safety team to potential problem areas. What might seem to be an isolated problem on one DZ may take on a whole different meaning when looked at in a national context.

Incidents are rarely the result of bad luck or a one off. In almost all cases, an investigation will find there are many indicators of a gradual slipping of safety parameters that led to a downward evolution that culminated in the incident. An alert monitoring system will possibly pick up this trend and bring it to the attention of the responsible persons prior to the downslide developing to an incident. Statistics will play a vital role in the future. At present we have no accurate way of recording how many jumps are done let alone what type of jumps. With most DZs moving towards a computerized manifesting system, the future could provide a monthly updated database of all jumps made nationally and all incidents attributed to each discipline.

The ongoing safety of ourselves and friends is a responsibility of all of us. Keep the lines of communication open, ensure all incidents are honestly reported and never be afraid to speak to your safety personnel about issues that concern you.

Paul Osborne, APF Director Safety



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The build up to the competition season is underway with many State Meets completed. This is the time to think about forming a team to compete at the Nationals or even trying something completely different and getting into Accuracy, Style or Freestyle.

Vertical Formation Skydiving VFS is now an international event with the First World Cup just completed in Arizona. This was very exciting to watch. The USA National Championships had 16 teams competing and a new (pending) record of 40 points in time was set there. The top teams actually train with a "flat" coach to learn the continuity needed to have a repeatable jump. If we get the interest, we will be running VFS at the FS,AE, CF Nationals in March. For more details, see the APF Calendar of Events.

The Canopy Formation CF jumpers are hard at work training for an attempt on the CF Australian record to be held in March 2009 and if that's not what you are interested in, the FS jumpers are looking at the possibility of doing a 100-way record at Perris in June 2010. See the APF website for details and to register your interest. Even if you do not have the skills yet, you have one and a half years to get up to speed.

We have a new record set at the World Championships by Ookoonono in 2-way CF of 13 points. Congratulations to the team.

The IPC meets in Sweden in January to set the International Competition Rules for all Events for 2009. The proposals for changes to the current rules will be available in the FAI website at www.fai.org/parachuting from mid December. I circulate these proposals to all State coaches and discipline reps for comment and feedback and this determines how Australia votes on each proposal. If you want to be part of the feedback, you can comment to your State Coach or Rep or directly to me.

Happy Competing and training!

Fiona McEachern, APF Director of Competitions



There have been plenty of new instructor ratings and endorsements issued this year. The APF office has turned applications for new/renewed ratings around in excellent time and in many cases we are able to have instructors exercising their rating privileges ASAP.

Instructor 'B's who are in need of coaching accreditation are reminded that almost one year of the 2 year moratorium granted by the Board has now elapsed.

There have been two L2 courses noted in the last 6 months with varied success. Skydive Nagambie will host a L2 mid 2009. I was able to attend the last IB /L2 course hosted by Nagambie 2 years ago with 19 x L2s and 9 x IBs. Great course, candidates and presenters. Get on one ! We need you!

Apart from the L2 course, IBs can pursue Workplace Cert. 4 and correspondence courses.

I have attended 4 courses this semester:

- ID / AFF at Picton
- ID / AFF / Tandem IB at Nagambie
- ID only as preparation for endorsements at Byron Bay (Tandem, RW, FF)
- ID / AFF / Tandem IB at Nagambie

Ring the BELL! Congratulations to the new Instructors and many thanks to the Trainers, Evaluators, Examiners and IPCs who make it all happen.

Military Freefall Course

Although we again secured positions for 2 x AFF IBs this year, we were unable to fill these places. The incoming Course Organiser is continuing the support and hopefully we will have representation at the February 2009 course.

APF Conference

The APF Technical Conference will soon be upon us. South QLD State Council of the APF will be hosting it in May 2009. If you have any items for work up related to Instruction please contact me via email or directly on the mobile.

Mike Carre, APF Director Instructors



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MIXED FORMATION PROJECT

By Sean Gunn Photos by Craig O'Brien

PERRIS VALLEY SKYDIVING, CALIFORNIA, USA, SATURDAY MORNING, OCTOBER 18; GO FAST ATHLETE, LUIGI CANI, FLIES HIS PARACHUTE IN MIXED FORMATION WITH JEB CORLISS AND TIM RIGBY BOTH PILOTING WINGSUITS. CORLISS AND RIGBY ARE FILMED BY A HELICOPTER GYRO CAM FLANKING CANI IN CLOSE PROXIMITY FROM 10,000FT DOWN TO 3,500FT.

TO ACCOMPLISH THIS FEAT, CANI DEPLOYS HIS PILOT CHUTE RIGHT OUT THE AIRPLANE DOOR AT ABOUT 50 KNOTS FACING JUMP RUN. WHEN ON HEADING, HE STOWS THE REMOVABLE PILOT CHUTE AND SLIDER SYSTEM, THIS TAKES EXTRA ALTITUDE BECAUSE OF THE SENSITIVE LITTLE CANOPY AND OVER 80 MPH OF AIR DRAG TO FIGHT.

CANI ACTUALLY KEEPS UP WITH THE PLANE'S GROUND SPEED BUT LOSES ALTITUDE FAST. HE RADIOS, "CLEAR TO EXIT" FOR CORLISS AND RIGBY WAITING IN THE PLANE AND THEY EXIT. CANI RELEASES HIS TOGGLES TO FLY AT 1/4 BRAKE INPUT. IF THE WINGSUIT TEAM IS CLOSE ENOUGH, CANI TURNS 180 DEGREES FOR THEM TO CHASE. THEN IT IS UP TO CORLISS AND RIGBY TO DIVE DOWN THE HILL AND CLOSE IN ON EITHER SIDE OF CANI.

THE MIXED FORMATION FLIGHT TEAM

Cani set a record for landing the world's smallest parachute on May 12, 2004. The next day Corliss and Cani joined forces to attempt formation flight. They flew relative for several seconds and the "Mixed Formation Project" was born.

Since that time Cani and Corliss have flown together in relative flight on dozens of occasions, earlier this year they were able to dock for several seconds.

In February 2008, after Cani landed the NZ Aerosports JVX-37, Tim Rigby joined the team to fly his wingsuit in formation with Cani and Corliss. Tim Rigby is an avid skydiver, professional stuntman and a member of the Brand X Action Specialists stunt organization.

Together, Cani, Corliss and Rigby were finally able to fly relative in close proximity for an entire skydive. Until this day, Corliss and Rigby had docked on Cani many times individually. They even docked together on Cani once but it destabilized the formation.

Catching such a moment on film proved tricky. Trying to do so turned a whole jump into a one shot attempt. Instead, the decision was made to fly in tight formation for an entire jump. In this way, cameraman Craig O'Brien could flyby for shots for his own best timing.



THE GEAR, TECHNOLOGY AND TECHNIQUES

Corliss and Rigby both pilot Stealth wingsuits from Phoenix Fly. Designed by Phoenix Fly owner Robert Pecnik, advances provided by the Stealth were key in propelling the project to a new level.

Corliss claims a 25% boost in performance flying the Stealth over his previous S4 prototype (also designed by Pecnik). He declared the Stealth to be "absolutely incredible" and that "Robert Pecnik is a genius wingsuit designer."

Corliss and Rigby had no problem matching Cani's glide angle. The real challenge was to maintain lift and altitude without zipping past Cani. Rigby talked about the necessary body adjustments as "subtle movements that are hard to describe." However, he recalled rolling his hands forward a bit and dropping his knees slightly.

Centered as the anchor of the formation, Cani flew his NZ Aerosports JVX-37. While the wingsuit fliers had to slow down, Cani wore 20 pounds of weight to increase the forward glide speed of his tiny 37 square feet parachute.

20 pounds of weight presented a major problem for Cani landing the JVX-37. It pushed his already incredible wing loading impossibly higher. Many designs were considered for a cutaway weight system.

After much debate over safety and environmental issues, Mark Anderson designed a belly-mounted sand bag weight system. Before each landing Cani released the sand into the air in a brown puff.

Craig O'Brien snapped visually spectacular front photographs of the project. Accomplishing the shots required amazing flying skills and incredible timing.

Exiting thousands of feet above Cani, O'Brien dove his faster wingsuit to catch up with the formation. Then he carefully timed flying above and in front of the group. Finally at the critical moment, O'Brien transitioned his wingsuit to freely head down for a higher-speed pass about 30ft in front of the formation.

Communications through air-to-air radios between the three saved half the jumps. Most importantly they could coordinate the jump run exits between Cani under parachute with Corliss and Rigby in wingsuits.

In addition, the radios allowed them to relate their location when out of sight, ask for adjustments to help each other and inform each other about timing and execution of maneuvers.

Initially planned for visual effect, smoke proved to be a very useful tool for the wingsuit fliers. Luigi's smoke trail made a line of the perfect angle to follow into formation.



RISKS & SACRIFICES

Additional project risks to Corliss and Rigby were minimal. Corliss had one tension knot in his pilot chute that could've happened on any wingsuit deployment.

Flying smoke burned holes in the leg wing of both pilots' Stealth suits. The suits were patched but the damage was extensive.

Cani has over 200 hundred jumps between the Icarus VX-39 and JVX-37. The JVX-37 is incredibly sensitive to landing area turbulence. Many practice days were halted or cancelled because of dangerous or unpredictable wind conditions.

On a few occasions, the JVX-37 collapsed on Cani before coming to a complete stop. This was the result of unexpected air turbulence on hot days. Cani slid and rolled out landings moving up to 40mph. On separate occasions he injured both shoulders.

Cani experienced 5 high-speed malfunctions at high altitude. At such distances the parachute is a tiny dot that often drifts for miles. One JVX-37 was lost during the project. It floated away after a high-speed malfunction on a hazy day and was never seen again. NZ Aerosports had to rush manufacture a new prototype to meet the project schedule.

On Cani's first and "most scary" malfunction on the JVX-37, he deployed immediately into a high g-force spin. Unable to reach his cutaway with his right hand, he supported it with his left to pull the cut away handle. After 9 rotations in less than 3 seconds, Cani's vision was narrowed and his legs felt numb by the time he was saddled under his reserve.



MIXED FORMATION PROJECT

REWARDS

Flying wingsuits in formation with Cani was an exercise in precision. Rigby said "there is no other way we could practice this type of relative flight." He continued, "most people who fly wingsuits either work on flying formation with other wingsuits, or try to fly as far and efficient as possible. Luigi's canopy provides a straight line at a constant speed to follow."

Trying to slow down forward speed and maintain lift is not a common goal for wingsuit fliers. Rigby compared his wingsuit inputs to adding a small amount of brakes and a small amount of riser input at the same time on a parachute.

For this team, the rewards are many personal and professional. Cani, Corliss and Rigby have a very strong bond and are closer than team mates. In Corliss' words, they "are more like family." Such projects are a good excuse to hang out and do something fun and unique with dear friends. In an interview after their successful Saturday morning flight, Jeb beamed "that was our best jump with Luigi ever!"



WINGSUIT LANDING ATTEMPT

Corliss' "Mount Everest" dream is to land a wingsuit without deploying a parachute. He has been engineering an attempt for several years and is confident in the potential of his plans.

In April 2007, Corliss flew a couple meters under the arm of the Christ statue overlooking Rio de Janeiro in Brazil. When comparing flight paths with that experience, he is convinced that the angle he is flying with Cani under the JVX-37 is a match for his landing attempt.

For his next stepping-stone in training, Corliss will recreate a stunt first successfully performed by the late Patrick de Gayardon. He will fly his wingsuit in a plane-to-same plane transfer to further develop his flying precision.

Both Corliss and Cani are convinced that if all conditions are perfect, landing a wingsuit without deploying a parachute is possible. They claim it is a matter of financing the construction of a special 2,000ft runway and flying down the proper angle into a 20ft by 20ft window.

Corliss regularly deploys his parachute at 400ft after wing-suit BASE jumps. With his plan he expects to come within 5ft of his landing window before making his final decision. An abort at up to that last few feet will allow Corliss to deploy at 400ft where he is comfortable. This is the planned margin of safety.



SPONSORSHIP, SUPPORT AND CREW

ESPN sponsored a professional crew to film the "Mixed Formation Project" for a segment on their show "E60." In addition, ESPN provided a gyro cam helicopter and much more support.

Special thanks goes to Perris Valley Skydiving for providing an airplane with a pilot on standby, manifesting services, all training jumps, special jump runs, a team room and many other services. They were truly invaluable.



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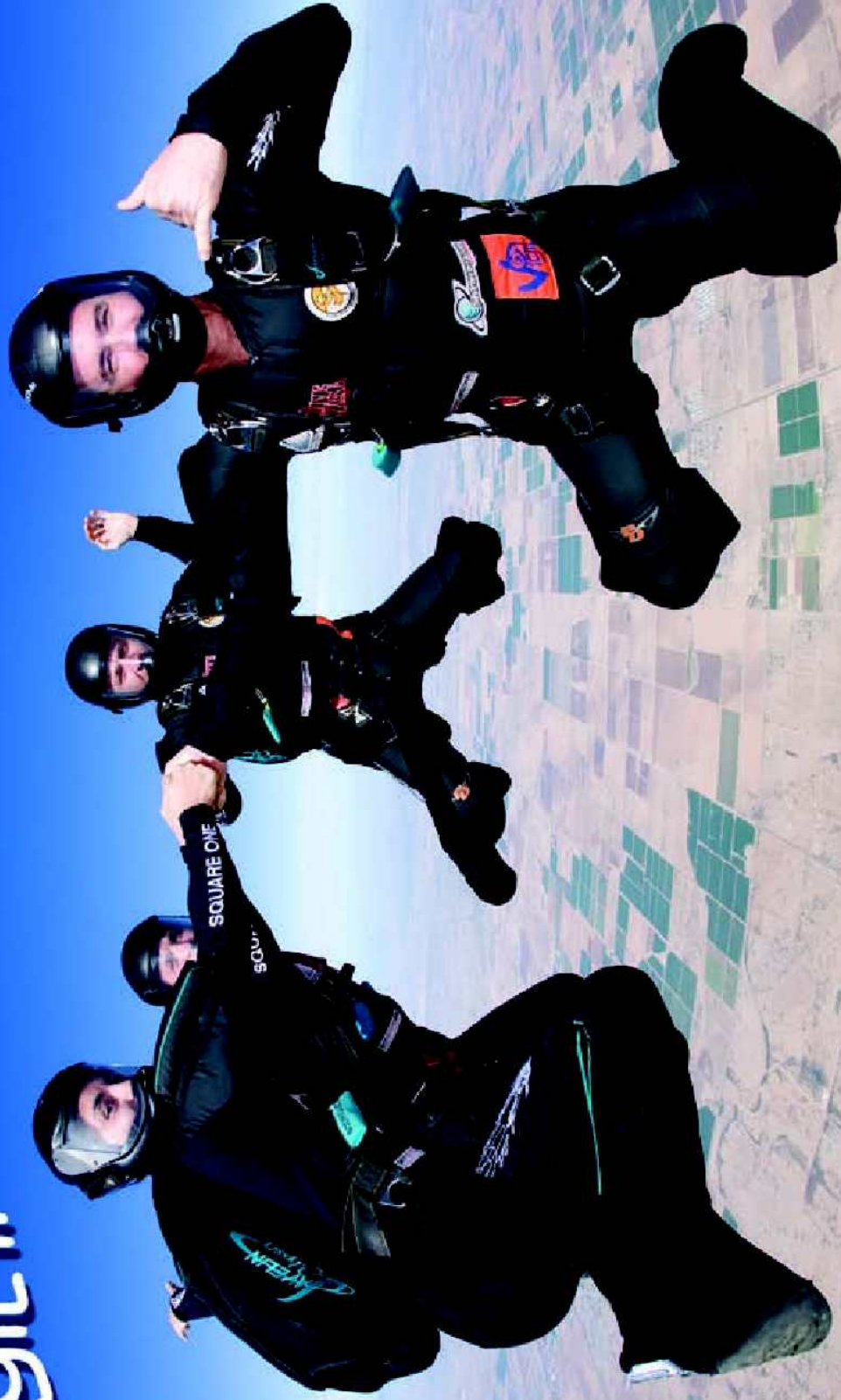


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Words by Susie Mc

**Aerial Photos by Steve Fitchett,
Craig Trimble, Greg Cox & Wayne McLachlan**

People Photos by Alison Raynor & Mai Fitzsimmons



**THEY SAY THE QUIET ONES ARE ALWAYS THE BEST...
BUT THAT REALLY DEPENDS ON HOW YOU DEFINE QUIET!**

The beefed up Supa Skyvan taking off every 15 minutes? Nah, that's definitely loud and music to most jumpers ears.

How about the all-girl punk rock band 'Legless' going off? No, they certainly could not be described as quiet, nor could BingBong Dave Morris's dirtdives, Jules McConnel's CReW woohos or how about the Sydneysiders' grand entrance? Though they were a little quiet the next morning!

Perhaps the absence of Sean Hoffman and his infectious laugh made it seem a little quieter than normal. (By the way, where's your note Sean?) His usual partner-in-crime, 'Bloody' John McMahon, was vocal enough for the pair of them and the repetitive manifest calls "John McMahon's Star Crest group, gear up" is still ringing in my ears!

Elise Rogers was very quiet by day, but quite nocturnal, coming out for night jumps and achieving her Night Star Crest ambition!

Sure, it could be argued that the Territorians weren't as outrageous (or erm, boundary-pushing) without their fearless leader Handbrake for the whole duration, though in just 3 short days he did make himself very well-known (in his own style) to the DZ and the locals, even the friendly Sergeant. But, the Territorians had somewhat of a replacement for Handbrake – they brought their apprentice, Kristian, who was easily influenced and with his antics, they saved face!

Herman the German didn't have any canopy wraps or malfunctions, no facial scarring, no party tricks gone wrong and he never caught on fire once. So you could say he had a quiet one, but nah, he jumped his butt off, sung and strummed up a storm every arvo and even had a boogie romance, hardly a quiet one!

Roeland, the leader of the packing team, was definitely quiet at night, everything to do with personally packing over 200 rigs each day. He packed 75 rigs on the last Sunday... there were only 7 loads that day!

Absent Archie was noticeable, not as many laughs to be had without the tall, skinny one's clumsiness or sense of humour as MC and in the camera pool. He had an acceptable note from his Mum though.





Nick Grillet from Performance Designs was pretty quiet, for an American! Though his impressive stash of 20+ demo canopies sure brought out the “woohoos” in test pilots.

The high-pitched squeals of excitement by 10 year old Emma Cox as she left the Skyvan in tandem with her Dad (and another 8 people) were not at all quiet, rather ear-piercing and super cool – sure did make us all giggle.

Well over \$10,000 worth of raffle prizes sure made for some vocal evenings around the bingo balls... who wouldn't want to win a free Javelin Odyssey or a half price Icarus Canopy? “Pick me, pick me” for a Cookie helmet, a Vigil, a custom Airsuit, Dytters and half price Birdman suit. With over 200 prizes up for grabs, not many people went home empty handed.

The Equinox Olympics was anything but quiet, the torch relay through town set the scene with a patriarchal and very proud Greek leading the charge, followed by a birdman, a drunk, a cross-dresser, even a cripple, just to name a few! (You can view the video on the DVD or the Ramblers website). The Team Skulls, Individual Packing Race, Javelin (rig) Throwing and Foose Tournament were just a handful of the ground events and believe me, they were loud and very roudy, and then there was the Human Ten Pin Bowling event which eclipsed them all. In the air, the Tracking Races, Dunny Paper Star Wars and Pylon Races were hotly contested, albeit a little physical with ‘friendly’ nudges and pushes! With over 20 nationalities in attendance, the competitive spirit was healthy, the team chants loud and the laughter infectious. In the final medal tally Australia came first, of course, the Poms were disqualified, haha, and Cyprus not only got it's first ever Olympic medal, but also ranked 2nd in the world!

Perhaps the meaning of ‘quiet’ is gauged on the number of people, so being only 220 paid registered boogiers (over 250 people in total) then sure, it was a quiet one... that is, if you call 250 jumpers in the one place *quiet!* Yes, the number of attendees was down 100 compared to previous Equinox Boogies, but what was lacking with numbers was doubly made up for in the great jumps and terrific vibe. The key difference being that everyone who was there *wanted* to be there.

There were a number of people who wanted to be there and weren't able to for a variety of unacceptable reasons, including shoulder surgery Rodney (though I must admit we did miss you Wilson). The jury is out and we've only let pregnant Issy and husband Brown off the hook for obvious reasons and also Scott & Lisa McDonald who missed their first Equinox and anniversary because of their newborn plus key team member Elad was excused as his little baby Maya was born the day before the boogie started. Not next Nox though - we missed you all too much – and so there will be a child minding service in 2010!

And so, just as the brochure promised, there were 9 days and 9 nights of absolute fun and enjoyment in the air and on the ground. Well, Ramblers is not “Famous for Serious” as Sarge so matter-of-factly pointed out.

Our celebrity load organiser came all the way from Italy - Marco Tiezzi - the brainchild of the Atmonauti concept. He could talk the front and hind legs off a horse, which translated well for dirt dives and debriefs and resulted in steep learning curves for the new and experienced nauti pilots alike. He was the avid professional plus the all-round good guy who, in effect, had everyone speaking a little Italiano lingo, while Crikey liked to take things a bit further and strut around in his black jocks in the packing shed, apparently that's how the Italians do it.

Equinox is not just about the jumping, though 3 beautiful turbine aircraft, acclaimed international and national load organisers for every aspect of the sport, videomen on every load and over 4,000 jumps 250 sorties could argue that point. Equinox is also a music festival with live gigs every afternoon and some evenings! Nothing creates a better atmosphere on drops than live tunes and cocktails by the pool in the arvo, or bands at night to get the party going. The Equinox is also a video festival – with so much jumping action each day and footage from a variety of camera angles to prove it, the editing of the day tapes is one mean feat. The boys in The Cave, especially without key leader Elad, did a stirling job and had their masterpiece on the massive outdoor screen each night to showcase the days lobs and lobbbers, complete with a taste of Aussie humour. What a highlight! And the things people do to get on the day tape...!





We quite often hear that skydiving is not just about the jumping, that it's the people who make the sport so great, there's even a t-shirt to confirm this truth! The Equinox is always a great reunion and welcoming friends 'home' is probably the most endearing aspect of it all. Cementing new friendships is a hoot too, plus there are usually a few new romances to get the tongues wagging and complete any good boogie... this Equinox took triple honours for that. As I hum the tune of Days of Our Drop Zones I giggle at that old saying "you don't lose your girlfriend, you just lose your slot" and marvel at the "funny old world" we live in. If only the logs at the fire could tell...

Santhosh the Indian contortionist declared that for him the Equinox represented "quality not quantity", but Jump Pig Mason got the best of both worlds; he did 83 jumps and nearly doubled his jump numbers in just one week!

There are always a few comedians (rascals) with big personalities who stand out from the crowd and either endear themselves or annoy the rest of the crew by being their natural selves; the Aussie guy with the German name all the way from Western Australia – Hendrik – memorable for many reasons but probably mostly for his Winter Olympics event (sorry, too X rated to publish); self-confessed 'Sky Spaz' and coolest mother on drops – Leonie – you are gold, gold, gold, don't ever change; and all the way from Cyprus – Marios - who whooped in delight on every landing and went in every event except the Winter Olympics.

Kate Rose graced our skies after a long break from jumping and declared that she had "the best 9 days of my life!" We asked, "**your life?**" and she confirmed, yep, "**my life!**" She even put pen to paper and sent in a few pages of how great it all was, but I'm still left wondering how do you define **best?**

And then came the inevitable post boogie blues, boohooohooo... it never seems to get easier. Goodbye's are hard, thankfully hellos aren't and luckily we've already set the dates for the next Nox in 2 years time (every 2 years to make it special) and so, all the Ramblers crew and the Toogoolawah Skydivers Club Inc, the McEvoy family plus local legends Airsuits, Cookie Composites and Al McVinish and his Caravans together thank you for playing with us and wish you so long, we look forward to welcoming you to the next Nox, 15th to 23rd of October, 2010!





“ When people ask me about Ramblers and the Equinox I tell them it is like a ‘Skydive Disney Land’ and the Nox 2008 didn’t disappoint. Ramblers is a special place and Nox is a special boogie. I have been lucky enough to go all over the world and nothing compares. A perfect mixture of relaxed yet professional and for this Pom a nice hot climate makes skydiving there a pure joy. The standard in all disciplines is very high especially formation skydiving and with Al’s aircraft at our disposal and the Skyvan, we can put up to 50 people in the air at one time and we did.

One thing that impresses me most about the Nox is the quality of the ‘up-and-coming’ skydiver. I don’t know what you are feeding them down there but when I see a fresher to large formations with only 100 jumps like Riss Anderson performing flawlessly on 50-ways I want to export the training programme. Well done Riss, you rock.

2004, 2006 and 2008, I think maybe I have become part of the family, I hope I have because it is a great family to be part of. I already have my invite for 2010 so see you there. Rev up, remove the chox, coz Nox rocks! ”

Dave (Bing Bong) Morris



“ I loved my time at Nox, did some great jumps, appeared on every day tape, won a ticket in the raffles, ate and drank my fill every night and incredibly even lost weight! ”

Douglas Mickle, Spirit Skysports



“ The boogie was amazing and the team seemed so relaxed while making the event run so smoothly. Thanks heaps for making so many people, including myself, feel so at home and happy during Equinox. We are so lucky to have this paradise to runaway to whenever we need to. ”

Janet Schneider





“ It may have started with a whimper, with low clouds stopping us jumping or even arriving on the Skyvan on the first day but in true Toogoolawah style we all made up for it on subsequent days. The jumpers were keen to learn and to help out others and I'd like to thank everyone I jumped with for making my 'Nox the best ever. It's great to see the progression people can make over a week and as I was mainly doing Star Crests and intermediate level jumps the learning curve was very steep and rewarding. Congratulations to all those who got their Star Crests! It was also good fun to do some formation loads as well with the almost complete 50-way on the last Saturday a particular highlight for many. Thanks for the jumps and I hope to see you next Equinox. ” **Fiona McEachern**





“ What a cracker! A fine blend of good lobs and late nights mixed into one crazy week. From the freely side of things it was all about the Atmonauti, which was very cool. It was great to see so many people getting into it and doing really well. Highlights for me were night flare head down carving with Crikey and Wayno, 4-way A.R.W with Marco and the Boys and jumping Coombsey's ashes. ”

Joorj Loboffski

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“ WOW! What a great Equinox it was this year! So many people from so many different places doing so many different disciplines in the sky! For the freely side of things, though it has to be said that it was pretty much “The Atmonauti Equinox”, it was fantastic to have Marco here to share his great vibes and experience with us. Doing a 35-way Atmo jump from two planes was awesome and personally, to be able to do an 11-point 4-way with Marco was really special. From my point of view, the Equinox this year was a huge success. Everyone I spoke with had such a great time, learnt heaps and are looking forward to the next one. Can't wait to see everyone again!” **Pony**

“CRW at the Nox went off! What more do I have to say? Well, let me elaborate just a little... We had first timers, newly hooked CRW pups and experienced dogs, filling the skies of Toogoolawah with colour, both day and night!

For the squealing newbies we did lots of 1-on-1s, introducing them to the wonderful world of nylon in the sky is always a joy! From 14,000 feet they learn very quickly that a parachute won't collapse if you grab it with your hands and stick your legs in the lines, in fact the parachutes both stay flying, and the squealing transforms to laughter as the newly born pilot flies a 2-stack in circles high in the sky – WOOHOO!

For the more advanced, we warmed up with some 3, 4, and 5-stacks before advancing to wing docks. Before long we had some nice 4-way diamonds for the Calapso bar sunset hecklers to enjoy watching from the ground. This was a great warm up for those guys and gals planning to attend the Aussie Record attempts in March, 2009.

A night CRW 5-stack got the hearts pumping – not much to see up there, even with a full moon! Being number 5 to dock was interesting, coming from a long way to find the formation rushing towards me as I looked into the distance thinking a stray star was someone's torch! “You'll be able to see fine up there!” Wayno tells me on the ground before jumping – he wasn't doing the CRW though, was he?!

It was awesome for the DZ to accommodate CRW with multiple aircraft running freefall and high openings at the same time without incident. With only a couple of delays, which got sorted out early on in the week by keeping us on one side of the airfield and freefallers on the other – Belgium Steve did a great job as DZSO to make all this run smoothly and incident free!

We got plenty of great footage and pics to fill Monkey's day tape thanks to camera extraordinaires Steve Fitchett, Ben Nordkamp, Greg Cox and Robbie McMillan, and inside video from Jules and her “HC” Cookie belly mount!

A big thank you to Sarge for the use of all his CRW specific PD Lightning canopies and also Belgie's new “crew” sharing their brand new spunky Lightning 143s to get more people in the air. ” **Jules McConnell**





Cox' at Nox' Wingsuit Party

"Precipitation and unnavigable cumulus clouds kept our wingsuit party ground bound for the opening day, but inspired by enthusiasm, an "easterly change" promise and the knowledge it would improve... we waited, until when late Sunday, unable to contain ourselves over a couple of breaks in the sky, Greg and I surveyed the imminent change by dancing a 2-way around the cloud valleys to enable us to get home to roost! In all seriousness, WS and cloud play are only symbiotic when there are sufficient blue holes to navigate by and competent experience to navigate with. Which is why as the weather continued to improve slowly, we focused on flocking and kept First Flight Courses on the ground.

We had some aesthetically impressive tight 3 and 4-ways with coloured streamers adding another visual dimension; Celeste and Mike Rogers did some great flying, joined by Claire and Frank for some 5-way action. BMI Mark Rainey arrived from Coffs and diamonds became the most popular base with a variation of stingers and wings as the flock grew. Peter Brierley and John Leach had an awesome day of 5 flocks and the party kept on growing as BMI Lawrence "Pom" Hill arrived and Kimbo, Herman, Gayle, Splinter and Mike Dyer came out to play.

All up we trained 14 new FFC's, 12 who jumped and 10 who made multiple jumps. Manifest chick and party diva, Leonie Wald, crossed over for a walk on the wild side! Her beaming face was a picture of heaven as she flew homeward alongside the edge of some pristine "cotton candy". Daughter Emma followed and both inspired, made more jumps, with a focus on the next all female WS record attempt scheduled for Skysisters 09. Girls, get your diaries out!

Emma had a flocking big boogie; first wingsuit jumps, first malfunction (spinning mess and in a wingsuit), plus she was also the lucky winner of the 50% discount wingsuit voucher sponsored by Birdman. Thanks Jari, she is ecstatic! Emma also wants to thank the local SES for their help in retrieving her canopy from a 20 metre gum tree.

Other FFCs included the inimitable Marios "to the horizon I will fly" Christadou pou from Cyprus, Paul Newberry, Simone Bull, Gabriele, Tony Stefan, Mike Schwach, Paul Tozer, Mike, Elise Rogers, Dom Hardy and Sydneysiders Laszlo and Rachel.

Perfect weather bought up the tail of the event and flockers were joined by BMI Hayden, Sam, Funky and James which allowed us to put together a couple of pretty neat hybrid flocks - the most awesome was the 3-way vertical stack base consisting of James and Hayden backflying with Greg leading and 2 double stack wings forming the arrowhead, Paul and myself on one and Sam and Funky on the other.... really cool jump guys and I cannot believe we didn't have stills on that one! All too focused!

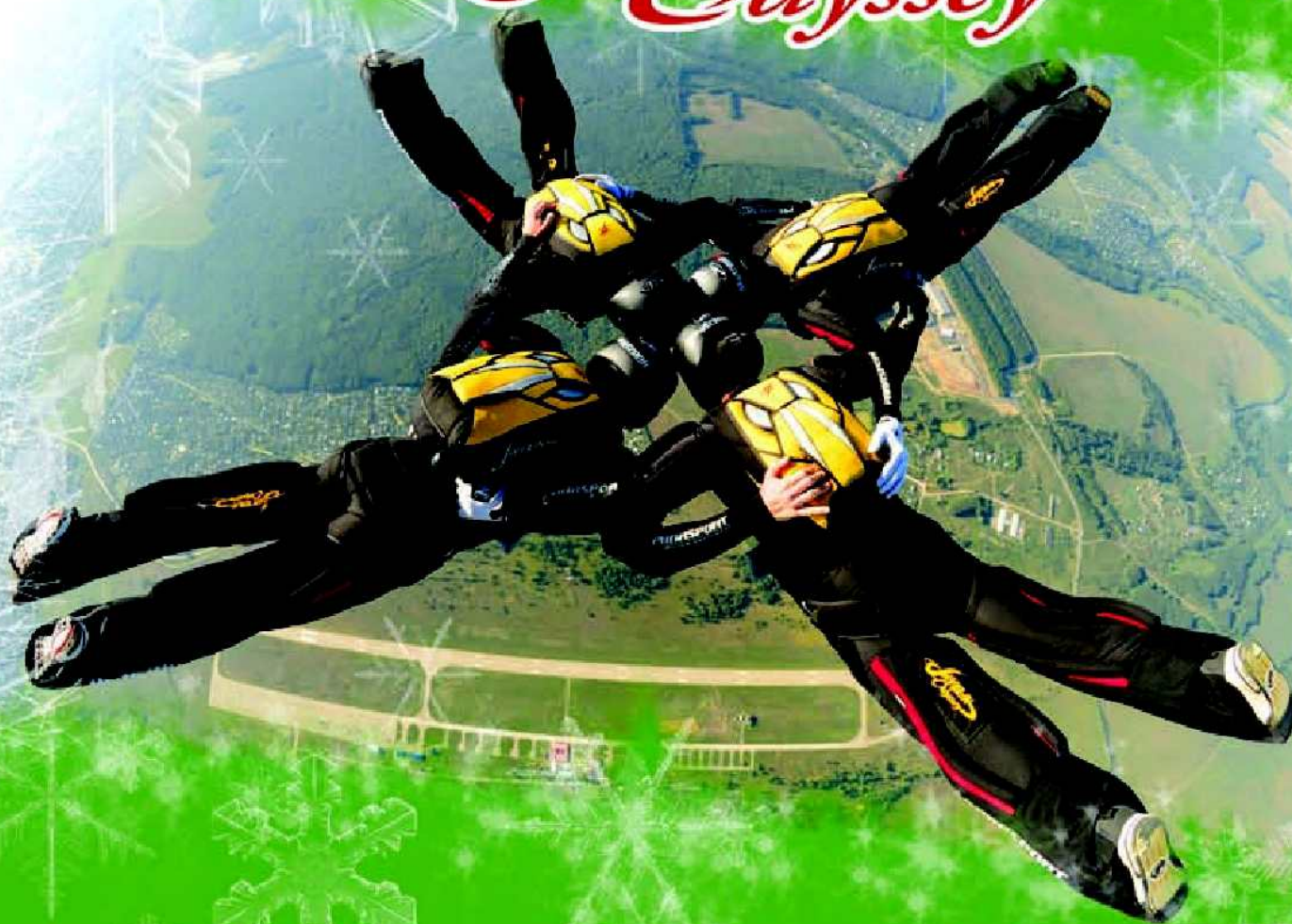
The last day the Flockers went hard whilst most of the DZ suffered the effects of Sat night partyitis. Paul Tozer began the day on his FFC jump on a Birdman Firebird and 5 loads later he was on the last sunset load of the boogie; a 5-way, flying a high performance Tengu! Go Paul! He sent us an email that summed up his thoughts of the day and perfectly encapsulates our reason for being in this discipline and why we avidly attend the boogie circuit with our demo suits...

"Firstly I can't thank you enough for the fantastic day of jumping/flying/flocking I had on Sunday. I have wanted to try out a Birdman suit for a while but didn't expect to do 5 of the coolest jumps I have ever done! It has been a fair while since I have had that buzz from skydiving. I can see why you are both passionate about this discipline! Yours dreaming of flocking!"

Thank you Paul and thank you to all the 16 Flockers who joined us plus the new blood of 14 FFCs! Thank you to all the Ramblers team for another great Nox and for inviting us to be part of it." Elaine Cox



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WHEN, WHERE AND WHY DID YOU START JUMPING? I start jumping in 1995 at Casale Monferrato in Italy when I was 28 years old. I was always fascinated by this sport, but I did not imagine that it so beautiful and that in short time would take me in completely.

AND YOU RUN YOUR OWN DROP ZONE NOW IN ITALY WITH YOUR WIFE GIGLIOLA? Is not really our drop zone, we work there with our independent structure as our home base and we are there to jump every day of the year. About the DZ definition we like it as FZ (fly zone) instead of DZ, just because with atmonauti actually is practiced a real fly activity. Is situated in the center of Italy in the east coast at 1 km to the sea and it's called Skydive Marche.

WE LIKE TO CALL THE ATMONAUTI JUMPS "NAUTIES" HERE IN AUSTRALIA, PROBABLY BECAUSE IT SOUNDS CHEEKY. I UNDERSTAND ATMONAUTI STANDS FOR "ATMOSPHERIC NAVIGATION"? Yes the meaning is exactly "Atmosphere Navigators", but your Aussie way to call it is great and to me sound as a very nice and funny abbreviation... the important is make a clear distinction between tracking and Atmonauti definitions, this to avoid confusion and to identify in a clear way two different technique. Is true that Atmonauti includes a lot of typologies of games, from the big formation to the fast airshow, to the atmo games competitions etc.

PLEASE EXPLAIN WHAT ATMONAUTI JUMPS ARE FOR THOSE WHO DON'T KNOW. Basically Atmonauti is a "technique" that permit to use the body as a "wing" creating lift and so acting exactly as an airplane, able to fly extremely precise to make various and different typologies of games.

The fact of create lift, allows to talk technically about "real fly", so then we can talk about a revolutionary technique that permit the human to FLY in the real meaning of the word.

The speed and the angles are various and the expert atmonaut is able to fly with precise control in all those different fly parameters. When we start the initial training, the fly is done with a medium angle and speed (the one that we use in the boogie for the formation) to permit everybody to learn in the easier way this technique. The successive steps include different combination of angles, speeds and trajectories.

PEOPLE MIGHT THINK THAT NAUTIES ARE FREEFLYING OR DONE ONLY BY FREEFLYERS, BUT THAT IS NOT SO. Atmonauti is a very new and simple technique that can be practice by everyone with different level of experience in different disciplines. In all these years all the information about Atmonauti was not really clear so that the main idea was the one describe in your question. In reality, is accessible to everybody including the beginner skydivers. The important is to learn all the aspect of this technique and in the beginning to be followed by expert atmonaut navigators who can easily debrief and explain all the important things to know and to do. To give an idea, we start to teach Atmonauti with student just ending the AFF when they have 20-30 jumps and they do really well from the beginning and in a short time they are able to fly safely with the big formations.

In effect we can say that the main difference between Atmonauti and FreeFly is that you learn the first very easily and immediately when you came in skydiving. Differently respect FreeFly where you have to spend much time and energy to learn and arrive in the level that permit you to play the games with many people. The other very big advantage is that to learn Atmonauti permits to understand the technique to be able to easily fly also in head down without spend many time and energy. Actually the relative wind on the body when you fly a correct Atmonauti is exactly the same that you have in head down, just lower pressure and so more soft.

World Record Attempt



Photo: Ale Mooney

Marco Tiezzi

Atmonauti Innovateur

A chat with Susie Mc

(Note: Marco's Italiano accent and grammar is left in the script for authenticity.)

Marco Tiezzi

HOW, WHEN AND WHY DID YOU COME UP WITH THE CONCEPT OF ATMONAUTI?

It was in '98 when I was jumping in a DZ in Bailen, Spain... At that time exist only the vertical FreeFly and from US was start to come also the tracking jumps. In our tracking jumps that we were starting to practice I always felt not so good and not be able to be very precise in using the tracking technique as I wanted... In that phase I started a sperimentation phase where try something different and actually found this amazing new possibility. From that day definitely change my life and start full time skydiving with the idea of develop and promote the Atmonauti system, in the world skydiving competition from 2000 to 2003 and in many boogies around the world.

WHAT HAPPENED WHEN YOU TOOK IT TO THE WORLD CHAMPS IN FREESTYLE?

In the beginning the thing was not really being understand and also, if we won some events and well placed in others, these very innovative routines, we never took very high score. In 2002 we present Atmonauti routine also in FreeFly competitions, presenting also for the first time the angled feet first flying by Gigliola, considered impossible before, but also in this case we were not very correctly scored. Later from 2003, the FAI rules start to include the Atmonauti orientation in the description addendum and some of these maneuvers in the compulsory. Today after many years they look like ignore this very big reality and in many case confusing with tracking. Is real that anyway Atmonauti is going forward as a very define discipline practiced very well in many part of the world (... but not in all). We have start from some years the Atmonauti competitions with relative work in 2 and in 4-way and other games. One of the best aspect of this competitions is that everybody can participate, including the beginners. We are now pretty focus in develop this new type of competitions really funny and accessible to everybody.

I'VE SEEN THE IMPRESSIVE VIDEOS OF GIGLIOLA RUNNING HER NAUTI FREESTYLE SEQUENCE AND THE FEET FIRST ANGLES; SHE IS VERY SMOOTH AND MAKES IT LOOK EASY. IN EFFECT, I IMAGINE THE JUDGES DIDN'T KNOW WHAT THEY WERE LOOKING AT AND DIDN'T APPRECIATE THE DIFFICULTY. Yes is true and from another side, it was never seen a relative work in trajectories with some very complex freestyle maneuvers inside and at the same, nobody thought before in making freestyle in "tracking" just because considered impossible or too complex. For that reason we were sure about a very good and high evaluation, but something in the system did not very well work...

Crikey foot docking Marco during Equinox



Photo: Wayne McLachlan

Atmonauti Innovateur



Building an 8-way atmonauti star during Equinox



TELL US BRIEFLY ABOUT THE NAUTI EVENTS AND COMPETITIONS YOU HAVE DEVELOPED. Today exist many event about all the Atmonauti various games. The dimension of this are not yet very big but they increase year by year and always more and more people enjoy these new games.

About the event, a part the numerous boogie where we play Atmonauti in big different formation, games exist also:

1) ATMONAUTI PRO

– The main meeting for all the world atmonauts in which play all the games in the biggest quality and dimension.



2) ATP MEETING – Training and exhibition meeting of the Atmonauti Top Patrol, international top team dressed and flight with the same wear making the more complex and advanced games and formations.



3) Contest WORLD RECORD –

in two typologies: the first with the grip formation and the other in a no-contact formation. Everybody able to fly very well the slot and/or take and fly the grip, are invite in these events, one time in the year, where we attempt the World Records.



4) Contest ARW2 and ARW4 (... and in the near future ARW8 too)

The Atmonauti Relative Work in 2/4/8 way is the more spectacular and technique of the human flight games: teams composed by 2/4/8 athletes plus the videoman, compete with their total flight control changing formation in sequence. The formations to change can be free or block. Revolutionary is the concept of measurement of the "time" of the performance; win the team that perform more correct point in 2.500 mt. It mean there is not a fixed time,



but more efficient is the atmonauti flight and more will be the time at disposition to perform points. ARW2/4/8 is the game to express at maximum the human flight and fast precise performances. On Atmonauti.com is possible to see some videos and all the sketch with the ARW manoeuvres

5) Contest SFIDA

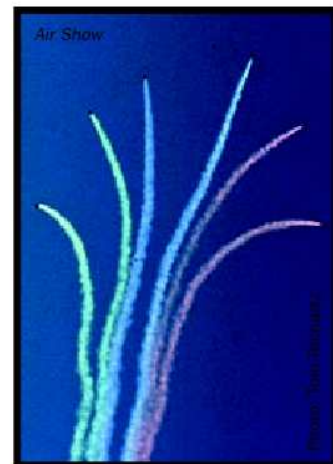
The Sfida consist in a challenge between two concurrent, is the ability game of the atmonauti fly where a navigator makes the base for two atmonauts that compete in performing the maximum number of transition after have grip the hand of the navigator between a transition and the other. The transition can consist in 360° or front, back, side looping and the competitors can play in front and in back.



6) Contest RACE

The Race consist in a challenge between two expert atmonaut pilots. Two pylon constituted by two frontmonauts create the circuit around which the two pilots challenge themselves at the maximum of the speed and of the precision. The Race contest is the maximum expression of the fly control without grip... is a combination of movements: the horizontal fly and at the same time the rotation around two point. Is also the more fun of the atmonauti games : start with surprise the sense of rotation; turn around the pylon with maximum speed and precision; transit from the frontmonaut to the backmonaut with the right timing and precision; beat the other concurrent in an exciting race. Particularly funny the sensation of the continuous transition from front to back and vice-versa.

7) Airshow with colored smoke where express at maximum the human real flight performance creating amazing show for the people watching from the ground



8) I-B course. Instructor and Beginners Courses

for start the Atmonauti from any level and for become instructor and pilot tandem-atmo. From this year, some nations as South Africa and Italy, they will start to play official national competition with some of the atmo games. It is a very interesting phase for Atmonauti and everybody can have easy access to all this atmo games.



Photo: Wayne McLachlan



Dirtdiving at Equinox

Photo: Justin Thwaites

I UNDERSTAND YOU RUN TANDEMS ON THE NAUTI ANGLE TOO?

Yes. In using the technique Atmonauti the body act as a wing, so that the weight is not working directly on the gravity power, but become the kinetic energy for the horizontal movement. To make an example as the swoopers put weight in their body to have extra flight performances. This permit to fly with the passenger in a very similar speed and angle that we do with the normal single atmo flight, having the possibility to fly formations with the normal passenger that they do very easily the correct Atmonauti position (just straight as an arrow) and never pass dangerous vertical speed (max 190 km/h). It's very safe, very advanced and very funny for the passenger but also for the pilot and the



videoman and for the atmonauts flying together. Another interesting aspect is that with this system the passenger, since the first contact with skydiving, is involve in a real fly performance, knowing with a little explanation

that it work a wing and the easy movement to do with the body to take this wing shape, and be very interactive with the effective fly performance. We use to fly the tandem atmo with a stream cord on the feet so to be able to analyse, in relation of the angle of the stream respect the body and the horizon, the effective efficiency of the flight, integrate with the ProTrack instruments data. The passenger after this experience can know very well what we are doing and tried it easily and with success, so to think then fly is not so difficult or extreme... at reverse, is very simple and people with not big experience is doing it very well. I think that this can help to have more people evaluate the possibility to make an AFF course and maybe start soon to play with Atmonauti groups.

WHAT ARE THE LARGEST FORMATIONS FLOWN IN THE WORLD?

The last record made in Italy at the end of August of this year was 13.

Before this new record it was 9 from long 4 years, so then now we are very happy to have set up a bigger formation. Sure in the next future this number will become easily bigger and bigger. Everybody is invite on this ambitious project.



World Record

Photo: Vins Polizzi



Photo: Wayne McLachlan

AT THE EQUINOX BOOGIE A NEW WORLD RECORD WAS SET TURNING POINTS IN A 4-WAY WITH YOURSELF, CRIKEY, JOORJ AND PONY. YOU MUST BE HAPPY FOR THAT?

Yes, the world record is with 11 points in 4-way Atmo RW rotation, with pretty complex formation too. It was fantastic and the level of these guys was really excellent! I look forward for fly with these friends again very soon.

WHAT DID YOU MAKE OF THE AUSSIE NAUTI TALENT? It is very high and in a very top position in the world. The demonstration of that is the 11 point in 4-way; in the national record of 7 docks in a fly formation and in the beautiful "X" formation performed in Funny Farm with 16 atmonauts flying the formation in no contact (we consider this also as the actual no-contact Atmonauti world record). We made also a fantastic 35-way in the Equinox that confirm another time the quality and the quantity on this high level Atmonauti.

WHERE DO YOU SEE ATMONAUTI FLYING GOING INTO THE FUTURE?

I see Atmonauti as a very accessible and amazing games where more and more people will join this, as soon that the information about the easy and the technique, will be clear for more and more people. I see massive meeting with huge world record and competition games where have a lot of fun with a lot of number of teams. I see also fantastic airshow with smoke where the atmonauts will perform as the acrobatic airplane patrol. I also think that this is only an initial phase, where maybe not all is already discover and set up about the real human flight... I think it will be interesting to go forward with research and sperimentation to move more and more the limits of human flight without any kind of accessory.

Anyway, more this information about a real "human fly possibility" EASY and ACCESSIBLE to everybody, will be known around the world and more we can think to increase this sport in having more people come in skydiving.

Marco's Tips for a Successful Nauti Jump

FOR THE FRONTMONAULTS

- 1) More than the position, in the beginning is important always fly ABOVE and FORWARD with respect the navigator. This condition allows to easily take the correct atmo position. To be sure of being in a correct forward situation, is necessary to see from above very well the back side of the head of the navigators.
- 2) Make the regulation of the speeds without change continuously the angles of the body, but in open and close the body by legs.

FOR THE BACKMONAULTS

- 1) Same condition of flying BACKWARD respect the navigator
- 2) Keep your shoulder rolled towards the outside and make the regulation of the speed by open and close your arms and legs.

FOR THE NAVIGATOR

- 1) When you are alone trying the position or with group making the reference, be aware of the direction and remember that where you look, due to your orientation, is opposite of where you are going!

Team Horizon

Welcome to the family

Does this canopy
make my ass look fast?

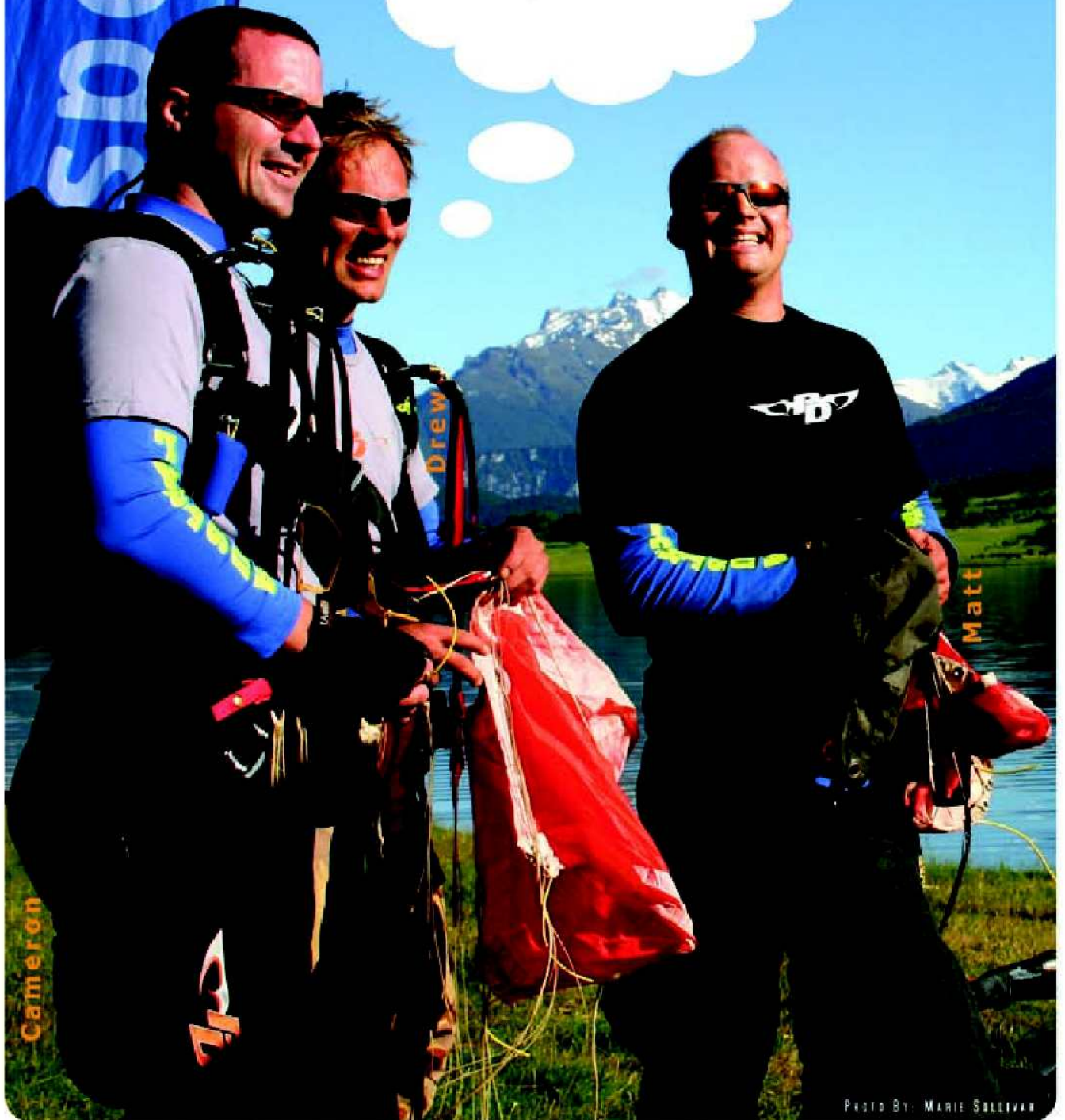


PHOTO BY: MARIE SULLIVAN



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Canopy Formation

World Championships 2008

By Michael Vaughan
Photos by Ronald Overdijk
& Ookoono

Training

Our 2008 Canopy Formation (CRW) World Championships preparations began shortly after the APF conference in May with back-to-back training camps at Picton and Moruya. We realised very quickly that training from 10-12000 feet in NSW in winter was not going to be an option, it was just too bloody cold (or we are just too damn SOFT!).

Our next 3 camps were in Innisfail Nth QLD, Jaspers Brush NSW and Willowbank Sth QLD. Plus we made a quick trip to Taiwan in July to thaw out and get some competition experience in the World Games test event (see the last issue of ASM for a full story).

In late August Jules and Crash met me at the Teuge Paracentrum (dz) in the Netherlands just in time for the band and party to complete the local round of the European Swoop Tour. We had originally planned 7 or 8 days of training leading up to the World Championships. Due to the weather, mostly low cloud, we only trained on 3 of those days and got in 13 training jumps.

When in Holland.... So we filled our days watching movies, reading books and touring the countryside on borrowed and recycled bicycles. We did some shopping and bought some..... Clogs of course. We also visited a few windmills and got a comprehensive 1 hour tour of one of them including



demonstrations on how to put it in gear, crush grain and bag flour. We didn't even have to sign a waiver, go figure!

Jenny Gordon had been traveling in Europe and made room in her busy schedule to come to Teuge to cheer us on. We had a quick team meeting and realizing that we did not have an alternate we promptly added her name to the official registration form. We have an ongoing joke in the team about having our usual alternate Fleur Vaughan on speed dial if someone messes up too badly or injures themselves. At the World Meet Jenny was keen to have a go so we all had to pull our weight!

DON'T NEED BRAINS, JUST LUCK!

Competition

We were spending a bit of time with the Swedish rotations team during the training days and were very happy to be drawn on the same load as them (3 of them were also doing 2 Way Sequential). We entertained them with our expert Swedish by calling out phrases just before we climbed out. Things like "Where's the Cheese?", "Seven Hundred and Seventy Seven", "Up your Bum" and "Cheers DAMMIT!". They had landed off the dz on a couple of their rotations rounds so we saved the best for last, "Do you have money for a taxi?"

Each time we exited the Swedes waited expectantly to hear what we had in store for them. They really got a kick out of it.

Everyone also got a kick out of our new Ookoonono team tshirts. We were often asked what our team name means to which we reply the usual "I don't know" sometimes followed by further explanation. We are hoping the makers of Mars Bars don't start litigation over the slogan that we pinched for the front of the shirts.



The competition itself went better than expected for us. Our goal was to achieve an 11 average and we actually finished with a lowest score of 11. On round 2 we felt a little ripped off by the judges after building 13 formations in time (12 was the Aussie record) only to get busted down to an 11. "Are they blind? It was there!" we were heard saying. So we went right back up and scored a clean 13 on round 3. Then matched it with another 13 the next day in round 7.



We woke on the last day of competition with just one round to go and it just happened to be my birthday. NO Robbo I am not a POP yet and YES I could blow out all the candles, both of them, in just one breath. As well as the many birthday wishes, monkey, tshirt and 2 birthday cakes, I was serenaded by the chef on his piano accordion. Definitely a unique birthday.



From round 3 we were sandwiched between the two French teams on the scoreboard. As the competition progressed we slowly moved ahead of France 2 and kept matching France 1 point for point until we gained one on them in Round 7. We could not quite catch them on the last round finishing one point behind in 7th place.

The top six countries from the World Championships automatically qualified for the World Games to be held in July 2009 in Taiwan. We were very happy to finish as the 5th country and qualify as we had such a fun time in Taiwan earlier this year.

This is only the 2nd time that 2 Way Sequential has been at the World Championships. The event is evolving incredibly quickly. The highest score at the last World Championships was a 14. Russia 2 scored a new world record 18 (in 60 seconds) in round 2 and bettered that with a 20 in round 8. The winning average improved from 12.3 in 2006 to 16 in 2008. Our 11.7 average would have earned us a silver medal in 2006 while this year we finished in 7th place.



Michael Vaughan, Crash Bennett & Jules McConnel

Stats

2008	20 x 2 Way Sequential teams
	9 x 4 Way Rotations
	6 x 4 Way Sequential
	15 Nations
2006	11 x 2 Way Sequential teams
	8 x 4 Way Rotations
	5 x 4 Way Sequential
	11 Nations

Canopy Formation World Championships 2008



2 Way Sequential is the canopy formation equivalent of 4 Way formation skydiving. Fast paced, very exciting to watch and us mere mortals stand in awe of the top teams and wonder "How the hell did they do that so quick?" and "How do I get to be that good?". I can't wait to see where it goes to in 2 years time.

At the top of the scoreboards, the Americans blitzed the field and walked away with Gold in 4 Way Sequential and the Russians easily won Gold in 2 Way Sequential and 4 Way Rotations. By the time the last round was being judged, all the medals in all events were easily accounted for except the 4 Way Rotations Bronze medal. It came right down to the wire with a big crowd gathered to watch the live Omniskore judging. In the end Belarus beat out the Swedes by just 1 point to take Bronze.

And to top it all off.... The IPC came up with the idea of an International Web Challenge, kind of like our defunct Fax/Web League, to encourage competition between biennial World Championship events. Drawn rounds could be done in our home country and the video footage emailed to the IPC to be scored by a panel of judges. The results were announced after the World Championships medal presentations and the winner is..... Ookoonono! Gold medalists at a World Championships, WOOHOO! Well actually it wasn't a medal, but gold certificatists sounds nowhere near as good.

After such bad weather during the week before comp we were all amazed to see 3 beautiful days in a row and the comp finished so quickly. This has been the biggest World Championships in many years with 16 Nations competing and a lot more teams than in 2006, mostly 2 way teams. With all that extra workload the judges and organizers did a fantastic job to get it all complete in such a short time.

Here in Australia many new people are being introduced to CRW as we ramp up for the Aussie Record 36 way attempts in Nagambie in March 2009. Why not give it a go yourself?

Many thanks to the APF Team Trust, team manager Jim Cox, Aussie team supporters and judges, Sydney Skydivers, Skydive Surfside, Skydive the Beach, Brisbane Skydiving Centre, Air Suits, Wendel, Chris (Gaylord Fokker) Gay and everyone else who supported us during the year including those who bought a limited edition Ookoonono team tshirt.

13TH FAI WORLD CANOPY FORMATION PARACHUTING CHAMPIONSHIPS - NATIONAL SKYDIVING CENTER TEUGE THE NETHERLANDS

CANOPY FORMATION CF 2 SEQUENTIAL

TEAM NAME	CANOPY	1	2	SUB 3	SUB 4	SUB 5	SUB 6	SUB 7	SUB 8	TOT	TOT							
515-565	Russia 1	Segment 105-115	15	17	32	17	49	13	62	14	76	17	93	14	107	18	125	112
503-593	Russia 2	Storm 107	9	18	27	16	43	13	56	14	70	13	83	16	99	20	119	110
512-562	USA 1	Storm 97	13	16	29	16	45	12	57	15	72	14	86	15	101	15	116	104
505-595	Canada 1	Storm 107	14	14	28	13	41	10	51	12	63	13	76	14	90	11	101	91
519-569	USA 2	Storm 97	12	16	28	12	40	11	51	11	62	12	74	13	87	13	100	89
518-568	France 1	Triathlon 135	13	12	25	12	37	11	48	11	59	11	70	12	82	12	94	83
513-563	Australia	Lightning 113	11	11	22	13	35	11	46	11	57	11	68	13	81	12	93	82
509-559	France 2	Triathlon 135	11	12	23	11	34	10	44	10	54	10	65	11	73	11	84	76
517-567	Netherlands 1	Triathlon 99	10	12	22	9	31	10	41	8	49	10	59	11	70	9	79	71
504-564	Germany 1	Ruby 140	10	11	21	9	30	9	39	10	49	10	59	9	68	10	78	69
510-560	Netherlands 2	Lightning 126	9	12	21	8	29	8	37	9	46	6	52	10	62	9	71	65
514-564	Sweden	PD exp 97-107	10	10	20	9	29	7	36	7	43	10	53	10	63	9	72	65
520-570	Canada 2	Storm 120	8	11	19	7	26	5	31	7	38	5	43	7	50	7	57	52
511-561	Germany 2	Lightning 160	5	5	10	8	18	5	23	5	28	5	33	6	39	9	48	43
516-566	UK 1	Lightning 160-176	0	5	5	6	11	5	15	5	21	5	26	7	33	5	38	38
508-558	Finland	Lightning 143-160	6	6	12	6	18	4	22	5	27	5	32	4	36	5	41	37
506-556	UK 2	Lightning 143-160	3	6	9	4	13	2	15	4	19	3	22	4	26	4	30	26
501-551	Romania 2	Pursuit 215	4	5	9	0	9	5	14	1	15	2	17	5	22	5	27	27
502-552	South Africa	Triathlon 135	2	4	6	3	9	3	12	2	14	3	17	4	21	2	23	21
507-557	Romania 1	Pursuit 215	0	1	1	1	2	0	2	1	3	4	7	3	10	5	15	15

CANOPY FORMATION CF 4 ROTATION

TEAM COUNTRY	CANOPY	1	2	SUB 3	SUB 4	SUB 5	SUB 6	SUB 7	SUB 8	TOT	TOT							
606	Russia	Triathlon 99	20	20	40	21	61	20	81	21	102	20	122	20	142	21	163	143
608	France	Triathlon 120	20	20	40	20	60	19	79	19	98	19	117	20	137	19	156	137
609	Belarus	Segment 110-115	19	19	38	19	57	19	76	19	95	19	114	18	132	19	151	133
605	Sweden	PD exp 97-107	16	19	35	19	54	17	71	20	91	19	110	18	128	20	148	132
604	Egypt	Storm 120	17	16	33	17	50	16	66	16	82	16	98	17	115	6	121	115
601	Kazakhstan	Triathlon 120	15	15	30	15	45	14	59	15	74	12	86	15	101	14	115	103
607	USA	Lightning 143-160	12	14	26	0	26	11	37	0	37	12	49	10	59	16	75	75
603	UK	Storm 97	9	10	19	10	29	8	37	10	47	9	56	9	65	8	73	65
602	Romania	Pursuit 215	1	1	2	1	3	2	5	3	8	2	10	0	10	2	12	12

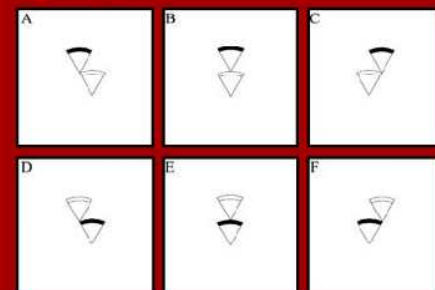
CANOPY FORMATION CF 4 SEQUENTIAL

TEAM COUNTRY	CANOPY	1	2	SUB 3	SUB 4	SUB 5	SUB 6	SUB 7	SUB 8	TOT	TOT							
502	USA	Storm 97	11	10	21	11	32	10	42	11	53	11	64	11	75	12	87	77
504	Russia	Storm 107	7	6	13	9	22	10	32	10	42	9	51	9	60	9	69	63
501	France	Diamond 160	6	6	12	7	19	6	25	6	31	7	38	6	44	7	51	45
506	Netherlands	Lightning 143-160	3	1	4	3	7	4	11	4	15	3	18	2	20	4	24	23
503	UK	PD exp 97-107	3	2	5	5	10	1	11	3	14	2	16	3	19	2	21	20
505	Sweden	Lightning 143	2	2	4	5	9	3	12	2	14	1	15	2	17	2	19	18

Chief Judges: Barry McAuley, Event Judges: Percy Kristensson, Judges: Julia Sotnikova, Bernard Nicolas, Lindy Rochow-Williams, Juha Leskela, Kristie Sinclair, Rainer (EX) Hoenle

What is 2 Way Sequential?

- 5 formations are randomly drawn for each of 8 rounds.
- 2 performers and a camera person jump out of the plane.
- Working time begins 30 seconds after the first team member exits the plane or at the break of the first formation, whichever comes first.
- 1 minute of working time to build as many formations as possible.
- The world record is now 20 formations in 1 minute.





SPAcial Invitations '08

SKYDIVE CENTER, SPA BELGIUM BY IGOR FLACK AND DAVID LONCASTY PHOTOS BY WILLY BOEYKENS

SPACIAL INVITATIONS WAS HELD OVER 4 DAYS AT SKYDIVE CENTER SPA, BELGIUM. THIS WAS NOT A BOOGIE BUT AN INVITATIONAL FORMATION SKYDIVING EVENT. THE EVENT WAS ORGANISED BY SVEN IBENS AND WILLY BOEYKENS, WHICH IS SIMILAR TO THE ARIZONA CHALLENGE AND POWER PLAY IN THE US AND THE CHALLENGE IN EMPURIA BRAVA, SPAIN. THIS WAS THE SECOND RUNNING OF THIS EVENT. THE AIM OF THE EVENT WAS TO HAVE FIXED TEAMS, UNDER THE ORGANISATION OF WORLD CLASS COACHES, MAKING COMPLEX AND CHALLENGING SKYDIVES.

The organisers included Craig Gerrard, Eliana Rodrigues and Andy Delk, the current 4-way World champions from Arizona Airspeed, Thomas Hughes from the US National 8-way team and Milko Hodgkinson from the UK National 8-way team.

The "Dave and Igor Show" arrived in Brussels airport on the Saturday morning, to commence our Eco-Friendly European tour. We picked up the hire car, a 1200cc Fiat PANDA hatchback. (It's made with bits of real Panda, so you know it's good.) Back in the 70's, a Mustang may have sufficed. But in Europe '08, "The PANDA is the answer!" Then we hit the freeway, pointed towards Spa, put the boot into the beast with a crocodile skin boot, and made the PANDA roar!



After an hour and a half of racing down the freeway and clawing through the tight corners of the Belgian mountains, our PANDA delivered us safely into Spa.

Spa is an exceptionally beautiful Belgian town located in the East of Belgium, near the border of Luxembourg. On approach, as we descended the mountains we saw canopies in the air and knew that we were in the right place so we headed straight to the Drop Zone to register.

No sooner had we arrived that we caught up with some old friends including Willy Boeykens, one of the event organisers, Valentina from Picton, Koen the Honorary (Belgian) Aussie, Herman Landsman and Darel Davenport. Walking through a foreign Drop Zone it was great to see and chat with familiar faces as we made our way to the manifest. Willy introduced us to Jeff, Charlotte and Heike. They were behind manifest at the time of introductions and were very welcoming to, "the only two Aussies' on the load". It was great to know that we were expected and they made us feel very welcome. They couldn't believe that we'd travelled, "All this way for a 4 day gig". It was our good fortune and privilege to be the only 2 Australians invited to the event and upon our receipt of the invite, there was no way we'd miss it! So, there we were, all registered...

There were 80 participants split into two teams of 40 being; The Blue Team and The Red Team. We had a Skyvan and a Casa on hand. The plan was to split the two teams into 20-ways for the first three days. On day four, to have the Blue team of 40 come together and the Red team of 40 come together to do 40-way team sequentials on the last day. We were in The Blue Team, which was led by the Airspeed members. The Red Team was headed up by Thomas and Milko.

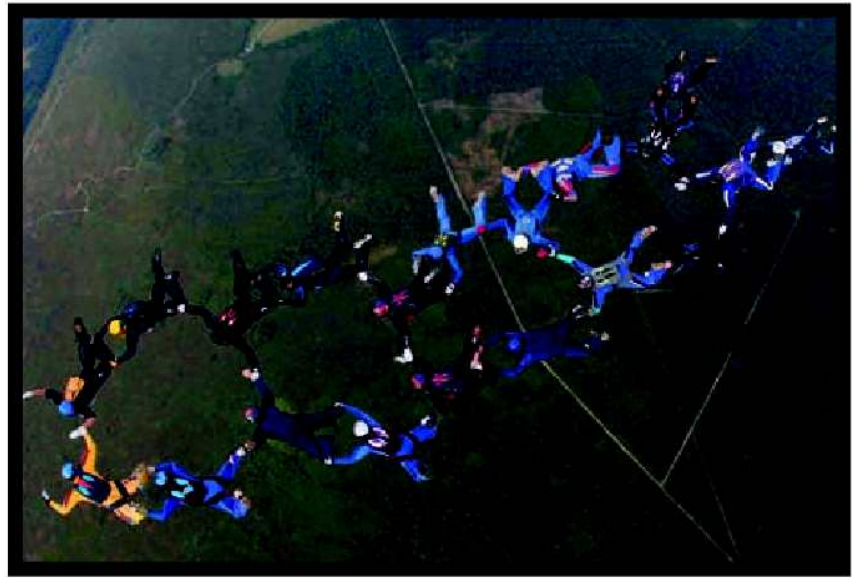
DAY 1

Our Blue team was divided into the 2 groups of 20, as expected. Fortunately we (*The Dave and Igor Show*) were in the same group of 20 that would remain together for the event. Today we'd be doing 20-Ways organised by and jumping along with Eliana and Andy. Craig took the other half of the Blue Team.

The sequence was to dirt dive a jump, jump it and then repeat it, for all the skydives of the event. This was done so we were able to debrief it and hone our skills in order to improve the second time through.

From the moment we started to dirt dive it was clear that everyone's expectations were high and that we would be achieving some difficult skydives. Eliana and Andy Took the bull by the horns. After walking through the jump, we would then put it on the creepers and work out the intricacies; no different to any usual team jump.

Our first jump is best described as a 5 point "Flying Cats" skydive. It started as a 20-way "Snowflake", broke into 10 x 2-way "Cats", folding out to form an "Open Cat-Accordion", broke back to the 10 x 2-way Cats, rotating out to form a "Zipper Flake". Check at the last point, the "Zipper Flake" in Picture 1 - that thing is almost 15 metres long! This was an awesome skydive and a great way to start the event. Upon landing, it was great to be debriefed by Eliana and Andy, the amount of knowledge and experience they have is amazing, from the dirt dive to the debrief. We took the information and went up for the re-jump, which, in every instance, proved to be more successful than the previous jump. These were two of 8 awesome skydives we made that day.



DAY 2

Our 20-way group swapped organisers; Eliana and Andy would be with the other half of the Blue Team and today we'd be jumping with Craig and Sven. Again, we would be challenged and Craig made sure of it. Picture a 4-way "Star" forming the base of 4 x 4-way "Bi-poles", the heads of the "Bi-poles" being the base of an out facing 2-way "Cat" at the four outermost points of the 20-way. This was the 1st point. The "Bi-poles" then rotated 90 degrees and was closed off by the heads two heads of "Bi-poles" gripping and forming 3-way "Star" with original "Cat" heads, other two "Cat" heads closing opposite sides. Then we rotated the "Bi-poles" 180 degrees and the "Bi-pole" heads took grips on the original "Cat" heads, who are out facing to close with four 3-way "Murphys" or "Pods". This was jump #1 for today and again the benchmark was set high!

To have Craig organising and debriefing us was super cool. It's amazing what he sees and knows (and as we know, Craig sees all!). For him to be critiquing the dives, one could only absorb the information, apply it and improve. Although the weather slowed us down a little this day, we did manage to get six really good jumps away.

DAY 3

We maintained the same 20-way as the previous day, led by Craig. He made it clear that we were going to "up the tempo". Having done some really difficult out-facing 20-ways and successfully turning many points, everyone concurred;

"Let's Do It". The confidence level and mind-set was such that whatever we dirt-dived, we would achieve in the sky. One jump that stands out from this day was the 5 x 4-ways. Picture 2 shows the first point of a complete 20-way "Opal" Base formation with four different 4-way randoms docked on it. The 5-point skydive had all five of the 4-ways completing each random. "Meeker" to "Bundy", "Diamond" to "Bipole", etc... like that! What a blast!

The weather turned on us and we only made a handful of jumps. The forecast was not good for the following day and so we decided to dirt dive two 20-ways and two 40-ways. As the day unfolded we were able to do hot 20-ways, but unable to get the 40-way off the ground. That night we had a BBQ and party on the drop zone. There was good food, cold Belgian beer, loud music and everyone had a good time.



DAY 4

The weather was not kind us to us that day my friends. The plan was to do 40-ways however the weather had other ideas! This day would see us sitting around waiting, but to no avail. By mid afternoon it was decided to "call it". Unfortunately, this was to be the end of an awesome event.

In summary, Spacial Invitations was outstanding! The event was very professional on every level. From the folks at manifest to the creeper sessions, skydives, video work and debriefs, it was definitely worth the time and money! We were fortunate enough to be organised, coached, debriefed and also to jump with world class skydivers performing extraordinary manoeuvres in skydiving. Everything they said was worthy of listening to and putting into practice. This is definitely the future of skydiving and if you ever get the opportunity to attend an event of this nature, do it!



Photo taken by BMCI Greg Cox of BMI Elaine Cox at Equinox.
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71-WAY WINGSUIT WORLD RECORD

International Wingsuit Team Makes History at Skydive Elsinore



By Rex Pemberton www.rexpemberton.com
Photos by Norman Kent www.normankent.com
& Scotty Burns www.scottburns.com

WHEN 71 WINGSUIT PILOTS BUILT A SLOT-PERFECT FORMATION AT SKYDIVE ELSINORE, CALIFORNIA USA IN NOVEMBER, OBSERVERS ON THE GROUND WERE STUNNED BY THE SIGHT.

FOR THOSE WHO HAVE NEVER EXPERIENCED THE FREEDOM OF WINGSUIT FLIGHT I RECOMMEND YOU DO A COURSE - WITH WINGSUITS WE TRAVEL ALMOST THREE MILES ACROSS THE GROUND IN A FEW MINUTES, MOVING AT HORIZONTAL SPEEDS OF 100 MPH AND VERTICAL SPEEDS OF 68 MPH AND ON THE 71-WAY FORMATION RECORD WE WERE POSITIONED JUST THREE METERS APART IN A FORMATION THAT RESEMBLED A STEALTH BOMBER.

On the very first jump we exited from the Twin Otter at 14,500 ft and we smashed the previous record - the largest slot-perfect formation - with a 16-way diamond. (My slot is the far right wing in black and red). We then spent five days practicing for the world record attempt going through 30 dry-runs before the main jump of 71 pilots on Wednesday November 12th.

Wingsuit pilots from 14 countries and 6 continents travelled from as far away as South Africa, Russia and of course from our home, Australia, to be part of the big-way team. Five of the 71 pilots were women, including my fiancé, Melissa Andrzejewski, who flew off my left wing in the formation. It was a very cool experience to share history with her and my closest friends.

Behind the achievement of the team's 71-way was a committed team of six organisers working around the clock on logistics, planning and safety: Jeff Nebelkopf (the event's founder), Taya Weiss, Phil Peggs, Mark Harris, Ed Pawlowski and Justin Shorb. Although the FAI does not yet recognise wingsuit flying, the participants and organisers believe it soon will, especially with the level of flying and the discipline we take to these events. Starting at 6am on very frosty mornings all 71 pilots and alternates were completely committed to making the record a success. The secondary goal of this formation was to push an emerging discipline to the next level of safety and recognition.

As an invitational, slots on the team were reserved for wingsuit pilots who proved their skills at qualifying events all over the United States and the world throughout the year. Once qualified, team members received regular communication about the event beginning more than a month in advance.



As participants arrived before sunrise, coffee was a welcome way to wake up before dirt dives on dew-soaked grass in the landing area. The team was divided up into four groups on Saturday and Sunday to fly individual quadrants with the four plane captains: Harris, Shorb, Pawlowski, and Nebelkopf. Videographers Matt Hoover, Scotty Burns, Craig O'Brien and Norman Kent filmed the jumps. Video debriefs and detailed dirt dives followed each jump to re-enforce what we had learnt and to make sure everyone knew what we had to do to make the record a success.

Sunday night after one of three dinners sponsored by the 'Godfather', Avery Badenhop from Team Ill Vision (Lodi California www.teamillvision.com), a very detailed safety briefing was held to get everyone ready for the big-way attempts. Everything was planned and briefed in advance: jump run, coordinated climb outs, exits, build and a staged break off.

On Monday, the entire team joined together to begin the large formation attempts out of four Otters; two from Perris and two from Elsinore. With the four pilots flying in tight formation on jump run, everyone was feeling excited and nervous. At 14,500ft the aircraft doors were opened at the same time and the first four members of every team climbed out and held on ready to jump. As soon as the jumpers in the second plane exited everybody followed and within seven seconds 71 people were out of all four planes.

Everyone dove fast and formed the stealth-bomber shape of the 71-way. Those divers in the first plane made up the right wing of the formation. The second and third planes formed the base of the nose. The third plane formed a diamond that plugged into the middle of the formation and the fourth plane made up the left wing.







I was on the right wing formation. Our ILL Vision team (red and purple) was responsible for getting one side of the formation in slot perfect position and crucially making sure our break away was a smooth as possible. Once the quadrants were assembled, the formation would hold until 5,500 ft at which point the two wings would break away and the middle diamond would continue to fly forward accelerating and then breaking apart at about 4,500ft. The break offs were smooth, fast and very safe, putting each jumper far enough apart to deploy safely. On one exciting jump a few of us had to land in a primary school's field at recess! It was due to the spot, our fantastic break off and an unexpected very strong layer of wind sitting at 3,000ft. The kids were stoked and it was fun to get an unplanned display in during the formation. Glad I had my display licence with me!

Amazingly the formation was visible on the first attempt. By Wednesday, the formation was complete and a new world record was formed. The result was spectacular; an unlinked, slot-specific formation in constant forward motion. Reporters and photographers from all over the world came to witness the achievement. Douglas Spotted Eagle, in addition to jumping on the team, coordinated media exposure and kept a detailed blog that he updated every day.

For Jeoff Nebelkopf, who conceived the 71-person formation a full year before it became a reality, seeing the team come together was a vindicating experience. *"There were so many people who said this could never be done,"* he said, *"and we have now proven that we can build big, safe, precise formations just like any other discipline in skydiving."*

The organising team, far from resting on its laurels, has already begun planning for next year's event. Official skills camps and qualifying events will be held all over the world – so get your wingsuit on your rig and start flocking slot specific formations. Maybe next year we can have an Aussie team represent the down under Wingsuiting skill?



ABOUT THE AUTHOR

On May 31, 2005 Rex made history by becoming the youngest Australian to climb to the summit of Mt Everest, after raising in excess of \$100,000 to support his dream. Having delivered significant Return on Investment to his sponsors, Rex raised a second \$100,000 of funding to support his successful quest of becoming the 3rd youngest person in the world to climb the highest mountain on all seven continents.

Using his knowledge of sponsorship and the media, Rex has had his adventures feature heavily on radio, in the press and television throughout Australia and the world.

Rex Started skydiving and wingsuiting after Everest in 2005. Since then he has completed over 650 skydives and 500 B.A.S.E jumps across 6 continents.

Check him out at www.rexpemberton.com





71-WAY WINGSUIT WORLD RECORD

International Wingsuit Team Makes History at Skydive Elsinore



"There were so many people who said this could never be done, and we have now proven that we can build big, safe, precise formations just like any other discipline in skydiving."



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MASTER OF SPORT PARACHUTING

COL KING #1

A chat with Susie Mc



Sitting on Col's deck in the Noosa Hinterland checking out old scrap books and log books...

SMc: "So when did you start jumping?"

CK: "1961"

SMc: "And you jumped 'til..."

CK: "Through to about 1973."

SMc: "You stopped the year I was born!"

SMc: "Back in the early '60s, you wouldn't have seen much skydiving to know that's what you wanted to do, would you?"

CK: "Well I was going to go for my Pilot's Licence and I went to the old Aeroclub in Newcastle and went for a few orientation flights in a Tiger Moth and a Chipmunk. A couple of the pilots there were from a RAF Base nearby there at Williamstown and they were just starting to do a bit of sport jumping and a couple of the pilots there said 'well if we were going to go flying aeroplanes then we might as well know how to get out of them and open the parachute', so I said 'ah well I'll go and do a jump with them before I go flying'. I did one jump and never went flying again! That was the end of that."

SMc: "So in 12 years, how many jumps did you do?"

CK: "Around 1,200."

SMc: "Wow, that's a lot, particularly for then, isn't it?"

CK: "I had a thousand jumps before anybody in Australia then."

SMc: "Did they have 'F' Licences back then? (Excited) Col, are you 'F' Licence number 1?"

CK: "No."

SMc: "Who's number 1 then?"

CK: "There was a fight between Claude Gillard and Andy and Bill Molloy and a few others in Victoria, because Claude ran the Federation (APF) and (laughing) the first 'F's went down there I think."

SMc: "When you say Andy, do you mean Andy Ski?"

CK: "No, Andy Keech. When I started he had 93 jumps, which was like *experienced*."

SMc: "Yeah, he would've been an instructor then for sure!"

CK: "I was an Instructor at 20 jumps! (Laughing) Everybody survived."

SMc: "What was your home drop zone?"

CK: "Newcastle. It was the dominant club from about 1961 to about 1965. I lived in Newcastle. Most of the Sydney jumpers used to come up if they wanted any descent jumping because they didn't have any height at Camden, only 3 or 4,000ft."

Col shows me an issue of the (original) Australian Skydiver Magazine from 1968, where he featured as our Aussie hero - a silver medalist at the World Championships in Accuracy. This was Australia's first ever medal at a World Championships... the article is written in day-by-day diary format by ?? and captures well the feeling of excitement, the anticipation of the jump-off round (as he and the gold medalist were tied for first place) and the enormity of situation...

CK: "I was the first one to get 4 dead centres in a row."

SMc: "On what sort of parachute?"

CK: "A PC." Don't laugh, they were pretty good!"

SMc: "I'm not laughing at the canopy, I'm just amazed at the skill of getting 4 dead centres in a row on a PC."

CK: "Nah, there were people getting 10 in a row at that stage on PCs."

SMc: "Are you serious? What was the size of the disc?"

CK: "Do you want to have a look at one of the discs? They gave me half a dozen of 'em. As we hit the disc they used to give 'em to us. They've shrunk a lot since then."

CK: "Everybody jumps PCs the wrong way these days, they do Accuracy on a PC into wind, never did that, we did downwind runs."

SMc: "Really?"

CK: "You had to set up at about 300 to 500 feet and then just ride it on a steady path, get your angle right and away you go."



MASTER OF SPORT PARACHUTING

COL KING #1

SMc: "That's pretty different to modern day concepts of landing!"

SMc: "So you got your Master of Sport Parachuting Award because you won a medal at that World Championships?"

CK: "Yeah, I came back after that World Championships, about 6 months later I was with Jim Cox in Townsville and he'd just come back from a Board Meeting and said "oh yeah, we just made you a Master of Sport Parachuting." Well the only Master of Sports that I'd heard of in those days were the Russians. If you made the Russian team or made a record, they made you a Master of Sport. That's where it came from I think. So I said to Jim "that's good." He didn't seem real serious so I didn't seem too serious either and it wasn't 'til 10 years later I found out it was a genuine award (laughing) and so then I said "I thought you were having me on!" They had a ceremony at the Coolool APF Conference and they gave me mine and Claude his and Faye hers. What are they up to now?"

SMc: "Faye was number 4 and just recently Dad (Dave McEvoy) was awarded number 5. That's all. Pretty hard to get."

SMc: "So how many World Meets did you go to?"

CK: "The first World Meet I went to was the 6th in 1964. Orange Massettchusetts in '62 was the 5th and we had a couple of jumpers from Australia. I went to 1964, '66 and '68 and then I did a lot of jumping in Europe because I was living in London; I worked the winter and jumped the summer months, and there were events like the Adriatic Cup in those days which were nearly as big as the World Champs, before Yugoslavia fell to pieces. I went to Yugoslavia for a couple and the Belgian Championships, French northern region Championships "

SMc: "You were very active."

CK: "Oh yeah! That's all I was doing for 13 years, I just worked 'til I got money and then went jumping 'til I ran out of money. It was all between Europe mainly and North America."

SMc: "Is that before you met your partner Joan?"

CK: "No, Joan and my wife at the time, Pat, were good friends and they followed about 6 months later. Pat and I got hitched after about 5 or 6 years of wandering around and Joan got married to my mate, Glen Read, a Canadian jumper. Then Pat got killed and Joan got divorced, then later Joan and I got together!"



SMc: "How did Pat die?"

CK: "It was 1971, we were doing a big demonstration jump at Bondi Beach, a 10-man jump. On opening Pat and another canopy collided. Everyone was jumping PCs and supposed to be landing back on the beach, but we'd gone too deep on the spot and we were going to have trouble getting back unless we opened high and drove in all the way. Anyhow Pat and another one of the jumpers had an entanglement and by the time they got it undone they were too low, so they landed in the water. The surf boats picked a couple of the others up and Pat was tangled in the gear and they didn't get to her in time, she just drowned. It was that City to Surf race, half a million people there, a big deal."

SMc: "Did she land in the water a long way out?"

CK: "She landed pretty close to the shore but it was a big rocky headland, there was no way you could get out of the water. The surf boat got to her and had hold of her but the boat got swamped and the boat crew and everybody all ended up tangled together and the gear was wrapped all around her and she just didn't make it."

SMc: "I guess it was hard to get out of that sort of gear back then? Like today it is pretty easy for us to cutaway."

CK: "It was pretty easy then. I don't know why she didn't. I think she was tangled in it. Trouble is she was in breaking waves and the canopy could've just wrapped around her. We'd done a lot of water jumps over the years, she hadn't done that many I suppose, but I'd done a lot."

SMc: "Water jumps as in landing in the water, or jumping over the water?"

CK: "Landing in the water - demonstrations, surf club events, stuff like that. We had it downpat; we'd undo all the leg straps and chest straps and be sitting in the harness. When the water came up you'd just straighten your legs and it would just slip off."

CK: "Another water jump we did was just up the beach from Manly, an 8-man into the surf club do, from an old plane called a Norseman. It caught fire in the engine and started throwing oil right through the plane. We didn't want to get out but we **had** to get out! We were about 5 miles out to sea. There were a lot of surf boats waiting for us because we were supposed to land in the ocean anyway, but we had about a 20 minute wait. We all had life jackets on and only one jumper lost his gear, Louie Johnson, the rest of us salvaged everything. The pilot of the surf boat crew said, "why did you land out here for?" and we said that "we didn't intend to, but have you seen the plane?" He said "no." The plane crashed, the pilot got out of it, fortunately he had a seat pack on and it was the first time he had ever worn one. He landed in the ocean about 10 miles out, getting dragged through the water, he was an old RAF pilot, had a knife in his jumpsuit, he cut the rigging lines off his face and got the canopy collapsed. There was a Japanese trawler about 50 metres away. They picked him up and took him back to town but the boat hadn't cleared customs, so they put him in quarantine for a couple of days before they allowed him back into Australia! He lost the plane - the police launch went out and they presented him with what they found and it was in a bucket! We used to do did a fair few water jumps back then."

SMc: "When you say 8-man and 10-man jumps, do you mean freefall stars?"

CK: "Yeah, all we did were stars, with smoke, we didn't think of doing anything else. When I started in '61 there was a meet at Newcastle and if you could fall stable and hold a heading you got points and that was about as good as it got then, but we progressed very fast. They started doing baton passes, which was the initial thing, then doing 3 and 4-man links. Then in the US they decided stars were the way to go, so we started building stars. We got up to 16-man stars, they used to wobble all over the place, we didn't think of boxing them all in and making them all nice and solid and stable. We would have done bigger than 16-mans but we ran out of aircraft, there was nothing in Australia we could use to take a crowd, not like today with turbines charging around everywhere."





SMc: "You talk about baton passing in the mid '60s, links in the late '60s, what were you doing before all of that?"

CK: "All Style and Accuracy and competition, no relative working at all."

SMc: "Who came up with concept of Style - left turn, right turn, back loop?"

CK: "The Russians I imagine, because they started Sport Parachuting off in communist countries. We didn't really get going for a while, the first full team we sent away was in '64 - we had a full men's team and a full women's team. Then after that, we started doing a lot more relative work, just stars. Then New Zealand got in on the first 10-man star meet one time. We had a team and we went over there, we thought it was Christmas! We came second. I was on that team with Geoff Bingham and Ian Swinbourne, Stuey McNee, Dingus..."

CK: "I did a lot of relative work, the standard improved rapidly, we were always trying to keep up with the Yanks, they used to put the magazine out and tell you what was going on and then we started contributing to that mag. Andy Keech started taking a lot of good photos and he ended up staying over there after a World Meet."

I couldn't help but have a giggle at the photos of the old gear with front mounted reserves, the huge altimeters and stop watches and the bulk of it all, thanking the people like Col who jumped and modified this equipment and essentially helped make it safer for my generation...

SMc: "What do you make of the canopies and equipment these days?"

CK: "I came out and did a couple of jumps a few years ago. I opened at 5,000ft just to play with the canopy on the way down; scared the pants off me! I thought at the time of maybe taking it up again because I enjoyed it and then I thought, "Christ, I wouldn't feel good jumping these canopies, I'd have to start from scratch and work my way back up to it again". But, nah, I'm too involved in other things. But yeah, some of the gear we used to jump was just so big and the canopies so big, in freefall I could hardly lift my head up."

SMc: "I felt like that on the old student gear, like a turtle."

SMc: "So why did you give up jumping?"

CK: "I did it flat strap for all that time, but after Pat died I tapered off a bit, I lost the taste for a while and I just didn't get into competition again which was the thing I loved. I did quite a bit of fun jumping, but I can only do so much fun jumping, I lost interest in the end and just stopped. It would be nice to start again (laughing)...."

SMc: "66 years old and wanting to start jumping again, that's cool!"

CK: "Well I saw all that mob out at the POPS Meet and there were a couple of guys who were 80! I thought, "I'm only young here!"

Reminiscing over the photos of young faces and old friends...

SMc: "You are right in your Editorial about how we make lifelong friends in this sport. You'd still be friends with most of these people wouldn't you?"

CK: "Yeah, unless they are dead or living overseas I still see them all frequently, we drop in on one another as we go past, it's amazing."

SMc: "Are you glad that you spent those years skydiving?"

CK: "Oh yeah! Yeah! If I hadn't have spent those years skydiving I would have probably... well I was being groomed for a career in the ship yards in Newcastle, doing an engineering apprenticeship. I had a leave of absence to go to the World Meet, I was supposed to come back in 3 months and continue on in the job. But I didn't. I was enjoying myself and I never ever went back. It just changed my life altogether, from there I worked and jumped all over Europe and North America. I lived a different life. As a result I've done all sorts of things; fishing boats, we fished commercially for 10 years, trawlers, all sorts of great adventures."

SMc: "Most jumpers would have a fairly similar type of story I suppose - living a normal life, then discovering skydiving and it changing their life forever."

SMc: "Well Col, and your mates, thanks for paving the way for us."

CK: "Can you imagine what it is going to be like in another 50 years? I'd like to know when Sport Parachuting officially did start in Australia. Claude would probably know because I think he was involved in it and a few of the Victorians. It must be pretty close to 50 years now I think, 'cause I know it existed when I started, **just** existed and I started in '61 so it's probably close to being the 50th anniversary of Sport Jumping in Australia."

SMc: (Jaw-dropping pause) "That's huge!"

CK: "It is, isn't it?"

SMc: "And how far has it come in 50 years?!"

CK: "And how far is it going to go, that's what I wonder, 'cause the stuff you guys are doing these days is just fantastic."



Photo: Andy Keech

Col head down in the 60s, he says it was by accident but his body position is pretty good!

Got Questions? Get Answers!



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Some of the 4 Way blocks end up swapping you with the position of your Piece Partner, this is called a "Slot Switch". Some blocks swap both sets of Piece Partners and are called "Mirrors". In a mirror you have the chance to take a double slot switch, if you're not too soft.

The Crux rule is to take the double switch and forget the mirrors. Traditionally teams thought it would be easier to learn 1 slot and just do it in reverse, however you still need to know both slots because of the single slot switches.

Taking the double switch reduces errors like having to keep track of which page your on and which way to turn or what grip not to drop. It also gives you a much better understanding of the blocks and what your Piece Partner needs from you. The majority of the top teams in the world do it this way.

Collect all the blocks : www.terminalsports.com.au/crux.

In Crux we also slot switch our exits so we are in our A slots after the first block. Remember rules are only for the idiots.
Crux out BAM!

CRUX is the constellation name for the Southern Cross.



CRUX would like to thank their sponsors:
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Block 5. Opal-Opal



Theory: Quick block, single vertical, double slot switch.

Exit: Switch everybody so closes in A slots

Build: RF knee grip on IC. IC inside knee on FF. FF outfacing with small cheat towards OC. OC knee grip on FF and high grip on RF.

Move A: OC over, IC under. OC straight then turn, put knee over RF, don't head switch until catch. IC fold in and under around left knee, stop hard for FF catch. RF assist IC through, push centre, reach up for squirrel catch (nuts). FF fold in, reach down for catch.

Close: Take out momentum and go.

Keys: Build: eyes OC and IC. Close: RF watch FF catch.

Tricks: Don't bother pre-building height. On vertical IC keep legs straight until OC is clear.



Block 6. Stardians

Theory: Straight up, double vertical, 180° heading change.

Exit: Grip complete. RF line of flight.

Build: Star with FF facing OC. Double uppers for front pair. Rear pair build small amount lower. RF take wrist grip on IC or double uppers.

Move A: Centres cross and stop hard at donut picture. RF pull IC and turn 90° holding centre point. FF pull OC and turn 90° holding centre point.

Move B: Eyes RF and FF. RF side slide and turn, present arm, stop in centre of formation. FF aim left knee to IC head, don't head switch until catch.

Close: Take out momentum and go.

Keys: Build & Close: OC and IC.

Tricks: Tight Move A. Make Move A & B separate and synchronised. Strong assist pull when Piece Partner is moving.





SKYDIVE MAITLAND

By Mel Grivas

YOU ONLY DO IT ONCE, SO FOR ALL THOSE 1978 KIDS WHO TURNED 30 THIS YEAR THE DIRTY THIRTY 'BEAVER' BOOGIE WAS HELD FOR YOU >> RESPECT! WITH OVER TEN OF US AT MAITLAND DZ TURNING 30 THIS YEAR WE NEEDED TO CELEBRATE AND WE DID THAT IN TRUE 'DIRTY THIRTY' STYLE.

The Beaver landed late lunch Friday 24 October and was hot loaded till sunset. That afternoon Feliks completed his Star Crest, Jules smashed out some CRW 2-stacks with Kev B, Joe headed up some tracking loads and we threw in a few more Star Crest sorties, just because we could.

Saturday was officially 'Dirty Thirty'. Star Crests, Tracking and CRW were definitely the flavour of the day. Bruva Jas organised the loads with Harvey, Spud, Kyle, Glenn and Zorro learning early the love of baggy suits and all the other good stuff that Star Crests are about.

Joe and Dan were coordinating the freefly and Atmonauti loads with some awesome footage. Dang Mikey; I never knew you could track that flat on your back and Joe; you're just an amazing man.

There were some spectacular canopy visuals with Jules and the CRW kids going hell-bent-for-leather with a 4-stack, two 5-stacks, a few 2-stacks and the mother of all mothers; an 8-stack. Massive congratulations to Dan, Killo, Ivan, Jay and Little Kev on obtaining their Crew Crests, all of who relied on Killo (always Killo) making that last dock. However you know it never happened if it wasn't caught on camera right, well LUCKY, because it was. A big thanks

to Joe Hallin who flew like a demon and used everything he had to stay committed to the footage. And so it was, an 8-stack was born along with 5 new Crew Cresters. Naturally a massive thanks goes to Jules for making the CRW happen. Darls, pet, love... you're a legend.

BUT the pièce de résistance was load 19, which coincidentally happened to be last load, sunset and all about being thirty, dirty and our pilot Tibbsy's first tandem oh and 30th birthday! Convenient? Totally! So Dan put his

Big tandem roundie for Tibbsy



sporty aside for a strap on with Tibbsy and the rest of us headed in for a massive Tandem Roundy and then a Roundy around the tandem. It was an awesome jump and I couldn't think of a better way to celebrate all that needed to be celebrated, captured by Joe carving it up on his head. To make it even more special, well let's just say.... Johnny Mac you ROCK! Hollywood you too are an absolute legend (sorry Patto) for ensuring there was an oh-so-cold and sweet beverage in my hand as soon as I landed, along with everyone else on the load.

As we headed in from the landing area those on the ground had already started the party, typical but totally expected. The caterers

cooked up an awesome feast; the day(s) footage was watched on the big screen with Glny working overtime during dinner to prepare the final footage for screening of last load. Oh YEAH!

The raffle was at a total prize pool of over \$1,100 with 11 prizes up for grabs. Killo picked up the major prize although we all think it was rigged (not sure how but hey it's Killo!). Thanks to Deepseed for their large contribution with all money raised from the

raffle going towards a pool cover... Damn Ducks!

Foose, stupid wigs, great costumes, fine liquor, some seriously moorish cakes (cheers Baker Dave) and of course awesome people, made for an unforgettable night and Boogie.

Sunday saw those who had to work stepping over random bodies on the lounge room floor at some ridiculous hour. However the smell of Jet A1 and a Beaver in the morning (!!!) produced some most excellent results. Twenty-six tandems (Dougie you're a machine), more tracking loads and some 1-on-1 tutor loads later, we had pumped out 10 sorties before the Beaver had to leave.

For all those who came and played; I hope you had as much fun as I did. Personally, I'd like to thank Bron who helped me on the ground to ensure I could get up in the air.

Thanks to Jonny Mac for downing his skydiving rig for a pilots rig and flying for us all weekend, however I got the impression he enjoyed it just as much, if not more.

To our friends who couldn't make it (you know who you are) I hate to say it but we had a LOT of fun, so next time be there! J



Mick Dean

Atmo Load



8 Stack

MAITO CRW

By Jules McConnel

So I rock up to the DZ – my home droppie – I don't get there nearly as much as I want to, but it's where I started jumping 13 years ago. OK, so the location has changed, but the people are there, and really, that's what makes it your home droppie isn't it?

So, here I am, 9 CRW rigs in the back of the station wagon, ready to infiltrate the minds of innocent freefallers to the "dark side" of skydiving – or as we like to call it; CRW!

Lucky for me I know these guys pretty well - spent many a time after freefall hanging out under canopy, bumping end cells and landing in formation. So it wasn't much of a challenge to get them to ditch freefall, pitch high and get to sharing some nylon action!

In fact, we had 4 and 5 stacks built in the first couple of loads and by day 2 (some of the guys 3rd ever CRW jumps) we built an 8-stack, getting 6 new CRW pups their CRW Crests! Like I said, these guys have a lot of canopy piloting experience so picked up the necessary skills super fast... that, combined with a lotta balls, made it possible!

With talent like this, we'll definitely be breaking an Aussie CRW record in March!

The 8 stack was (from top to bottom) Jules McConnel, Keven Walters, Dan Smith, Jay Clarke, Ivan Kljajic, Doug Meacham, Kev Balen, Andrew Killen with some awesome pictures by Joe Hallin flying his Stiletto 120.

Thanks to AASPA, Crash and Pricey for supplying the equipment – CRW specific PD Lightnings in PA Talon containers - and NSW State Council to assist in funding the weekend.

Maito CRW



Photo: Joe Hallin

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FAR NORTH FREEFALL PRESENTS GO TROPPO 2008

By Isobel Dore

Photos by Will Pesck, Mick Hardy, BJ Adams,
Muzza & Andre Hansen

The Weather Gods were smiling and we had five perfect days of glorious sunshine for this year's Go Troppo. Far North Queensland really knows how to turn it on and this year was no exception.

80 people were registered and it was nice to have so many North Queenslanders there this year. Our coaches were kept busy. Greg Cox had a crew of wingsuiters to organize, as well as looking after Star Crests and B-Rel jumpers too. It was nice to see so many people gaining their Star Crests and one worth mentioning was Vicki Allen who did her three Star Crests then backed it up with her first 16-way!

Ronnie Perry did a sterling job organizing the swoopers all week and all who took part in his canopy school came away flying parachutes safer, better and with lots of homework to go away with too.

This year we decided to get serious with the freeflyers and take it to a whole new level. The last three years we have run the new Vertical Relative 4-Way with Aussie coaches but felt we had taken it about as far as we could go. It was time to call in the big guns! Will Pesek and Mick Nuttal are from the team Hybrid XP. They are a new freefly team that has an extensive background in flat 4-way and so have bought all the structure and knowledge from this discipline to freefly.



The Fat Chix are all smiles after a good jump



The Fax Chix

TULLY AERODROME, NORTH QUEENSLAND

FAR NORTH FREEFALL PRESENTS
GO TROPPO
 2008



The freeflyers with Mick Nuttall



Star Cresters over Tully



2nd place 4 Way: The Fat Chix, Mick Hardy (Cam), Bec Lacey, Karen Fuller, Sonja Neville, Darja Pucko



Winners of the 4 Way: Greek Salad, Jonny Goss, Paul Osborne, Des Ewing (Cam), Petra Jerebic, Jaka Benedik



1st place VFS 4: Kemp, Will Pese and James Hens

The week started with a seminar on advances made to the new freeflying position that has been pioneered out of the tunnel and makes the 4-Way FS event just so much easier. Body positions were explained and the reasons why, followed by 4-Way knowledge and then engineering of dives. Mick and Will were both inspirational, their knowledge revolutionary and light bulbs were seen to be going off everywhere! As a pregnant and ground-bound participant, I can honestly say I have never learnt so much in my whole skydiving career. Many others were saying the same sorts of things and the TV room was getting more packed with each debrief with people keen to hang off every word that these guys uttered!

The freeflyers jumping with these guys had skyrocketing learning curves and jumps just got better and better all week. Remi was heard saying, " I just love these jumps!!". Another was getting ready to sell his skydiving gear before he came here and got the bug all over again!

The amazing thing was watching Mick and Will effortlessly swap between amazing coaching, fantastic camera work and photos plus organizing Star Crests and big ways for the flatties. These guys are true all round professional skydivers with tones of knowledge and experience, and a genuine passion for spreading that knowledge around.

The weekend saw the competition run well with lots of participants and the compulsory party on Saturday night kick on till the wee hours. Those still capable jumped the next day and the Swoop Accuracy comp was held with lots of keen participants. With most of those from Ronnie's Canopy school during the week taking out the medals!!

We finished up with a nice demo jump onto Mission beach and a fantastic relaxing beer at the resort after a wonderful week.

Special thanks go to the North Queensland Parachute Council for their generous funding for this event and the APF's Sports Parachute Fund for their generous funding to help get Mick and Will out from the States.

Time for new gear?



Earth Leakage



Coach Will Pesck (L) with Earth Leakage



Thanks to:

NQPC
APF Sports Grant
Far North Freefall members
Todd Gerrard for the planes

Manifesters: Sonja, Clanger
and Pete

DZSO's: Branden Van Nie
Kirk and Paul Osborne

Judge: Ray Williams

Coaches: Mick Nuttal,
Will Pesek, Greg Cox,
Ronnie Perry.

All the jumpers who
made it there! You
made the week an
awesome one!

Thank you all!



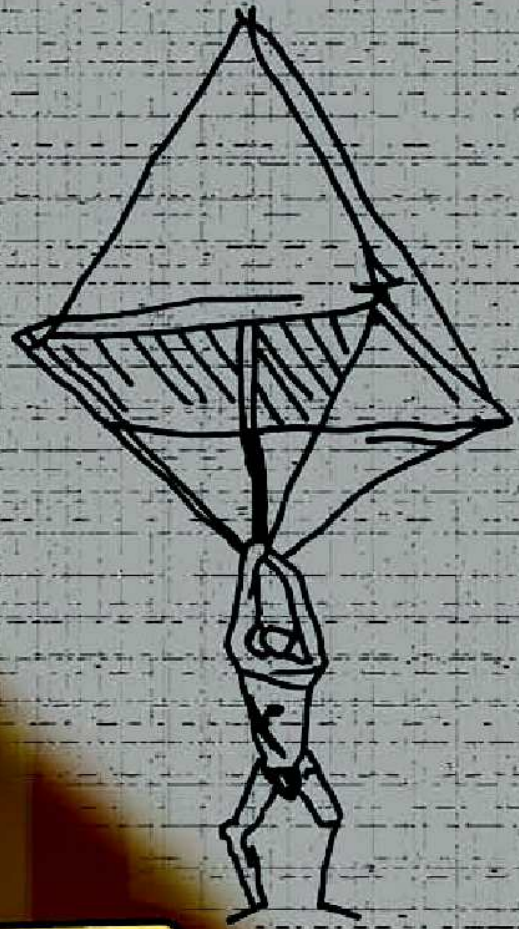
Krazy Karl Erdon



5 Way Earth Leakage. Stewart
Pesek (Cam), Greg Dore, Adam Long
Hensman.



2nd Place VFS 4 Way Sexcellent. Mick Nuttal
(Cam), Rami Guillamette, Dylan Tempest, Mark
Gazely, Brian Dore



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NSW STATE MEET CANOPY PILOTING

By Glenn Farrell

Photographs by Rosemary Smith & Steven Woodhall

Sydney Skydivers put on a budget boogie in the week leading up to the NSW State Meet in Canopy Piloting. One overseas jumper managed to get 19 jumps in on one day and there were only 20 loads that day!

A small contingent of dedicated Swoopers was focused on training for the upcoming competition. Team Horizon from WA consisting of Cameron Rolfe, Drew Lipinski and Matt Harris were pumping out 8-10 training jumps a day, regardless of the weather conditions. Glenn Oldfield and Niki Jackson from Newcastle, as well as locals Michael Vaughan, Cameron Jarrett, Rob McMillan and myself came to join the mid week fun. Several others including a couple of Mexicans (Victorians) arrived on Friday for some practice jumps before the comp.

The week provided the perfect opportunity for the uninitiated to work on the fundamental aspects of swooping and for the experienced swoopers to fine tune their skills. In the absence of a dedicated Coach, the current Australian Team members willingly gave advice and coaching to anyone wanting it. I personally would like to thank Cameron Jarrett and Michael Vaughan for all the help they gave me during this week, it was certainly an eye opener.

Here is some of the more technical stuff that I learned in the week leading up to the competition...



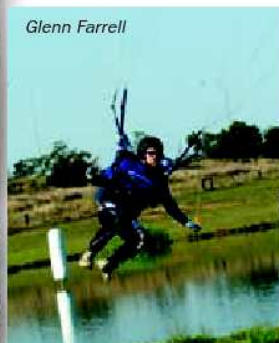
Cameron Rolfe



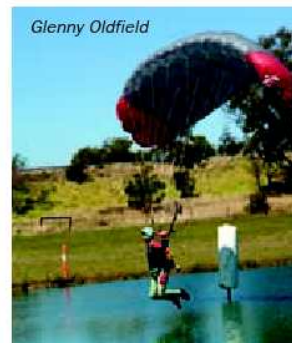
Drew Lipinski



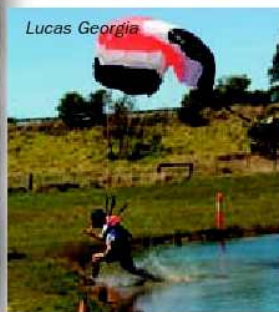
David Noble



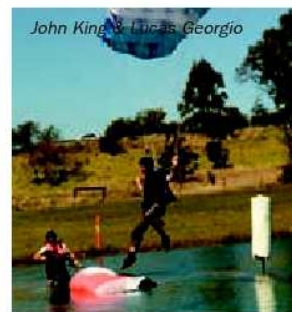
Glenn Farrell



Glenny Oldfield



Lucas Georgio



John King & Lucas Georgio



Initiation Point

The initiation point is a three dimensional point in space where you need to be at for you to initiate your swoop to enter the 1.5m course. Three aspects need to be worked out in order for you to find your initiation point: 1. Height, 2. Heading and 3. Depth. Each of these steps need to be worked out separately and in the order specified. If you change any aspect of your swoop (eg. new canopy, different degree of turn or different turn mechanics) you will need to revisit each of these steps to come up with a new initiation point.

1. Height

Height refers to how much altitude you will lose depending on the turn dynamics that you will be using. This needs to be worked out at height, so you can perform several attempts using the same turn dynamics to determine the altitude loss before bringing it down to the ground.

2. Heading

Heading refers to a point in relation to the course where you start your turn so that you end up heading straight down the middle of the course when you've finished your turn.

3. Depth

Depth refers to how far back from the gates you need to be so that the natural recovery arc of your canopy is complete by the time you enter through the 1.5m gates of the course.

At the beginning of the week I thought I had my Height and Heading already worked out and I needed to work on Depth for hitting the gates, that was until I saw video evidence of my swoops. Although my turns were smooth, they were not generating a lot of speed and I was killing most of my speed by staying on rear risers for too long (I needed to transition to toggles earlier to maintain speed and lift). So, I had to go back to Step 1 and work on improving my turn dynamics. Over the next couple of days I managed to work out both my Height and Heading before having to go back home to Bathurst on Thursday night. I was going to have to work out my Depth during the competition.

My wife Rosemary is an avid photographer and as far as she is concerned swooping is the best skydiving event for ground-based fans. Having watched the Canopy Piloting World Cup last year she was looking forward to the upcoming State Meet. To make sure she didn't miss any of the action we invited another photographer, Steve Woodhall, to come along for the weekend. Steve has never seen swooping before but was really excited about the prospect of photographing the event, so much so that he spent a bit of time looking up swooping on YouTube!

27th September – Competition Day One

Saturday dawned clear and clam. The pond was glassy and looking very inviting. With the wind predicted to pick up, everyone was eager to get going straight after the competitors meeting. The paparazzi set up on the east side of the course to take advantage of the morning light, donned in fluoro vests ready to start clicking away.

It was decided to run Distance as the first event, followed by Accuracy to try and get in as many rounds as possible as both of these events effectively use the same course (requiring minimal down time between events). Sixteen competitors were registered, allowing everyone to fit into one load of the XL. Four passes were used for each load, 2 for Open and 2 for Inter.

All rounds of the Distance event were completed in quick succession, with scores being posted promptly and efficiently by the judges. The competition was off to a good safe start, with only one chow from Darren Griggs on round two. Almost all competitors managed to post scores with the help of the great conditions early in the morning. Somehow, I'd managed to score on all three rounds of the Distance Event. I can't describe adequately the buzz this gave me, but it was better than anything I've experienced in Skydiving for a very long time.

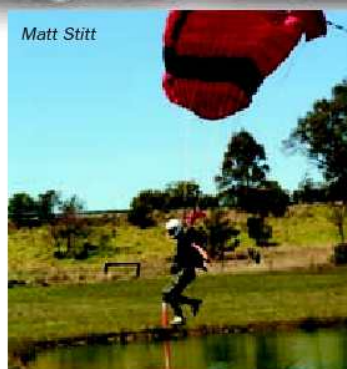
The competition in Open was fierce with only 1 point between 1st and 2nd place, and only a few points separating the top 4 competitors. It was evident that posting consistent scores was the key to survival in this game. Only three competitors in Inter scored on all three rounds and their scores were significantly in front of the others.

As predicted, the winds picked up at the start of the Accuracy Event and the action slowed down - if you can ever really say that about swooping. The head wind made it difficult for most of the Inter competitors and even some of the Open guys. The conditions worsened and a few competitors were given the opportunity to re-jump because the winds had exceeded the limits. David Noble had secured a formidable lead over the Intermediate competition by consistently scoring in every round. Rob McMillan managed to increase his lead a little in the Open competition, but the scores were still tight between 1st and 5th place.

While the competitors stood down until the wind conditions improved, the course was changed for the Speed Event. Thankfully, the wind conditions improved at the end of the day and there was just enough light for the competition to resume and we managed to complete the first round of Speed before calling it a day.



Michael Vaughan



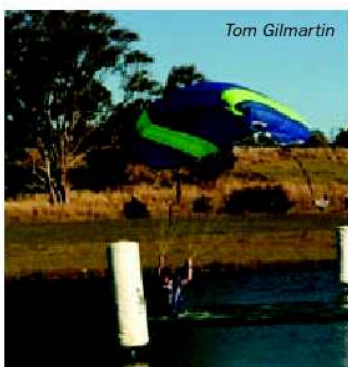
Matt Stitt



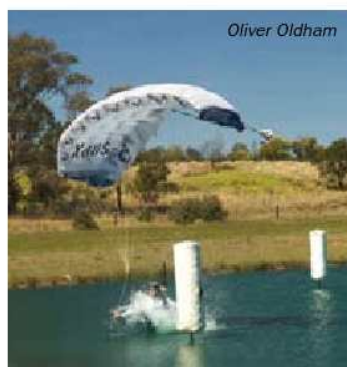
Matt Harris



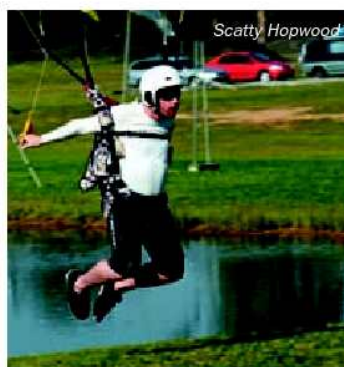
Niki Jackson



Tom Gilmartin



Oliver Oldham



Scatty Hopwood



Rob McMillan

28th September – Competition Day Two

We were up early for wheels off at 7:15am to take advantage of the calmer conditions before the predicted winds arrive. The skies were clear and there was little to no wind on the ground for the last two rounds of Speed.

Rosemary and Steve (the paparazzi) were setup in the sand right at the end of the pond looking down the course, watching the canopies whistling towards them and turning, mostly at the last second, to complete the course. Steve had a close call and executed an impressive combat roll to avoid being taken out by Tom Gilmartin, not just once - but on two separate rounds! I guess those high visibility vests make targeting easy, don't they Tom?

Rob McMillan and David Noble managed to increase their leads in their respective competitions by being the only two competitors to score in all nine rounds.

Overall, the conditions were challenging to say the least, but everyone had a good safe competition. Sadly, the conditions proved too difficult for me to score in any of the Accuracy or Speed Events – but I gave it my best shot. My aim for the meet was to attempt to score at least once in each of the events; instead I used up all of my scoring rounds in one event.

The paparazzi admired the skills displayed by all of the competitors, whether it was dragging water in the course, smacking into the pond or kiting over the finish line. They were particularly impressed with Vaughnie's 990 degree turns, although they were unable to capture those adequately using stills. Both Rosemary and Steve signed up to do a Tandem Skydive, but the predicted southerly winds kicked in hard and strong preventing them from going up on this occasion. Thankfully, the competition was over before the winds hit.

THANKS

There are many people who made this swoop event possible and a huge success. I would like to thank the judges for all the work they put into preparing and judging the event, Meet Director Jonny Mac and Sydney Skydivers for hosting the event, Michael Vaughan and everyone who helped him set up the courses, the pilots for their consistency, the ground crew capturing the swoops on video, the photographers for all the great snaps, the volunteers for all their help and all of the competitors for making it a fun and safe meet.



Open Accuracy Winners



Overall Intermediate Winners



Overall Open W



Intermediate Distance Winners



Safest Pilot Award
Tom Gilmartin



Open Distance



Open Speed Winners



Intermediate Accuracy

2008 NSW CANOPY PILOTING STATE CHAMPIONSHIPS - INTERMEDIATE - UNOFFICIAL SCORES

Competitor Name	Canopy	Size	Distance						Accuracy						Speed						TOT	RANK						
			1%	2%	3%	Sub	Place	1%	2%	3%	Sub	Place	1%	2%	3%	Sub	Place											
David Noble	Velo	96	59.34	95.07	67.72	100.00	55.30	100.00	295.07	1	71	100.00	9	11.25	84	100.00	211.25	1	3.44	100.00	2.61	100.00	3.36	100.00	300.00	1	806.32	1
Darran Gaggis	Velo	90	62.42	100.00	5.00	7.38	0.00	107.38	6	0	0.00	89	36.25	9	14.06	100.31	3	4.01	35.79	3.77	89.23	3.81	88.19	243.21	2	450.90	2	
John King	Velo	90	0.00	0.00	54.70	80.77	43.20	78.12	158.89	5	31	43.66	80	100.00	16	25.00	168.66	2	10	0.00	2.87	90.94	10	0.00	90.94	3	418.50	3
Giern Farrell	Velo	96	51.65	82.75	65.58	96.84	49.70	89.87	269.46	2	0	0.00	0	0.00	0	0.00	0.00	5	10	0.00	10	0.00	0	0.00	0.00	5	269.46	4
Lucas Georgio	Velo	90	45.50	72.89	57.50	84.91	43.00	77.76	235.56	3	0	0.00	0	0.00	0	0.00	0.00	5	0	0.00	0	0.00	0	0.00	0.00	5	235.56	5
Scally Hopwood	Velo	90	63.07	95.02	0.00	0.00	41.60	76.05	160.07	4	0	0.00	16	20.00	0	0.00	20.00	4	6.27	54.86	10	0.00	10	0.00	54.86	4	234.93	6
Gierny Oldfield	Katana	120	0.00	0.00	36.40	53.75	24.00	43.40	97.15	7	0	0.00	0	0.00	0	0.00	0.00	5	10	0.00	0	0.00	0	0.00	0.00	5	97.15	7
Tom Gilmartin	Katana	120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8	0	0.00	0	0.00	0	0.00	0.00	5	10	0.00	10	0.00	10	0.00	0.00	5	0.00	8
Matt Stitt	Mamba	120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8	0	0.00	0	0.00	0	0.00	0.00	5	10	0.00	10	0.00	10	0.00	0.00	5	0.00	8

2008 NSW CANOPY PILOTING STATE CHAMPIONSHIPS - OPEN - UNOFFICIAL SCORES

Competitor Name	Canopy	Size	Distance						Accuracy						Speed						TOT	RANK						
			1%	2%	3%	Sub	Place	1%	2%	3%	Sub	Place	1%	2%	3%	Sub	Place											
Rob McMillan	JVX	88/79	88.26	93.56	95.31	97.16	87.78	100.00	290.71	1	80	80.00	100	100.00	63	63.00	243.00	2	3.51	100.00	3.47	92.80	3	100.00	292.80	1	826.51	1
Matt Harris	Velo	96	83.70	90.78	96.20	93.06	66.77	75.08	264.93	4	55	55.00	78	78.00	71	71.00	204.00	4	10	0.00	3.22	100.00	3.18	94.34	194.34	2	693.27	2
Drew Lipinski	Velo	84	0.00	0.00	98.10	100.00	87.65	77.09	177.09	5	59	56.00	100	100.00	109	100.00	256.00	1	3.85	91.17	10	0.00	3.3	90.91	192.08	3	615.16	3
Camron Rolfe	Velo	90	92.20	100.00	97.60	99.49	78.96	89.96	289.45	2	80	80.00	61	61.00	71	71.00	212.00	3	3.77	83.10	10	0.00	10	0.00	93.10	4	594.56	4
Michael Vaughan	JVX	69	89.42	96.98	87.15	83.84	70.35	83.16	265.98	3	100	100.00	65	65.00	0	0.00	165.00	5	5.64	82.23	10	0.00	3.32	80.36	152.60	4	583.58	5
Oliver Oldham	Xaes	90	57.10	61.93	65.60	63.87	36.30	41.36	170.16	6	0	0.00	9	9.00	0	0.00	9.00	7	0	0.00	0	0.00	0	0.00	0.00	6	179.16	6
Niki Jackson	JVX	84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7	24	24.00	16	16.00	0	0.00	40.00	6	10	0.00	10	0.00	10	0.00	0.00	6	40.00	7

Judges/ Craig Bennett Volunteers: Peter Jeney, Ray Williams, Andrea Boerkamp, Sofia Giussani + many more

WA STATE MEET

By Mia Jennings (and Clusterfunk)

Photos by Rachel & Andy Oakeley

The WA 4-Way State Meet, held at Skydive Express, York, turned out to be a fabulous weekend full of laughter, learning, camaraderie and true sportsmanship. The weekend of the 27/28th September broke clear and blue and everyone was excited! It may have been a relatively small turn-out, but it was tight and each team gave its best. The support/ground crew excelled and everything ran smooth and steady thanks to Manifest and Dixie. A special Thanks to our patient and generous Pilot, John Seman, who continuously went beyond expectations to keep all of us jumpers in the air and who ensured a good spot all weekend.

We were sneaky enough to have stolen 2 awesome coaches from Nagambie for the weekend. (No apologies for that!) A massive and heartfelt thank you to Kyle Binning and Tanya Cale who went above and beyond the call of duty, coaching AND competing. You are both an absolute delight and are welcome back to York any time!

As with any competition, there can be the occasional 'oops'; including a camera mal (Turn it on!) and a very well recorded brain mal from a coach! Dirt-diving proved to be a pleasure had by most and every jump was enjoyed by all. The Café ran hot all day – Well Done Toots and Co! We would be mere shadows of ourselves without you! Also, we would like to thank Peta Holmes for her excellent job in Judging. Her laughter is still echoing from the rafters! The footage taken was great and a great big 'Cheers' to all of the camera flyers. Well done to all competitors. It was gratifying to see the assistance and light-hearted jests from everyone involved throughout the entire competition. Also, an enormous thank you to Skydive Express for hosting such a great weekend and for having everything available and on hand.

RESULTS

OPEN

Gold - **'Peter Garrett Fan Club'** (Ryan Ferguson, Chris Jones, Peder Olsen, Ray Hepburn and Mike Murphy on video)

Silver - **'Clusterfunk'** (Kyle Binning, Peter Jennings, Hendrik Dik, Mark Sillifant and Andy Oakeley on video)

INTERMEDIATE

Gold - **'K'funkin Ching'** (Sharon McCarthy, Kristin Czyn, Caitlin Campbell, Corrina Niendieker-Hale and Rachel Oakeley on video)

Silver - **'B'rokka'** (Danielle Blunden, Tanya Cale, Mike Hale, Brendan Roache and Jody Blunden on video)

Clusterfunk was then awarded a great honour, receiving the Lee Irvine Memorial Shield for Sportsmanship, however it was generally agreed that they just looked great in their matching T-Shirts - courtesy of the Mother of all Funk. The weekend rounded to a close with the lighting of the infamous bonfire and some simply terrific pyrotechnics! The symbolic burning of Lee Irvine's parachute also marked the evening, making it all the more memorable for those involved.

So there you have it folks! Another awesome competition, fun filled and an experience well worth having, leaving us eagerly anticipating 2009!



K'funkin Ching



Peter Garrett Fan Club





B'rokka

A DAY FOR DAVE... AND FUN, THE WAY HE'D LIKE IT!

By Shirley Cowcher Photos by Mike Murphy

Dave Lock was a gentle man, always willing to help novices and lend a helping hand to explain spotting techniques and accuracy approaches. He was also a persistent and consistent competitor in Classic Accuracy and represented Australia on several occasions. Dave died 8 years ago



Clusterfunk



Mark Loathe

of cancer, but he left behind a legacy in WA, which resulted in six years of the Dave Lock Classic Accuracy Meet being held separate from the WA State Accuracy Meet. Last year it was decided to combine the events and rename the State Accuracy Meet the Dave Lock State Accuracy Meet.



Clusterfunk



Doug Flanagan

The 2008 Dave Lock State Accuracy Meet was hosted by Skydive Express on Saturday 1 November. To encourage competitors of all levels it was decided that the event would be Sports Accuracy. Don Woodland, an Australian Classic Accuracy competitor, was the Meet Director and Laura, Dave's wife, was the Chief Judge. Roy, Barb and Zac all helped out.

There were 19 competitors, 6 Open (more than 200 jumps) and 13 Novices. The rules, as they appear in the Sporting Code, were slightly modified – we did 5 rounds instead of 3 and the novices scored 15 metres with no penalty if they under- or over-shot the 15 metre circle.

There was excitement, controversy and danger: only 0.29 metre between Greg Jack and Scott Brown in 1st and 2nd in the Open category; a re-jump awarded to Craig Cooke for interference (Craig had 34 jumps at the start of the competition) and a disqualification from the competition for dangerous flying on the last round.



Peter Garrett Fan Club

A mini competition took place for one round between Don Woodland and Shirley Cowcher when Craig had to do his rejump. Don won the competition by less than 1 metre – both getting within the 5 metre circle. His reputation was on the line – how could he coach anyone in accuracy if he couldn't make the 5 metre target!

At the end of the day awards were made which included Encouragement Awards to Adrian Weaver and Craig Cook both with less than 50 jumps. The perpetual shield for the novice winner went to Danielle Blundel with a score of 51.02, 2nd place went to Amy McDermott scoring 75.60 and 3rd place went to Clint Dadson with a score of 75.99.

In Open it was a close call in all positions. Unfortunately, Gary Hamilton blew his chance for 3rd place on the last round when he overshot the 15 metre circle and fell over on landing (scoring a maximum distance of 45 metres). Mark Sillifant also blew his chance when he was unable to prevent an over balance to step outside the 15 metre circle and gain a 15 metre penalty (a pity given that he had landed 0.80 from the centre). Mark did try to argue with the judges that it was an intentional step out but nothing he said or offered would change the decision. The perpetual trophy went to Greg Jack (35.91), Scott Brown came 2nd (36.15) and 3rd was Peder Olsen (66.77).

All landings were filmed and Don spent time around the bar explaining to competitors where improvements could be made. A big thanks goes to Skydive Express, Don Woodland, Laura, Roy, Barb and Zac for ensuring the event went ahead without any problems, to the competitors for being safe, in the most part, and thanks to Dave Lock for his contribution to WA skydiving. I'm sure he would have enjoyed the event.

ON THE AIR

VALE JEAN SMITH

September 9, 2008

By Mike Dyer

Jean began her involvement with skydiving in Western Australia and did her first jump back in 1971 where she met Clive one of the local instructors of good standing. Jean only did a few jumps, but became a significant contributor to our beloved sport in many ways.



They moved to Victoria where Jean went on to get her judges rating and for many years she contributed tirelessly to the Victorian scene, becoming chair of the Judges panel, Director of Judging for the APF and Chief Judge at several nationals. She also looked after the APF books for years as our accountant.

In 1977 they relocated to Western Australia where, together with Clive, she ran the Western Australia Parachute Centre at Dale River for 28 years. As well she brought her talents to bear as a mainstay of the State Council for many years. She performed the task of secretary and treasurer for decades, sacrificing many a night for the council. Jean made the state meets in WA happen because she was always there to do the judging task, without which we wouldn't have the competitions.

Jean was well qualified in her honorary roles with the APF as her work as an accountant associated with Ford dealerships saw her responsible for the Finance/Record keeping of some very significant businesses. She was co-owner of a major Ford dealership and was well known and highly respected throughout the Ford industry in WA. Jean had retired for only 3 months when she was diagnosed with breast cancer.

Clive, we know you're hurting, but know that there are a lot of us around the land who will look forward to catching up with you and having a drink while recalling stories about the good old days with Jean and yourself.

INSURANCE 101 FOR SKYDIVERS

By Sean Walsh

As jumpers we are often regarded as a frivolous lot; jumping, parting and generally not taking life too seriously. Well here's a drop of sensibility for you.

Gear Insurance; it's both important and worth it. We all understand going overseas needs travel insurance for even the smallest expense we might incur. But we never lose our bags so the cost of gear insurance is just too much and not worth it right. WRONG.

APF gear insurance now has cutaway cover. Nice but I'll never need that. WRONG. It happened to me, last training jump in France before the competition and I'm under a spinning twisted main. Plan B works well, but that's where it goes wrong - team mate (thanks Dave) follows canopy into a rather tall crop field that is at least 400m square. Despite a good description of where to look we search, even using Stretch, and find nothing. Losing a main, D bag, risers and needing a reserve pack is an expensive business. Collecting French Police reports is slow too. Luckily I had taken out Gear Insurance with the APF and the claim covered everything, including the reserve pack.

The chop and unrecovered canopy could happen to any of us on any jump, not just overseas, so do yourself a favour - get photos and receipts for all your gear and then take out gear insurance before your next jump. If you need help or have questions, talk to Neil Fergie at neil@insurancenet.com.au

AUSTRALIAN 100-WAY RECORD ATTEMPT EXPRESSIONS OF INTEREST

By Greg Jack

The current Australian large formation record is 81 which was set at Corowa in 1999 during the World Skydiving Championships and took advantage of the aircraft, pilot and skydiver expertise that had come together for the event. The aim is to set a new Australian Record of 100.

There are a number of Aussie skydivers who are regularly participating in the P3 (Perris Performance Plus) Big Way and 100-way Camps in the USA, which are conducted bi-annually.

These camps are conducted using the P3 Big Way organisers Dan BC, Kate Cooper-Jensen, Larry Henderson, Tony Domenico, Doug Forth and Tom Jenkins. There are also a number of other world calendar boogies and events (i.e. Thai Sky Festival) where participating Aussies gain valuable big way experience.

We want to know is if there is enough interest to make such an event happen. The proposal is to:

- Find a minimum of 85 committed Aussie Big Way enthusiasts willing to make a serious financial commitment to such an attempt
- Conduct it at Perris Valley, USA over the period 01 to 14 June, 2010
- Enlist the organisational expertise of the P3 Team and utilise the experience, logistics, aircraft and manifest facilities of Perris Valley Skydiving
- Conduct the Aussie record attempt by way of 2 x three day Big Way Camps then a four day 100-way Camp structure starting with 2 aircraft 40-ways through to 3 and 4 aircraft 60-80-ways and finally a dedicated 5 aircraft formation for the 100-way Record attempt
- The camps and record attempt are structured for 45 jumps in total, with the aim of determining the best aircraft and formation slots for everyone. This will build up the required experience and confidence level for each jumper so we have 100 people all doing their job at the same time because that's how records are made.
- For it to be an official Australian record it needs to be made up of 75% Australians hence the need for 85 committed Aussies.

The attempt will not be cheap! But with so much advance notice, people have plenty of time to organise holidays and start saving. The jump costs (with every jump comprehensively video debriefed and a DVD of the event provided) will amount to around US \$2,250.

Not everyone who would be keen to attend will have the requisite Big Way experience and trying to bring interested people together to smaller events beforehand may be logistically and financially prohibitive, hence running a longer camp of about 8 to 9 days of jumping and tuition over a two week period, bringing everyone together under the tremendous experience of the P3 Team. (I have seen skydivers on these camps with 200 to 300 jumps dock 99th on a 100-way!)

Minimum experience required is 250 jumps; 50 jumps in the last 6 months; have been on at least a 20-way and have the ability to close 12th or later on a consistent basis.

Talk to people at your DZ and decide whether you are really serious or not about getting involved and drop me an E-Mail declaring your interest so we get an idea.

gregorykjack@yahoo.com.au

EXPRESSIONS OF INTEREST

Leased Drop Zone Sites on Ramblers Drop Zone, Toogoolawah

- Retirement Blocks
- Hangar site
- Swoop Pond

Contact Dave McEvoy 0438 928 202

BLUE RIBBON TAKES TO THE BLUE SKIES

Hello, my name is Neil Hobbs. I am a Constable here at the Shepparton Police station where I've worked for the past three and half years. I've raised funds in conjunction for the National Police Remembrance Day on Monday the 29th of September.



I put a suggestion to our Shepparton branch president of the Blue Ribbon Foundation, Sergeant Peter LAW, who has also worked at Bendigo and Broadmeadows Police Stations, for a fund raising activity that the community could get behind and would generate interest and appeal as being something a little different. As I'm also a current and active Tandem Skydiving Instructor with 1,684 jumps (having been skydiving the past 14 years), I suggested to Sergeant LAW that I would strap myself to him and bail out of an aeroplane. That's when the good Serg did his first jump – at my mere suggestion! Sergeant Law's only request is if he could bring a second set of Y-fronts given he gets nervous climbing up a step ladder!

Peter finally warmed to the idea set for yesterday, Saturday the 27th of September – 2 days prior to Police Remembrance Day. My aim was to raise awareness and \$5,000 (I raised \$5,300 prior to the jump) for the Blue Ribbon Foundation, which supports local causes like the recently opened Tynan-Ayre wing at Goulburn Valley Health.

The whole idea behind the project was for the good Serg and I to highlight what police work is all about – putting the needs of others in front of your own and stepping out of your comfort zone (or to put it boldly, putting your life on the line - for the needs of others)

The jump took place at the Skydive Nagambie parachute centre at approximately 10:30am Saturday the 27th – yes, Grand Final day!

I also jumped with 'Buff', the fluffy toy Police dog – the official Shepparton Police Blue Ribbon mascot. Sergeant Law strapped on a Blue Ribbon to each wrist for the cause. Frank Eyre, father of slain Police Constable Damien Eyre, was also in attendance and stated to me that if Sergeant Law backed out, he would take up the challenge and do the jump – there's always next year Frank!

A freefall photographer captured the moment on both digital stills for the story. We jumped from 14,000' out of a Turbo prop XL 750 and freefell for 60 seconds then enjoyed a scenic 5 minute parachute ride. Shepparton Police Constable Natalie Sanders also took up the challenge and did a tandem skydive as well.

BEAT CANCER BOOGIE

Yann Bronnec of Vigil AADs is on a mission - to beat his cancer and raise funds for cancer research – and is organising a fundraising event at Skydive Bitburg, Germany, from 28 – 31 May, 2009.

So far he has a fabulous line up of internationally known RW and Freely load organizers plus 3 planes, 1 Helicopter and 1 Balloon. There are planned charity tandem jumps, charity swap meet & equipment auction plus a charity "Date a World Champion" auction.

www.beatcancerboogie.com



FREESTYLE SEMINARS 2009

Your chance to get coached by a world champ!

This is a call-out to all skydivers who would be interested in learning about freestyle from one of the world's best. Yoko Okazaki has a swag of medals from her long and successful career as a freestyle competitor and she is coming Down Under to share her secrets with us! You can see her amazing work at www.axis21.tv



You don't need to have previous experience in freestyle, just some basic freeflying skills (i.e. stable in head-up orientation). Experienced freefliers would also definitely benefit from Yoko's course, as she has plenty to offer there too.

There will be two seminars:

NSW: 17–19 January 2009, Picton DZ

Sth Qld: 24–25 January 2009, Rambler's DZ, Toogoolawah

Thanks to the kind support of an APF Sport Development Fund Grant as well as the NSW and South Queensland Parachute Councils, much of the cost of bringing Yoko here from the UK is being covered. That means rego is at the bargain price of \$100 per person for the weekend. If you want to do jumps with Yoko, then you will need to cover her jump tickets and packs.

Slots are limited so please contact Naomi as soon as possible to secure your place.

Email naomi.adam@bigpond.com or call 0419 438 185

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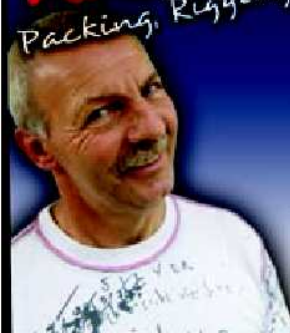
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Formation Skydiving big-ways are back at Skydive Arizona! **NOV 7-14**
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Scott Canaves hosts a WingSuit 'rockin' good time! **NOV 15-16**
- **Airspeed 4-Way Camp**
World Champions hone your skills in 4-Way! Don't miss it! **NOV 18-22**
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When something goes wrong it's important to identify all the "links in the chain" involved in the incident and all the errors even if they may not have had a direct impact on the outcome. In this way a negative incident becomes a window that opens onto the underlying operation and culture, and generates improvements in risk management.

The following are taken from a selection of incidents received at the APF office and are published in the interest of safety education. While every effort is made to ensure accuracy, neither the APF or ASM make any representations about their accuracy, as information is based on incident reports as received. Comments in italics are compiled by Kim Hardwick, APF Technical Officer.

EXITS/FREEFALL

'C' Licence jumper lost helmet during freely jump because chin strap was not fastened properly. Action: Secure chin strap prior to exit. Jumper briefed on the consequences of dropping equipment & the potential for injury to people or property below.

O.R. 5.1.3. Parachutist shall not carry an object which if dropped would constitute a danger to property or persons on the ground during the descent unless that object is secured to their person. Secure your equipment!

'C' Licence jumper experienced a premature opening of reserve container during ascent in the aircraft. Pilot noticed, made jumper aware who then remained in the plane. Premature deployment possibly occurred during the jumpers climb into the a/c. Pin and loop had been checked prior to explaining so likely dislodged during moving into seated position. Action: Repack reserve and take more caution when moving in aircraft.

DEPLOYMENT/MALFUNCTIONS

'A' Licence jumper. Canopy seemed to inflate OK. Released brakes, canopy stalled then went into an accelerating right hand turn. Elected to cutaway. Suspect pressure knots.

'E' Licence jumper on a wingsuit jump, experienced progressing line twists & diving canopy after deployment. Cutaway (still fully zipped up in suit) on back, rolled over to deploy reserve. Wings did not impair cutaway or reserve deployment which opened on heading.

AFF Stage 4. Exit went well. Initial freefall was stable, but on JM release, started to rotate to right. Continued rotation at deployment possibly resulting in line twists. The student did not attempt to identify or rectify the line twists, but cutaway & deployed reserve. Action: Student retrained in procedures for clearing line twists.

'E' Licence jumper. Main parachute opened with line twists. Attempted to clear but canopy began an accelerating turn. Cutaway back to earth and spinning, resulting in Reserve opening with line twists at ~1500ft, which were cleared & jumper landed safely. Action: Jumper had felt an uneven loading through parts of the main deployment which could easily have been partial line dump. Better attention to even line stow pressure during packing. Inspected two weeks prior and found to be in good working order. Canopy to be fitted with new brake lines.

Line twists are a deployment problem which students are taught to kick out of and then continue with the canopy flight. On large, slower canopies this is usually not a problem.

However, as canopies have become smaller and faster, line twists have become a common reason to cutaway, simply because the twisted canopy very often develops an uncontrollable spiral dive which does not allow enough time to get untwisted.

There are several things you can do to reduce the chance of experiencing line twists on opening:

Pack cleanly and pay attention to your brakes. One brake coming off on opening is a regular cause of line twists.

Even line-stows on the bag. There are various sorts of stows available (tube stows and rubber bands) but it important that they grip each line stow securely and evenly. Do not get lazy or messy as you stow the lines.

Dump stable (shoulders level), this gives the bag the best chance to come off your back cleanly and with a high-performance canopy keeping your shoulders level will help prevent any induced turns during opening. Many jumpers also pay attention to their position in the harness during deployment - uneven leg straps or more weight on one side will also influence your canopy opening.

If you get line twists and start to try to get out of them remain height aware. Have a height where, if you are not clear, it is time for the reserve.

Solo jumper with 29 jumps experienced a good deployment at 3500ft. Released the brakes & initiated a right spiral turn. At 1700ft, started a left turn, released it but brake stayed on, continuing turn. At 1300ft cutaway & deployed reserve. Conclusion was that the brake line excess had looped around the soft link. Action: Getting keepers sewn to stow excess brake lines.

'E' Licence jumper. Canopy opened Ok, but slider knocked one toggle off during its descent. Toggle wrapped around slider/lines causing spinning malfunction. Initiated EPs. Action: Check all packing procedures including brake stowage.

Setting your brakes needs some care and attention to detail. Many cutaways are due to failure of the brakes to function as planned (either releasing during opening or jamming on after deployment.) Plan how you will deal with these situations before it happens to you.

Jumper with 17 jumps was making first conversion jump to rig equipped with BOC. On deployment, did not throw away the pilot chute. After four seconds, with no deployed parachute commenced E.Ps. When pulling the SOS handle, realised still had the main p/c in hand so let go of it. The Main p/c wrapped around his leg. He kicked it off, had to release the left riser, then reserve opened normal. Action: More training.

'D' Licence jumper making a CRW jump, did not throw pilot chute vigorously enough causing a delayed opening at a greater than desired velocity. Hard opening ensued resulting in broken line. The canopy was controllable but incapable of a safe landing flare. The decision was made at 11,000ft to fly the canopy to 3000ft before cutting away above the DZ. Action: Throw p/c more decisively, avoiding it being caught in the burble.

'F' Licence jumper experienced a hard opening that resulted in broken suspension lines & possible tear in centre cell. Cutaway & deployed reserve. Canopy was not recovered so full synopsis not available.

AFF Stage 6 successfully completed freefall component. Deployed at 4500ft - experienced 'sharp' opening. Canopy developed line twist. Discovered left brake line had broken. Right end cells closed and twists above the slider. Elected to cutaway at 2000ft. Deployed reserve and landed safely. Action: Continue with established procedures. Canopy inspected for damage, will require re-line or replacement.

HARD OPENINGS?

Several interrelated factors affect the opening characteristics of your canopy:

• Packing method

Canopy folding

Slider position

Bagging the canopy

The manufacturer's instructions should be followed when packing. The exact location of the slider inside the pack job greatly influences the opening, and it is critical that the slider grommets remain up against the slider stops even after bagging the canopy. A couple of inches down the lines can make a big difference.

• Line stow method

If the lines are not stowed to the bag securely enough then there is a danger of 'line-dump'.

This means that the line groups are yanked out of the rubber band stows as the bag decelerates off your back, leaving the lines in the pack tray and the canopy coming out of the bag before line stretch. The jumper, travelling at terminal, finally reaches the end

of the lines and already has an open canopy (canopy first deployment), The opening shock is brutal and can damage lines, canopies, risers and skydivers.

To check your lines on the ground, it should take between 6 and 12 lbs of force to unstow the lines when pulling the bag across a smooth surface by the bridle. You can use a fish scale to check this. This is particularly important with the new, thin, slippery lines.

Line stows should also have about 2 inches (50mm) of line loop through each stow and if you are using Tube Stows, read the instructions to get the correct stow tension.

• Pilot chute

The pilot chute has a big effect on canopy deployment. Too much drag slows the bagged canopy down too much, increasing the 'snatch force'. This is when the pilot chute and bag is accelerated to free-fall speed at line stretch. This can also disorganise the unpacking of the bagged canopy, or increase the chance of line dump.

If you have a non-collapsible pilot-chute fitting a kill-line system will help.

• Deployment airspeed

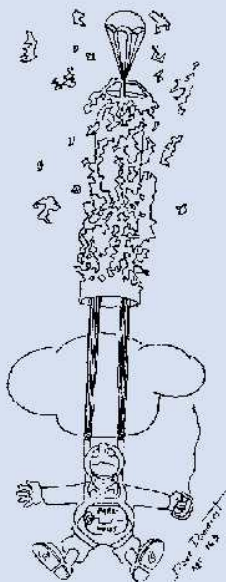
This largely boils down to "don't dump in a track", be stable and slow down after freeflying. Using a good flare to lose your forward speed will help your openings. Keep in mind that wearing boosters will radically increase your speed. Also, sitting up (head high) on opening helps to reduce the whiplash effect on your back and neck.

• Correct wing loading (your weight/canopy size)

Canopy manufacturers publish their recommended suspended weights for each of their canopies. Remember that this includes the weight of your parachute, harness and reserve (your exit weight, in fact). These recommendations are the result of many test jumps in different conditions. If you ignore these recommendations to buy a smaller canopy, then harder openings may be the least of your problems.

If you do have a problem with hard openings, talk to someone about it. Riggers, instructors or an experienced jumper with a similar canopy can all help. A hard-opening canopy is dangerous: jumpers have suffered broken ribs, internal injuries and damaged necks.

Do not suffer in silence.



UNDER CANOPY/LANDING

Stage 4 AFF student on final approach carved left & right contra to TA's directions. He took his eyes from the TA, stared at the ground & failed to respond to the directions to flare & PLR, landing hard. Student said: "I panicked and didn't flare". Injury to right heel & knee. Action: Advised student to assume PLR & flare on command or at correct height.

AFF stage 1 student was slow to respond to TA's directions. On final, missed the flare command landing hard with no PLR. Injury to right ankle. Action: Reinforce PLR on landing.

AFF Stage 3 student did a normal flare for landing but did not have feet together for a PLR. The landing appeared to be OK but he broke his right ankle. Action: A PLR would have helped.

'A' Licence jumper had an off DZ landing, made a bad approach landing behind a building with lots of down draught resulting in a hard landing and a broken foot. Action: Jumper should take better approach to land & chose a better spot.

'A' Licence jumper landed slightly off wind line with sideways movement. Put right foot down first, resulting in broken tib/fib & dislocated ankle. Action: Jumper will be briefed on landing into wind with feet together.

Solo student on 13th jump experienced a 45 degree wind change during final approach. Flared slightly late & reached for the ground with right arm out, resulting in broken hand and dislocated wrist. Action: A good PLR would have helped. Retrain.

'C' Licence jumper did a normal approach in light & variable winds. Not fully flaring, put foot down at an angle to line of flight resulting in a broken ankle. Action: Re-affirm landing with feet together after completing flare.

We were taught to perform a PLR during our student training. Many probably have not practiced one since. However, most experienced parachutists will tell of at least one occasion when they survived a hard landing with no or little injury by using a PLR. Either during turbulence, or a bad approach, or avoiding an obstacle, a well timed PLR has saved or reduced many injuries.

Knees bent, feet and knees tight together - roll!

RIGGING

'E' Licence jumper with brand new equipment experienced a pilot chute in tow so deployed reserve. When the reserve opened & released tension on the container, the bag fell out. The bag with canopy were recovered the next day. Later inspection found the p/c had not been assembled as per the manufacturer's instructions and had collapsed as soon as it was thrown. It pulled the pin but did not have enough drag to pull the bag out of the container. Action: Advised Packer 'A' who assembled the equipment to ensure they read the manual first!

'A' licence jumper's packing card was found to indicate serviceability date of 03/09 despite no required battery change taking place & four year service date coming due during signed serviceability. Grounded rig and had it sent back to the previous Rigger for battery change. Incident report sent to Dir Riggers.

Action: Spoke to Rigger & he agreed packing card validations should include AAD details & only be validated to the life of the component. Rigger spoke on this at the State Council meeting.


RESERVE PACKING CARDS

Supplies of Reserve Packing cards are available for Packers and Riggers from the APF office. Please contact me, Kim Hardwick, the Technical Officer to make request. technical@apf.asn.au

O.R. 7.4.1 Each emergency parachute, other than those referred to in 7.4.2, shall be accompanied by a reserve packing card which shows the make, type and serial numbers of the certified parachute parts (harness and reserve or emergency canopy), a record of work done, the signature and identification of the person who performed the work and the date on which the parachute was last certified as airworthy.

O.R. 7.4.3 If an automatic activation device (AAD) is fitted to activate the reserve parachute then the limits of its serviceability shall be recorded on the packing record. This must include Serial No's, make, model, Date of Manufacture, service expiry date and required battery change date as applicable.

Members: If your packing card is unable to clearly record all of these required details, please ask your packer to provide one.

PARACHUTE RECORD LOG		Date of Manuf.	
This parachute must have been packed within the last 6 months for legal use in aircraft. Keep this log with the parachute. Do not destroy			
! WARNING !			
Parachuting is a high-risk activity which may cause or result in serious injury or death.			
NEVER EXCEED RESERVE CANOPY LIMITATIONS			
Approval Standard		Serial Number	Remarks / repack Due
Maximum Exit Weight (Jumper + clothing + equip)	(lb) Kg	Model	
Maximum Deployment Speed	Kts		
OWNER INFORMATION			
Name:			Signature
Address:			
City, State, P/Code:			
Telephone:			
 AUSTRALIAN PARACHUTE FEDERATION		Manufacturer	Certificate No. Serial/ID
AAD Battery Replacement Due		Equipment Data	
Factory Service Due: Cycle / Year		Reserve Canopy Harness & container AAD	Date

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* DEMO PD CANOPIES IN COMPLETE RIGS *

LOWER LIGHT NEWS

By Sandy Glenday Ground photos by Ben Barclay Aerial photos by Steven Cash

It's been busy at Lower Light the last few months. We've had quite a few AFF students go through including Justin Gray (son of Chief Instructor Al Gray), who started AFF on his 16th birthday and completed it less than 2 months later. Other students to complete AFF Courses are Karen Brown, Aaron Jamieson, Clive Cunningham, Dave Lewis, Ben Ewens and Alex Duncan. Callum, Jarek, Ryan and our German visitor Dominik, are currently part way through. Other notable achievements are Michael Salveson's 200th jump and Ben Lunn's 100th.

Nagambie's XL made its way over to us again in October for a German themed Octurbinefest boogie. Friday kicked off a great weekend with 15 loads, Saturday and Sunday were a little slow as we had some wind issues, so to amuse ourselves, some of the boys took an old canopy out in the landing area with a creeper and went for rides. That all got canned when they let the canopy go and it flew into the aerial on the hangar, bending it. Oops. I don't think Al will leave us to our own devices again!

Luke Oliver came over fresh from Equinox to Load organise for us along with partner Lea Critchley plus Darren Griggs came to coach Birdman jumps, all doing a fantastic job that was appreciated by all. It was great to see the Goolwa crew come over to make use of the XL as well as several jumpers from Langhorne Creek, Nagambie, Canberra, Sydney, WA and the UK.

Travis and Ryan were best dressed for the German night; they were the only guys to don their lederhosen. Kelly wore a dirndl, Jason stole Kelly's expensive eyeliner to draw a Hitler style moustache. I went as Einstein and Dominik decided that seeing as he is German he didn't need a costume!

A few of the boys got nudged up for the last load of the boogie; they tried to convince us that they were cold and usually much more well endowed.

Only 1 chop for the weekend - a tandem and the tandem student wasn't even aware of it, even after she landed!

We managed to do 37 loads over the weekend even with the poor weather, with Ronnie doing a spectacular job of flying and spotting all weekend.

A few notable achievements for the boogie were Vlasto Zamecnik's 9,000th jump, Jason Ellul's 1,000th jump, Eyad Ehtar got his Star Crest and several jumpers making their first wingsuit jumps. I think the highlight was Dale Elliott's return to skydiving as Australia's first paraplegic to do a solo jump.



Jessie Mulvey



Dale Elliott



Vlasto Zamecnik & Darren McInerney birdmen



Vlasto Zamecnik's 9,000th and Jason Ellul's 1,000th

COMMANDOS

By Tom Kenny Photos by Wilson Leung

Despite fire works at the AGM, the evening ended on a positive note, with a dynamic team elected to steer Commandos into 2009. Andy Mulholland, Terry Murphy, Rob Simunic, Jim Owen, Stipo Micklic, Adam Dorkins, Steve Stapleton and Paul Algie were all voted in to help give the Club a clear and successful direction into the future. Stepping down after this years AGM was Chris Betchley and Eric Mecham, two stalwarts who have contributed a great deal to help run the club.

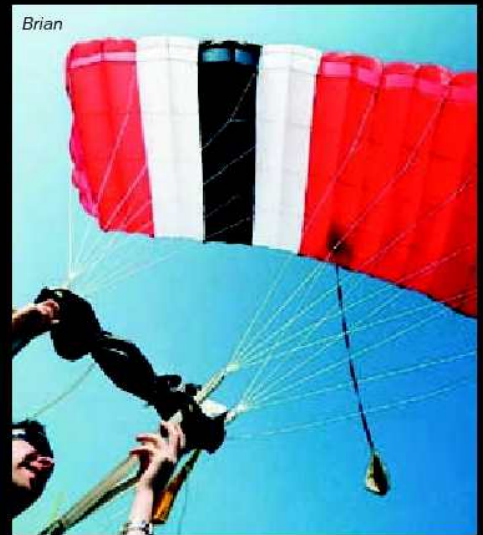
The jumping has been going strong with plenty of tandems, students and fun jumpers and now with the warm weather upon us it's never been a better time to be jumping!

Kman organised a fantastic evening of nights jumps in October. The weather was perfect! Five loads were done in total with many people getting their night ratings and even a few doing night rel. So... what could be more exciting than jumping out of a plane at nighttime? Doing it naked of course! And that's just what Andy, Ward and Stipo did. Apparently their 3-way went well, but the nil wind landings in the darkness proved to be a little bit more technical.

Big congratulations to everyone who's been ringing the bell. It's great to see so many new faces becoming regular jumpers.

Check out our new website at www.commandoskydivers.com.au The new design driven by Rob Simunic has paved the way for our very efficient online booking system. You can also check out some of the latest pictures, club info and most importantly, register you interest to be part of our 50th Golden anniversary coming up in 2011!

**'Til next time, have fun and keep smiling,
From all the gang at Commando Skydivers.**



S.A. BUSTED CREW

By Curtis Morton

Parachute Club with funding assistance from the APF brought over Mitch McMartin and Matt Berens of Crimson Mist for a three day CRW training weekend at Lower Light DZ. Weeks of promotion generated interest in keen SA jumpers who were ready-to-go Saturday morning, even though the wind was way above safety limits.

Mitch and Matt provided ground training and advice, dirt diving CRW moves and techniques. This kept the jumpers interested for a few hours until the high winds finally blew out everyone's spark. Some went home and others began forearm work (beer raising). Saturday night Mitch and Matt were shown the sights around Glenelg. Sunday morning the guys again were up early verbally describing CRW, speaking loudly above the howling wind. The weather would

not cooperate with all the planning and travel schedules. Again the jumpers began trickling away from the DZ. Our CRW coaches were brought back to Adelaide for a proper dinner at Ben and Barb Wright's house where they were fed excellent homemade pizza and local Shiraz. The wind continued to blow. Monday morning it was obvious the weekend was a bust. Mitch and Matt had a nice breakfast and were taken to the airport where they caught an earlier flight back to Melbourne.

A big thanks to the APF for their funding assistance. Thanks also to Ben Wright who did an excellent job organising this event, everything was in place to train SA jumpers eager to learn and improve their CRW skills. Mitch and Matt enjoyed their time in South Australia and look forward to returning. The SASPC likewise enjoyed Mitch and Matt's ground CRW School and their patience with the local weather. We all hope their next visit meets ideal conditions.

CRW ACTION AT AYRSPORTS

By Shane Lacey Photos by BJ Adams

As always, AyrSports has been running hard here in sunny NQ. A while back, Karen Fuller got to thinking she would like to give CRW a shot. Next thing a cunning plan had been hatched and CRW was on!

Chook continued his great support of the club by sending his 'AyrVan' up from Airlie. Australian Army Sports Parachute Association (AASPA) CRW rigs were rushed up after Jules finished with them the weekend before. Andrew Preston (Sarge)

and Ben Nordkamp kindly gave up their weekend to come up from Brissy and introduce the mysterious black art of CRW for the club's November weekend.

Personally I think 'CRWraps' is far too scary and will stick to BASE and canopy piloting, but evidently others aren't of the same mind as we had a great turnout, with jumpers from Airlie and Mackay joining in the regular Townsville crew. Nearly everyone had the chance to get some 1-on-1 coaching and it was great to see some people really push their comfort zones and give it a try.

On top of the CRW action, there were a number of other significant achievements over the weekend. Neats ran a 7-way rel jump for her 200th, or at least it was flat until Sonja Neville hit the formation. Yours truly finally celebrated his 500th by way of a 7-way hoop jump with Bec Lacey, Mick Hardy, Karen Fuller, Jeff Whitby (Jeffo), Maria Olsen and BJ. Resident jump-pig BJ Adams notched up his 800th, however with a number of really cool lobs occurring, he claimed 3 separate jumps for the occasion!

In between all of that Michael Rogers (Dodgy) and Maria are back from Switzerland; Muttley had some AFF students keeping him, Dodgy, Mick and Wade Atkinson busy; Jeffo got his knees in the breeze for the first time in a while; and Mel and Christine were kept busy looking after the manifest and keeping track of what was actually happening when (BJ would have been lost several times without them).



Brandon performing the hoop with Shane Lacey and Jeff Whitby holding it.

What is a DZ weekend without talking about the party! With all the CRW virgins, the bell was ringing like a telemarketer. Brandon Tavern sent out two HiAces to pick up a bunch of hungry jumpers and take them into town for some excellent tucker. With food out the way, it was

back to the DZ for the 10 or so cartons and the bonfire. What a fire! Anyone wanting to approach within 20m needed an asbestos fire suit. Everyone felt sorry for Stiffila having to go back to the mine and miss the weekend (again), so we decided not to torch his van. Josh Johnston drank water, had an early night and was crook for the entire next day. You should have drunk beer, mate!

The weekend finished with Sarge, Ben, BJ, Animal, Pauly, Mick and Matt attempting a 7-stack and then a 6 stack, both built to a 4-stack before running out of height. It was a very rewarding weekend for all the new CRW dogs, although some people (including Karen) are not fans of PD Lightning openings!

Sincerest thanks go to Sarge and Ben for coming up and sharing their knowledge, AASPA for the loan of the rigs, Chook for his plane and all the jumpers for coming along and joining a CHOP FREE CRW weekend!

As this issue goes to print we have a Film Festival and Christmas boogie/party at the DZ. Check the website ayrsports.org.au for details.



Bec Lacey, Karen Fuller and Maria Olsen



Ben Nordkamp bottom docked on Andy Weal

CREW DOGS AT PLAY IN MORUYA

(more affectionately known as mCRWya)

By Trish Vogels

Five dogs. Two days. Sixty-four slots (only two freefall lobs). One successful 4-way stack, several successful 3-way stacks. One exhausted camera dude. Nil chops.

Saturday morning, Michael kicked things off with a safety briefing... "take stuff back to shore before you chop and if you are in a wrap - stay calm, maintain clear concise communication." Crash suggested that we be careful with what we say; avoid things like "take us back to the shop..."

The lads went up first as they both had some experience in CReW. When Michael inquired who wanted to jump next, I was quick to nominate Cathy (she seemed keen to get the first lob out of the way, really she did...). I was to follow. It was interesting to see how we individually dealt with our nerves before our first jump. Cathy was somewhat vocal about her nerves before the jump; I went very quiet. Nonetheless we were both thoroughly shitting ourselves.

With the brown sticky stuff neatly gathered and placed to one side we got on with the jumping. We all sank our hungry teeth into the big juicy bone of CReW. The challenge was savoured by all, the learning curve was steep, and progress was quick.

There was little wind Saturday morning and we all keenly watched each other land; Bill was the first one to smear himself along the ground (nice work Bill, it was a good one!). Although the wind picked up, giving us a lovely headwind to land into by the end of the weekend, we had all successfully landed in less than elegant fashion to the pleasure and satisfaction of our fellow CReW dogs.

The weekend was fare welled with a sensational 4-way stack - Cathy, Crash, Bill and Michael doing the honours. The formation was built with grace and beauty (where did they come from...who invited them on the load?), it looked awesome from the ground. The CReW dogs separated and attempted to rebuild but didn't quite make it. Nonetheless a damn fine skydive.

A big wrap (mind the pun) needs to be directed Paul Webster's way. Paul came along to do some fun jumping and ended up doing a whole lot of camera dude work. He was well and truly shagged by the end of the weekend chasing the CReW dogs but ended up with some really groovy footage. Thanks Paul! Nice work.

Jumping at Moruya, as always, was decadent. The super dooper Cessna was not available so we had to make do with the super Cessna. The loads to 10K varied between 9 minutes and 18 depending on the people on board and how much whale watching we did on the way to height (yes troops whale watching...). The joy and grandeur of traveling in VH-WCC was best described by Bill, "it climbs like a homesick angel but still descends like a Cessna".

A big thank you to Fleur who flew all weekend for us and a big wrap to Skydive Surfside.



BAY LINES

By Ray Palmer

Welcome back to our overseas travellers, Stephan Kleinlein, Damian "Scambo" McGrath, Gabe Wuyts and Bart Hardie. All back safe and sound ready for the summer. A farewell to Sally Baker who is returning to "Mexico" and a welcome to Im Boe who is now on full time at Byron.

Well it's been an enterprising three months at Skydive Byron Bay, with a few new Instructors. Oleg Cher, Alex Nelson, Steve Waterson, Leo Magno and Steve Bernie getting their Instructor 'D'. Well done guys and good luck being an Instructor! The fun is about to begin....

Now for the good old bell ringers, Nathan "Nado" Gough did his 5000th jump and Alex Nelson did his 1,000th. Alex was one of our Cadets from the New Zealand Skydiving Academy and has done a great job getting to where he is now. Congratulations to Matt "Madcock" Adock and Brad "Hi Fi" Merritt on getting their 'B' Licence.

Also an apology from me, I made a mistake two issues ago... it was Ronnie "daRrub" Walters 500th and not Terry "Tezza" Trainer's. Sorry about that Ronnie, at least we had the correct picture!



Photo: Stu Gough



Photo: Stu Gough



Photo: Alex Nelson



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SKYDIVE NAGAMBIE

By Tim Buhler

Spring is nature's way of saying, "Let's party!" ~ Robin Williams

What a great idea Robin, lets throw an Atmo party!

Spring arrived in Nagambie on September 5th and love was in the air indeed. Not just any love, Nauti love. September's "Dingo Gets Nauti" Freely Camp was the perfect way to kick off Spring, even the weather gods came to the party, turning on four days of clear blue skies and sunshine. Over the camp's four days Dingo and Crikey led more than 60 loads, tweaking and tuning people's styles to build some nice formations. The Silver Fox proved as cunning as his name suggests, sneaking on a few loads and cleaning up on the poker table. The Jump Pig Award was jointly taken out by dashing Byron Bay duo, Alex and Leo, who took advantage of some early morning VH-EFY loads to give them that crucial advantage. John King found himself yet another innocent victim of Dingo's tough love exit policy, which saw him (from several angles and in slow-mo) smeared across the wing of the PAC. Sympathy would be offered Mr King but there have been one too many sheep jokes circulating recently so you deserve all you get. A big thank you to Dingo and Crikey for the effort they put in and cheers to all the Atmonauts out there who made it a great camp. Is the humble tracking dive forever banished from our southern skies?

Canopy skills were on the agenda in early October. Fresh from winning the Australian National Swoop Competition, Robbie McMillan dropped by to impart some of his vast knowledge onto the Naggas jumpers. A keen crew from a range of experience levels kept the coach on his toes and the brush of shame in high demand. As an instructor always learns something from his students Damo was able to refine Robbie's head-down drinking technique, which left a few people somewhat subdued on the Sunday. Thanks Robbie for donating your time and energy. Cheers to Relworkers for organising the weekend.

The October ABC Camp finally saw our freakish streak of good weather come to an end. Low cloud meant the first two days were perfect for EFY hop-n-pops, packing lessons, DVD sessions and extended bar opening hours. The sun was back mid-week and it was game-on with Rob, Julz and Hillary romping through their 'A' Licences under the caring yet critical eye of instructors Shanno, Mr Wildish, Warrick and Officer Hobbs. Thanks to Rich (proud owner of the world's largest jumpsuit), Rick, Chris, John, Peter, Asher, Elise, Peter G (welcome back), Grubby (also welcome back) and anyone else I have neglected to mention for keeping the PAC ticking over and the beer flowing.

A plethora of booties and sausages invaded Nagambie mid-October as Relworkers held their 4W4E competition. With the guys and gals from Airtite and Snatchforce on hand to guide their protégés through the highly charged atmosphere of a competitive 4-way environment, it was always going to be a big weekend. It was a closely fought competition narrowly taken out by the Diabolicals (Caitlin Collin, Clare Ringland, Craig Robinson, Sean Turnbull and Griggys on vid) with the

Encouragement Award going to Ben McGuffog. Cheers to everyone who came along and made it a fun weekend.

Run in conjunction with 4W4E Nagambie hosted a Star Crest weekend to encourage people to attain this most illustrious of APF awards. Several sheepish looking freeflyers and a few ID hopefuls were guided through the intricacies of big-way flying by the ever capable Shanno and Kyle. A big thankyou to the Load Organisers and everyone with a Star Crest who helped make up the numbers.

October's AFF / Tandem ID saw Nagambie playing host to the best looking, most intelligent (with maybe one exception) and committed group of Instructor 'D' hopefuls ever to come out of this fine country. With The Cross, Paul "Dennis Connor" Murphy and Mike Carre present to offer sage advice, war stories and the odd clip about the ear, the course was a smoothly run machine, well oiled by the contents of the bar. Congratulations to Weetbix Wade, Angry, Ben, Ceri, Mr 100%, Laney and the Dunce on achieving your respective IDs and to Numbers for attaining his IB and maintaining his dominance on the Foosball table.

We would like to take this opportunity to welcome the one and only Mark Hogan. A budding aerobatic pilot, Mark has taken over the reins of Don's beloved EFY and specialises in early morning hop-n-pops and mid-week jumping. When not flying you'll find Mark at the gym working on his massive calves and honing his lethal Samoan Jandal Fighting technique.

Thanks and congratulations must go to the following people – Crikey, Alex, Leo, Shane, Johnno, Andy, Ben and Brody (first jumps at Nagambie), Dingo (4,000th), Neil (1,700th plus becoming an old bastard), Mike (1,000th), Kate (700th), Tanya (900th), Dave T. (500th), Mike and Linsey (400th), Robert ('A' Licence), Asher and James (200th), Jason (100th, first jump on new rig), Mathais and Scotty (first jump on new rig), Julz and Rob (AFF course), Ben ('B' Licence), Thomas ('A' Licence), Don (Awesome Atmo Camp and foolishly supporting those yellow shirted losers), Barry, James and Tim (beer line), John Kinton (first tandem and 14hrs freefall), Ronny (officially divorced, you've been warned), Greasy (happy Hawks supporter), Neil (when is a hip mount R/C not a hip mount R/C?), Orlando (first jump with camera, first chop), Ronny again (you don't want to know! Trust me), Mark (various cock ups), Dipsy (didn't feel like working so cut-away), Michelle (first chop), Peter (first Cessna jump), Rob Tasic (14th 4W4E, 1st medal), Steve Williamson (welcome back, first Cessna), Steve (Weetbix award), Damo (Chop), Craig (AFF ID, Mr 100%), Tim and Jason (first livey), Terry (a flying visit), Kim (a big day), Ronny yet again (spot 60 degrees off – ATC's fault? yeah right), Ronny (we love you man, happy 40th). Good effort people. All up over 70 slabs for the season, at this rate it's going to be one helluva summer.



Squirrel docked on Crikey

Photo: Leigh McCormack



Jason's 100th



Linsey's 400th



Linsey's 400th



Octobers ID Course



Atmo Camp

COFFS CITY SKYDIVERS

By Steve Hill & Lawrence Hill

Dragon Boat Races (survivors of breast cancer). Our display team was at it again in late October, donating skydiving services to help raise money for charity. This time we were in Grafton, a little community slightly inland on the awesome Clarence River, just 50 minutes from Coffs. Pom, Tan, Hilly and Throbba performed a gaggle with smoke after a star burst much to the crowds delight.

The organisers were wrapped with the demo and asked us if we would be able to make it an annual display. Gifting communities with skydiving displays really helps raise awareness of our sport; hopefully there will be another 10-20 thousand brains out there thinking, "maybe I should do a jump". At least displays create the RIGHT pictures of skydiving in their minds as from now!

Again thanks to our awesome team, including Jordi (pilot) and Sanchez (packer) for their professionalism and time.

Food and Wine Festival Coffs Harbour

It wasn't a great weather day and our Display Team didn't know if it was going to be a goer 'til 10 minutes out. Cloud at 1,000 - 1,500ft had been looming most of the day with the odd break to 3,000ft. We got the green light from Coffs Tower and cranked the old Cessna 182 up, filled her with daredevils and climbed to a neat 2,500ft only to find out on jump run a big grey fluffy cloud had come in right over the landing area. A decision was made to go round and get beneath the cloud, which left us at 2,000ft. Unfortunately our planned 5-way freefall and star burst was not to be, although the backdrop for the spectators was brilliant and the visuals of the canopies opening were awesome from the ground. There were some really cool swoop landings over Coffs Creek and the demo was another huge success. Thanks Team you are awesome!!

Rings from the Heavens - Hilly and Tan tie the knot!

The bell never sounded so sweet as it did on September 21st, on a gorgeous little beach just north of Coffs Harbour (Charlesworth Bay), when Steve and Tan became Hilly's. With their future Australian 4-way team (kids) Xavia, Jack, Charlotte and Jacob at their sides, this was to be the start of another awesomely connected, true skydiving family.

The wedding was opened with an Australian Flag jump by C.I. Tony Maurer, followed by a literally smokin' 4-way and ocean swoop (Pom with the Rings, Milton, Throb and the old dog Rainey).

The bride looked sensational as she walked down from the resort onto the sandy aisle accompanied by her Dad Greg (who willingly gave his daughter away to a BUWA, let alone a Skydiver??!). The ceremony was beautiful and somewhat interactive (you know what skydivers get up to when they think they are not a part of it!).

With 30 knots blowing the previous day and solid rain for the next few, the newlyweds had dodged a bullet. Coffs tropical weather turned it on starting with an array of storm clouds followed by a dozen droplets of rain into a sunny blue sky day then into an awesome sunset with more storm clouds, a spectacular evening light and sound show and then a half hour downpour later in the night. The wedding photographer (Dave the click Moore) could not believe his luck; the backdrops made for some sexy shots especially at Coffs Harbour's massive regional security risk airfield. We did, shock horror, get photos on the runway and taxiways supported by ASIC, wielding 1000 strong-armed security secret service MIB anti terrorist swat team. (Jokes, thanks to Coffs ATC and solo security dude Boris for helping set this up, the shots turned out awesome.)

Coffs City Skydivers aircraft hangar played host to the coolest wedding reception venue ever. VH-TXI was up in lights, the storm clouds were perfectly positioned and the hangar was decked out to the nines, band Coastal Soul rocked on and the party still cracked on at 5pm the next day! The Bride and Groom wondered off about 4am to the honeymoon suite!

Hilly and Tan wish to thank all their jumping buddies, families and friends who really put in to make this the most memorable night ever, that we can't remember!

Slinky, Steve, Pom, Tan & Throb



Steve & Pom at the Dragon Boat races



Craig Muir (Sanchez) and Luke jamming before the wedding



Mark Rainey smokes it into the wedding



Tan over the Grafton River on the display



Runway Bride and Groom



Milton Kirkman makes archery into the wedding in style

Hangar wedding party



SKYDIVE MAITLAND

By Mel Grivas

It's been an awesome start to the season, so much so it started early. Allow me to embellish ...

Demo Jumps

Over the past few months the Skydive Maitland "Demo Team" have been fortunate enough to participate at a number of festivals throughout the Hunter Valley. Some of these included the "Sky's the Limit Air Spectacular" held at the D'Albora Marinas in Nelson's Bay. This was the first air show for the Nelson Bay area and included air displays from the Pitt Special, Trojan and Mustang. After our display with smoke blazing, the RAAF gave the crowd some low level action. A few weeks later saw the Demo Team at the "National Maritime Festival 2008" held on the Newcastle foreshore. This event had over 100,000 people attend. The Demo Team consisted of Katanas, a Velocity and even a Stiletto, all carving it up in the sky with smoke trailing.

But you can't go past the Demo into Redhead Beach, just south of Newcastle, where two loads were flown in just before and on sunset. The visuals were amazing and only enhanced by Cate's talent at 'Flare Posing'. Followed with a feast fit for Kings and Queens at Joe & Bron's house just around the corner. The reason for such a lavish Demo: Bron's Birthday.

Congratulations

We've had a consistent flow of students and are very proud to congratulate Dan and Azza (The Brothers) on completing their AFF course in 3 days. Big Chris, Baker Dave and Mark attended our 'A' Licence night followed by the "Fly or Fry" Canopy course held by Sik Boy in October. Congratulations gents.

Sik Boy and Glny attended the Canopy Piloting State Meet in September and had a fat time. We took C-182 VH-IRF for a "Road Trip" from Maitland to Picton on the Friday and surprise-jumped in to support and say G'day to the Boyz. It was Glny's first meet, which saw him wet in the pond more than once (so I'm told) but earned him "Most Improved". Back at the drop zone he's carving it up on the 120 Katana and has somehow moved down to my Katana 107. Excellent indeed!

Milestones go to Patto for reaching his goal of 160 jumps before his first year anniversary, Nath on completing his 300th at the Dirty Thirty Boogie and Barnsy for completing his 100th nude jump!

We have so much more happening between now and the New Year so if you're passing by feel free to stop in, the more the merrier.

**'Till then stay safe & blue skies,
The Crew at Skydive Maitland**



Glny



Post jump



Scotty



Dan



Bruva Jas



Scotty and Mick



Dougie



Zorro



Joe carving around
Dan TDM

LANGHORNE CREEK DZ

Photos by Curtis Morton

Travis Naughton & John Shepherd



Ash Leach



Dale Hooper



Katie Wishart



Hi Attila,

Thank you for your enquiry. The personalised plate you have requested is not available for sale.

As I mentioned to you, we are under government direction on the plates we can sell. The criteria for release is very conservative.

If you are looking for another plate please keep this in mind as I would hate to disappoint you again. If you have any inquiries or questions please don't hesitate to phone me toll free on 0800 752 837 or direct on (09) 913 3604.

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 ANNETTE CONRAD
 CRAIG NEIL COOK
 JAMES COOPER
 NATISHA DINGLE
 STEVEN DOOLEY
 JAMES DOWNHAM
 PAUL EASTERBROOK
 NICOLE FLEET
 STUART FLEGLER
 SOFIA GIUSSANI
 NATHAN BRUCE GRAHAM
 NICHOLAS GREY
 THOMAS HOOD
 DALE HOOPER
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 HELOISE WINSON
 KATE WISHART
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CALEB
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LEIGH
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 WOLFERS
 WYLLIE



FREEFLY TEAM

Photo by Adrian Lloyd

Pictured here are **BRAD POKROY** and **SONNICA VAN ZIJL** going off over Picton DZ, NSW in November. This head down double handed dock behind the headup flyer is part of their free routine.



50TH JUMP

CASSIE JARMAN did her 50th jump at Tully DZ, NQLD with **BRANDON VAN NIEKERK**. She said, "It was so awesome as I hadn't jumped for over a year."



OUCH!

"This is **DEAN WILLIAMS** of Corowa DZ who had his side adjusters not as tight as they should be. The harness slipped up and he got slapped from his risers. He couldn't swallow for 2 days." Tab Hughes



PARAPLEGIC POWER

DALE ELLIOTT became a paraplegic 6 years ago after a motorcycle crash. Determined to enjoy life and not let anything stop him, he recently completed a conventional Stage 1 AFF jump with Instructors Al Gray and Jason Ellul over Lower Light DZ, SA.

These photos show the process of making his leg braces for the jump. His parents wrapped his legs in plaster, he then made a fiberglass mould of the inside of the plaster cast and used that to make a carbon fibre set of leg braces which have built in loops for velcro.

Dale said he needed to make them himself as, "I could not find anyone to do it. Luckily I have lots of fiberglass experience from my aircraft engineering days. It cost about \$270 in materials and 40 hours of labour."

Watch Dale's inspiring jump at: www.daleelliott.com



TAKING THE PLUNGE

Photo by Frank Smith

WARWICK COX jumped into his own wedding recently. **TAB HUGHES** said, "This was his face as he jumped in to the unknown."



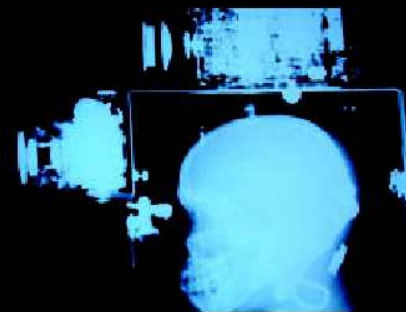
GROUND LAUNCHING

Since getting his pilot's licence **JASON CAMPLIN** can't seem to get many jumps in at the drop zone lately, so he escaped and went Ground Launching in the Glasshouse Mountains on the Sunshine Coast hinterland instead.



HEAD SPACE

STEVE DINES was "going through some old boxes of stuff at home and came across an X-Ray of a camera helmet from years ago. Suppose this will be proof I haven't dropped off the face of the planet! Jo and I really look forward to receiving our ASM, I read it more thoroughly now than when I was jumping frequently. It keeps us in touch with what's going on and I love seeing old familiar faces."



4-WAY ACTION

4-way over York DZ with **SHIRLEY, BJORN, FROGGY** and **SHARRON** with **MURPHY** flying camera.

Photo by Gary Hamilton



Team "**BLOCK PARTY**" exiting the Cessna 206 over Langhorne Creek DZ, SA.

Photo by Jason Brown



NEXT GENERATION

8 month old, **CHARLIE MCNAB**, racticing some turns. Parents **EWAN** and **KAREN MCNAB** jump at Skydive Express DZ, York WA.



Getting in early on the How To's of jumping, **CHARLIE CHRISTIANSEN** (son of Claire & Dan of Rockhampton, QLD) is hanging out here with his Dad and the latest copy of ASM.



ROMY is the youngest in the family of Sunshine Coast Skydiver's Owner **TIBOR GLESK** and the minute she turned 14, Romy followed in the family tradition. Proud dad Tibor enjoyed taking this particular tandem passenger, saying "I've done over 13,000 skydives but this one was special – it was a great experience for us to share." Photo by Uncle Juraj Glesk



PROUD PETE

MICHELLE IS PETE

HANNAFORD'S third eldest grandchild who he thought would never want to skydive. But, "I told her that I would pay for a Tandem jump for her 21st Birthday and she told her workmates and friends all about it, saying that she would jump because there aren't many 21 year olds able to jump with their Granddad. We jumped on a beautiful clear day at Picton DZ, from the XL750, with Jimmy Smith flying camera. Michelle looked terrified as we left the aircraft but gave a smile after I docked and gave her a birthday kiss. We all landed in front of the clubhouse with most of the family watching on. That's three out of four of my grand children who have jumped! Katherine my youngest one, who is almost 20, will jump soon I'm sure."



MOON SWOOP

Photo by Ola Rinta-Koski

ALEX KAISERMAN (aka Dipsy) serenading the moon over Bridgewater DZ, Victoria.



BACK COVER CHRISTMAS CIRCUS

The **WOLLONGONG CREW** took a couple of photos for Christmas promotions with interesting results. Tamahra Prowse said, "These boys need to do a few less tandems and work on their freeflying-in-elf-suits-skills. It turned into a circus on exit and there really was no recovery from there! Maybe we'll get the perfect shot on take 378!"

Santa: Kev De Courcay **Elves:** Kip Frost, Red-i, Keven Walters, Luke Biggs
Camera: Dan Vicary



MOVEMBER

Photo by Mark Bainton

"We decided to take some shots to help support Movember, although my pathetic attempt at a mo is a little hard to see," says Brett Sheridan.

MOVEMBER, the month formally known as November, is a charity event held during November each year.

At the start of Movember, guys register with a clean-shaven face. The Movember participants known as Mo Bros then have the remainder of the month to grow and groom their moustache and along the way raise as much money and awareness about men's health issues as possible. The aim of Movember is to change these attitudes, make men's health fun by putting the Mo back on the face of fashion and in the process raise some serious funds for key men's health issues with the Prostate Cancer Foundation of Australia and Beyond Blue.

For more information check out www.movember.com





DROP ZONE DIRECTORY

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

Aircraft Type	Max. Skydivers
Cessna 182	5 place
Cessna 206	6 place
Islander	10 place
Piper Navajo	10 place
Cessna Caravan	16 place, turbine
Cresco	10 place, turbine
XL	17 place, turbine
Twin Otter	20 place, turbine
Skyvan	20 place, turbine

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC.

PO BOX 3114, DARWIN NT 0801
 Non Training Operation
 Club Phone: 0412 442 745
 DZ Phone: 08 8976 0036
 Email: skydive_territory@yahoo.com.au
 DZ Location: BATCHELOR
 Web: www.skydiveterritory.com.au
 Aircraft: Cessna 182

TOP END TANDEMS

PO BOX 692, SANDERSON NT 0813
 Chief Instructor: ASHLEY SMITH
 Club & DZ Phone: 0417 190 140
 Email: topendtandems@bigpond.com
 DZ Location: DARWIN - LEE POINT BEACH & BATCHELOR
 Web: www.topendtandems.com.au
 Aircraft: Cessna 182

QUEENSLAND - NORTH

AIRSPORTS INCORPORATED

35 ROBERTS ST, HERMIT PARK QLD 4812
 Non Training Operation
 Club Phone: 0407 601 387
 Email: secretary@airports.org.au
 DZ Location: THE AYR AERODROME
 Web: www.airports.org.au

CORAL SEA SKYDIVERS

PO BOX 5731, TOWNSVILLE QLD 4810
 STEPHEN FICKLING
 Club Phone: 07 4772 4889
 DZ Phone: 0409 185 228
 Email: css@coralseaskydivers.com.au
 DZ Location: STRAND BEACH & AYR
 Web: www.coralseaskydivers.com.au
 Aircraft: 2 X Cessna 182

FAR NORTH FREEFALL INC.

PO BOX 1058, TULLY QLD 4854
 Non Training Operation
 Club Phone: 0419 024 413 (Gavin)
 Email: Brian: bdore77@hotmail.com
 DZ Location: TULLY AERODROME
 Aircraft: Cessna 182 and Cresco

MACKAY PARACHUTE CENTRE

9 ELAMANG ST, MACKAY QLD 4740
 Chief Instructor: RAY MAKIN
 Club Phone: 07 4957 6439
 DZ Phone: 0408 703 554
 Email: ray@skydivemackay.com.au
 DZ Location: MARIAN AIRFIELD
 Web: www.skydivemackay.com.au
 Aircraft: Cessna 182

PAUL'S PARACHUTING

PO BOX 90N, NORTH CAIRNS QLD 4870
 Chief Instructor: GLENN BOLTON
 Club Phone: 07 4051 8855
 DZ Phone: 0418 770 250
 Email: info@xtremeskydiving.com.au
 DZ Location: EDMONTON - CAIRNS & MISSION BEACH
 Web: www.xtremeskydiving.com.au
 Aircraft: Navajo (x 2), Cessna 182 and a Dornier 228

SKYDIVE AIRLIE BEACH

PO BOX 1152, AIRLIE BEACH QLD 4802
 Chief Instructor: JONNY GOSS
 Club Phone: 0417 799 862
 DZ Phone: 07 4946 9833
 Email: info@skydiveoz.com
 DZ Location: WHITSUNDAY AIRPORT SHUTE HARBOUR & LINDEMAN ISLAND
 Web: www.skydiveoz.com
 Aircraft: Two Cessna 182s & GA8 Airvan

SKYDIVE CAIRNS

PO BOX 105N, NORTH CAIRNS QLD 4870
 Chief Instructor: TODD GERRARD
 Club Phone: 07 4031 5499
 DZ Phone: 07 4068 3801
 Email: operations@skydiv Cairns.com.au

DZ Location: EDMONTON, MISSION BEACH & TULLY
 Web: www.skydiv Cairns.com.au
 Aircraft: 2 x Cresco 750 (10 place) & Cessna 182

SKYDIVE CAPRICORN COAST

1 MIAMI CRESCENT, PACIFIC HEIGHTS QLD 4703
 Chief Instructor: ANDREW JONES
 Club Phone: 07 4939 6640
 DZ Phone: 0408 871 595
 Email: skycapcoast@cnet.com.au
 DZ Location: EMU PARK MAIN BEACH
 Web: www.skydiv Capricorncoast.com.au
 Aircraft: Cessna 182

SKYDIVE THE WHITSUNDAYS

PO BOX 291, CANNONVALE QLD 4802
 Non Training Operation
 Club Phone: 07 4940 7260
 Email: nqpc@mackay.net.au
 DZ Location: PROSERPINE/SHUTE HARBOUR
 Aircraft: Cessna 182

TANDEM CAIRNS

PO BOX 753, BUNGALOW QLD 4870
 Chief Instructor: ADAM DAVIES
 Club Phone: 1800 805 432
 DZ Phone: 07 4061 7897
 Email: admin@tandem Cairns.com.au
 DZ Location: MUNDOO AERODROME INNISFAIL
 Web: www.tandem Cairns.com.au
 Aircraft: Cessna 185

QUEENSLAND - SOUTH

BRISBANE SKYDIVING CENTRE

PO BOX 18, AMBERLEY QLD 4306
 Chief Instructor: BRIAN SCOFFELL
 Club Phone: 07 5464 6111
 Email: info@BrisbaneSkydive.com.au
 DZ Location: WILLOW BANK
 Web: www.brisbaneskydive.com.au
 Aircraft: Cessna 182

RAMBLERS PARACHUTE CENTRE

PO BOX 136, TOOGOO LAHAW QLD 4313
 Chief Instructor: DAVID McEVY
 Club Phone: 07 5423 1159
 Email: skydive@ramblers.com.au
 DZ Location: TOOGOO LAHAW and COOLUM BEACH
 Web: www.ramblers.com.au
 Aircraft: Cessna Caravan and Cessna 182

REDCLIFFE CITY SKYDIVING

PO BOX 105N, NTH CAIRNS QLD 4870
 Chief Instructor: JOHN COOK
 Club Phone: 07 3283 8911
 Email: skyscool@scelco.net.au
 DZ Location: SUTTONS BEACH (REDCLIFFE)
 Web: www.skydiveredcliff.com.au
 Aircraft: C182 & PA31 Navajo

RIPCORD SKYDIVERS

PO BOX 266, CANNON HILL QLD 4170
 Chief Instructor: JOHN FRISWELL
 Club Phone: 07 3399 3552
 DZ Phone: 07 5466 5521
 Email: ripcord@ripcord-skydivers.com.au
 DZ Location: GATTON
 Web: www.ripcord-skydivers.com.au
 Aircraft: C-182 and C-206

RIPCORD SKYDIVERS ASSOCIATION

PO BOX 266, CANNON HILL QLD 4170
 Non Training Operation
 Club Phone: 07 3399 3552
 DZ Phone: 0438 060 733
 Email: john@ripcord-skydivers.com.au
 DZ Location: GATTON
 Web: www.ripcord-skydivers.com.au
 Aircraft: C-206 & C-182

SKYDIVE CABOULTEURE

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518
 Chief Instructor: IAN MCGREGOR
 Club Phone: 07 5496 9562
 DZ Phone: 0414 704 415
 Email: imc@sun.big.net.au
 DZ Location: CABOULTEURE AIRFIELD
 Aircraft: 2 X Cessna 182

SKYDIVE HERVEY BAY

PO BOX 4274 MILPERRA BC 1891
 Chief Instructor: PHIL ONIS
 Club Phone: 07 4183 0119
 Email: admin@herveybayskydivers.com.au
 DZ Location: HERVEY BAY
 Web: www.herveybayskydivers.com.au
 Aircraft: Cessna 182

SKYDIVE RAINBOW BEACH

PO BOX 7, RAINBOW BEACH QLD 4581
 Chief Instructor: ROB CARBERRY
 Club Phone: 0418 218 358
 Email: info@skydiverainbowbeach.com
 DZ Location: RAINBOW BEACH
 Web: www.skydiverainbowbeach.com
 Aircraft: C-182

SUNSHINE COAST SKYDIVERS

PO BOX 1079, CALOUNDRA QLD 4551
 Chief Instructor: TIBOR GLESK
 Club & DZ Phone: 0418 776 775
 Email: jump@jumpscs.com
 DZ Location: CALOUNDRA and VARIOUS BEACHES
 Web: www.jumpscs.com
 Aircraft: Cessna Caravan, C206 & C182.

TANDEM SKYDIVE GOLD COAST

PO BOX 13, TUGUN QLD 4224
 Chief Instructor: DAMIAN PARKINSON
 Club Phone: 07 5599 1920
 Email: info@goldcoastskydive.com.au
 DZ Location: GOLD COAST AIRPORT
 Web: www.goldcoastskydive.com.au
 Aircraft: Cessna 182 & Cessna 206

TOOGOO LAHAW SKYDIVERS CLUB INC.

18 DESERT FALLS CRES, PARKWOOD QLD 4214
 Non Training Operation
 Club Phone: 0418 154 119
 DZ Phone: 07 5423 1159
 Email: tscoald@gmail.com
 DZ Location: TOOGOO LAHAW
 Aircraft: Cessna Caravan

NEW SOUTH WALES

BYRON LANDINGS TANDEM SKYDIVE

PO BOX 9, BANGALOW NSW 2479
 Chief Instructor: STEPHEN LEWIS
 Club Phone: 1300 887 037
 Email: releze@bigpond.com
 DZ Location: GLEN VILLA HOLIDAY PARK
 Aircraft: C182

COASTAL SKYDIVERS

15 WEISMANTLE STREET, WAUCHOPE NSW 2446
 Chief Instructor: TONY MAURER
 Club & DZ Phone: 0428 471 227
 Email: jumpportmac@bigpond.com
 DZ Location: HANGER 7 PORT MACQUARIE AIRPORT NSW
 Web: www.coastalskydivers.com
 Aircraft: Cessna 206

COFFS CITY SKYDIVERS

PO BOX J208, COFFS HARBOUR JETTY NSW 2450
 Chief Instructor: TONY MAURER
 Club & DZ Phone: 02 6651 1167
 Email: jump@coffsskydivers.com.au
 DZ Location: COFFS HARBOUR AIRPORT & WEST MARSHALLS FIELD
 Web: www.coffsskydivers.com.au
 Aircraft: Cessna 182

FUNNY FARM SKYDIVING

3/12 HACKET LANE, BALLINA NSW 2478
 Chief Instructor: GARY GNAPP
 Club Phone: 0402 008 924 DZ Phone: 1800 302 005
 Email: info@goskydive.com.au
 DZ Location: KINGSFORD SMITH PARK - BALLINA
 Web: www.goskydive.com.au
 Aircraft: C-182 (Super)

JUST JUMP SKYDIVE

PO BOX 4009, EAST GOSFORD NSW 2250
 Chief Instructor: DEE WATKINS
 Club Phone: 02 4322 9884
 Email: bookings@ustjumpskydive.com.au
 DZ Location: CESSNOCK & WARNERVALE
 Web: www.justjumpskydive.com.au
 Aircraft: Cessna 206 & XL-750

NEWCASTLE SPORT PARACHUTE CLUB

PO BOX 116 BRANXTON, NSW 2335
 Chief Instructor: BILL TUDDENHAM
 Club & DZ Phone: 02 4938 1040
 Email: bill@tristatetransport.com.au
 DZ Location: MOORES LANE ELDERSLIE
 Web: www.skydivenewcastle.com
 Aircraft: Cessna 182

SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE

PO BOX 5060, ELANORA HEIGHTS NSW 2101
 Chief Instructor: DONOVAN CASEY
 Club Phone: 02 9223 8444
 DZ Phone: 0403 088 697
 Email: donno@simplyskydive.com.au
 DZ Location: PENRITH LAKES, West White Water Stadium
 Web: www.simplyskydive.com.au
 Aircraft: Piper Navajo, C-207, C-210, Helio Courier

SKYDIVE BYRON BAY

PO BOX 1615, BYRON BAY NSW 2481
 Chief Instructor: STEPHEN EDWARDS
 Club Phone: 02 6684 1323
 Email: info@skydivebyronbay.com
 DZ Location: TYAGARAH AIRFIELD (Pacific Hwy) and BYRON BAY
 Web: www.skydivebyronbay.com
 Aircraft: Caravan

*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.

SKYDIVE COFFS HARBOUR

P0 Box 351, COFFS HARBOUR NSW 2450
Chief Instructor: Mark Brody
Club Phone: 0407 594 179
DZ Location: COFFS HARBOUR JETTY & ENGLANDS PARK
Web: www.skydivcoffs.com
Aircraft: C-182

SKYDIVE MAITLAND PTY LTD

P0 BOX 202, RUTHERFORD NSW 2320
Chief Instructor: RAY CURRY
Club Phone: 0425 200 185
DZ Phone: 02 4930 7989
Email: info@tandemskydiving.com.au
DZ Location: RUTHERFORD AIRPORT
Web: www.tandemskydiving.com.au
Aircraft: Two C-182's

SKYDIVE NOWRA

P0 BOX A32, NOWRA NAVAL PO NSW 2540
Chief Instructor: RALF JAEGER
Club Phone: 0419 446 904
DZ Phone: 02 4424 2138 (weekends)
Email: skydivenowra@bigpond.com
DZ Location: NOWRA AIRFIELD
Web: www.skydivenowra.com
Aircraft: Cessna 185, 182

SKYDIVE OZ

P0 BOX 925, MORUYA NSW 2537
Chief Instructor: PAUL SMITH
Club Phone: 0438 185 180
Email: fun@skydiveoz.com.au
DZ Location: MORUYA & TRANGIE AIRFIELD
Web: www.skydiveoz.com.au
Aircraft: Cessna 180 and Cessna 185

SKYDIVE TEMORA

P0 BOX 2, TEMORA NSW 2666
Chief Instructor: GREG COX
Club Phone: 02 6978 0137
DZ Phone: 0417 695 759
Email: sales@skydivetemora.com.au
DZ Location: TEMORA AIRPORT
Web: www.skydivetemora.com.au
Aircraft: Cessna 182

SKYDIVE THE BEACH SYDNEY

P0 BOX 5361, WOLLONGONG NSW 2500
Chief Instructor: ALAN MOSS
Club Phone: 02 4225 8444
DZ Phone: 1300 663 634
Email: info@skydivethebeach.com
DZ Location: WOLLONGONG
Web: www.skydivethebeach.com
Aircraft: Navajo, Cessnas 206 & 182 and Caravan 208

SKYDIVING NSW DROP ZONE

P0 BOX 764, TAREE NSW 2430
Chief Instructor: MARK BRODY
Club & DZ Phone: 0418 730 741
Email: skydiving@westnet.com.au
DZ Location: TAREE AIRPORT
Aircraft: C182

SYDNEY PARACHUTE & SKYDIVING CENTRE

P0 BOX 4274 MILPERRA BC 1891
Chief Instructor: GRAHAME HILL
Club Phone: 1800 805 997
DZ Phone: 02 97919155
Email: admin@sydneydivers.com.au
DZ Location: PICTON, NSW
Web: www.sydneydivers.com.au
Aircraft: Skyvan, 750 XL & Beaver

SYDNEY SKYDIVERS

P0 BOX 4274 MILPERRA BC 1891
Chief Instructor: JON McWILLIAM
Club Phone: 1800 805 997
Email: admin@sydneydivers.com.au
DZ Location: PICTON, NSW
Web: www.sydneydivers.com.au
Aircraft: Skyvan, Beaver & 750XL

TANDEM SKYDIVING

37 SEGENHOE ST, ARNCLIFFE NSW 2205
Chief Instructor: DICK PETERS
Club Phone: 02 9597 5918
DZ Phone: 0418 275 200
Email: rpeters@ozEmail.com.au
DZ Location: CAMBERRA
Aircraft: Cessna 180

THE DROP ZONE

P0 BOX 250, HURSTVILLE BC 1481
Chief Instructor: GLENN HOGAN
Club Phone: 02 9533 8833
DZ Phone: 0418 458 310
Email: glennskydive@bigpond.com.au
DZ Location: WHITTINGHAM
Web: http://www.dropzone.com.au
Aircraft: C 206

WESTERN DISTRICTS PARACHUTE CLUB

BINDI, WANDARY LANE, FORBES NSW 2871
Chief Instructor: MIKE CARRE
Club Phone: 02 6852 1221
DZ Phone: 02 6852 3845
Email: juliehurkett@hotmail.com
DZ Location: FORBES AIRPORT
Web: www.wdpc.info
Aircraft: Cessna 182

AUSTRALIAN CAPITAL TERRITORY

AERIAL SKYDIVING PTY LIMITED

8 FRASER PL, YARRALLUMLA ACT 2600
Chief Instructor: GRAEME WINDSOR
Club Phone: 02 6285 1453
DZ Phone: 0418 487 953
Email: aerialskydiving@ozEmail.com.au
DZ Location: DEAKIN MINT OVAL, ACT
Web: www.jump-act.com
Aircraft: Cessna 206

JUMP! AUSTRALIA

PO BOX 224, CURTIN ACT 2605
Non Training Operation
Club Phone: 02 6282 9977
DZ Phone: 0418 829 977
Email: george.creecy@infocus.com
DZ Location: Mint Oval Deakin
Web: http://www.jump.com.au

SKYDIVE CANBERRA

29 MORTIMER LEWIS DR, GREENWAY ACT 2900
Chief Instructor: TERRY RIDGLE
Club Phone: 02 6296 4911 (BH)
DZ Phone: 0419 289 769
Email: skycan@bigpond.net.au
DZ Location: CANBERRA - MINT OVAL, DEAKIN
Web: www.skydivcanberra.com.au
Aircraft: Cessna 182

VICTORIA

AERIAL SKYDIVES

PO BOX 266, CHURCHILL VIC 3842
Chief Instructor: JANINE HAYES
Club Phone: 03 5122 3096
Email: janine@aerialskydives.com
DZ Location: LATROBE REGIONAL AIRPORT, TRARALGON
Web: www.aerialskydives.com
Aircraft: Cessna 182

AUSTRALIAN SKYDIVE

PO BOX 839, TORQUAY VIC 3228
Chief Instructor: RALPHONE: HAMILTON-PRESGRAVE
Club Phone: 1800 557 101
DZ Phone: 0434 174 443
Email: info@australianskydive.com.au
DZ Location: BRIDGEWATER ON LODDON & TIGER MOTH WORLD TORQUAY
Web: www.australianskydive.com.au
Aircraft: Cessna 182 & 206

COMMANDO SKYDIVERS INCORPORATED

PO BOX 2066, ROWVILLE VIC 3178
Chief Instructor: GREG HILL
Club Phone: 1300 555 956
DZ Phone: 03 5998 9702
Email: secretary@commandoskydivers.com.au
DZ Location: 3260 STH GIPPSLAND HWY, TOORADIN
Web: www.commandoskydivers.com.au
Aircraft: 2 x Cessna 206

FREEFALL UNITED INC

14 ITKESTON ST, HERNE HILL, VIC 3042
Non Training Operation
Club Phone: 03 5221 8606
Email: geoffg@oamps.com.au
DZ Location: various
Web: www.freefall.alphalink.com.au
Aircraft: Cessna 182

MELBOURNE SKYDIVE CENTRE

285 AUBURN ROAD, HAWTHORN VIC 3122
Chief Instructor: PAUL MURPHONE:Y
Club Phone: 1300 734 471
DZ Phone: 03 9739 0333
Email: sales@melbourneskydivecentre.com.au
DZ Location: LILYDALE AIRPORT
Web: www.melbourneskydivecentre.com.au
Aircraft: Cessna 182

RELWORKERS INCORPORATED

30A RODDING STREET, BRIGHTON VIC 3186
Non Training Operation
Club Phone: 0402 143 389
Email: carsten.boeving@bigpond.com
DZ Location: NO FIXED DROP ZONE
Web: www.relworkers.org/

SKYDIVE NAGAMBIE

11 PARK STREET, NAGAMBIE VIC 3608
Chief Instructor: DON CROSS
Club Phone: 03 5794 1466
DZ Phone: 03 5794 2626
Email: jump@skydivenagambie.com
DZ Location: NAGAMBIE & WALLAN
Web: www.skydivenagambie.com
Aircraft: XL 750 & Cessna 185

SKYDIVE VICTORIA

PO BOX 16, COROWA NSW 2646
Chief Instructor: FRANK SMITH
Club Phone: 0415 704 748
Email: enquiries@skydivevictoria.com.au
DZ Location: COROWA
Web: www.skydivevictoria.com.au
Aircraft: Various

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING

PO BOX 1014, GOLDEN GROVE SA 5125
Chief Instructor: ALLAN GRAY
Club Phone: 08 8288 8420
DZ Phone: 08 8520 2660
Email: info@adelaideskydiving.com.au
DZ Location: PORT WAKEFIELD ROAD LOWER LIGHT
Web: www.adelaideskydiving.com.au
Aircraft: C-182

ADVENTURE AIR SKYDIVING PTY LTD

PO BOX 571, GOODWOOD SA 5034
Chief Instructor: SCOTT GRIST
Club Phone: 0438 148 490
Email: markgazley@bigpond.com
DZ Location: GOOLWA AIRFIELD
Web: www.skydivethecoast.com.au
Aircraft: C-182

SA SKYDIVING

89E GOODWOOD RD, GOODWOOD SA 5034
Chief Instructor: GREG SMITH
Club Phone: 08 8272 7888
DZ Phone: 08 8531 1516
Email: skydive@skydiving.com.au
DZ Location: LANGHORNE CREEK AIRFIELD
Web: www.skydiving.com.au
Aircraft: Cessna 206 & 182

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC

PO BOX 884, NORTH ADELAIDE SA 5006
Non Training Operation
Club 0422 469 608
Email: skydive@saspc.asn.au
DZ Location: LOWER LIGHT, LANGHORNE CREEK, GOOLWA
Web: www.saspc.asn.au

WESTERN AUSTRALIA

HILLMAN FARM SKYDIVERS INC.

116 BLAIR ST, BUNBURY WA 6230
Non Training Operation
Club Phone: 08 9791 7311
DZ Phone: 0417 965 763
Email: lwilthshire@bigpond.com
DZ Location: HILLMAN FARM
Aircraft: Cessna 182

KAMBALDA SKYSPORTS

PO BOX 79, KAMBALDA WEST WA 6444
Chief Instructor: MICK MURTAGH
Club Phone: 08 9027 1043
DZ Phone: 0419 853 193
Email: murtaghm@bigpond.net.au
DZ Location: KAMBALDA WEST AIRSTRIP
Aircraft: C-182

PETE'S PARACHUTING (NW) Pty Ltd

PO BOX 284, WICKHAM WA 6720
Chief Instructor: PETER LONNON
Club Phone: 0417 180 064
DZ Phone: 08 9187 0105
Email: jumpnow@bigpond.net.au
DZ Location: WICKHAM AIRSTRIP
Web: www.australianskydivingadventures.com
Aircraft: Cessna 182

SKYDIVE ADVENTURE

116 BLAIR ST, BUNBURY WA 6230
Chief Instructor: PETER SWANN
Club Phone: 08 9791 7311
DZ Phone: 0417 965 763
Email: swanny@gateway.net.au
DZ Location: HILLMAN FARM, DARKAN
Web: www.skydiveadventure.com.au
Aircraft: C-182

SKYDIVE BROOME

PO BOX 2820, BROOME WA 6725
Chief Instructor: RALPHONE: FORD
Club Phone: 0417 011 000
Email: info@skydivebroome.com.au
DZ Location: BROOME TURF CLUB - RACETRACK OVAL
Web: www.skydivebroome.com.au
Aircraft: C-182

SKYDIVE EXPRESS

PO BOX 151, LEEDEVERVILLE WA 6903
Chief Instructor: GRAHAM LEE
Club Phone: 08 9444 4199
DZ Phone: 08 9641 2905
Email: jump@skydive.com.au
DZ Location: YORK
Web: www.skydive.com.au
Aircraft: Cessna Caravan and Cessna 182

SOUTHERN SKYDIVERS

PO BOX 1478, BUSSELTON WA 6280
Chief Instructor: AUSSIE POWER
Club Phone: 08 9753 1661
DZ Phone: one 0439 979 897
Email: paulhogan@oceanbroadband.net
DZ Location: BUSSELTON REGIONAL AIRPORT
Web: www.southernskydivers.com.au
Aircraft: BN2A Islander, Cessna 182

SPORTING SKYDIVERS CLUB OF WA

10 VALENCIA GROVE, MOUNT NASURA WA 6112
Non training Operation
Club Phone: 08 9399 7333
DZ Location: VARIOUS

WEST AUSTRALIAN SKYDIVING ACADEMY

PO BOX 439, NORTHBRIDGE WA 6865
Chief Instructor: ROBIN O'NEILL
Club Phone: 08 9227 6066
DZ Phone: 08 9531 1433
Email: wasac@inet.net.au
DZ Location: PINJARRA
Web: www.waskydiving.com.au
Aircraft: 2 X Cessna 182s

TASMANIA

SKYDIVE TASMANIA

20 MCVILLY DRIVE, HOBART TAS 7000
Chief Instructor: KEN HIGGINS
Club 0400 500 123
Email: info@skydivetasmania.com.au
DZ Location: SWANSEA & HOBART REGATTA GROUNDS
Aircraft: C-182
Web: www.skydivetasmania.com.au

