

Australian

skydiver

magazine

PARAPLEGIC SKYDIVER

Dale Elliott's Inspirational Journey

APF CONFERENCE

The Might Behind the Flight

GONE VERTICAL

New Head Down Freely Record

HOW TO HAVE STYLE

Classic Skydiving Explained



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ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



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Team Adrenaline Skysurf back in the air and having fun, over Willowbank DZ, Brisbane.
Skysurfer: Rob Simunic and Cameraflyer: Craig Trimble.
Photographer: Steve Fitchett



The new Australian Freefly Record – a 25-way Headdown Formation, over Picton Drop Zone, Sydney.
Photographer: Sara Curtis

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EDITORIAL

The Might Behind the Flight

What a terrific new catch phrase for the APF conference, brainchild of Susan Bostock, our new APF Office Manager. Susan is part of the national office's "new blood" we are currently experiencing. She's a creative ideas girl and this year's Conference success is a testament to her can-do attitude.

In these uncertain financial times the APF will steer our sport in the right direction. The APF has stood the test of time - 49 years! That's impressive. There have been some tough times and even tougher decisions to make over those years, thankfully the founders and the Board have always had the APF best interests at heart and the foresight to implement long-term strategies. The APF will continue to evolve with the times and without a doubt will be supporting sport skydiving and it's members long after we are all gone.

In the short term, next year marks the 50th Anniversary of the APF. That's huge! The annual conference in May 2010 is earmarked to be the venue to celebrate; the location to be decided at the November board meeting. A major reunion of APF members (old and new) is envisaged; imagine a 3 day long, 500 strong skydivers party... Please help spread the word and I'm sure Susan would love a few volunteers.

Coinciding with the APF's 50th anniversary is ASM's 50th Issue. Also huge and wonderfully timed! A bumper "collectors style" issue is already in the planning stages. All drop zones and clubs are encouraged to submit "The History" of their drop zone plus I am looking for people who would like to research and submit articles on topics such as the evolution of rigs, canopies, jumpsuits, cameras, aircraft, disciplines etc. etc. or you might have an idea for another interesting and suitable article.

Claude Gillard is already working on a Timeline and it would be very helpful indeed if you could email both of us to inform us of the significant "events" of the sport as you have experienced it. Obviously

between Claude and I we don't know the half of it, so without your contribution it will be impossible to come close to telling the whole story. Please start to inform us ASAP; definitely don't leave it until the last minute otherwise we will all be disappointed.

Claude.Gillard@bigpond.com
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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 August, 2009 End September, 2009
20th October, 2009 End November, 2009

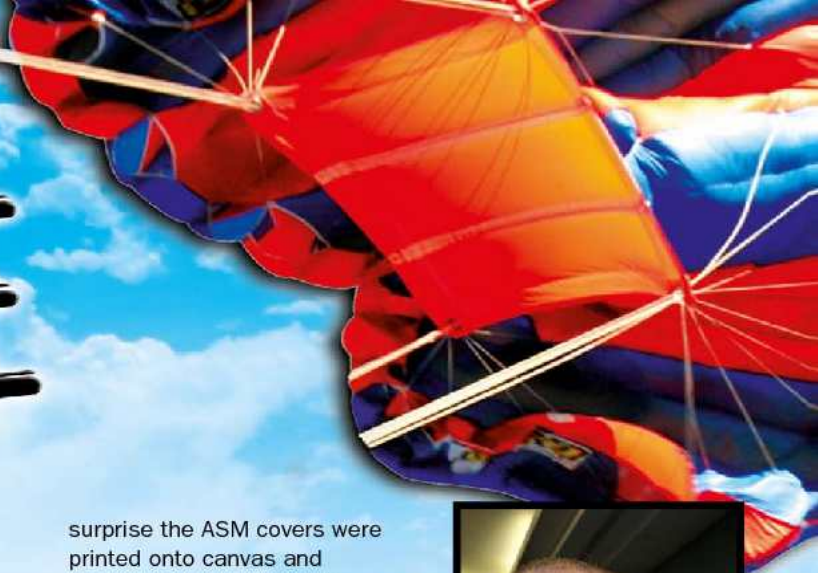
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Mark Gazley
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Fred Moore
Alan Moss
Luke Oliver
Sam Re
Dave Smith
Shane Sparkes
Brad Turner
Sonnica van Zijl
Michael Vaughan

MAIL CHUTE



Hello there all,

I would like to take this opportunity, on behalf of my family to sincerely thank all who have shown us such care and generosity in the wake of the February bushfires.

It has been humbling.

As most of you will know, like so many people in our street and area, Bron, Lola, Dominic and I were ultimately surrounded by the fires. It destroyed most of what we had and came closer than I can fully describe to taking our lives.

It is difficult to express exactly what we experienced. The fire was truly fast and intense. We sheltered in our home until the windows broke, the house was engulfed in flames and our simple bushfire plan almost fell to pieces. Everything that could burn was fiercely burning. Inside. Outside. It was terrifying.

There are some very important reasons that we survived. We kept watch all day. We got out of the house, at the right time.

We smothered ourselves with a wet wool blanket. We were dressed properly. There was a supply of water. We stayed relatively calm.

We all walked away with only minor injuries.

I need to say that the skydiving and BASE jumping that we have done over the years has helped us to deal with situational stress in many environments.

To most ASM readers, you will well understand that process, in what you have done voluntarily.

Being put in an involuntary situation, this experience was vital to us getting through.

If I can truly give my thanks, it's by telling you this, so that when you need draw on some strength, draw on your experiences and know that you have it within yourself. Whether your back is against the wall or just dealing with a crappy day.

We have told the story so many times. Partly because we are proud that we got through it and that we are still trying to piece together the events that are so jumbled and tragic they don't fully make sense.

I lost my studio, most of my parachuting and camera equipment and most importantly, my pictures. It is quite amazing that our van was spared with in-significant damage. Inside it was a rig and camera kit used for a film job in the previous days. Yes, I still have my yellow ProTec camera helmet!

Bron, Lola and Dominic lost everything.

How fortunate though, that in the ashes we found the fragile casts of our children's baby hands and feet!

One of the joys of life is getting a call and seeing friends; the smiles, hugs and handshakes are without equal.

I recently attended the Technical Conference in Brisbane; a fabulous event within itself but especially so for me. I got to meet and thank the great Andy Keech, who amongst other kindness sent me his three Skies Call books, signed with a beautiful letter. To my

surprise the ASM covers were printed onto canvas and auctioned to assist us! These are just two of many great honors.

Living at the top of the mountain at Kinglake was a lovely way of life. Of course that has significantly changed. The beautiful forest has been largely obliterated. Many people are not coming back. There are obvious hardships on our mountain as the many significantly affected areas of disaster nation wide.

It is only the first step to beat the fire on the day, there are many further steps to not let the fire beat us further down the track.

As soon as possible we will be moving home.

We are starting to build a new home helped with the overwhelming generosity of our families and friends, the skydiving community and the Australian people.

For those of you who have visited and partied with us at the old house, great times were had. There are fond memories. Let them continue.

There are so many people to thank. We look forward to the opportunity to thank each and all individually. At the risk of leaving many people out, we wish to acknowledge; Rob Douthat, Kaz and Adam who opened there home for us immediately. Rob Tasic. Sharky, Karen and the Saega family. The Hicksons. Ralph Presgrave. Lyn Beasley and our families.

Most importantly, I wish to thank my beautiful wife Bron who showed such brilliance and true gusto. Along with Lola and Dominic, we all helped each other through.

Again, Thank You.

Bron, Lola, Dominic and Shane Sparkes.

(Ed: A Profile of Shane can be revisited in Issue 26 ASM)



Dear ASM readers,

I never met Tim Bates but he's inspired my jumping. I love the sport and the people in it, and want to show my appreciation for the sport and the people that put so much back into it. I also want to thank all the people who have been so helpful to me and my jumping - there's too many to name, you know who you are.

Recently I picked up a second hand rig, after returning home I checked the packing log and found that the rig used to belong to Tim Bates. The gear came from Michael Vaughan and the money paid for it was kindly donated to a diabetes research foundation.

I'd heard much about Tim Bates and had always seen his photography in ASM. Being a cameraflyer myself I'd always been impressed and I must say, inspired by his work. So I appropriately named my new rig 'Little Timmy'.

I've had the rig for a while now and in this time 'Little Timmy' and I have had some sick jumps. Quite a few jumpers have recognized

the rig and asked where it came from. I proudly tell them it's Tim Bates' old rig 'Little Timmy' as it's now known...

I just wanted to say that I feel honoured jumping Tim's gear, he sits on my risers and guides me with my swoops, helps with my camera flying and keeps me focused on jump run.

To all Tim's friends out there: he's still flying, we are keeping the dream alive for all our fallen friends. If you see 'Little Timmy' round the droppy don't be afraid to come say G'day, or even go for a jump.

Sambo Re



Sam and Little Timmy landing



Sam checking his rocket booster ignition switch



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DIRECTORS DIRECTION

The National Office's program of redevelopment continues with a number of items being presented at the Annual Board Meeting that followed the APF Conference in Brisbane. In this ASM issue we have introduced an 'Office Info' section tabling important new information that all Members need to be aware of. There were a number of changes approved by the APF Board that may affect you or your D.Z.

Some of those changes are:

A review of Fees for APF Ratings, Endorsements & Revalidations, Certificates and Crests has been completed and the new Fee structure is posted on the APF website. The changes are supportive of our Instructors, who play an essential role in the ongoing strength, growth and viability of our Sport.

Membership Fees have been reviewed with annual Fees reduced and the early bird discount being offered again this renewal period. A Club Administration Fee has been introduced to 'compensate' those Clubs who play the part of Agent on behalf of the APF and collect Membership Applications & Fees (see Office Info section). Clubs will be entitled to charge \$10 per application to the Member although this Fee can be avoided by dealing direct with the APF Office by email, mail, fax or utilizing the '**Online Renewal**' facility on the APF website. It is so simple and it's instant, all you need is a credit card. The mountain of paperwork received at this time of year is huge causing delays in processing which can be avoided by using the online renewal facility where a member can check & update details, check validity of ratings, display licenses etc.

The **Level 2 Coaching Accreditation Course** that has been a requirement of the Instructor 'B' rating for many years, has been under review for some time. The initial reason for its introduction was to help us qualify for funding whilst raising the skills of our Instructors. As funding is not available at present and availability of the course itself has been an issue at times, it has therefore been decided to drop this requirement from the Instructor 'B' Rating. If funding becomes available in the future then we may have to revisit this again.

All manuals and publications are under review as well and you can expect some significant changes in this area soon. It is our aim to compile all this information into just 2 or 3 Manuals ie '**Skydivers Information Manual**', '**APF Instructors Manual**' and '**Operations Manual**'. These manuals will greatly simplify so much of the paperwork we now publish and they would be updated and reissued annually and will include everything a skydiver, instructor or operator would need.

Another topic that has been discussed for years is the **relocation of the APF Office** to a more central location closer to a larger percentage of the membership base. A study was developed addressing all factors with a number of options explored and an external consultant tasked with presenting the final assessment. This initiative is part of the vision for the future development of the APF and incorporates larger premises offering greater services, the ability to house additional staff and most importantly a greater membership base of qualified skydivers likely to fill technical positions. The decision was finally reached at the recent Board meeting

in May with Brisbane declared the future home of the National Office of the APF.

This is a huge step for the Federation and one that promises to deliver many changes. The Office has been in Canberra for over 30 years and the location has played a major role in growing this Federation into the successful organization that it is today. However the culture of our Sport and the needs of our Members are evolving and the Office needs to evolve also. We need to 'grow' past being merely the administrative, regulatory body. We need to think outside the square, broaden our services and aim to be the visual, dynamic, supportive, proactive headquarters of a dynamic, extreme sporting organization. Nothing less!

To further assist with this vision is the development of a **new role in the APF Office** – that of National Development Officer combined with National Coach - a dedicated full time skilled individual whose entire focus is development of our Sport. This individual will aid in the development of a number of initiatives:

- Develop & implement pro-active marketing campaigns to assist Clubs in retaining and growing our Membership base
- Develop initiatives to support the Competitors who present the visual face of our Sport and in turn promote the APF. This will include assistance with sourcing and securing potential sponsorship opportunities. A lot of the time our members have the ideas and the passion but not the resources or know how to put it all together. This is where we will come in.
- Aid in review of funding programs – seek alternatives to maximize expenditure and return
- Develop program of Events and coordinate visiting coaches
- Seek out potential government funding opportunities at National, State & local level & assist with the application process when needed
- Assist with development of APF publications

The recent Conference 2009 was also part of this new vision and brought home a number of facts to us all – the members are keen, they want information and development and are eager to support the APF. With the introduction of a number of new initiatives, record numbers and a fantastic event, we have certainly set the stage for next year's **50th Anniversary of the APF**. I take this opportunity to say thank you to all those people who made it happen, our hard-working National Office staff, our generous sponsors & colourful exhibitors, our professional presenters and all those attendees who added to the fantastic atmosphere and positive vibes that were generated every day.

As always there is plenty to be done and I am looking forward to the future as it promises that exciting changes lie ahead. Change is healthy, it stimulates growth and growth ensures sustainability, and growth is our goal. Enjoy the jumps and see you at Conference 2010!

Brad Turner, APF Chief Executive Officer



Winter is the time to sit back and catch up with some paperwork... The 2009 APF Sporting Code will be available on the APF website by the end of June. It has a slightly new look as it is no longer numbered as a part of the Operational Regulations. The general areas such as bidding for competitions, judging, records and the Australian team are 4 chapters then each discipline rules from separate documents. Jump abortion rules have been incorporated into general championship rules, so no longer appear in individual rules. Rule changes as discussed at Competitor's meetings will be incorporated into the new documents.

I am in the process of updating the Performance Based Funding Guidelines with input from State Coaches and discipline reps. If you have any comments on these then please contact me or one of them. The current guidelines can be found on the website at http://docs.apf.asn.au/index.php/APF_Performance_Based_Guidelines

Winter is also the time to look at some goals for the future and plan your next team. The next Australian Championships will be the selection basis for the next World Championships to be held in 2010. Two of these competitions have already been awarded and the venue for the CP WPC will be decided in January.

WPC of FS*, AE and CF

1-6 August 2010
Menzelinsk, Russia

WPC of Style and Accuracy

28 August -4 September 2010
Niksic, Montenegro

*VFS remains on the competition calendar at present as a World Cup event.

Happy competing!

Fiona McEachern, APF Director Competition



Another APF Conference is now done and dusted. It was a huge turnout (the biggest ever) of 190 skydivers. Next year will be the 50th anniversary of the APF. Should be another biggie. This years Brisbane Conference had great presenters and a very professional manufacturer / industry area set aside to keep everyone entertained. Paraplegic skydiver, Dale Elliott, was truly inspirational as was having all of the Aussie Masters of Sport Parachuting recipients in attendance.

My thanks to all the Instructors who make 95 % of the presentations at the Conferences and for the opportunity to catch up with and exchange information (if only nutting out thesis topics) with skydivers from all over Australia. Courses continue at a healthy pace with Belgium Steve at Toogoolawah and Cindi Hemmila at Picton training candidates at the time of writing, with more courses slated for Nagambie in the next 6 months. On a personal note, congrats to Sam Re and Glen Wilson who completed their ID AFF recently with evaluators Matt Stitt and Ivan Kljajic. Sam was Matt's first "live" AFF student after he completed his rating many years ago. Thanks then and now to Dee, Phil and the team at Just Jump Skydive.

Mike Carre, APF Director Instructors



APF Board: My article in ASM about reducing the size of the APF Board was intended to prompt discussion and debate. In essence the idea was to have the Board comprise one person from each Council area. Then, if that gained acceptance, we could move to one vote per Board Member in place of the current "college" system where each Board Member carries the votes of ALL the members within their Council Area.

At the AGM of Federation Members the proposition was put to those 100 or so present. It gained virtually no support so, we will continue with the current arrangements. It is good practice to revisit the subject from time to time to establish if the governance model in use remains appropriate.

Board Minutes: At the May 2009 Board Meeting our lawyers reminded each person of their fiduciary duties. This is done every couple of years as the Board composition changes over time – and it also serves to remind longstanding members of their responsibilities under association and corporation law. Anyway, what came to light at the May 2009 briefing was a revelation to many.

It seems the APF is quite unique in that it "hands out" minutes of Board Meetings. It seems this is not common and – in the opinion of our lawyers – this practice should cease. We do so because the APF Constitution requires minutes to be supplied to Councils and Clubs – so denying access would be going against our rules.

The point our lawyers make is there are no doubt occasions where the Board discusses sensitive matters that are best kept under wraps until a formal announcement is made. As an example, say there is a business considering a merger or acquisition that – if it became public knowledge while discussions were still underway – could advantage some and disadvantage others. The APF Board has the same need for confidentiality, at times, as a public listed company.

As your President, I can see the lawyer's reasoning for not disclosing everything that is being discussed at the Board. Maybe, instead, a summary of public announcements would be sufficient. We do this in ASM and the NewsSheet by reporting regulation changes and fee increases.

Based on this legal advice, as your President, I think we should move to change the Constitution to remove the requirement to provide minutes – in their entirety as now – to Councils and Clubs. I would be interested to hear from members both for and against circulating minutes. A change of this nature requires support from 75% of members at an AGM to succeed.

Dave Smith, APF President



[CALENDAR]

VFS & CF INTERNATIONAL WEB CHALLENGE

1st May to 31st July 2009
 Web: www.fai.org/parachuting/VFS_web_challenge
 Web: www.fai.org/parachuting/CF_web_challenge

6TH ASIANIA VIDEO COMPETITION 2009

01 July - 30 November 2009
 Contact Name: Faye Cox
 Phone/Fax: 07 5446 5743
 Web: www.asiania.org/files/asiania_application_form.pdf
 Email: asiania@bigpond.com

NAGAMBIE \$30 BUDGET BARGAIN BASEMENT WEEK 13 - 17 July 2009

Contact Name: Don Cross
 Phone: 03 5794 1466
 Web: www.skydivenagambie.com
 Email: jump@skydivenagambie.com

30TH TERRITORY REL WEEK - BOOGIE AT BATCHELOR

Sat 25 July to Sun 2 Aug 2009
 Organisation: Darwin Parachute Club
 Phone: 0412 442 745
 Email: skydive_territory@yahoo.com.au

POPS BOOGIE IN BATCHELOR 2009

25th July to 2nd August 2009
 Email: POPS Australia for POPS queries

RAMBLERS SPOTTING & ACCURACY COMP 25 - 26 July 2009

Location: Ramblers Drop Zone Toogoolawah
 Contact Name: Belgium Steve
 Phone: 07 5423 1159
 Web: www.skydiveramblers.com
 Email: skydive@ramblers.com.au

RAMBLERS SPOTTING & ACCURACY COMP 02 - 03 August 2009

Location: Ramblers Drop Zone Toogoolawah
 Contact Name: Belgium Steve
 Phone: 07 5423 1159
 Web: www.skydiveramblers.com
 Email: skydive@ramblers.com.au

BLAZE BOOGIE

5th - 10th August 2009
 Location: Corowa NSW
 Contact: Tabitha Hughes
 Phone: 0415 704 748
 02 6033 2435
 Web: www.skydivevictoria.com.au
 Email: enquiries@skydivevictoria.com.au

INSTRUCTOR B AFF & TANDEM COURSE

10 - 14 August 2009
 Contact: Don Cross
 Phone: 03 5794 1466
 Web: www.skydivenagambie.com
 Email: jump@skydivenagambie.com

RAMBLERS LEARNING CURVE CAMP

24 - 28 August 2009
 Location: Ramblers Drop Zone Toogoolawah
 Contact Name: Rodney Wilson
 Phone: 07 5423 1159
 Web: www.skydiveramblers.com
 Email: skydive@ramblers.com.au

RAMBLERS "2GOOLAWAH 2-WAY CHALLENGE"

29 - 30 August 2009
 Location: Ramblers Drop Zone Toogoolawah.
 Contact Name: Belgium Steve
 Phone: 07 5423 1159
 Web: www.skydiveramblers.com
 Email: skydive@ramblers.com.au

WA DAVE LOCK ACCURACY STATE CHAMPS

28 - 29 August 2009

EUROPEAN SKYDIVING

Championships & World Cup, PROSTEJOV - CZECH REPUBLIC
30 August - 06 September 2009
 Web: www.ec2009.info

RAMBLERS INSTRUCTOR 'D' & TANDEM INSTRUCTOR COURSE

07 - 11 Sept 2009
 Contact Name: Rodney Wilson
 Phone: 07 5423 1159
 Web: www.skydiveramblers.com
 Email: skydive@ramblers.com.au

WEST AUSTRALIAN FREELY STATE CHAMPIONSHIPS

12 - 13 September 2009
 Details TBA

GO TROPPO & NQ STATE CHAMPS

16th - 21st September 2009
 Location: Far North Freefall Tully Aerodrome FNQ
 Email: Issy Dore
izalicious@hotmail.com

POPS GO TROPPO

16th - 20th September 2009
 Email: POPS Australia for POPS queries

PICTON BUDGET JUMP WEEK 21st - 25th September 2009

Contact Phil Onis
 Organisation: SYDNEY SKYDIVERS
 Contact: Phil
 Phone: 0411 86 4676
 Website: <http://www.sydneykydivers.com.au>

ATMONAUTS ARE GO! ATMONAUTI CAMP

9 - 12 October 2009
 Contact: Don Cross
 Phone: 03 5794 1466
 Web: www.skydivenagambie.com
 Email: jump@skydivenagambie.com

WA 4-WAY FS STATE CHAMPIONSHIPS

10 - 11 October 2009
 Details TBA

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Mike Carre 0407 104 934 mikecarre@bigpond.com

Competition

Fiona McEachern 0425 264 519 fionam@speedlink.com.au

Rigging

Jo Chitty 0412 704 708 jo.chitty@skywerx.com.au

Judging

Lindy Rochow-Williams 07 5545 2766 lindyr@austarnet.com.au

Aircraft Operations

Grahame Hill 0419 722 577 hihilly@optusnet.com.au

National Development

Vacant

APF OFFICE UPDATES



CLUB ADMINISTRATION FEE

Effective date 01/07/09

A Club Administration Fee has been introduced to reimburse Clubs that act as Agent on behalf of the APF by processing membership applications and payments. The Club will be entitled to charge an additional Fee of \$10.00 per application as per the conditions below:

Fee will only apply to full membership applications or part year membership applications (*including early bird special offers*)

Fee will not apply to any other ratings, certificates applications etc including Student Pro_rata or Short Term membership

To avoid the Club Administration Fee members can renew online or direct with the National Office. The on-line renewal facility is easy - your membership is immediately updated, and you can check on / update your details.

Visit: <https://apf.asn.au/apf-membership-form.php>

NEW FEE STRUCTURE - Ratings, Endorsements, Certificates, Crests & Revalidations

Effective date 01/07/09

New Instructor Rating applications \$99 (including overseas conversion)

New Endorsement applications \$66

Tutor Rating applications \$66

Rigger Rating Applications \$66

Packer 'A' & 'B' Rating Applications \$66

All Revalidation Applications \$66

Certificates & Crests \$25

STUDENT PRO-RATA MEMBERSHIP

Prior to achieving a Certificate 'A' Students may purchase APF membership 1 month at any time after their first pink card expires for \$16.50 per month. DO NOT DO A SECOND PINK CARD! The pink card number first issued becomes the APF number for life. See Form M2 for details.

LEVEL 2 COACHING ACCREDITATION COURSE

It has been a requirement of the Instructor 'B' rating to have completed a Level Two Coaching Accreditation course within the first two years. Due to a number of issues regarding this course it has been decided to drop this requirement from the I.B rating.

FREEFLY CREST CENTRAL REGISTRY

The National Office is attempting to create a central registry of all Freefly Crest recipients. Could all Freefly Tutors provide details of Crests issued?

WINGSUIT MINIMUM REQUIREMENTS

New rules governing Wingsuit requirements in Australia are being worked up by an expert team for presentation by November. Until that time the APF is endorsing Manufacturers recommendations of a minimum of 200 jumps in order to participate in a Wingsuit flight.

PACKER 'B' EXAMINATION PROCESS

Formerly the Packer 'B' exams (new applications & revalidations) were returned to the APF Office for marking. This process has now changed! The applicant will be issued the exam for study purposes, and the C.I will administer the exam and may request the answer sheet from the Office for marking. This sheet will be returned with the exam for processing.

REVIEW OF EXAMS & EXAMINATION PROCESSES & ALL MANUALS

We are currently reviewing and redeveloping all publications, manuals & exams etc. issued by the APF and we welcome your input! Please submit all suggestions & comments to the APF Office 'Attn: Susan', for compilation & consideration in conjunction with the DI.

ALL APF INSTRUCTOR/TUTOR RATINGS EXPIRING ON 31ST DECEMBER

Holders of APF Instructor/Tutor Ratings that expire on Dec 31 often find it difficult to complete the revalidation process due to the festive season; these Members will now get an automatic extension of one month.

CONFERENCE HOSTING ROTATIONAL SYSTEM

This system has been discontinued. Interested Councils may submit a bid to the National Office for consideration; in the event a suitable bid is not received the N.O will decide the location by end of each February and will coordinate the Event for the following year.

ON-LINE JUDGE TRAINING COURSE

Now available on the IPC Website and to be used in conjunction with other course material to evaluate trainee APF Judges and existing APF Judges applying for new Ratings.

PHANTM

J U M P S U I T S

P H A N T M . C O M . A U



OPTIMUM



THE OPTIMUM STASH BACK PACK
AVAILABLE IN JULY
PARAPAC OUTER WITH SOFT INNER LINING
PADDED BACK & STRAPS
ROOM FOR YOUR WHOLE CONTAINER
THE OPTIMUM WAY FOR TRAVEL TO THE DZ

P H A N T M . C O M . A U



APF CONFERENCE 2009 BRISBANE WOW IT WAS HUGE!



Overview by Susan Bostock - APF Office Manager/Conference Coordinator
Compiled by Susie Mc Photos by Robbie McMillan, Shane Sparkes, Susie Mc & Kim Hardwick

IT WAS THE **BIGGEST CONFERENCE** IN THE **49-YEAR HISTORY OF THE APF** WITH **ALMOST 190 ATTENDEES** AND BREAKING ALL RECORDS! WITH AN EXCITING, MOTIVATING, INFORMATIVE AND ENTERTAINING AGENDA, A LONG LIST OF **TOTALLY AWESOME PRESENTERS** WHO MADE BIG EFFORTS TO DELIVER FIRST CLASS PRESENTATIONS AND A VERY **COLOURFUL EXHIBITORS TRADE AREA** – IT WAS AN OUTSTANDING EVENT!



THE CONFERENCE PRESENTERS & AGENDA

This year we focused on delivering an Agenda with as much content as we could, featuring the 'Movers and Shakers' of our Sport. **Jules McConnell** delivered a CF Manual for beginners that she is developing. **Adam Long** blew us away with his VFS skills and amazing head down tunnel footage, **Michael Vaughan** presented on AADs and Swooping/High Performance Landings, **Robbie McMillan** presented a rewrite of the Canopy Handling Table and **Alan Moss** updated us on his redevelopment of the B-rel Manual. **Don Cross** covered 'How to become an Instructor' and **Brett Newman** gave a 'hands-on' workshop on Advanced Reserve Packing techniques. We heard from Airtec's **Rob Kendall** about the CYPRES AAD and **Greg Rau** from UPT about the Skyhook system and bulk distribution in the Vector reserve container. **Neil Fergie** from Insuranet announced the Personal Accident Program which will soon be available to APF Members.



We were all entertained, moved and inspired by our Special Guest Speaker, **Dale Elliott**, whose story appears in this edition of ASM. Dale is Australia's only AFF Paraplegic Skydiver and was issued his 'A' Licence on the 12th of June! Dale's achievements since his accident are impressive and his breathtakingly honest presentation made us laugh, cry and touched us all. **Parachutes Australia**, (who generously contributed a half price Talon container to the \$26,000 Conference prize pool) made the further generous gesture of donating a customized Talon container to Dale to kick off his Skydiving future! It's not often you will see Dale Elliott lost for words but this was one of those moments, a truly fantastic gesture from P.A.



We were also very honoured to have special guest, **Andy Keech**, travel all the way from the USA to open the conference. Andy is a Master of Sport Parachuting Award recipient amongst his many other credentials and it was an honour and delight to have him here!

APF CONFERENCE 2009



?? & Douglas Spotted Eagle



Douglas Spotted Eagle came from the USA to deliver his very professional 'Media on the D.Z' presentation and I am sure a few seeds were planted as a result of his money-making ideas for the Operators. Douglas also presented on Wingsuits, opening numerous eyes to the potential safety issues/problems that are occurring out there in the land of jumping. (See office updates for new Wingsuit requirements.) (Since the Conference, Douglas has been injured in a landing incident at his home drop zone. We hope to publish articles of his presentations in future issues of ASM.)

Issy Dore delivered an excellent and entertaining presentation on her experiences as a Female Tandem master and **Greg Jack** made a few hairs stand on end with his 'Dual Canopy and Collision (entanglement) Emergencies'. (A full article will feature in the next ASM.)



Issy & Samuel

A CASA representative gave an excellent session on 'Safety Behaviours – Human Factors for Pilots' and many of those present were able to directly identify with the human behaviour factors that affect operational safety every day. **Leigh Shepherd** shared with us the advances in military parachuting technology while **Mike McGrath** updated us on RealXstream 2.0. Thanks go to our hard working Technical Directors **Fiona McEachern, Lindy Rochow-Williams, Paul Osborne, Mike Carre,**

Grahame Hill, Jo Chitty and to **CEO Brad Turner** for their presentations.

Everybody's favourite, **Archie Jamieson**, did an awesome job as MC and ensured the program ran smoothly, albeit colorfully! Archie's spectacular dress code was a big hit, add to that a keen and lively crowd of almost 190 attendees and you have one dynamite Conference.

Various articles from the presenters are featured in the upcoming pages, others will be in upcoming editions of ASM.



Archie Jamieson



Greg Jack



APF Board Reps

\$26,000 PRIZE POOL AND OUR INCREDIBLE SPONSORS!

The sponsors who made the \$26,000 prize pool possible deserve the really big pat on the back and a huge thank you from all. The support the APF received was incredible, especially considering the current economic climate, and the interest created by this whole initiative surpassed all aims. Insuranet put their hands in their pocket again this year with generous donations to the Cocktail Party and the Awards Night. We again acknowledge all those unbelievable contributions to Conference 2009 and reiterate our appreciation to our generous Sponsors!



THE EXHIBITORS

The trade displays in our exhibitors area were fantastic with the **6 Australian Exhibitors and 3 International Exhibitors** making huge efforts to set up spectacular displays with loads of samples, merchandise and demo items. **CYPRES** had their big inflatable tent and our Kiwi friends, **Deepseed**, had a fabulous display complete with marquee, shelves of merchandise and sample products, a well stocked fridge, comfy couch, bean bags and a big screen running cool DVD's! Nice job boys! New kids on the block, **PHANTM Jumpsuits** from Nagambie, impressed everyone with their great new range of jumpsuits, merchandise and sensational gear bags.

Brett Newman - Downward Trend rigging, went to a great deal of effort to set up a rigging loft and offer rigging services with 2 machines going hard. An extra big thankyou for your efforts Brett! Jason Cooke of **Cookie Composites** was there in full force with loads of product to check out first hand and Susie had a **very visual ASM display** with heaps of colour and merchandise (and Charlee along to help of course!) Susie also generously donated 5 large canvases of the last 12 months of ASM front covers to auction with proceeds going to member Shane Sparkes. Shane recently lost everything in the Victorian bushfires.

All Exhibitors were available for the 3 days and nights of the Conference to answer questions, chat and share information and most of them have already committed to attending again next year.





THE AWARDS NIGHT

The Awards Night was hosted on a boat cruise aboard the Kookaburra Queen on Brisbane River and was a fantastic night of masquerade with 179 people (and Issy's beautiful baby Samuel) enjoying great food and great company.

A number of **Achievement Awards** were presented to our Swoopers, Canopy Formation jumpers, Formation Skydiving teams and Classic jumpers for their recent record-breaking efforts. *(See details following).*

SEQLD's **Dave McEvoy** was formally presented with the **Master of Sport Parachuting Award**. This is the APF's top Award (to date there have only been 5 recipients including Dave) and all five recipients were in attendance on the boat cruise – Col King, Claude Gillard, Faye Cox and Andy Keech all the way from the US for the occasion. How very special – this was the first time that all of the MOSPs have ever been together! It was very inspiring to see all 5 of these legends lined up, their personal stories are amazing! *(and so was Macca's rendition of 'Ramblers Raiders' to the whole of Brisbane city as we sailed on by!)* *(Faye Cox is profiled elsewhere in this issue and Dave next issue)*



Archie Jamieson

(Faye Cox is profiled elsewhere in this issue and Dave next issue)

L-R Claude Gillard, Andy Keech, Faye Cox, Col King & Dave McEvoy



The very special **Tim Bates Award** was presented by the Bates family to **Jules McConnel**, who is certainly a deserving recipient of this honour. Jules was one of Tim's many good friends and we all know he would be thrilled. Go Jules, you rock! *(Her Award Application by teammate Michael Vaughan is featured elsewhere in this Issue).* All in all, a night not to be forgotten, with some great photographic evidence on hand!



Jules McConnel

IN CONCLUSION...

The National Office has received an incredible amount of overwhelmingly positive feedback from Conference 2009 with a number stating it has 're-ignited their passion for the sport and the industry'. Our aim this year was to rejuvenate the Conference to ensure it had something interesting happening at all times for jumpers of all experience levels, but particularly our newest members. We are very excited to say it worked!! We had a number of first time attendees saying they were totally blown away by the calibre of the presenters and presentations, and the professionalism of the APF as an organisation. A number of younger and older members said it 'made them proud to be an APF member'!

The location of Conference 2010 is still to be decided but as it is the 50th Anniversary of the APF – rest assured it will be something special. If you thought Conference 2009 was huge, wait until you see what we have planned for 2010. The most attendees at a Conference previously is approximately 120, we set our goal this year at 150 and we ended up with almost 190 so next year we have decided we would like a minimum of 250! We urge everyone to come along and be a part of this special event!



'B' LICENCE MANUAL UPDATES

Alan Moss and Robbie McMillan presented the changes that are being planned for the B-Rel Manual update. The B-Rel Manual, while it is a very useful tool, needs some sprucing up to bring it more in line with modern skydiving practices. Alan highlighted the changes in modern body positions and the practicalities of teaching a novice the right way the first time rather than inducing bad habits that ultimately only need to be re-taught. There was very useful discussion amongst conference attendees regarding the changes to the skill sets including adding a tracking jump, side sliding skills and subtle changes to some of the other skill levels.

RELATIVE WORK

By Alan Moss

The updates to the 'B' Licence Manual for relative work were workshopped and I'm pleased to say that there was a lot of interest, input and progress made.

A summary of the updates are:

Update the body position.

A more detailed description of fall rate.

More freefall signals.

More details on turns.

More details on tracking.

Exit versatility.

Skill Level 3 changed to side sliding.

Skill Level 7 changed to a consolidation jump.

Skill Level 9 to exclude the novice from flying around the back of tutor.

This manual will be written up and will be formalized for the November board meeting. In the meantime, a more detailed explanation will be published in the next issue of ASM.

It was also recommended by the workshop to produce a video to be used as a training aid. This would be available in DVD format and could also be available on the APF web site. Each stage would have two camera angles and notes to go with them. In addition to the skill levels, the video would include tracking, slow fall/fast fall and turns.

More info is available from my thesis with is available at the APF web site http://www.apf.asn.au/documents/pdf/Articles/Body_Flight_Alan_Moss_Thesis_May_08.pdf



Alan Moss

CANOPY HANDLING

Robbie has rewritten the B-Rel canopy skills, with a lot more background information for the Novice Parachutist, highlighting the situations that each skill may be useful for. The skill sets will be placed in the front of the manual, placing more emphasis on the need to think about a flight plan first rather than focus all of the novices energy on freefall skills. Several articles have been added by people such as John Le Blanc and Bill Von Novak, to complement the skills. The entire document will be reformatted and have a more modern feel to it. There was a lot of positive feedback from the Conference attendees and everyone is excited to see the finished product, so stay tuned for the new B-Rel Manual in the next few months.



Robbie McMillan





"I was most pleasantly impressed by how far Australian parachuting and the APF have moved from the enthusiastic and amateur level of my time to the confident and capable level it is today. The sport is in very good hands." Andy Keech

AADS AND HIGH PERFORMANCE LANDINGS

By Michael Vaughan

Modern AADs (CYPRES, Vigil, Aargus, MPAAD etc.) began coming on the market in the early 90s. Firing parameters were determined using performance data collected at the time. The sport, technology and techniques in use have evolved a lot since then. Canopy pilots are now using a variety of techniques, greater degree of rotations and higher wing loadings to generate greater vertical and horizontal speeds than ever before during high performance landings.

Canopy pilots have, for a number of years, been achieving vertical speeds exceeding AAD firing parameters that were considered to be safe 15 years ago.

AAD manufacturers have recognized the dangers and some are now offering products for these types of landings:



AAD	Firing Speed	Firing Altitude
Expert CYPRES	78mph (35m/s)	750 feet to 130 feet
Speed CYPRES	96mph (43 m/s)	750 feet to 330 feet
Aargus in Standard Mode	78mph (35m/s)	Below 820 feet
Aargus in Swoop Mode	The Aargus stops monitoring and goes to stand-by after parachute opening is detected.	
Vigil	No offering	

An Expert CYPRES can be upgraded to a Speed CYPRES for free by sending it back to the manufacturer.

The Aargus is shipped with the ability to choose the operation mode at start up. (Standard, Swoop, Student, Tandem)

The Australian Canopy Piloting Team and other Australian canopy pilots have used data collection technology from Airtec to determine their own vertical descent rates during high performance landings. The pilots have achieved results similar to those seen overseas and noted that high wing loadings (>2.3) and high degree turns (>270) are required in the majority of cases to exceed the AAD firing parameters. Very high wing loadings and big turns do not always guarantee that a pilot is in the danger zone, technique also plays a large role.

In the past competition pilots would often either jump with their AAD turned off or jump without an AAD. This was not only due to the higher possibility of achieving the vertical speeds necessary to fire an AAD but also the higher chances of water landings. Pilots can now choose the latest waterproof and high performance landing offerings from AAD manufacturers.

Summary

- The majority of canopy pilots, CIs and DZSOs do not need to worry. Australian canopy pilots who are in the danger zone are very aware on the dangers.
- High performance pilots should consider the options available when buying an AAD. The purchase should fit their requirements for the types of jumps they are doing.
- The limits in 2009 are sure to be exceeded in the future! Beware!

APF DOCUMENTS ONLINE

Data Therapy presented a short session at the Conference, outlining the project they are currently engaged in: They have assembled the APF's myriad documents into a single online body of knowledge - a "wiki" - docs.apf.asn.au. Members can quickly find what they want; and the expert teams can make structured edits instantly, securely and precisely.

The Data Therapy system is web published, user-friendly, fast, and cross-links all relevant information from one search. When the OpRegs rewrite becomes law, the system will help bring existing documentation up-to-date quickly. The team also demonstrated searching Google's capture of the wiki.

Data Therapy also sponsored the prize of a Toshiba NetBook computer, which was won by Kim Brooks of WA.



 datatherapy



NOTE FROM THE APF

A big thanks must go to Susan Bostock for her amazing efforts in coordinating the 2009 APF Conference.





FEMALE TANDEM MASTERS IN AUSTRALIA

By Issy Dore

I was asked if I could do a talk for the Conference about female tandem masters. I thought, "Well, I've never done anything like that before, so I'll give it a shot!" I got into a bit of research and hoped that by talking to the few female tandem masters, I would be able to find out why they do it and if they enjoyed it. I also asked some Chief Instructors what they thought about the whole thing too. It was really interesting and I built my presentation around what they all said.

I found that both the girls and the CIs had some really good advice and lots of encouraging things to say. I also added some tips for small sized people like me and emphasized that technique and not strength is what's most needed for ANY sized tandem instructor.

20% of our membership is female and 12% of our Instructors are female. There are only 11 female tandem masters registered in Australia, that's 3% of the skydiving population. Hopefully my talk will convince a few more to join the ranks!



TM Issy Dore Photo: Dan Barker



TM Elisha Walker

"Be assertive with passengers. You can see some people are a bit taken back when their instructor turns out to be a chick, just be confident and don't give 'em a reason to doubt ya." Elisha Walker



Nicole Dowden Photo: Curtis Morton

"If anyone voices up about maybe not being strong enough, don't listen to them - any semi-modern gear is easy to land given the right technique. It's scary at first, but try and be aggressive in the sky - your landings will be so much better for it. Maybe even learn how to hook your canopy 90 nicely before moving to tandems if you haven't already. Surround yourself with supportive people if you can." Teresa Mallin

"Give it a shot, but be realistic too. Doing tandems does require more strength than jumping sports gear, so if it's too physically hard, accept it and deal with it. Don't make it a "girl" thing if it's not for you. A lot of guys get their ratings and decide after a while it's not for them, for one reason or another." Cindi Hemmila





APF CONFERENCE 2009



APF AWARDS

By Awards Validation Unit (Kelly Brennan, Lindy Rochow-Williams, Fiona McEachern, Jack Cross, Brad Turner)

Each year, there's a very special APF ritual that a privileged few get to share, and even fewer get to play a leading role in. It's called the APF Awards night. Think of it like an Oscars night for the stars of our sport to step out. (Except there's no red carpet, no long frocks, and the after party is usually a 'better than the Oscars' celebration of debauchery in Jyro's hotel room!)

Most of us at the awards night each year are mere seat warmers. We've made the trip to the annual conference and we've bought the ticket for the big night out. But a select few are there to be feted by their peers, celebrated for their achievements... (Drum roll please)... and AWARDED for their contribution to the APF.

The recipients of our APF Awards are genuine high achievers. Unlike the Oscars, our winners have usually managed a spectacular performance without constant praise or adulation, and without a giant pay packet.

The categories are:

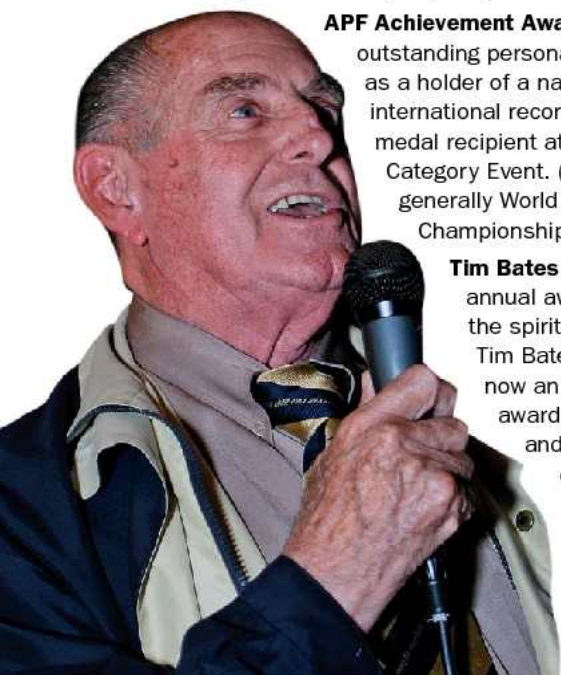
The APF Service Award - recognises outstanding contribution in the service of sport parachuting.

The APF Master of Sport Parachuting - is the APF's highest honour, awarded in recognition of great personal achievement in any field of sport parachuting. It may only be awarded by a unanimous decision of the Board.

Honorary Life Membership of the APF - recognises exemplary and outstanding service in any capacity.

APF Achievement Award - recognises outstanding personal achievement as a holder of a national or international record, or as a medal recipient at an FAI First Category Event. (Note: These are generally World Cups and World Championships).

Tim Bates Award - this annual award celebrates the spirit of Skydiver Tim Bates. This is now an official APF award recognizing and rewarding an outstanding APF member for their passion, ability, excellence and contribution to the sport of Skydiving.



So, how does an APF Member receive one of these? Well, we certainly don't hand them out as generously as those Academy Award nominations!

Check out the APF website for full details of the awards and the criteria. (While you're there, take a look at the list of past winners. Pretty impressive, isn't it?) Basically, Achievement awards are for our elite, most successful competitors.

The other types of honours are decided by the APF Board, with recommendations from the Board's Awards Validation Unit.

Do you know somebody who deserves credit for their efforts? Have they put in a mountain of time and made a difference to the sport? Please, put pen to paper and nominate them for an award.

It's not a simple process. There's no quick web page to check boxes and move on. To keep the bar high for these awards, we need the highest standard of nominations. We'd prefer support from your area council, to ensure these people are widely respected nominees. We need references to attest to their input and ability. Don't assume we'll already know about your nominee. Some of the best performers in our sport are the quiet achievers behind the scenes.

If you work to our requirements on the APF Website and address the AVU's criteria, your nomination will be fairly assessed. If you simply throw together a few hasty words on a single page letter, then you're just letting down the person you want to nominate. Please do them justice to give them the best chance of the recognition they deserve.

There are no tacky gold statuettes for these stars to leave in their limos, or to be misused in Gyro's hotel room for that matter. There are no gold lights, no stars on their door and no handprints in the APF forecourt. Instead, recipients are given the genuine, long term recognition of their skydiving peers. It's a 'Thank You' that really means something. And, it's an honour that's worthy of our finest!



THE RECIPIENTS OF THIS YEAR'S APF ACHIEVEMENT AWARDS:

Compiled by Fiona McEachern, APF Director Competition

From World Parachuting Championships in Canopy Piloting (CP), South Africa

*New Speed Records

Drew Lipinski Round 2: 2.818 secs

Kaz Sheekey Round 2: 2.729 secs

(also new Female speed record)

Drew Lipinski Round 3: 2.534

Cameron Rolfe Round 3: 2.405 secs

*New Distance Records

Cameron Rolfe 134.280 Round 1

Drew Lipinski 143.910 Round 3

*Silver Medal

Cameron Rolfe - Distance

From World Parachuting Championships in Canopy Formation (CF), Teuge, Netherlands

"Ookoonono" 2-way CF Sequential competition record of 13 points in time. Team members: Michael Vaughan, Julia McConnel and Craig Bennett.

From APF Canopy Piloting (CP) Championships

*Inter Distance

Steve Wade 91.40m

John King 95.80m

From APF Style & Accuracy (S&A) Championships

Andy Mulholland 3 dead centres followed by 0.03m

Tibor Glesk 0.25m over 10 rounds

Dave Boulter 0.25m over 10 rounds

From APF Formation Skydiving (FS), Artistic Events (AE) & Canopy Formation (CF) Championships

"Rotor Out" FS 4-way Open, 27 points in time.

Team Members: Steph Bensley, Gary Nemirovsky, Jens Gonnerman, Darren Pearson, Darren Griggs (Camera).

"Kaos" FS 4-way Inter, 13 points in time. Team Members: Paul Algie, Phil McComb, Brad Travena, Craig Robinson,



26-WAY CANOPY FORMATION (CF) RECORD

ARCHIBALD Paul
 ARGUS Trent
 BAKER Paul
 BEGIC Tomislav
 BERENS Matthew
 BLUNDEN Jody
 BULL Graeme
 BUTTERWORTH Dale
 COOPER Cameron
 CULLEN Gary
 DANIELS Danny
 FINDLAY Steve
 FITCHETT Steve (Camera)
 GAY Christopher
 GEENS Steven
 GRAY Al
 HIGGINS Brett
 JAMIESON Archibald
 KAISERMAN Alex
 McMARTIN Mitch
 McMILLAN Robert
 PANGBURN Brian
 PRESGRAVE Ralph
 PRESTON Andrew
 PRICE Shane
 STILLMAN Geoffrey
 THAMM Philip

36-WAY CANOPY FORMATION (CF) RECORD

ARCHIBALD Paul
 ARGUS Trent
 BAKER Paul
 BALEN Kevin
 BARKER Hamish
 BARNETT Peter
 BARROWCLIFFE Dean
 BEGIC Tomislav
 BENNETT Craig
 BERENS Matthew
 BLUNDEN Jody
 BRAUMAN Daniel
 BROWN Scott
 BULL Graeme
 BUTTERWORTH Dale
 CARR David
 COOPER Cameron
 CULLEN Gary
 DALGLISH Ben
 DANIELS Danny
 FARRELL Glen
 FITCHETT Steve (Camera)
 GAY Christopher
 GEENS Steven
 HIGGINS Brett
 JAMIESON Archibald
 KAISERMAN Alex
 McCONNEL Julia
 McLACHLAN Wayne (Camera)
 McMARTIN Mitch
 McMILLAN Robert
 PANGBURN Brian
 PANGBURN Pam (Camera)
 HAMILTON-PRESGRAVE Ralph
 PRESTON Andrew
 PRICE Shane
 SAEGA Jaak
 THAMM Philip
 VAUGHAN Michael

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system



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closing main
pin cover



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for unsurpassed form,
fit & comfort



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of stainless steel
harness rings



New "Flat" Stainless
Steel Multiflex harness
rings to eliminate
harness distortion.



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and chest harness
shaping. Maximum
riser and housing
containment.



EXTREMES
NEEDS

FOR FURTHER INFORMATION:

www.parachutesaustralia.com



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PH: +61 2 9828 5355 FAX: +61 2 9828 1900

WEB: WWW.PARACHUTESAUSTRALIA.COM

DALE ELLIOTT

Comedian, Inspirational Speaker,
Paraplegic, Skydiver



It's strange the thoughts that run through your mind when something so severe happens to you. For me, I didn't think about myself. I can't remember for a second thinking about how this spinal cord injury was going to affect my life. I think that it was because I couldn't comprehend the insurmountable challenges I was going to face. I had never felt such a feeling of 'now' being that I could not think ahead. Not even 1 minute ahead. For me, that was very strange. I had my life planned out to the finest detail and now I couldn't even compute any realistic detail at all. My mind had gone into a deep shock. Then I heard the ambulance coming. My life as a paraplegic had begun.

'Door!' Someone yelled out from the front of the XL. The cold air came rushing in to meet my face with the uniqueness that 14,000ft air has. Even after 8 years I remembered it. It was October 24th, 2008 and AFF instructors, Al Gray and Jason Ellul, were about to make Australian skydiving history. By jumping with me they were joining a special club. I call it the 'Paraplegic AFF' or 'PAFF'. Freefalling with a student who can't feel or move their legs or torso and can't arch at all is an interesting exercise. One that many instructors would rather not do and rightly so, it's really pushing the boundaries of an otherwise safe and well regulated sport. Are the risks worth it?

I jumped 37 times as an able bodied skydiver during 2000-2002 while I was a C206 pilot at Strathalbyn and Goolwa Drop Zones in South Australia. I flew over 1,000 loads in that time and had great fun doing big wingovers and beat ups after the last load. One day I did 17 loads to 10,000ft and remember wishing that skydivers should be banned from eating kababs with garlic sauce and drinking Coopers Pale on Friday nights. Sometimes you can't get that window open fast enough! I wonder if that's why the pilot gets given a rig too?

Now I am the first PAFF student to be issued my 'A' Licence in Australia and I'm the second licenced paraplegic in the world after the legendary Peter Hewitt in South Africa. Peter has been a fantastic mentor and has really helped me achieve this. Thank you Pete.

Me being the first PAFF student in Australia brought with it many new challenges for my PAFF instructor Curtis Morton at SA Skydiving. I did my first 2 jumps at Lower Light DZ in SA out of the XL aircraft from Nagambie when it came over for a few days.

'I reached down to feel my legs and oh shit... they were numb, bloody motorbikes...'



DALE ELLIOTT

I then went to Langhorne Creek DZ, the home of Greg 'Miff' Smith as it was easier to get in and out of a 206 compared to a 182. I have exactly the same issues to address as an able bodied AFF student. I had been one before and I remember what I had issues with. I just needed to think about some new ways of dealing with freefall stability with no leg input. To combat this I made some carbon fibre leg braces to keep my legs at 90 degrees in free fall. I think that skydiving is a mental discipline more than a physical one. Gravity is going to work in the same direction no matter who you are and it does not care if your legs don't work. You need to use your head to master this freefall thing. You need to work with what you have.

It has been an interesting exercise working out how to get stable and stay stable in freefall. It was easy to get caught up in lots of technical discussions about stability, aerodynamics and centre of gravity during briefings and in the end Curtis and I decided on one thing that we wanted to get out of the jump and went and did it.

While my legs are of no benefit in the sky, I have to ensure they are not a liability. I had to address this on two fronts, both in freefall and also during landing. People try to compare me to an amputee skydiver, which there are hundreds of around the world, but this is just not possible. If you don't have a limb, then it's not there to help and it's also not there to hinder. Also arching is still possible and injury sensation is there too.

We have all seen tandem passengers lifting their legs upon landing and that is what I needed to do. I couldn't flare the canopy and lift my legs at the same time so I modified some motor x pants and fitted 2 straps that run around my knees with a large carabineer on each end. I attached these to my chest harness after opening and my legs are lifted up and out of the way. It works very well. As I then need to land on my rear I have inserted an energy-absorbing matrix of foam and a gel pack that stops skin breakdown if I'm in my jumpsuit all day. If I break any bones in my legs it would be very serious. I can not feel any pain so I would know if I injure myself which can lead to infection in under 3 days. This could kill me or cause me to become very sick. The healing process also takes a long time with any damage on my legs. It is because the blood circulation in my legs is poor due to inactivity. Landing safely is therefore the



most important single factor when I jump and I need to be much more aware of the things that can affect a soft landing. Wind strength, canopy size, landing area and turbulence all need to be addressed carefully and I place my own limitations according to the conditions. I am not going to be able to jump all the time when everyone else is. That's just part of my modified approach to skydiving. No hooking it in either! Bugga!

I think that as long as you have safety as the highest priority, giving something a go and being brave is the next part! I think this forged a unique bond between instructor and student as this role was reversed every now and then. The dream of me diving out into the sky by myself and being free of everything was the motivation for me. I'm so glad that others have supported me through this re-familiarisation. It has been such an awesome experience. (A huge thank you goes to the following sponsors: Parachutes Australia, Deepseed, Icarus, Larsen and Brusgaard and Vigil.)



I'm lucky that I've realised what life can give in return for you giving something a go. I can't walk, big deal! It's overrated, I just fly instead!



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Fuck it! I've only had one beer.....but I luv you guys!!!

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APF MASTER OF SPORT PARACHUTING #4

FAYE COX

A chat with Susie Mc



1,000th jump, at Labertouche Nationals, January 1971.

SMc: What came first: Jim or jumping?

FC: I had never heard of skydiving or parachuting. I had been working in Sydney and my plan was to go travelling around Australia before heading overseas to the UK. I stopped in Townsville to visit a friend. She had a skydiver boyfriend, so eventually we went to a skydiver's party. My first vision of Jim was this guy literally jumping in to the room, hands and legs spread wide, yelling out "Heyyyyy!!!" and I thought, "who's that smart ass?" Amazingly I went home with him that night (laughing). I doubt that I would ever have jumped, except there were really cheap courses on offer to assist the jumpers' pre-Nationals training camp being held at the Tully airstrip. I received my basic ground training with Jim. Although he wasn't a qualified instructor at the time, regulations were a bit different then, but he was very safe and thorough, which I have always appreciated.

SMc: So how did your course go?

FC: I made my first three jumps at Tully, North Queensland in late October, 1965. My first two jumps were uneventful, but on my third I landed on a sawmill roof at the edge of the airstrip. I was using a LL canopy and happily following the ground control, but the wind had come up. So I was facing into wind, going backwards, when suddenly I saw a roof appear beneath me as I was due to land. I did a PLF, it wasn't bad and I had a nice landing. Feeling pretty clever I quickly collapsed my parachute so I wouldn't get dragged off the roof. People from the sawmill came running over, yelling, "Are you alright? Hang on, we'll get

a ladder". I said, "No, no! I'm fine, I'll just jump off." I must have been in shock. I shed my gear and jumped off the roof, injuring my ankle (laughing). So stupid! The Tully hospital told me it wasn't broken, but badly sprained.

SMc: That didn't deter you?

FC: No, I couldn't jump for some time and went to the '66 Port Pirie Nationals, in South Australia, to watch Jim competing with his new second-hand PC.

SMc: And you hooked up with Jim straight away?

FC: Yes, but I guess he wasn't as keen on a relationship as me, because he was so intense on jumping. That was probably the main reason I decided to jump in the first place, because "what else do you talk about"? I thought, "I'll just make one jump, that should do the trick." I was rather naïve in those days. In Townsville I bought a second-hand Navy container with an old patched TU. I was very proud of it. The ankle took a while to mend and when we stopped at the jumper's pub in Sydney on the way to the Nationals, one of the local jumpers said to me, "you'll never use that, girl! You're only bullshitting, you probably won't even do any more jumps!" I was secretly upset and decided I would at least make a freefall, which I did at Port Pirie. There was an "attitude" towards women jumpers amongst many of the macho jumpers.

SMc: How so?

FC: The inference that women were pretty useless as jumpers got up my nose, so I thought "Right, now I'm going to get my 'A' Licence". I went back to Labertouche, Victoria, where Jim was training full-time together with the Australian team. He had also won his first national championships.

I liked jumping but I was terrified I could die - but I kept going anyway. At Labertouche, they would say, "who wants to go on the next load?" and I'd have my hand up going "me, me, me". I reckon they thought, "that Faye, she's so keen", while I was thinking, "Oh god! I hope it comes up windy". I felt like that for ages.

SMc: Me too!

FC: Really?

SMc: Sometimes even still! Don't tell anybody! (laughing)

FC: Probably the first time I really felt good was when I went up in the plane by myself. Nobody wanted to jump and I said I would if they could fill the plane. I was thinking, "great, no one will jump". Suddenly, this elderly couple appeared from nowhere and wanted to go up in the C172 to watch. I was thinking, "f&%k"!! I'd never been in the plane on my own, but I successfully spotted and landed accurately. I think that's when I felt so proud and realized I really could enjoy jumping.

SMc: How many jumps did you have then?

FC: About 30. Then Jim went overseas for six months to compete in the World Championships at Leipzig, East Germany, and to travel. I returned to Perth, joining and jumping with Rockingham Skydivers.

SMc: Is Perth where you're from?

FC: Yes, my whole family is there. I moved into a flat with two women jumpers who were more experienced with nearly 100 jumps. The three of us competed at the WA State Champs and with 68 jumps I won my very first competition! Jim arrived in WA, settling into the skydiving scene with me.

FAYE COX

SMc: So you were into it by then?

FC: Yeah, I was a dedicated jumper by then. Jim and I got engaged in Perth then returned to Sydney because his Mum was dying. We remained in the east, jumping at Camden and later at Labertouche, where we did our Instructor ratings. In mid-1967 we headed back north to Townsville.

SMc: Is that when you started the DZ?

FC: No. At that time there was the Townsville Parachute Club, run by a retired British Army Officer. It was a small club with members from Townsville and North Queensland. The DZ consisted of a dirt track runway on a cattle property, called Baringha, about 40kms from Townsville. Jumping was pretty low key. In 1968 Jim and I returned to Perth, got married, then shared a house with another married jump couple. We saved lots of money renting floor-space to jumpers, working lots of overtime in our jobs as draftsman and plumber, and instructing weekends with the Rockingham Skydivers. Then we decided to return to Townsville, where we were involved towards improving the jumping and club standards. Then Noel and Sophie arrived...

SMc: Noel and Sophie?

FC: Noel Weckert. He was an instructor from South Australia, Sophie was his wife. The four of us lived two doors away from each other at Hermit Park in Townsville, becoming close friends. In 1969 the four of us formed a commercial centre, the Townsville Sport Parachuting and Skydiving Centre (TSP&SC), which operated at the old Baringha DZ for five years. Conditions were pretty rough then. On occasions we couldn't get in to the DZ when it flooded during the "wet season", so a load would jump in from Townsville, while the rest of us would trudge about a half kilometre through the mud and water, carrying equipment above our heads into the DZ and walking it back out again. Saturday afternoons were spent at the Stuart Pub on the edge of Townsville.

SMc: What was a usual day jumping like at that time?

FC: Three jumps a day was considered quite a lot back then. We needed to get our jumps in early because even though the wind speed limit was 18 knots, it meant fast and hard landings on Cheapos, although some lucky jumpers had PCs. I remember many times boarding the plane as dawn would break at the Townsville airport. It was very basic at Baringha DZ, just the dirt track airstrip and old run down bush dunny. We put a good sand pit in and a small packing shed.

There were some really good jump times including the State Championships. Then unbelievably, the main highway was going to be re-routed right through the middle of our pit, as if the planners had used it as a marker. Then, tragically Noel and Sophie were murdered.



Display landing on the cross



Exiting over Townsville

SMc: Hey?!

FC: Oh, I'm sorry - you don't know about Noel and Sophie?

SMc: No and that just blew me out, murdered?

FC: Noel was NQPC Area Safety Officer and he'd driven down to Rockhampton to check out the local DZ. On their way back to Townsville, Noel and Sophie were held up by three young yahoos, who had run out of money and earlier had unsuccessfully tried to rob a service station. They had a gun and demanded money. Evidently Noel told them to *#\$@ off and they fatally shot him. Sophie jumped out of the car and ran away, but they shot her too.

SMc: Whoah. Ok, what was the aftermath of that?

FC: Noel's boys were living with us; they were only 13 and 15 years old. I was pregnant with Carolyn and it was a difficult time for us all. We finally decided it would be better for them to return to their mother and other siblings in South Australia. It was a very sad time.

SMc: Did they catch the people?

FC: Yes. The two guys were jailed for life. Amazingly, the 17-year-old girl was only sent home to the supervision of her parents in Tasmania.

SMc: That's quite a story! So that's when you and Jim took over the Centre and built a new DZ...

FC: In 1974 we purchased 150 acres of bushland at Manton, 10kms further along the highway towards Mt Isa from Baringha. Jim cleared it all, put in some bores and a tank. Being a plumber he built flushing toilets and showers with a unique bush hot water system using a large disused gas bottle with a fire underneath. He also built an open-walled packing shed. When Carolyn arrived we bought a large caravan with a covered verandah out the front, because we were living there four to five days a week. The above ground pool was installed, topped up from the tank water overflow. It was a popular spot. Next was a large demountable ablutions block, plus outdoor kitchen and importantly, the bar, which boasted a large commercial fridge, capable of holding many cartons of beer, and demountable cabins for the jumpers. It was all pretty rustic but provided the necessities of life.

Until then I had not seen many children at DZs, probably because the conditions were not attractive or pleasant. Everyone had dogs instead. It seemed that once a jumper had children they would not jump very much and if a female jumper became involved with a non-jumper that was the end of that. The construction of the huge hangar provided a lot more comfort. I always remember your Dad coming up to examine us for Tandem Ratings and he was really surprised at the "establishment" as DZs back then were often just an airstrip.

SMc: Dad would have been sooo impressed.

FC: Yeah, he said, "Golliwog Farm is really good Cox, I'm going to go back and do this too". But he didn't get the little caravan, he got the big house and inground pool. We always laughed about it and were pleased to be an example for Toogoolawah.

SMc: Why the name "Golliwog Farm"?

FC: Golliwog Farm was an affectionate name for the Manton DZ because our dog Woofa, Jim, Carolyn and myself all had really curly hair.

SMc: So, back in the 70s there were only about a dozen Clubs in Australia?

FC: Hard to remember exactly... Cairns, Townsville, Rockhampton. A couple in Brisbane and Sydney, plus Newcastle. Victoria had Pakenham and Labertouche, South Australia had Lower Light, Perth had Rockingham Skydivers. Mt Isa was also active. Could be a few others.

SMc: Katherine?

FC: No, don't think they'd started then.

SMc: So, were you doing many jumps?

FC: All the time. That was our life. About 100 to 150 a year, which was really good for those times. The gear we used was not so user friendly, 200 to 250 was going for it. A funny story when Jim was jumping at Camden in the early days, he had made 100 jumps in the one year while most had only done about 50 or 60. Jim was advised that he was dangerous and needed to stop jumping so much!

SMc: Why did you receive the Master of Sport Parachuting Award?

FC: For being a role model for women in the sport and in recognition of my involvement and achievements in the many facets of the sport at state, national and international levels, especially the development of Asia.

It never ceases to amaze me that there are so many excellent female jumpers in the sport these days and I really admire them for what they are achieving. I feel really humble.

Being a female jumper in the male dominated sport of the early days, I simply did whatever was available and always gave my best. I stayed active in the sport, while many jumpers came and went. It was pretty tough in the early days and now, when I look back on the archaic gear we used, I shudder. It definitely was not a sport for a weak person. However, it was great experience over the years, as the equipment, techniques and DZs improved and more women actively participated.

SMc: A few more women in the sport wouldn't go astray, I think everyone would agree with that! Tell us about your competition history.

FC: I was nationally and internationally competitive from 1967 until 1986 and then I only competed at State Championships. Style and Accuracy were initially the competition events and there were no separate Men's or Women's events at state or national level for a few years. I generally managed to win a place in the higher levels. When women's events arrived it was great and I was pleased to win several Australian National Championships in Women's Style and Accuracy. I competed in a

less serious manner at National level in rel work and crew.

Promoting women's jumping was important and creating records became popular (I was in the Australian 20-way record in the 80s). I was the only female squad member of the Australian CRW record attempt in 1984.

SMc: And how many World Championships did you compete at? I've seen a number of photos of you looking very cute, dressed in your Aussie uniform bound for great things.

FC: Between 1970 and 1986 I competed at five World Championships. My first World Championships was at Bled, Yugoslavia in 1970, competing in the individual women's event. Although Jim and I had been selected for the '68 Australian team, we didn't go to that world championship, as we were busy saving money, working weekdays and on weekends training students for free jumps payment. I was not happy about this, but Jim had decided it was time to save money to become more established, which in hindsight set us up for our future. In 1972, we were again selected and it was much the same story as we were busy establishing the Townsville skydiving centre.

When I went to the 1974 World Championships in Hungary, as a member of the Australian Women's team, I was elated to place 6th in the Womens' Individual Accuracy, in front of 74 women competitors. I was on a roll.

I had always preached that I was never going to have a baby, as it didn't fit in with my jumping life, but when I came home, Jim was ready to have a family, so I thought, "right, - I'll go off the pill - it'll take at least a couple of years to fall pregnant so I can keep jumping until then," but no, it all happened straight away! I was devastated at first, but it was so good because I had my darling daughter Carolyn.

SMc: Whom you adore.

FC: Yes. Absolutely the best thing I have ever done. No regrets at all! I remember many of the girls were shocked at me having a baby and they would come to me to ask about jumping and pregnancy. It amazed me that I had become a sort of matriarch. I was jumping a month after I had Carolyn, which in hindsight I would not recommend. I now always advise anyone to "enjoy your motherhood for at least six months". The old DZ was very dusty and hot, making it a difficult time for Carolyn and myself. The weekly kegs and BBQ every Sunday night at our house had been a ritual for so many years, but...

SMc: ... the beginning of the end of the kegs?

FC: For me it became too hard, so the keg and BBQ was moved down the road to a local jumper's house, which was great.

SMc: You were definitely a role model for women, but for more than being a Mum and a great accuracy competitor.

FC: Well I was always really keen for any challenge and I would do everything that was going - Judge ratings, Instructor Courses, Packer ratings, I did them all. I never got around to doing the Rigger rating, although I had always repaired the damaged



The girl had Style!

APF MASTER OF SPORT PARACHUTING #4

FAYE COX

parachutes and made jumpsuits.

SMc: Don't be shy, out with the rest of it...

FC: I did things because something was required. For example, I became a jump pilot in the '80s because we needed pilots. I enjoyed jump flying but loved jumping much better. I coached because I wanted to encourage and develop jumpers towards greater competition levels. I was involved in forming the NQPC in 1974 and Administrator until 1995. I was also a Chief Instructor, Instructor Examiner, Board member, Board of Review chair. I was instrumental in forming the QPA, an organisation required to allow North and South Queensland Parachute Councils to realise State Government funding. In 2000 I was a recipient of the Australian Sports Medal for being a long-term serving Queensland administrator and elite female (APF Master of Sport).

SMc: You are still like that now aren't you? You enjoy a challenge... Asiania for example.

FC: That was a challenge I never anticipated – it was really a struggle and I did whatever was required to eventually have Asiania accepted and recognized by the FAI as an International Affiliate member. The Asiania countries' jumping and organizational activities have generally developed during this time.

When my dearest Jim became so seriously ill, my heart was only with him, so my other work basically stopped. But now I am back with organizing Asiania activities and into international judging as Jim would have wanted me to – I enjoy these pursuits. However, I am hoping that someone younger, who will be honest, hardworking and dedicated, will come forward in the next few years to take Asiania into the future.

SMc: How did Asiania come about? Are you a founder?

FC: Yes. At the '94 Style and Accuracy World Championships, China called a special meeting. Jim and I were invited as we were Australia's Head of Delegation and Coach. The Chinese wanted to form an organisation to bring the Asian and Australasian countries together, to develop competition because they thought Europe and USA etc. didn't really care about this part of the world. I was elected as Secretary-General and it was challenging compiling the Asiania documents etc., which were informative and encouraged new Asiania membership interest.

SMc: Asiania has become very successful.

FC: Yes, I think so. Originally the FAI and the IPC worried that Asiania would become a competitive organization to the FAI. (laughing) In 2002, the Secretary General of the FAI came to the Jeddah Championships, Saudi Arabia, where he had an enlightening meeting with Jim, Lee Jong Hoon (then President of Asiania) and myself. At the 2003 FAI IPC meeting, a Memorandum of Understanding was drawn up between Asiania

Carolyn's first tandem jump in 1989



and the FAI/IPC. One of the requirements was that Asiania members should be in the FAI. In 2005 Asiania was accepted as an FAI International Affiliate member and has become well recognised for its supporting role in successfully encouraging more than half a dozen countries to become members of the FAI. But, there are still countries like Syria and Brunei, where hierarchies have yet recognised the benefit to join the FAI. But I remain hopeful.

SMc: You've worked very hard at it. Volunteer?

FC: Yes - no pay – I am happy to do the work as long as I don't spend my personal money. Asiania activities have funded a lot of travel.

SMc: Have you got one of those really fat, enviable passports?

FC: Yes, there are a lot of different countries and I always enjoy the work and the event.

SMc: In a nutshell, tell me about a year in the life of Faye Cox.

FC: It normally starts with the FAI IPC Meeting (Asiania delegate and IPC Safety & Technical Committee member), Australian Nationals Championships (judging), Asiania supported International championships (judging and judge training courses), QPA, NQ/SQ Administration support, APF National Conference, BOD meeting (member of APF Statutes committee), NQ & SQ State Championships (judging), FAI IPC World Championships (judging), Asiania Annual General Meeting, Asiania Championships (convening everything). In between I would enjoy my times camping with Jim, Carolyn, Jason and friends, dining, movies, walking and swimming at Coolum Beach, an extremely wonderful place to be. So many good memories.

SMc: Are you going to continue with Asiania and judging and traveling?

FC: Yes. This year has been quiet due to Jim's illness. I cancelled all national and international plans, hoping that he'd be with me for a lot longer, but this was not to be. I know Jim would want me to get on with my life. The 6th Asiania Emax Video Competition, which involves webmail judging, will still happen. Also, Lee Jong Hoon, Asiania's most generous sponsor, has organised airfares and full accommodation for Asiania delegate's to attend the FAI General Conference at Incheon, Korea in October. During the period Asiania will have a workshop and 14th Asiania Annual General Meeting. A wonderful concept to promote more knowledge and participation in FAI and Asiania.

SMc: Tell me about your Judging.

Not your average family portrait!



FC: The opportunity to become a Judge came up in the early 70s so as usual I put my hand up. But I didn't do lots of judging, because at the Nationals I also liked to compete. Having always been interested in Crew I had the opportunity in 1996 to achieve my FAI Canopy Formation judge rating during the World CF Championships in Indonesia. Since then I've also gained my FAI Accuracy, Artistic and Canopy Piloting ratings.

SMc: Your FAI Judging Rating, did that go hand-in-glove with Asiania?

FC: It provided the qualification to back up what I was doing in Asiania, conducting Judging Courses to help improve and encourage national judges in these countries because opportunities are few. Together with two other FAI judges I have conducted a number of official FAI Judge Training Courses producing some good FAI judges. It's a different, challenging, yet rewarding, project.

SMc: What would you say to people who think they may want to become a judge?

FC: You need ethics, diligence, patience and importantly, a hard working attitude and practice. I believe if you are in a team and you are also a qualified judge, you can view jumps with a much more specialised and constructive attitude regarding your team's performance.

Faye's daughter Carolyn walks into the room.

SMc: Hey Carolyn, would you like to tell me what it was like growing up on the DZ with a cool mum who was jumping all the time?

CC: It was excellent, really fun. I loved being out there, bringing my friends out to sleep over. We had so many adventures when we would be horse riding, driving (I was driving when I was about eight years old), exploring, swimming, watching the jumping and student training.

FC: You got to fly everywhere.

CC: Yeah, sometimes Dad would let me fly when we were on trips and learning how to pack was fun.

FC: It was amazing how the kids would be able to "teach" people how to do things, especially landing rolls, exits, arching etc.

SMc: I used to sleep above the training area and could recount the entire first jump course word for word at about age 10.

CC: Mum and Dad used to get me out there to demonstrate exits on the flying fox or if someone was having trouble with their landing rolls.

FC: I can remember one time when Carolyn's kindergarten came out on a bus to experience the jump scene. There were several Display jumps, we showed them packing procedures, let them have look inside the plane and then they enjoyed their picnic. It was funny when it came time to leave. We were off for a few days to carry out some show displays and Carolyn cried because she wanted to ride in the bus not the plane! So we flew all the way back to Townsville airport to pick her up from the bus and then headed off towards our demo destination.

CC: I guess I got along well with older people from when I was very little. I would lie in bed in the caravan on Saturday nights, listening to everyone partying, but not being allowed out. When I got older I really wanted to jump, I was hassling Mum and Dad "come on, come on, let me jump" and finally I got to do a tandem when I was 14.

FC: Carolyn started solo jumping when she was 16 but wasn't allowed to make too many jumps until she finished high school. We also worried she was only doing it because she thought it was expected of her.

CC: Dad was like, "we don't want to be pushing you or making you do it", I was saying, "I want to do it, just let me get out there, I know everything, let me have a go, I'm out there every weekend watching everyone, come on!"

FC: You'd know too Susie, drop zone kids get such a wide experience.

SMc: Yeah, maybe a bit too wide sometimes, has made for very open-minded people though. There are pros and cons, but the pros far outweigh the cons.

FC: Our DZ was only small and everyone was on their best behaviour as far as Carolyn was concerned because they knew Jim would murder them if they did anything wrong by her. The jumpers were perfect carers.

CC: Mum and Dad didn't jump together for quite a few years because they worried I could be orphaned. But I felt really safe all the time and I never worried about if they were up there.

FC: Yes, we mainly worried that the plane might crash. When Carolyn was older we became more relaxed.

SMc: We're talking about us kids growing up on the drop zone, but you and Jim, when you started the DZ, you were in your mid 20s, so you have really grown up on the drop zone too, right?

FC: Yeah, I guess so.

SMc: So how many jumps did you do Faye?

FC: I only did just over 5,000 jumps.

SMc: (Laughing) Is that all!

FC: Not so many these days. I gave up several years ago and I can remember why. My knees, back and neck were suffering from years of jumping, lots of wear and tear, because I did over 1,000 jumps on round parachutes, lots of downwind accuracy landings, generally making stand-ups. We also did many demos and stand-up landings on the target was the only way to go. In 1985 and 1986 I badly injured both knees separately – landing on a hard accuracy pit, and in a high wind gust. (Disappointed) It really ruined my accuracy and Crew jumping. But I could still do everything else in jumping.

In 1995 we sold the TSP&SC and retired to Coolum Beach. I missed being a DZ operator, instructor etc. and I was now a fun jumper. Over the years my injuries became an annoyance to my jumping prowess and in 2003 I decided I was not really enjoying it. I also realised that I was a bit of an egotist who would prefer to be remembered as a strong jumper, so that was that...

SMc: Do you miss jumping Faye?

FC: Yes I do. But it was the best decision for me. I don't go windsurfing or snow skiing anymore either, but still enjoy hiking, gym, swimming and lots more. When I go judging, it's great to have that sense of usefulness for the competitors and their jumping, but it would be nicer to also be "doing it". But when I feel like that, I think "walk, talk, creep or crawl" - I want to keep walking and enjoying my life.

And with that Faye recounted more jump stories into the evening. Faye has so many interesting tales to tell!

The big man behind the great woman, Jim Cox, Faye's beloved husband of nearly 41 years, died in March this year after a short, fierce battle with mesothelioma (an asbestos related cancer). Jim himself was a legend in the sport - a staunch APF and NQPC member, Board Director, CI, ASO, Pilot, Examiner, Competitor, DZ operator etc. for over 40 years. When I asked him about Faye he replied "the thing about Faye that many people wouldn't know is her dedication to the cause, the years of paperwork and organisation. Apart from Asiania she did so much for Australian jumping behind the scenes. She's been remarkable."

And when asked if there was anything more he'd like to add, he could only think of the need to say how happy he felt about the shape the APF was in at the moment. "Jumpers should be pleased with the direction the APF is headed."



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By Kieren James (KJ) Photos by Crispy, Matt Harris & Tealey
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It all started on Thursday afternoon at the airport. Great to meet up with Marcus (Priem) again, followed by a crew of 4 semi-intoxicated South Aussie lads on the same flight... This was the sign of things to come. Then we met Crazy Eyes... the South Aus boys had paid the way to fly over their own packer for the boogie... respect that! Nice work.

Norm (bus driver) showed up on time to take the boys to the DZ whilst Marcus and I stuck around for James (Evered) to arrive.

Once James got in we were on our way to the DZ, but not before stopping at the bottle-o to grab something for later. Mental note – don't send Marcus in to by the carton ever again.... Cider hangovers are shocking!

On the way to the DZ, we hatched our plan to make this boogie the "new direction". If you don't know the gag, say it to yourself quickly a few times and see what it sounds like. Hint: the first word is "nude".

So our cunning plan was in place.



DAY 1 (FRIDAY)

Awesome weather... Great DZ... Caravan juiced up and ready to fly... Where is everybody?? Didn't we say a 7:30am start? Oh that's right, this is Perth (I'm still getting used to this myself). It's OK, they started showing up and we had wheels off at around 9:30am.

Great to see that everyone was straight into the freefly coaching and making the most use of Marcus and James being here. As more people arrived the manifest board was filled up fast and by midday the DZ was cranking it out.

Kyle (Binning) and Tanya (Cale) kept the flatties occupied and amazingly it all went extremely well in sharing the loads between the flatties and freeflyers. We were definitely setting up a new direction.

End of the day saw some normal DZ shenanigans. We made sure we were set for an earlier start on Saturday, having pre-manifested most of the first loads and Tealey put up a fantastic day tape... the first of a great effort by him over the weekend.

DAY 2 (SATURDAY)

7:30am wheels off – amazing what happens when you collect tickets the night before.

Some vertical “big way for WA” attempts in the morning. Great for a laugh and an awesome experience for those freeflyers who hadn't yet had an opportunity to fly in slightly larger groups, but we didn't really put anything together. No worries... try again tomorrow.

Perth weather at its finest and the day went blindingly well. We were just chockers with about every slot on every load taken. The vibe was incredible and great to see so many people from around WA and interstate at the DZ.

The coaches were working all day trying to keep up with the demand for one-on-one tuition and at the end of the day it was evident that the benefits were paying off with so many people improving dramatically. Notable mentions go to Red, Ewan, Split, Tim and Ellen surprising us all. Also for Clint and Lucas for showing some great stuff for their experience level... big expectations of you guys.

Then a few angle jumps to round out the day.

Tealey again produced a brilliant day tape although dobbed himself in for a carton with his proud moment of a “first foot-chest dock” lit up as a title on the day tape. Dude... what were you thinking?

After dinner James took us through a very insightful seminar on vertical big way flying... At one stage lining us all up in 7 rows of 5 to get a feel for what it's like waiting to exit the Herc as one of 35 floaters on a 50+ way attempt. That sure puts our morning 8-way attempts into perspective. Thanks heaps for that James. It gave a lot of people a new direction to work with.

DAY 3 (SUNDAY)

Got another pre-manifested early start and managed to get just a few loads away before the wind moved in. We realized that it must be Marcus' fault (that's 2 years in a row mate) and so he's not invited back to York anymore.

We did what we all do at a DZ when the weather moves in... made up silly games to entertain ourselves, one such game... build a human pyramid. Fortunately nobody was seriously injured during this ground time.

Matty (Harris) put up footage of the recent Canopy Piloting Nationals in Picton and spent a lot of time going through the finer aspects of canopy control and swooping. Thanks Matty.



YORK EASTER BOOGIE 2009

I put up some (beginner) tunnel footage of my first few sessions in the Eloy tunnel and talked a bit about it for the people who haven't been and are thinking of going. Was happy to see a lot of interest in the tunnel and we'll be mounting a good WA assault on the new Singapore tunnel when it opens next year.

Not too long after that the weather moved on and we were back in business. The damage had been done though and we were only able to get a few more loads in before sunset.

Getting organized for dinner the costumes starting appearing for the "Jungle Fever" fancy dress night... everything from Safari suits and Tropic Thunder renditions to a full lion suit and other jungle animals. Camouflage makeup kits everywhere and Pong-knuckle going the full monty (fitting right in with the local DZ nudes). A favorite had to be Matty in his well hung caveman outfit... it was a costume right?

A notable absence from the evening was Crispy.... Or was he so cleverly camouflaged that we just couldn't see him?

The day tape was setting up to be the best one yet. Unfortunately a technical glitch caused a bit of delay, but that didn't deter Tealey who labored away for a few more hours to produce his finest work yet. Great cuts of the flying mixed in with on-ground comedy and banter, and we were in stitches. We also included good commentary of all the new directions people had experienced.

Prizes and giveaways followed dinner. Our sponsors were very generous as we gave away half price Cookie Helmets and Deepseed jumpsuits, as well as free CYPRES batteries and camera mounts from Terminal Sports, and Andy offering a free reserve repack. Just about everyone else got a pack of tube stows (ha ha ... you had to be there).

The Sauna was fired up as the night deteriorated into complete madness.

DAY 4 (MONDAY):

We actually managed another fairly early start and the first half of the day was good make-up ground for the half day we lost on Sunday. Unfortunately people started to leave around lunchtime due to other commitments (what else is there?) and then we were gradually getting low on numbers. Early afternoon, after running several angle jumps, we decided to pack it up and call it a boogie. Marcus was feeling a little dejected as James managed to do an extra jump than he did. C'mon Marcus, lift your game old man.

WRAP UP:

The boogie was awesome. This is the third year of organizing that I've been involved with and I'm glad to say that the skill level of freeflying is continually improving over here. I encourage all the WA freeflyers to try to spend some time jumping over East if you can and I also invite East Coast freeflyers to come and lob in WA with us anytime.

Big thanks to Skydive Express and staff for hosting the boogie again and keeping such an awesome DZ for us to play at. Thanks to our other major sponsors Deepseed, Cookie, Terminal Sports, APF and WASPC.

Thanks also to the manifest girls for the amazing job done there. To Toots and the crew for the awesome grub as usual. To the South Aus boys for making the effort. Tealey for the wicked day tapes and final boogie DVD (contact me if you want a copy) and to the guest coaches James, Marcus, Tanya and Kyle.

Can't wait to do it all again in 2010!







Dave (Macca) McEvoy, Master of Sport Parachuting # 5, Self Portrait

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NEW AUSTRALIAN FREEFLY HEADDOWN RECORD

By the freefly.me team Photos by Steve & Sara Curtis and Adrian Lloyd

The **VFS & Big-Way Freefly Camp** was run from Friday 15th to Monday the 18th of May 2009 at Sydney Skydivers, Picton NSW. The main aim of the camp was to concentrate and skill up on Vertical Formation Skydiving and freefly big-way skills. A new Australian record would only be a bonus, subject to having enough participation and interest in the event. With this in mind 2 coaches were chosen; Steve and Sara Curtis from the USA were flown over to run the camp. The aircraft we used were a Skyvan and PAC 750XL supplied by Phil Onis.

41 participants preregistered and attended the camp from all over the country, including Sydney, Brisbane, Cairns, Perth, Adelaide and Melbourne. The vast majority of interest lay in big-way skills as this is something that most people seldom get the opportunity to participate in. Record fever was also in the air and there was a huge desire by everyone to finally break the 17-way Australian Head Down record set in November 2005.



NEW AUSTRALIAN FREEFLY HEADDOWN RECORD

The camp got off to a very windy start on Friday and we spent the day watching gale force winds blow viciously over the drop zone. But the day was not a total waste, as we spent many hours dirt diving and learning all the freefly big-way techniques, terminology and theory. The coaches explained the different slots, their purpose and complexities. The base was made up of a 5-way with their main responsibilities being to maintain a heading and setting the speed. The people to dock directly on the base were the first-stingers. Their main responsibilities were to get to the base as quick as possible and fly at least a head lower than the base. This would create and increase the stability of the formation. After they got on, it was time for the pod-closers to do their job. They were mainly responsible for closing the gap between two first-stingers, therefore creating a pod. They also had to concentrate on keeping the speed up and flying at least a head lower than the base. Finally, the second stingers would dock on the pods. They had to fly at least a head lower than the first-stingers and pod-closers in order to maintain the stability and complete the formation.

Dirt-diving was not easy as everything inverts once you exit. We had to dirt-dive our positions in the plane and then go to our 'exit frames'. The 'exit frame' was the view you would have and the position you would have to be in once you're out of the plane, before approaching the formation. The approach would then be followed by a dock and you could only dock if the smaller formation you were docking on was built.

There were several positions on exit that also carried a specific responsibility. These formations were to be done out of two planes, flying in formation. The super-floater would get out of the Skyvan first. This poor sucker would leave on the count of "READY". He/she would also be an indicator for the people stacked up on the trail-plane to exit. The floaters would leave on the count of "SET" and they would be followed out by the base on the count of "GO". The divers would then follow the base out.



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- Skydiving Gear ★ SKYVA ★ Ouragan Suits ★ Fibre Zone
- ★ HOOKR ★ Phantom Jumpsuits ★ Downward Trend



NEW AUSTRALIAN FREEFLY HEADDOWN RECORD

A staged break-off was planned. The first break-off was at 6,000ft AGL where all second-stingers and pod-closers would do a 180 degree turn and back track, deployment was to be no lower than 4,500ft AGL. The second break-off was at 5,000ft AGL where it was up to the base and first-stingers to get out. Deployment was to be done at no higher than 3,000ft AGL.

The forecast for Saturday was also gale force winds, but we were able to sneak in a jump early in the morning before the winds picked up and last load of the day when it started to calm down. The jumps on Saturday started off with 2 groups of 20-ways to give everyone a feel for where they were at.

Luckily the forecast for the Sunday and Monday was for perfect weather and very little wind. We got off to an early start on Sunday morning and went straight onto record attempts of 22-ways. Participants were divided into a Group A and Group B with a 22-way and an 18-way.

People were constantly shifted in and out of different groups and slots by the coaches. This gave participants an opportunity to fly different slots and with different people. Both groups managed to do 5 jumps each over the day and we were getting closer and closer to setting a new Australian record.

Again on Monday we were fortunate enough to have perfect weather and got off to an early start. The first jump went extremely well and was only one grip away from being a record. The second jump of the day was what we had all been working towards. We set a new Australian Head Down Record from 12,500ft AGL and flew the 22-way for 9 seconds!

We were all happy about this, but not satisfied yet as we all wanted to grow the record and we still had 19 more people to get onto it.

The next attempt was a 25-way, which we managed to get on the second attempt and with perfect timing as a bunch of participants needed to start packing up to catch flights back home.

Given more time we would have undoubtedly been able to set a bigger record!

A big thanks to all the participants. Also a huge thanks to Phil Onis, Jonny Mac and everyone at Sydney Skydivers for making this event happen and run so smoothly. An even bigger thanks to the APF who provided funding for the event through the Sports Development Funding scheme, plus the fabulous sponsors.





RECORD

- CATH** COMYNS
- SHEA** CONVERY
- CHRIS** COSGROVE (CRIKEY)
- STEVE** CURTIS
- BRIAN** DORE
- ISOBEL** DORE
- JAMES** EVERED
- MARK** GAZLEY
- LUCAS** GEORGIU
- BRAD** GEYSON (CHOPS)
- TIM** GOLSBY-SMITH
- REMI** GUILLEMETTE
- JAMES** HENSMAN
- SCOTT** HISCOE
- KIM** HOPWOOD (SCATTY)
- STEWART** KEMP (STROP)
- ADAM** LONG
- RYAN** MAIR (JOURJ)
- ROGER** MULCKEY
- BRAD** POKROY
- BRETT** SHERIDAN
- ERICA** TADAKORO
- DYLAN** TEMPEST
- PETER** WILSON
- SONNICA** VAN ZIJL





Sara

Age: 35

Marital Status: married to Steve

Occupation: Full time skydiver

Sponsors: Infinity, Get Hypoxic, Uragan suits, Precision Aerodynamics, Cookie Composites, Larsen and Brusgaard, Skydive Arizona, Skyventure Arizona, Cypres 2

Container: Infinity

Main Canopies: Xaos 68

Reserve Canopies: R-Max 108

AAD: Cypres 2

License and Ratings: Coach, Pro

Championships:

Gold Nationals 2006 for VFS video
Silver Nationals 2007 for VFS video

Gold Nationals 2008 for VFS video

Gold World Cup 2008 for VFS video

Total number of jumps:
5,500

Total number of cutaways: 8

Jump Philosophy:

Find the right combination of being aggressive and being chilled out, and oh ya, breathe!

Steve

Marital Status: Married to Sara

Occupation: Skydiving coach and competitor

Sponsors: Skydive AZ, Skyventure AZ, Velocity Sports Equipment/Infinity, Precision/Xaos, Larsen & Brusgaard, Ouragan Suits, Get Hypoxic, Cypres, Cookie Composites.

Container: Infinity

Main Canopies: Xaos 27/88

Reserve Canopies: R-Max 108

AAD: Cypres Speed

License and Ratings: Coach, Pro, Tandem-Strong/Sigma

Championships:

2008 FAI World Cup - Gold - 4 Way VFS - Arizona Arsenal

2008 US Nationals - Gold - 4 Way VFS - Arizona Arsenal

2007 US Nationals - Silver - 4 Way VFS - Arizona Arsenal

2007 National Record - Longest Sequence in VFS, 19 Points in 35 Seconds

2007 Vertical World Record 69-way

2007 Money Meet - Gold

2006 U.S. Nationals - Gold - 4 Way VFS - Arizona Arsenal

2004 Vertical World Record

2004 U.S. Nationals - Gold - Freestyle - Resident Eloy

2003 U.S. Nationals - Gold - Freestyle - Team Amy & Curtis

2003 U.S. Nationals - Silver - 10 Way - Arizona Airseed

2002 U.S. Nationals - Gold - Freestyle - Arizona Freestyle

2002 U.S. Nationals - Silver - Freestyle - Arizona Freeflight

2002 World Cup - Silver - Freestyle - Arizona Freeflight

2002 World Cup - Silver - Freestyle - Arizona Freestyle

2002 European Championship - Gold - Freestyle - Arizona Freeflight

2002 Red Bull Antigravity Meet Poland - Gold - Freestyle - Arizona Freeflight

2001 U.S. Nationals - Gold - Freestyle - Arizona Freeflight

2001 World Air Games - Silver - Freestyle - Arizona Freeflight

2000 U.S. Nationals - Bronze - Freestyle - Arizona Freeflight

2000 World Cup - Bronze - Freestyle - Arizona Freeflight

Total number of jumps: 13,000+

Total number of cutaways: 20

Jump Philosophy: It's a very long slow road to get to where you want to be in this sport so be patient and have more fun than anyone else getting there.



Steve & Sara Curtis

interview

Interviewed by Sonnica van Zijl

Of all your jumps, is there one that stands out most?

Steve: A Tandem with a woman named Yvonne. On the way up in the plane she explained to me that she was 85 years old and has had a long happy life. The jump wasn't really any different than any of the other tandems I've done but after we landed I felt a connection with her that I had not felt with any of the other tandems I've done. Something about how calm and totally into what she was about to do has stayed with me all these years.

As a World Champion, what are your skydiving plans for the future?

Sara: World Cup 2009, World Meet 2010, then hopefully some day a World Air Games

What do you consider your most significant life achievement?

Sara: Building our house ourselves while training with Arsenal and working in skydiving.

How did you become interested in skydiving?

Sara: Randomly did a tandem one day and thought it felt funny so wanted to try it again, then again and so on.

Steve: I was listening to a friend of mine talk about his first static line jump and thought, well I'd like to go try that once. After that first jump it was all over. Even though I couldn't afford it I didn't miss a weekend at the DZ for the first three years and I still haven't gone more than 14 days without getting in the air. Nothing has ever kept my interest so completely.

Do you have any suggestions for VFS teams?

Sara: Train in the tunnel, incorporate your camera flyer into everything, ie. dirt dives, debriefs, all training jumps. Camera flyers should train on the inside sometimes to understand the points and how they move.

What has been your best skydiving moment?

Sara: Headdown World Record 69-way was pretty awesome.

What has been your greatest competition moment?

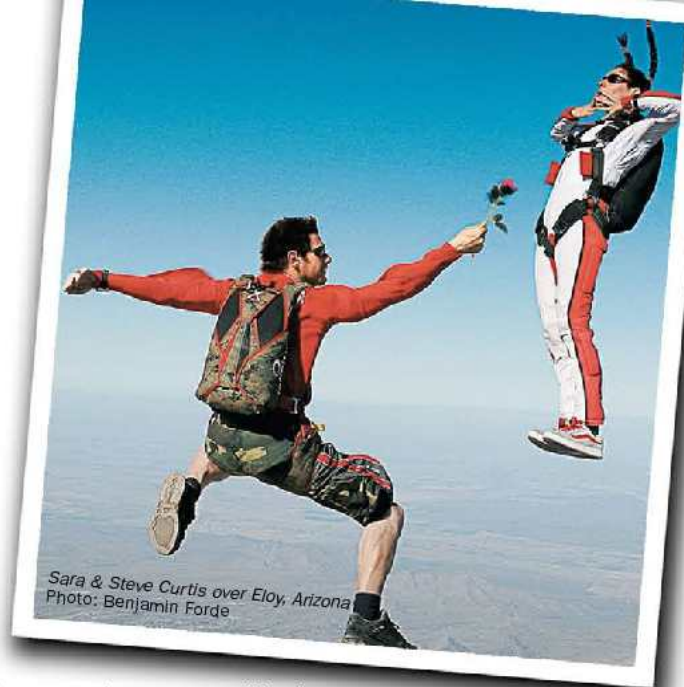
Sara: Having no camera busts at U.S. Nationals 2008.

What has been your weirdest skydiving moment?

Sara: Premature reserve deployment at 11,000ft from head down.

How did you get to your current level of VFS?

Steve: Of course we have done a lot of training but I'd have



Sara & Steve Curtis over Eloy, Arizona
Photo: Benjamin Forde

to say our team composition has a part in our success. You are not going to be able to take 5 people and go dominate just because you're good skydivers. You have to get the right mix of personalities, strength, finesse, talent, dedication and simple love for what you're doing. If I were able to clone myself and make a team of all me, the five of me would get our asses whipped by Arsenal.

How do you continue to motivate yourself?

Sara: I don't experience lack of motivation so much. This stuff is fun.

Steve: I know it sounds corny but teaching this stuff to people and learning from the people around me has all the motivation I need built right in. Don't get me wrong, I do love being at the top of the podium and knowing what it's like to walk up to that first or second step and stop helps keep my foot on the gas but it's all the other stuff that gets me going in the first place.

Did you enjoy Australia and jumping here?

Sara: Yes, it was awesome. Can't wait to come back. Love Australia and Australians!

Due to the bad weather over the camp, how challenging was it to put together a record in 2 days?

Steve: After the first two days of jumping we only got in two jumps per group and they were riddled with all the common mistakes that you always see in these events. Almost every record that I've been involved with has had similar problems

and it always amazes me how much different the group looks after 8 or 10 jumps. We knew there was a lot of talent there but the improvement was much more than I imagined it could be. By the end of the third day the group really came together in an amazing way but we still had a few things to work out. By the end of the fourth day if you looked back to the first day's videos you would not think that it was possible that these were the same jumpers. To answer your question though, it really was not all that challenging to put together the record in the end because the talent was there. Some not so current, but no lack of talent. There is no doubt in my mind that it would have been bigger if we had four full days to go at it.

What was the weirdest thing you saw in Australia?

Sara: Saw a shark eat a big mackerel and Brian and Ox going under water to chase it.



Arizona Arsenal in action - Steve Curtis,
Amy Chmelecki, Ty Losey & Jason Peters
Photos: Sara Curtis

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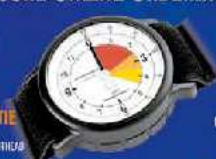
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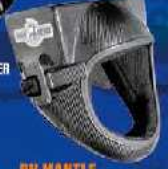
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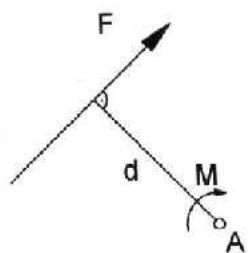
By Vladimir Milosavljevic

ALTHOUGH VERY SIMPLE IN MANEUVERING DESCRIPTION, CLASSIC STYLE SKYDIVING HAS VERY INTERESTING HISTORY AND A STORY THAT IS STILL NOT OVER.

TO UNDERSTAND BETTER WHAT IS GOING ON IN STYLE PERFORMANCE AND WHAT TENDENCY STYLE JUMPING WILL HAVE IN THE FUTURE, I WILL PRESENT SOME ANALYSIS THAT WILL INCLUDE MECHANIC AND AERODYNAMIC FACTORS, NECESSARY TO EXPLAIN FUNDAMENTS OF STYLE JUMPING MANEUVERS. IN THESE EXPLANATIONS, SOME SIMPLIFYING WILL BE USED I.E. NEGLECTING THE FACTORS THAT DO NOT PLAY AN IMPORTANT ROLE.

Turns

Freefall turn is defined as a relative angular movement around some vertical axis. In accordance with Newton's First Law of Motion, a turn must be initiated by the moment and stopped by the moment in opposite direction.



In skydiving, a moment could be defined as an action that can set our body into a rotational maneuver. It could be created by forces in couple, or by some eccentric aerodynamic force. Here, eccentric aerodynamic force is a resultant aerodynamic force that is not in line with body's center of gravity. By the way, if this resultant aerodynamic force passes through

skydiver's center of gravity, then a force is concentric and a skydiver's body will stay in equilibrium or go into translation.

The intensity of the moment, or it's ability to create rotation around some axis, is equal to the product of the intensity of the force and the shortest distance from the force vector to the axis (A). We can mathematically write it like this...

$$M = F * d$$

where M is the moment, F is the force and d is the shortest distance from the force vector to the axis. This means that a moment is greater if we either increase the force or the distance from the force vector to the observed axis, or both.

In skydiving, we can regulate the distance of the force vector from the observed axis by changing the distance of the control surfaces from the axis of rotation. The greater the distance, the greater the moment. That's why in style, some jumpers start their performance wide, allowing them to increase this steering moment. However, this action has also some other effects which we will discuss later. Now, let's look at the fundament of the aerodynamic force of drag itself... It consists of several factors:

$$F = C_x * \rho * v^2 * A$$

Where F is the force, C_x – coefficient of drag, ρ is air density, v is freefall velocity and A is area exposed to the relative wind. Assuming that an air density ρ has a constant value, these factors explain that in skydiving in general, jumpers increase their steering force by:

- 1) increasing their freefall velocity
- 2) Increasing the area of their control surfaces exposed to the relative wind, and
- 3) increasing the coefficient of drag on their control surfaces.

In style, jumpers increase their freefall velocity in a long dive before starting their performance. They increase the area of their control surfaces by wearing large gloves and they increase the coefficient of drag by cupping their palms in maneuvering. Now, to understand more fundamentals of the turn, let's become familiar with Newton's Second Law of Motion.

Newton's Second Law of Motion

In rotations, Newton's Second Law of Motion defines a relationship between the moment, rotational inertia and angular acceleration.

$$M = I * a$$

Angular acceleration is defined as the rate of increasing or decreasing the angular speed. The angular acceleration is bigger if we change our angular speed more rapidly. In style turns, we need the biggest angular acceleration possible because that provides fastest start and fastest stop. OK, but how to achieve this?

Let's analyze Newton's formula again:

$$M = I * a$$

M is the moment, I is the rotational inertia and a is the angular acceleration. We can solve this formula for angular acceleration and we get:

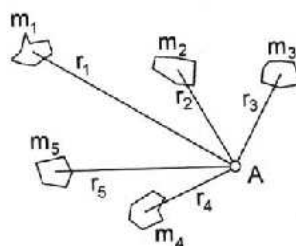
$$a = M / I$$

Here, we see that the angular acceleration depends on the moment and rotational inertia. That's the moment divided by the rotational inertia. This means, we will get the biggest angular acceleration if we increase the moment as much as possible and decrease the rotational inertia as much as possible.

Few steps earlier, we defined a moment; how to increase it and how to decrease it. Now we need to explain a term "rotational inertia".

Rotational Inertia

Rotational inertia is a characteristic of the body that resists angular acceleration. This resistance is caused by body mass and the positioning of that body mass in relation to the axis of rotation.



Basically, the following picture and formula explains how this fundamentally works:

$$I = \sum (m * r^2)$$

Where I is rotational inertia, m is body mass, and r is radius.

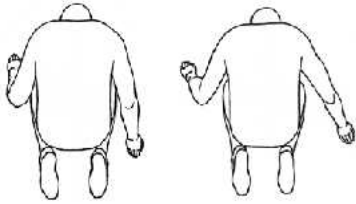
The Rotational Inertia of the body is the sum of all the masses of the

body, each multiplied by the square of their distance from the axis of rotation (A).

Classic Style Skydiving



This shows that the larger the masses and the farther away they are from the axis of rotation, the greater the rotational inertia. ...and vice versa, the smaller the masses and the closer they are to the axis of rotation, the smaller the rotational inertia.



Now, here in style, we have a scientific conflict! Earlier we said that we have a greater steering moment if we increase the distance of the control surface from the axis of rotation, means to fly wide, and we just implied that we should fly narrow to

decrease our rotational inertia. So, then, when flying in the style tuck position with our hands wide, which has more influence? Increased steering moment? ...or the increased rotational inertia?

In accordance with my calculations, if the steering is done correctly, the steering moment has a greater influence, telling us that style jumpers should fly wide.

It is true that rotational inertia changes more rapidly by changing the distance because it depends to the square of the distance. However, flying wide or flying narrow in the style tuck position, considers only moving the arms: away or towards the axis of rotation, which is actually moving of only about 10% of our total body mass. This does not produce significant impact on rotational inertia of our body, while at the same time it produces directly proportional change in the intensity of our steering moment. This means, when flying wide, our increased steering moment has greater influence, and is overcoming our slightly increased rotational inertia!

Now, let's review another magical thing... If we look more closely at the equation for rotational inertia,

$$I = \sum (m \cdot r^2)$$

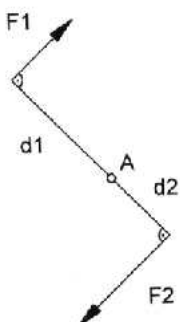
we can notice that, for the same body, this sum is the smallest if we measure those distances (r) from some CG axis. That means, that among all the parallel axes of rotation, the rotational inertia is the smallest for CG axis. This practically means that, for

the same rotational input on the same body configuration, the rotation is the fastest if a body rotates around it's CG!

CG rotation

To rotate around the axis that is passing through our center of gravity, we must apply forces in couple that will satisfy the following equation:

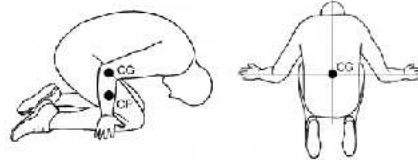
$$F_1 \cdot d_1 = F_2 \cdot d_2$$



where F is a force, d is the shortest distance from the force vector to the axis (A), 1 and 2 are references, like for the hands, 1 is reference for the left hand and 2 is a reference for the right hand.

Also, the straight line that connects the points of force application, i.e., our forehands, must pass through our body's CG. This is very important because, although the forces could be in couple, those will never give CG rotation if this rule is not satisfied.

Usually, with proper commanding, steering forces in style turns are equal, so the distances should be also equal. Here we can conclude that in style performance, we should actually apply our forearms so that one pulls forward, another one – backward, symmetrically to our CG.



Any other force application will produce some eccentric force situation and additional adjustments to the commanding will be necessary. This,

however, eats fragments of seconds of our performance time and is not desirable at all.

Basic body position

By defining the proper way of maneuvering in style turns, we can also define our basic, steady balancing, body position from which we start and stop efficient maneuvers with minimal body movements. Assuming that most sportsmen have some standard moving capabilities, minimal body movements in commanding provide saving of our performance time as well.

For this purpose, a proper basic tucked position would be with palms of our hands positioned symmetrically and on the opposite sides of CG, so that imaginary straight line passes through both our palms and CG. This position will enable same path of both hands in commanding action which implies minimum amount of performance time as well.

Here, it is very important to notice that, in order to have these elements on it's proper place, we must be tucked properly, so that our CG does not go too much forward or too much aft.

Also, usually after performing a loop, advanced style jumpers are starting another turn from more head-down position; however, even then, all these mentioned elements must be kept in order to continue flying with maximum efficiency. ...hands on the opposite side of CG, same commanding action etc.

Stability

From the standing point of theory of Skydiving Stability (fundamentals of physical laws of skydiving stability are explained in a great depth in instructional DVD "Body Pilot in Command"), the fastest maneuverability in style will be achieved if we fly in an unstable body position. Instability provides faster response to our initial commanding and faster relative maneuvering itself. An unstable position is basically any position in which center of pressure (hanging point) is below the center of gravity and it could be easily recognized as a concave surface exposed to the relative wind.

With this additional knowledge, we can still affirm that the most suitable and most effective unstable basic body position is a style tuck. This position provides a high level of instability, minimal movements in commanding and almost minimal rotational inertia around vertical and pitch axis.

On the other side, flying in this position requires skill to remain balanced on the top of the bubble of air, but we must have in mind that we will never be able to maneuver fast if we don't use this or eventually other unstable body position. Style jumpers should fly as unstable as they can handle without tumbling over onto their back!

Loops

A loop will go fast if we decrease our stability as much as possible, decrease our rotational inertia around pitch axis as much as possible, and present a stronger looping moment. Generally, a loop starts when we apply the initial moment to an unstable body position and a loop stops when we apply sufficient moment in the opposite direction.

Initiating a loop from a style tuck position is relatively easy because we already exist in an unstable body position. So here, we should rather speak of most effective technique that will provide a fast start, fast stop and relatively easy coordination during the entire loop. Many of various techniques for achieving this have various pros and cons. I choose to introduce you to the technique employed by true master of this discipline, Cheryl Stearns.

A loop starts from an unstable position, with forearms slightly forward and lowered. This way Cheryl further decreases her stability and produces the eccentric force i.e. a moment to start rotation. Here, there are no forces in couple that would create a perfect loop (CG rotation) because the only force producer, wind, is coming from the ground, but, there is initiating a loop from one side and stopping on the other, which is excellent for preventing of back sliding and excellent approximation of force couple.

After initial commanding, Cheryl rotates around her pitch axis while keeping her forearms perpendicular to the relative wind to maintain the maximum pitch moment. Once her thighs are parallel with forearms, she becomes rigid in elbows too, joining her forearms to the rotation action of the rest of the body. Finally, once she feels the air on the opposite side of her fists, she twists her forearms, facing her palms into the relative wind to stop rotation. Soon after arms, her legs are joining this stopping action too.



By using this technique, Cheryl stops a loop just at the starting style tuck position, with no backslide, no overshoot nor further oscillations, allowing immediate start of another turn. Also, by using this technique, she rotates almost exactly around the CG which gives her excellent time in loops.



Additional masses

In accordance with theory I explained earlier, we can conclude that every additional mass attached to our body can change our balancing situation and produce unwanted effects. Our rig, as a major additional mass must be placed in manner so that we, fully equipped, have the balancing picture described in previous sections. Proper tucking here plays an important role. But also, if, for some reason, we can't get our desired elements in any tucked position, we should add extra weights on some end in order to put our CG on its proper place.

Once we have everything set, every other eventual additional masses attached to our body should be as small in size as possible, as close to our CG as possible and well secured. That way, the rotational inertia of these additional items will be kept to a minimum.

Final

As we said in the beginning, although very simple in the initial description of maneuvers, four turns and two loops, classic style is a very complex skydiving discipline that requires a lot of skill, theoretical knowledge and practice. To become a good style jumper, you must be able to make good compromise between scientific requirements and your personal qualities.

Vladimir Milosavljevic assisted by Tamara Koyn

Photos: Sean Capogreco, style jumper Cheryl Stearns

technical & body position drawings by Vladimir Milosavljevic

About the Author

Vladimir Milosavljevic (38)

graduated on Faculty of Mechanical Engineering, group for aeronautics, in Belgrade (Serbia) in 1997. He attended Bourland Flight Academy in Fort Worth TX, USA and got his CPL from FAA in 1999. Together with US freestylist Tamara Koyn in 2000 he published an article "Skydiving Stability" based on his scientific research about relationship between stability and maneuverability in skydiving. In 2002, Vladimir and Tamara issued instructional DVD "Body Pilot in Command" that refer to all skydiving disciplines. Same year, 2002, Vladimir promoted his invention Vladiball www.vladiball.org (World's first safe skyball), after final tests in Skydive Arizona.



Tamara Koyn has pioneered freestyle since 1985, world champion in 1992 and is currently a FAI rated judge in both Artistic Events and Formation Skydiving. <http://www.koyn.com/CloudDancer>



AUSTRALIA'S FED

I'm in the Army with Australia's Federation Guard (AFG) based in Canberra. Day to day, we carry out ceremonial parades at Government House, Parliament House and Defence Force headquarters and other locations for visiting dignitaries such as Presidents, Prime Ministers, Ambassadors, senior foreign defence personnel and even the Pope during his visit last year.

I recently took 37 AFG soldiers to Moruya for their AFF stage 1. The aim of this activity was to develop their skills in an adventurous training (AT) context. AT indirectly has its origins in the Second World War. During the Battle of the Atlantic with U-boats sinking ships everywhere, it was noticed that a disproportionate number of the survivors were in their late 30s-40s, unfit and often heavy drinkers and smokers. The young fit sailors tended to perish. The survival of the older sailors

was put down to their life's experience. Their age, combined with growing up during the Great Depression had exposed them to many hard times. As such, it had psychologically better prepared them to deal with being in a freezing lifeboat in the middle of the Atlantic, with little prospect of rescue. The older guys viewed it as just another 'kick in the teeth' whereas the young blokes tended to give up.

The Army uses AT as a tool to help prepare soldiers for combat. By placing them outside their comfort zone and exposing them to an environment of fear and consequence, they learn how to concentrate on the step-by-step processes required to complete the job, rather than focussing on perceived or real negative outcomes such as serious injury or death and freezing up. The idea is that when combat is encountered for the first





Shane Lacey "at the office" with Army Division of the AFG doing a parade for the Prime Minister of Iraq at Parliament House

Photo: Luke Morris

OPERATION GUARD

By Shane Lacey Photos by Phil Thamm

time, soldiers are accustomed to focussing on taking the steps required in order to win the battle, rather than blind fear of the bullets cracking nearby.

Skydiving is an excellent activity for AT, as it has a high perceived but low actual risk. There was a wide variety of responses from soldiers after the jumps, ranging from 'Oh yeah, let's go do that again' to 'That was the single most terrifying thing I have ever done'.

Jess Bonetti was the official jump pig – she got all the way through to Stage 6 during the activity and has now completed her AFF course. I thought that Danny Tavita was going to get the 'sack of potatoes' award, however Poo managed to source a cargo chute J for the big fella and it was Evan McMahan who ended up having the most ungainly landing after flaring way too high.

Speaking of 'ungraceful' landings - with the student stuff out the way, Pricey and I decided to hook some 270s downwind. All was good until the jump where I finished off a flare and thought 'I reckon I can run this off'... wrong! I ended up with sand everywhere. Not to be outdone, Pricey had a foot grip instead of slide, with the same result.

Overall it was a fantastic experience for the guys and my secondary motive has been achieved – some of them are continuing in this great sport called skydiving!

Thanks go to Poo Smith and Fleur Vaughan for putting on an excellent activity; Robbie McMillan, Jules McConnell, Shane Price and Sally Baker for their instruction/JM work; and Phil Thamm and Bec Lacey for running camera.





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This article continues from the last issue of ASM.

The last presentation I attended on Tuesday 10 Feb was **SKYHOOK FOR MILITARY APPLICATIONS** given by T.K. Donle. T.K. gave an overview of the "Skyhook" in use since its concept by Bill Booth in 1981. UPT estimates that there have been over two million jumps made on sport and military rigs fitted with Skyhooks, *from APF statistics of one malfunction in seven hundred jumps would indicate that there have been around 2,800 emergency uses of the Skyhook worldwide.* T.K. stated that "safety devices may not save you", this was to highlight that there are limits to all equipment and that the user of any gear should make themselves aware of those limits. In respect to the Skyhook it requires an anchor point in the sky such as a partially inflated / malfunctioned main or an inflated pilot-chute on a bag-in-tow situation. Without a drag producing element above you there is no force applied to your risers to separate your 3-ring release and function the RSL with Skyhook. The Skyhook also requires height and although it improves your low altitude survivability, there are limits where it will not help. You should not allow yourself to be in a situation where reserve procedures are delayed; deal with your emergency procedures immediately as trained. Safety devices such as an AAD or Skyhook may in fact kill you if their functions overlap with opening of the main parachute. Low opening of the main for whatever reason may cause the AAD to activate your reserve and tangle with the main or as was the probable cause (*according to the USPA Incident Report*) in a tandem fatality where the Skyhook / RSL cut-away one side of the main. UPT evaluated the interaction of the Skyhook and on 15th Jan, 2009 came out with a Product Improvement Notice (PIN) that splits the RSL lanyard into separate functions of left side cutaway (Collins lanyard) and reserve activation and Skyhook and staging loop should the AAD fire the reserve at the same time as the main is deploying. This modification is Highly Recommended. *Italics are my notes, Jo Chitty*



Author Jo Chitty

After the seminars ended the exhibition hall was open until 8pm followed by receptions by manufacturers for dealers and guests.

Wednesday Feb 11th the seminars continued in the four sponsored rooms, starting at 8am.

ROUGH TERRAIN JUMPING was presented by Todd Jenkins of the Boise BLM (Bureau of Land Management) Smoke Jumpers. Todd gave an overview of the techniques the smoke jumpers use to access fires in remote, high, steep and rugged terrain. With higher mountains than Australia has and pine instead of gum trees, USA has topography that is not only spectacular but difficult to reach if trying to isolate and control lightning started fires before they become all consuming wildfires.

There are about four hundred smoke jumpers in USA, and the chances of them landing in trees and on rough ground means that their jumpsuits need to be manufactured from Kevlar fabric for protection and necessitates the wearing of helmets with faceguards. Large ram-air canopies are the order of the day as it allows them steep approaches in deep brakes at the high altitudes they work at. Turbulence is a perennial hazard in the mountains and the ideal approach is at full drive to keep the canopy pressurised, but the small landing areas sometimes dictate a steep descent. Half brakes is the slowest flight speed in turbulent conditions as less increases the risk of canopy collapse. Landings in high terrain with fire fighting tools and strong winds are practiced to reduce the risk of injury. The photos of smoke jumpers in action on alpine pastures were shown by Todd and the panoramic scale of the mountains required him to use a laser pointer to pick out the descending canopies in the vast wilderness. The skills practiced by the smoke jumpers of steep approaches in half brakes or S-turns are skills everyday sport jumpers should also practice occasionally as an off DZ landing may also be "rough terrain". Todd's presentation was interesting, informative and visually spectacular.

USPA & THE STATE OF SKYDIVING was presented by Jim Crouch, Director of Safety and Training for USPA. The USPA has currently 31,534 members and although the recession started in December 2007 there has been an increase in the amount of jumps made in 2008 of 2,250,000 an increase of 100,000 jumps over the 2007 figure. The fatality rates were 18 in 2007, 30 in 2008 with the five year average at between 25 – 30 per annum. USPA has produced a SOLO Challenge poster to encourage tandem students to continue on to AFF /SL to go on in skydiving. The focus of the poster leans toward women as they can do as well as the men in skydiving skills.

USPA's "Parachutist" magazine has a circulation of 32,000 copies, 12% of which are foreign subscribers, with web page submissions for photos and articles.

Jim Crouch then presented: **2007 – 2008 FATALITY REPORT**. His sobering report highlighted the Low Turn Fatality as being the major preventable cause of death in skydiving. Low Turn Fatalities occurred mostly at 1.25 lb / ft2 and above wing loadings. The lesson for jumpers is to not rush progression to smaller high wing loaded canopies, staying at larger canopies for longer i.e. more jumps and learning canopy handling techniques in all parameters of flight and wind conditions before downsizing. Downsizing in small increments is the safest progression. The increase in fatalities on small high performance canopies is due to injuries such as torn aorta from low turn impacts or unconsciousness from hard openings followed by spinning canopy due to broken lines.

PIA

INTERNATIONAL SYMPOSIUM

2009

Reno, USA
9th to 13th February 2009
By Jo Chitty, APF Director Rigging

Neat packing was one method cited to reduce fatalities on small canopies and is best learnt when jumping and packing larger canopies. *Neat packing is one of the best ways to reduce risk in all stages of skydiving.* There was also a rise in tandem fatalities recorded, some that could have been prevented with correct harness fitting on the passenger.

DEMO EQUIPMENT RIGGING was presented by H. Walter Green of the US Army "Golden Knights" display team. Amongst his hands on presentation of gear that could be checked out he also said that one of their popular items is a small hand stamp "US Army Golden Knights" that they stamp on the kids' hands at the demo meet-n-greet the team after landing.

A double main rig is used for cut-away demos where the monkey-fist of the first canopy uncovers the second when it is deployed to preclude the inadvertent risk of out of sequence deployment. The first canopy is fitted to an extra set of reverse 3-ring releases mounted on the risers of the second, landing main. The cut-away 3-rings are released by two separate left and right tabs with hard pins that allow the jumper to cut-away one side before the other inducing a spin before completing the cut-away for extra effect. An old canopy is used for the cut-away main just in case it is lost, but good enough to land on if circumstances dictate.

All the ground crew wear high visibility vests printed with their tasks, "Target Control" etc. as well as the team's name. These act as advertising for the team and helps security at events to control who is on the target area. All demo gear is individually carried in well marked kit bags that allow easy tracking of the necessary items required at the target and take-off areas. Some of the items carried are telescoping surf-fishing rods with steamers/windsock, flashing banks of LED lights for leg attachment instead of flares to reduce fire risks/injury. Kevlar leggings under smoke flare brackets. Flares and smoke generators all electrically initiated. All demos are treated as events that advertise for the team and the sport with crowd interaction afterwards, especially with the kids who may be future skydivers. Co-ordinated team jumpsuits and banners with promotional flyers for the team and hand stamps for the kids give a professional face to the team.

A NEW SENSOR TO MEASURE STRESS IN FABRIC DURING OPENING SHOCK was presented by Jean-Jaques Marcade. This highly technical report covered the development of a sensor that can be fitted to canopy fabric and measure the stress during opening. The sensor is made from nano-carbon conductors in an elastic matrix applied to various locations on canopy fabric oriented directionally to record peak stress. The sensor is single use only and once it has recorded peak stress it cannot measure subsequent stresses. Each sensor is wired to an 8kg recorder mounted on the test dummy. The sensor in its elastic matrix stretches during opening, varying the conductivity/resistance through the nano-carbon. The stress distribution through the canopy can then be plotted to allow design engineers to tailor the weight and strength of canopy designs and reduce the overall weight of parachute systems. This is particularly important for space exploration as weight that has to be launched is a penalty to performance as well as cost. It is also of interest in para-troop systems where weight is also a penalty that the soldier must carry. The understanding that is generated by research into parachute performance is geared to allow computers to design functional systems with less airdrop testing required with lower system costs for the user.

TANDEM FATALITIES 1986 – 2008 was presented by Bill Morrissey. Bill gave an overview of tandem fatalities that highlighted the ever present risk of the side spin phenomenon which is available as a DVD from Strong Enterprises. He also indicated that recent incidents were the result of medical trauma due to the ageing of the parachutist population. As the median age of tandem masters is increasing the risk of medical induced incidents will rise in line with general population increases of age risk factors for stroke and heart attacks and diabetes induced health problems. Medical certificates based on regular health checks will help reduce incidents but will not factor them out completely. Safety devices such as AADs give some protection to the passenger also in the event of a freefall medical event. Some training on canopy control may be in order for passengers to be able have a modicum of knowledge in the event that the tandem master is not responsive as has happened in USA.

This was the last seminar of the day and was again followed by the exhibitors hall and functions by manufacturers. Next issue of ASM will cover presentations from day 3, Thursday 12th Feb.

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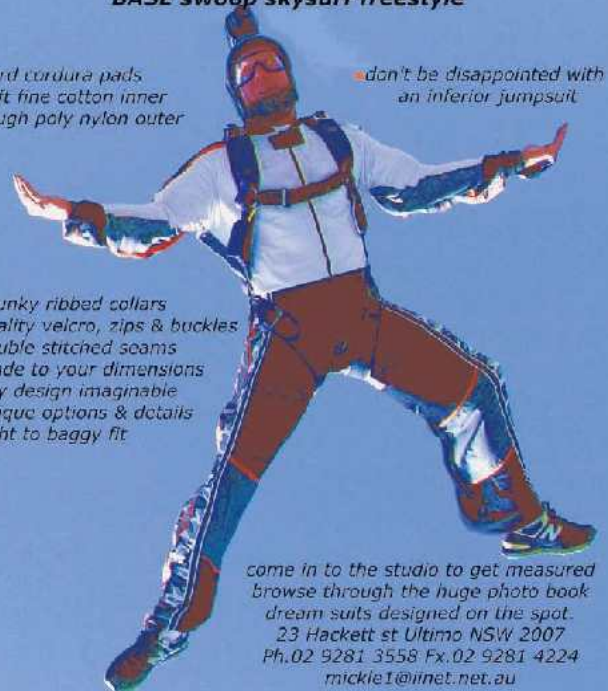
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Opening the Skies Above Everest

At 29,500 feet, with a wind chill in the slipstream of -45 degrees... the Pilatus Porter single engine aircraft is running in along a fine invisible axis far above our landing area at 12,500 feet in the valley below. The last 20 minutes of a 40minute climb to this exacting altitude had become very cold, as it was necessary to cut the heating to maximize aircraft climb power.

I could feel my head pulse beating hard against the inside of my camera helmet, butterflies of excitement running through my body.

Keep calm, breathe the oxygen normally, do not exert yourself at this altitude, you will need all your energy for the skydive... the little voice of routine was calming me in my head.

I have been jumping out of planes since I was 17 years old, that's nearly 18,000 skydives now, come on Wendy you know the procedure... but look where we are!

Check list - oxygen supply transferred from aircraft to personalized bottles, flow rates good, camera lights running red, goggles down, door open, Pilot Rudi flips his ping pong bat from standby red to exit green... it is now!

I can appreciate the sublime feeling of those who have made a summit of Mount Everest, because out in freefall next to these amazing towering mountains of the Himalaya, you can feel just like this.

Growing up and as a young farm girl with the mountains, valleys and freedom of nature surrounding me in New Zealand, I had always my Hero, my country icon and indeed the most important man in New Zealand history to date - Sir Edmund Hillary - in my vision of achieving amazing dreams.

One day I would visit that place he loved so much, I thought as a child, but never knowing the full intent of my destiny, to be one of the first skydivers in the world, jumping out in freefall above this legend Mountain. Ever since I left NZ as a Registered Nurse to travel and pursue my career in skydiving, I have carried that famous NZ \$5 note... my good luck charm, with Sir Edmund's adventurous face on it.

I had it with me in October 2008, for nearly a month living at 4,000 meters and jumping in the Himalaya's for this first Everest skydive adventure.

Here we where - the World's Highest Skydiving Adventure, jumping in front of Mount Everest in a World Heritage National Park, freefalling past some of the world's highest mountain peaks, landing on the highest drop zone in the world.

From the first exit out into thin air at 29,500 feet, becoming part of the immense mountain chain, feeling like they where going to swallow me up, I knew this was to great a privilege, my dream come true but in a way I never imagined possible... flying my own body in this space and environment, simply spectacular.

For this experience of a lifetime, I'm dedicated to return this year with "Explore Himalaya " as their European Event Organizer. Knowing the pleasure we delivered to our clients last year for their personal achievements plus the money raised with Global Angel charity for the children of the Himalaya's (US \$300,000), we can continue to deliver this experience again for clients of the world and again give back to Nepal with our fundraising for the future education of children in Asia. www.globalangels.org

For your slot contact me.

Wendy Smith

Aerial Cinematography
www.wendysmithaerial.com
+(33) 634 267 097
www.everest-skydive.com
jump@everest-skydive.com

Wendy Smith



A promotional graphic for Everest Skydive. The top half shows a tandem skydiver in a blue and red suit floating in the air above a vast mountain range. A yellow banner at the bottom contains the text: "TANDEM SKYDIVING!!!", "29500ft. Jump!", "Everest Skydive", "October 2009", "The Highest Drop Zone In The World", and contact information: "+(33) 634267 097", "jump@everest-skydive.com", and "www.everest-skydive.com". A small logo for "Everest Skydive Nepal" is also present.

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Jules McConnell

Winner of the 2009 Tim Bates Award



Nominated by teammate Michael Vaughan

Personal Details

(Taken from a sponsorship proposal produced by the Australian Canopy Formation team – these are Jules’ own words):

# Jumps	3000+
Age	32
Years in Skydiving	13+
Occupation	Full time Skydiving Instructor
Home Dropzone	Skydive The Beach, NSW
Parachuting Qualifications	Instructor 'B' AFF, RW, Tandem Vector/Sigma; Strong Rated Display 'B' Licence Australian Parachuting 'F' Licence Packer 'A'

Passions in Skydiving Enlightening all levels of skydivers to the beauty, freedom and exhilaration of canopy flight – taking an experienced jumper for a one-on-one Canopy Formation or Canopy Piloting jump blows them away almost as much as their first jump – it’s a great feeling to share! Also, meeting amazing people in the sport, sharing experiences and knowledge through international competitions and events.

Skydiving Highlights Every single jump, particularly though, surviving C2 spinal fracture from landing jump #442 - learning from my mistakes and now sharing the right knowledge to upcoming jumpers especially in that “indestructible” stage.
Participating in 25-Way CF Australian Record,
36-Way CF Australian Record,
36-Way CF New England Record USA,
100-Way CF World Record,
Organising and Piloting All Female Australian CF Formation
Consecutive Australian National 2-Way CF Champions 2007/2008/2009
Australian Canopy Formation Team 2008

Other Interests Juggling, unicycling, aerial silks, rock climbing, hanging out with my man and my dog!



Jules and her man Pricey



Team Ookoono - Crash, Jules & Michael



Jules accepting her Tim Bates Award

The following is authored by Michael Vaughan...

Putting Back Into The Sport

Jules works full time in the skydiving industry as a tandem master. You would think that in her spare time she may want to get away from the sport of skydiving. But no, a lot of that spare time is taken up developing the sport and passing on her own experiences and knowledge, gained from international coaches that she has sought out to advance her own personal skills.

Jules is a very competent canopy coach and has coached canopy flight courses in QLD and NSW. Jules is often asked to load organise and coach at boogies or organise canopy coaching camps. Jules recently took time off work to travel to sunny Queensland to coach and organise at the Equinox Boogie.

In 2008 Jules organised and/or coached at CRW training camps in the lead up to the next Aussie record attempts which were held at Skydive Nagambie in March, 2009. Jules was actively involved in camps held all over Australia including Maitland, Elderslie, Batchelor, Moruya and York. The discipline of CRW is on the move in Australia due to the dedication and commitment of coaches such as Jules who are encouraging participation and fostering growth in the sport.

Jules is an AFF instructor often doing AFF and B-rel jumps at various other dropz ones, helping newcomers to our sport.

Jules is also very active in promoting the sport. In her own time she has sent media releases, video footage and photographs to television stations and newspapers to get coverage for various skydiving events. This promotion also extends to writing articles for the ASM, updating daily blogs during competitions and events, and advertising upcoming events via local online forums.

Jules sacrifices a lot of her spare time and also takes a lot of time off work in order to develop the sport in Australia. Jules does get paid most of the time for her tireless efforts but it rarely makes up for the loss of income from not working. Jules' enthusiasm is often limited by the amount of spare time that she has available and the financial impact of taking time off work.

Women in Sport

Jules is a fantastic ambassador for women in skydiving and absolutely an inspiration to others. Her credits include:

- The only female performer in the top 10 in 2-Way Sequential at the 2008 Canopy Formation World Championships (Note: a USA 2-Way CF Team had a female camera flyer)
- Coaching at the last two Skysisters Symposiums and Equinox Boogies at Ramblers
- Organising and piloting an unofficial all female Australian CF Record in 2007
- The only female to ever compete in 2-way sequential at the Australian CF Championships
- One of only three females to ever compete in the Australian Canopy Piloting Championships.

Jules recently attended an event to promote our sport at an elite level to over 800 schoolgirls from years 8-11 from schools all around Sydney. Womensport & Recreation NSW organised "Sydney Schoolgirls' Breakfast With The Stars" where over 100 "Sports Stars" meet with schoolgirls to discuss their sporting careers and share common goals with these upcoming sportsters – possibly the future of our sport.

Excelling in the Sport

In 2008 Jules has excelled in her chosen competition discipline of Canopy Formation. Jules is a member of the Australian Parachute team competing on the national and international stage at an elite level.

The year began with Jules competing in the Australian Canopy Formation Championships winning a Gold Medal with her 2-Way Sequential team Ookoonono. This win then qualified Jules and the team to represent Australia at the World Championships in September 2008.

In July 2008 Jules travelled to Taiwan with the Australian Parachute Team to compete in the World Games Pre-Event. The team surpassed all previous competition performances and finished in 2nd place.

The team also participated in the IPC Web Challenge, similar to the now defunct APF Web League. Against a number of international teams, Ookoonono finished in first place, again achieving new team competition personal best scores.

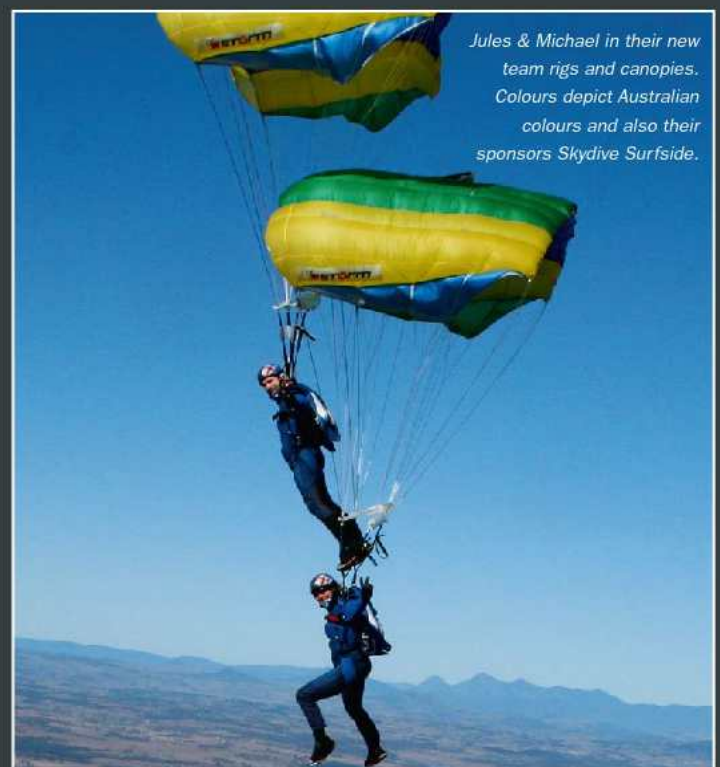
In September Jules travelled to the Netherlands with the team to compete in the World Championships. Against the best teams in the world, the Australian team finished in seventh place with a new personal best competition performance.

The teams improving results in such a short period show Jules and the teams' commitment to excellence:

COMPETITION	LOCATION	DATE	AVERAGE	PLACING
Australian Nationals	Picton, NSW	March 2008	9.7	1st
World Games Pre Event	Kaohsiung, Taiwan	July 2008	10.4	2nd
IPC Web Challenge	NA	July 2008	11.0	1st
CF World Championships	Teuge, Netherlands	Septe 2008	11.7	7th

During the year Jules and the team have also sought coaching from the World Champion USA Canopy Formation team members. This not only helps Jules improve her own personal skills but ultimately benefits the sport of skydiving in Australia by allowing Jules to pass on that new knowledge.

Jules has shown categorically in 2008 that she is one of Australia's elite athletes and she is recognised by her peers as such. She is a fantastic ambassador for our sport, an outstanding athlete and often demonstrates a willingness to help nurture others in the sport to help them achieve their own goals.



Jules & Michael in their new team rigs and canopies. Colours depict Australian colours and also their sponsors Skydive Surfside.

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INCIDENT REPORTING

Overview for 2008 CALENDAR YEAR

The following are excerpts of material that was prepared by Kim Hardwick for the APF Annual Report for the 2008 Calendar year and her statistical presentation at the APF Conference held in May 2009.

Safety has always been of paramount importance in the sport because of the inherent dangers involved in using two different types of flying equipment and falling towards the Earth at speeds of up to 200 mph between the two modes of transport.

The results of efforts to make the sport safer are seen in the changing accident and fatality rates. The most reliable figures are kept on fatalities, which show that in the early sixties, the frequency of deaths was as high if not higher than it is today, yet the number of participants was a fraction of the current number. This trend continues for a number of reasons:

EQUIPMENT is becoming more and more user friendly; (However obviously High Performance Canopies have introduced an increase of major injuries and fatalities to especially the 'experienced' jumper category)

INSTRUCTION has become more effective;

SAFETY AWARENESS is more prevalent;

APF DIRECTION and CONTROL via safety officers and instructors ensures that all parachutists in Australia work within the system and meet standards set by our most experienced members.

INCIDENT STATISTICS



Basic statistics are submitted by all member organisations on incidents that occur. These statistics are

combined with overall member statistics then collated by the APF to assist in determining early signs of trends that may affect safety. The data collected is not used individually. However it can be used to assess differences by State/Territories, disciplines or equipment types.

Except for where mentioned, the following figures are gained on the whole from data entered for the **2008 Calendar year**.

As of the time of preparing the Annual report (May 2009) a total of 531 incidents were reported & received at the APF office for 2008 (530 the previous year).

Note: It is again interesting to note that from the annual renewals **2007/08 financial year**, there were for example 399 malfunctions reported, whilst through the incident reporting system for the same period only 250. This is a rather large disparity.

2007/08 financial year saw there was a 2% increase of total reported jumps done by renewing licensed members. This is the 2nd year in a row where an increase in jumps done has been the trend. Previously, apart from in 2003, the jumps made have been decreasing since 2000.

However these are somewhat unreliable as many members tend to estimate both their jumps completed for a year and even their total number of jumps. Unsurprisingly, often individual members' data base records reflect less total jumps completed than in their previous year...

Though no data can be collected as to how many student jumps were done for the 2008 calendar year (unless the student renews), on first jumps only, there was a ~10% increase.

Tandem Student Injuries

After a disappointing significant increase from 2006 to 2007 in reported injuries to tandem students, happily there was a decrease in all injuries to tandem students between the 2007 and 2008 calendar year.

Even better, considering the marked increase in reported serious injuries to tandem students b/n 2006 and 2007, the number of serious injuries for the last calendar year has been back on the downward trend.

In 2008 there was a ratio of 1 tandem student injury per 2343 jumps. (2007 the figure was 1:1500)

Serious injuries to tandem students 2008 were 1:5779 jumps. (2007 were 1: 4200)

Serious injuries include broken bones, serious and multiple injuries fractured vertebrae and dislocated joints.

Non Tandem Student Injuries

Ratio of injuries for non tandem students is as expected, markedly different.

In 2008 there was a ratio for injury of 1:140 jumps for 1st jumpers. (2007 1:60)

In 2008 there was a ratio for serious injury of 1: 257 jumps for 1st jumpers. (2007 - 1:130)

It is not possible to calculate the same ratio for non tandem students with two jumps or more, as there is no data base record of how many jumps of this type were made. But it can be said that of the 25 reported injuries sustained by these students, 68% were described as 'serious injury'. (2007 - 36%)

Licensed Injuries

46% of injuries that occurred to licensed members were listed as Serious Injury. From the reported incidents, there was a slight drop in total amount of injuries to licensed members, but there was a 9% increase in these injuries being 'serious'.

% Of Total Reported Incidents - 531				
	2008	2007	2008	
All incidents	531	=	28% involving injury	↓ 5%
Students - all	24%	↓ 3%	57% involving	↓ 14%
Tandem Jumps	35%	=	30% involving injury 20% injury to TS 10% injury to TI	↓ 7% ↓ 8% ↑ 2%
Non TM students	17%	↑ 1%	40% involving injury	↓ 15%
Licensed non TM	44%	↓ 1%	23% involving injury	↓ 1%

Note: If a tandem jump involves injury to the student, it will be recorded under the name/licence of the student. Other tandem incidents such as malfunctions, deployment problems, out landings, disciplinary etc are recorded under the name of the tandem instructor.

SAFETY MATTERS

Compiled by Kim Hardwick



INCIDENT TYPE	2008	2007
Aircraft/Exit Incident	~4%	↑ 1%
Canopy Control	~3%	↑ 2%
Deployment Problem	~12%	↑ 4%
Disciplinary	~1%	↓ 1%
Freefall	~5%	↑ 1%
Landing	~26%	↓ 6%
Malfunction	~43%	=
Rigging Report	~2%	↓ 1%
Other Type	~3%	↓ 1%

Similar to the 2007 calendar year, malfunctions tend to be the most prevalently reported incident type. 94% resulting in Reserve Activations and 46% being attributed in part or whole to packing problems.



68% of deployment problems also result in the use of a reserve parachute, with 17% being attributed to packing.

49% of Total (531) Incidents involved Reserve Activations (R/A)

38% of R/A were TM jumps

One R/A per ~831 Tandem jumps

10% of R/A were student jumps (not TM)

Only 1 R/A reported for a 1st jump student (not TM)

Fatality and Serious Incident Reports

There was one fatality in 2008, down from two in 2007. A 49 year old 'E' Licence jumper with ~1200 jumps was executing his 2nd jump back after a five year lay off. After successful freefall (2-way FS), deployed parachute. Kicked out of line twists and shortly after was not seen to make any further directional input to canopy.

Impacted with tree sustaining fatal injuries. There is conjecture that the deceased was suffering from some sort of medical problem whilst under canopy but at the time of writing this report we have still not received any medical report that either supports or denies this.

1 person was killed skydiving
~294,106 skydives were made by
~4220 jumpers

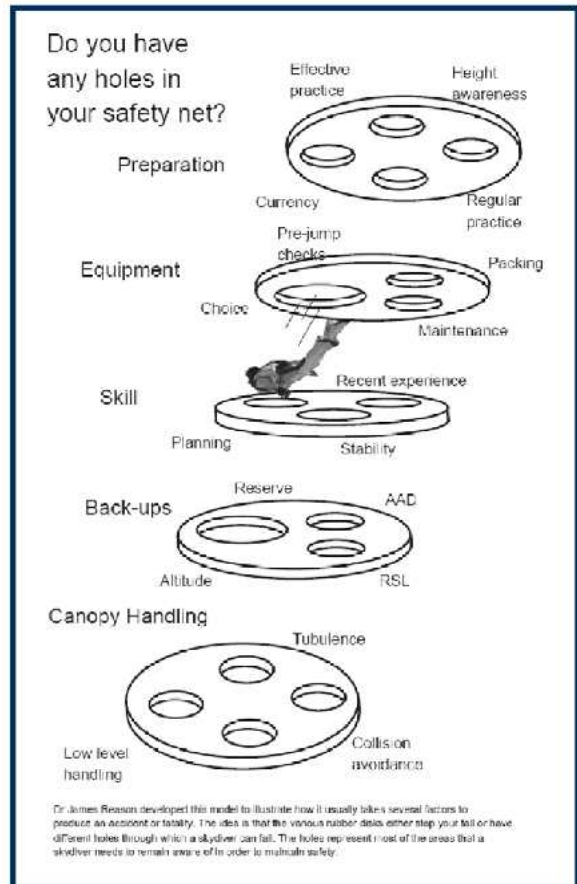
(Licensed jumpers & 1st jump non tandem students as at
01/01/2009 - estimation)

1 Fatality per
~300,000 jumps

When including the tandem students as jumpers
~96,985 jumpers
i.e. 1 Fatality per
~100,000 jumpers

28% of all incidents resulted in some injury
Additionally there were 68 serious injuries (71 in 2007).
(includes broken bones, serious & multiple injuries, fractured vertebrae and dislocated joints)
79% of Serious Injury sustained on landing (84% in 2007)
48% of the total of serious injuries occurred to students.
(61% in 2007).

With human error being such a major factor in skydiving fatalities (and other injuries/incidents), the attention of all those involved in coaching & training, at international, national, regional and local levels must be continuously focused on safety training and reinforcement of this training.



Advice for the young downsizer!

*"Try landing down-wind on concrete. Once your rig has been repaired try a 90 degree turn at roof top height. Once you get the cast off buy yourself a Sabre 2 210 and learn how to fly it. After 125 jumps total try a 190 if you're doing everything on Bill von Novak and Brian Germain's checklists and at 250 try a 170. Landing straight in is easy. Basic manoeuvres aren't too exciting until things start getting wrong **but that's exactly what you're sizing your canopy for** - a down-wind landing on pavement following a low turn to avoid power lines you didn't see until it was almost too late due to low light on the sunset load where you are landing out due to a bad spot because some cute girls flashed the pilot, everyone got extra altitude, and your hypoxic friend got his foot stuck on the seatbelt so your climb out took too long." Drew Eckhart*

The way through danger is always a series of simple steps. It may be preventative procedures such as checking your parachute before jumping out of an airplane. That is the external component to our reality. Another aspect of survival is paying careful attention to our internal experience, and engaging in a continual process of calming down. If we remain in calm awareness and take the steps one at a time, there really is nothing to fear.

*Excerpt from Transcending Fear, the doorway to freedom.
By Brian Germain*

INTERIM FATALITY REPORT

Date & time of Accident: 15.04.09 /14:47.33	Exit Height: 12,500ft
Drop Zone Location: NSW	Main: Icarus Beta 130
Aircraft: VH-NMV Caravan	Wing Loading: 1.18
Sex: Male	Reserve: N/A
Age: 33	Harness/Container: Talon T4
Exit Weight: 70kg (reported)	Main Deployment Type: BOC
Experience/Lic: APF D with D Display	AAD: CYPRES
Jump No: 610+ (exact unknown)	RSL: N/A
Time in Sport: Approx 2.5 years	Helmet: Yes
Jump Type: Camera for Tandem	Cause of Death: Internal haemorrhaging

Background

The deceased is a graduate of a Diploma in Commercial Skydiving gained overseas and has spent almost his entire skydiving career jumping at the NSW DZ at which the fatal incident occurred. The DZ is described as a Coastal DZ in a built up area. A Display Licence is required.

He is of international origin and was employed by an APF Club on a 457 work permit.

The fatal jump is listed in the manifest as recreational and not a work related jump.

The Jump

Was his second of the day. On the first he opened approximately 1.25km WNW of the DZ (a park) and had no difficulty making it to the DZ.

The manifest shows this to be load (5) five of (8) eight.

The deceased exited with the second last of eight tandems with the intention of filming the tandem.

The footage does not show that the deceased observed the long spot during the freefall and is under canopy 14 seconds after the drogue release of the TM.

On the fatal jump the video of the TM and the deceased shows the opening at approximately 3.3km NNW of the DZ.

The Deceased's altimeter shows 3,200ft at opening. All investigations show that this was the usual opening height practiced by the deceased.

The video shows that after opening, the deceased looking at alternative landing areas and then focusing on one in particular in the direction of the DZ. At some point during the descent it becomes more obvious that making it to the selected area is not certain and at 20 seconds prior to landing the camera looks left at another alternative and the eventual landing area, a triangular shaped park approximately 85m by 62m. The camera then focuses back on the 1st selected area and at 10 seconds prior to landing the camera again turns to the final landing area and the deceased makes his decision and turns for it. His approach is good but low and he executes a turn towards the wind of approximately 120 degrees at an altitude too low to affect a recovery.

The deceased heavily impacted the eastern edge of the park in a grassed area approximately (3) three metres from the footpath.

Emergency services were called by a member of the public and Police were in attendance by the time DZ staff arrived at the scene and the ambulance arrived shortly after.

The jumper was taken to hospital in a critical condition and later died.

Other considerations

The deceased's log book.

The log book shows 187 jumps on the Beta 130 main canopy. Jumps 322, 356 and 427 show off DZ landings. Jump No. 356 resulted in a two week grounding and 427 indicates an opening too low to make the DZ

Jump no 465 indicates a poor landing in strong winds.

Jump numbers 530 and 531 indicate a concern about turbulence behind trees.

There are numerous jumps recorded at this DZ.

The last jump recorded is number 609 on 8/02/09. It has been ascertained that the deceased has made more jumps since then.

The weather

Fine and Cloudless.

Wind conditions at the local weather station near the DZ indicate the winds at the time as being between 15 and 25 knots from the West and showing variables of WNW and WSW during the day.

The video footage indicates that the wind at the DZ may have been considerably on the lower end of the scale.

The Equipment

The equipment was inspected by a qualified rigger and confirmed as operational and not a factor in the fatality.

The altimeter is reading -500ft after the impact

The Audible altimeter is functional and set for 5,500ft, 4,000ft and 2,500ft.

The Spot

The BoM forecast the wind to turn more southerly during the afternoon /evening. This may have happened although it is not readily apparent on the local weather station charts until later in the evening.

The pilot reports turning on the green light 0.2NM later than requested on load five (the incident load) and also reports a 120kt ground speed.

The run in on load six remained S to N but the run in on subsequent loads was changed from S to N to N to S due to an increasing southerly component on the wind.

The Chief Instructor (who exited immediately prior to the deceased) confirmed that the spot was "long" and more suitable to tandem canopies opening at 4,000ft to 4,500ft.

The spot is also well to the north of the reported wind-line.

All others on the load made it to the DZ.

Conclusion

The main contributing factors to this fatality are as follows;

- A late commencement of the exits.
- 120knot groundspeed.
- The spot being too long for an opening at 3,200ft.
- The deceased not checking the spot in freefall and subsequently deploying too low to make it to the DZ.
- A skydivers normal tendency to get as close as possible to the intended DZ.
- A choice of alternate landing area in a location that he was not certain of making.
- The late choice of a further alternative landing area.
- The late decision to go for the final alternative landing area.
- A low turn which the deceased was not able to affect a recovery from.

CONFIDENTIAL EMBARGO. This information is provided in the interests of accident prevention and is intended to facilitate safety studies within appropriate organizations. It must not be published without the prior approval of the APF's Director of Safety. It has been compiled from the information available, and issued rapidly in the interests of safety. Further investigation may reveal errors or other pertinent information. This report is for the use of APF members only and should not be used otherwise.



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SKYDIVE GOOLWA, SA

By Nicole Dowden Photos by Mark Gazley, Steven Cash, Clint Daniel and Nicole Dowden

Great vibes, jumps and people has been the scene at Skydive Goolwa of late.

A huge congrats to all our AFF students finishing their courses and taking that step to buy their own gear - Jess Mulvey, Dan Atkin, Ben Millham-Marks, Pete Horsfall, Taun Sheldon, Blair Whitaker and Ross Richter. The team has enjoyed watching you all learn and achieve so much. Having new and fun faces around the DZ has added a fresh spark to the usual tandem operation.

Jess Mulvey has been enjoying travelling to drop zones all around Australia, even doing 8 hours tunnel in Bedford, England. Go hard girl!

Our apprentice Ben Millham-Marks has been making his mark at Skydive Goolwa. Ben took his first tandem a year ago and has since worked his way up to our full time packer and dubber. He has completed his AFF, B-Rel's and has purchased his own gear. We're extremely proud of you Ben, keep up the good work.

Bree Howarth and Nicole Dowden decided to celebrate two milestone jumps by doing a sunset 2-way freefly. Congrats Bree on your 200th and Nic on your 1,000th.

Mark Gazley took 91 year old Grace Wilson for a tandem jump. Grace loved every moment of her skydive and the whole team enjoyed being a part of her special day. The story aired on TV all over the country giving the industry a good plug. Well done Grace, see you next year!

We are pleased Skydive Goolwa is growing so fast and have enjoyed every moment of it. We are all looking forward to a fun filled remainder of 2009.



Ross Richter with student Scott Gust JM



Peter Horsfall



Ben Millham-Marks



Dan Atkin & Jess Mulvey



TM Mark Gazley TP Chris, Nicole Dowden, Bree Howarth, Clint Daniel - This was taken after Bree's 200th and my 1000th freefly jump.



Grace Wilson 91yr old

COMMANDOS SKYDIVERS - TOORADIN, VIC

Renovations at Tooradin have continued over the last few months and the DZ is looking fantastic! The facilities have been improved immensely, which has made the DZ a lot more functional and comfortable for jumpers and customers. We've seen major improvements to the building with a new front and back room. New signage, outdoor social seating, mock up and bus stop have also been constructed in the outside area to accommodate the growing number of students and experienced jumpers.

The build up to the Commando Skydivers Golden anniversary continues to see a full load of members past and present registering for what will be a HUGE weekend in February 2011. Old pictures, jump stories and friends have been coming out of the woodwork as the list of names for the big event grows. For some, the Commando Skydivers reunion has already begun!

Jake and Eric Flying over Tooradin



Hybrid



Doug Falconer, Jeff Thomas & John Middleton

New seating area



TM Rob Simunic



Be nice to Eric day



Dave Boulter



John Swanland, Greg Hill & John Middleton



John Middleton (F36) began jumping in 1964 and had a long and enjoyable history with Commandos, taking on a variety of roles within the Club. John drifted away from the sport nearly 20 years ago but the excitement generated by the planning for the Club's Golden Anniversary has inspired him to start his reunion early. On 9 May, John was welcomed back to the club by three current members who jumped alongside him in his younger days: Greg Hill (Chief Instructor), Peter Knights and John Swanland. After completing the necessary paperwork and undergoing some refresher training, John was back in the air the same day! He returned to the Club the following day and did three more jumps. The club has an extensive history and has played a large part in so many peoples lives. In 2011 we'll celebrate and take a walk down memory lane. We would love for you to join the fun and register at commando50@optusnet.com.au That ensures that you will be kept in the loop as planning progresses and also helps let others know that you are thinking of coming. You can already check who has registered their interest by going to <http://tinyurl.com/cq4uof>. Dates etc. are at <http://www.commandoskydivers.com.au/50-years.html>

Spread the word, it's going to be big!

Congratulations to our home grown 4-way talent "KAOS" who took out gold and set a new inter record at this years nationals. They put their skills back into the club by running a 4-way coaching weekend in March where the team were able to run through the dive pool, creepers and the secrets to good 4-way. Unfortunately marginal weather meant only a few loads could go up, but valuable knowledge and skills were still utilised and passed on.

Big congratulations to everyone who's been ringing the bell. Have fun and keep smiling From all the gang at Commando Skydivers.

Miss Kim and Chrissy over Jurien Bay

WICKHAM SKYDIVERS, WA

Photos by Ryan Sanders (Fryzie)



Jumpers and Camera dude



Chrissy and Toddy with Disco Hanging



Fryzie about to swoop the beach



5000 feet above Wickham overlooking the Burrup in Karratha with Disco sit flying in the sunset.

Chrissy, Toddy and Disco on a steep exit out of DON for Disco's last jump in Wickham



Everyone wanted to be around the cool people with parachutes! :)



Fryzie swooping the Wickham landing area. Rock's, sticks and a little bit of grass.



SKYDIVE COFFS HARBOUR

By Dave Garrett

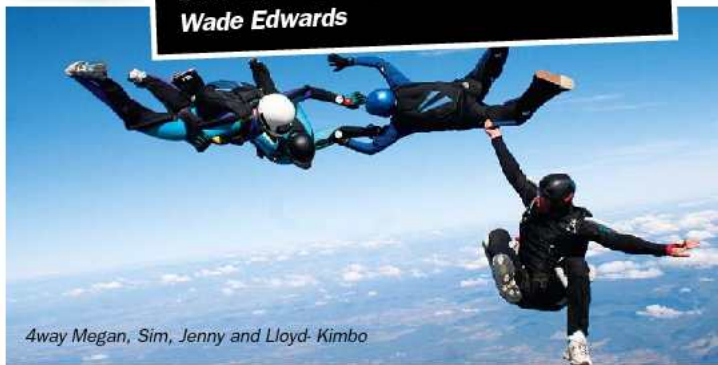
Skydive Coffs Harbour has been operating for over a year now so I thought I should start contributing to the mag! The storms have been and left us with the biggest beach landing area we have ever seen so get those Display Licences current and come and say hello. Making news this issue, Klem (a New Zealand graduate), came down to help for the day and ended up doing his Display 'C' which was good as it filled up the beer fridge! We welcome Sally and Carl here to stay for a few months. I did my 2,000th jump and also got into the local paper with my 87 year old passenger Richard. He's an inspiration to all.



Richard with TM Dave

TOOGLOLAWAH, QLD

Photos by Mai Fitzsimmons, David Brown, Bart Cunningham, Belgium Steve & Wade Edwards



Away Megan, Sim, Jenny and Lloyd- Kimbo



Hayden's Wingsuit Group



Crikey, Joorj, Pony & Mason performing a new atmonauti point which Marco has given them the privilege of naming! It is unconfirmed as the "Bellissimo"



Roeland Vandenburg back into jumping his roundie. Roundie jumps are getting popular and so he is setting up another roundie rig!



Wade Edwards showing Andy Keech the new digital camera technology!



Dave, Ben & Trent



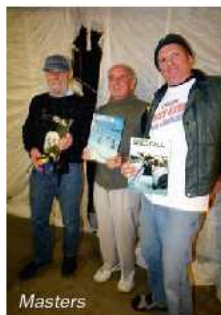
Alan White's Invitational



Macca the rabbit leading an atmonauti



The Joggle Tockey's



Masters



Farewell to John & Jane McMahon, good luck in the UK.



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Photo: Perris Furry Team

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Calendar of Events

2009

\$28 slots

21th - 25th Sept
Budget Jumping Week
\$28 Slots

3rd - 5th Oct
NSW State Championships
- Formation skydiving
- 2 way FS

10th - 11th Oct
NSW State Championships
- Canopy Piloting

14th - 15th Nov
NSW State Championships
- 4 way VFS
- 2 way VFS

26th Dec - 1st Jan
Xmas Boogie
\$28 Slots Rego by 13th Dec
4 Turbine Aircraft

\$28 slots

2010

17th - 21st February
National Championships
- Canopy Piloting

13th - 20th March
National Championships
- Formation Skydiving
- Canopy Formation
- Artistic Events

2nd - 5th April - Easter
National Championships
- 10 Way Speed
- 16 Way FS

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Compiled by the APF at
ASM deadline time

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STIRLING
BEN
MADELEINE
ALON
JASON
CORLOU
LEESA
JOANNA
THOMAS
TIM
MARK
ANTHONY
CHRIS
ANTHONY
MATTHEW
EMMANUEL
DAVID
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WALKER
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WHEATLEY
WONG
WONG
WORTHINGTON
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TRISTAN
TIM
REILLY
ROY
NATALIE
CLINTON
PETER

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BLAINE
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RIA
TRENT
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DONALD
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KOON
ARRON
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TOM
MICHAEL
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DAVID
CAROLINA
LEONIE
JACKIE
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GLENN
GINTS
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LIEUNEUV
CHRIS
RORY
GLEN
NICK
MARK

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ADAM
STEPHEN
JIMMY
JOHN
KARL
SHANE
KEVEN

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HEATH
PHILIP
MATTHEW
SARAH
CRAIG
CLINTON
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ADRIEL
NICK
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JEAN-JACQUES
LIEUNEUV
JOHN
SAMANTHA
LUCAS
TRENT
BEN
CHRIS

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HAMISH
HEATH
ALANA
TRISTAN
AARON
ROY
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KLEMENS
DAVE
RENE
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SAM
GLEN
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MOORE

GILLINGHAM
KEMPEN
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MONAGHAN
MOORE
OLDFIELD
PAGE
PERAICA
RE
REWA
SHEPHERD
STRATFORD
SZABO
TEAR
WILSON
YADAV

DIVAN
SANDERS
WALSH
WALTERS

FAREWELL ARIEL Ariel Sicsic 22/03/76 - 15/04/09



ARIEL was an Israeli National who came to Australia early in 2007 after completing his Skydiving Diploma at the New Zealand Skydiving School in Methven, New Zealand, where he pursued his passion for skydiving. Ariel was the most passionate guy that I've ever known, he didn't only have a love of skydiving, he also had an insatiable thirst for knowledge, which is why he could traverse so many different cultures. He was a much loved member of the Israeli community where he did everything from teaching Hebrew to kids, to being a peace keeper when a soccer team came to Australia with both Israeli and Palestinian players in it. He got adopted by a Senior Citizens Club when he joined in on a trivia night and there wouldn't be too many trance parties that he didn't grace with his presence. His love of life was so infectious that there wouldn't be too many people who met him that weren't affected by him. In a way none of us were really surprised when tributes and messages

began circulating around the world as news got out of the loss of this amazing character we had come to love so much in such a short time... he'd had the same effect everywhere he had been... countless cities and countries around the world. Ariel brings a new meaning to tolerance and to 'love thy neighbor', which he actually did do for a while but that's another story. Anyway his presence at Skydive The Beach and throughout the skydiving community will be dearly missed.

*Love you Man...
Fred Moore & Co*



AUSSIE BIRTHDAY!

It has only taken **SAM WARDLE** (from the UK) 2 years to adapt to Aussie life – she took a sickie and went jumping for her 30th birthday.

Photo by partner Archie Jamieson



NEARLY FRONT COVER!

MICHAEL ROGERS (in front) and Duncan French doing a tracking jump at Skydive Maitland, NSW.

This photo needs no explanation! *Photo: Sambo Re*



WELCOME BACK

COREY HARRISON returned back to the skies after a 2 and a half year recovery following a landing-in-a-willy-willy incident that nearly cost him his leg among other injuries.

He came back in style; a personal 5 day mini boogie with his 2 mates **LIAM CARROLL AND KEEGAN WALKER**, who were also returning back after femur breaking layoffs. They were calling themselves the Femursketeers!



Corey with Simone Bull and photographer Rhonda Bostock hybrid hanging off them.



Keegan. Photo: Archie Jamieson

PARADE

THE APPRENTICES

Toogoolawah has 4 blokes who have given up their day jobs to pursue a career in skydiving. Keep an eye on Ring the Bell for these up-and-coming instructors.

Justin Frame

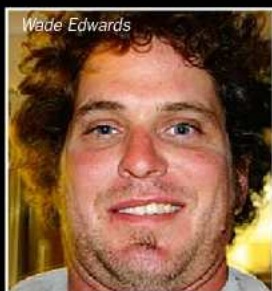


Mick O'Connell



Phillip Kemper

Wade Edwards



NEXT GENERATION

6 month old **MATILDA MAE FAWELL** is the daughter of **KAT & BRO** and is one of the new additions at Elderslie. She loves hanging out at the DZ and partying after the days jumping. Occasionally she will even sit still for packing lessons!



With a permanent mowhawk, first time Dad, **FRED MALLOUK** of Lightning Ridge, reckons little **IZABELLA BLAZE** is too cute.



JUZZY & JAZZY are proud new parents of littl' **LUCY DE WAARD**.



2ND GENERATION JUMPERS

EMMA COX did about 4 minutes in the IFLY Tunnel, USA. Mum **ELAINE** says "Emma loved it but is emphatic that her penchance is the real thing out of a plane! She's counting down the days to AFF!"



Emma running the tunnel



Scott Bingham, Kiri Ski, Mary Ski & TM Wayne McLachlan

KIRI SKI, daughter of **ANDY & MARY SKI**, is the first of their children to take to the skies. Kiri loved it and had this to say: "I cant wait to rub it in to my brothers face and that I will be in the Australian Skydiver Mag!!!!!!!!!!!! Might see you when I do my AFF."

WARREN COLLINS, pictured here in freefall with **MUM CHRISSIE**, **STEP FATHER TREVOR (TC)** and **TM ARCHIE JAMIESON**, was finally old enough to jump in Australia. He will no doubt be making a few more jumps, especially as his home drop zone, Batchelor, has the upcoming boogie.



Photo: Ben Nordkamp

GET FLOCKED

Rob, Tony, Steve, Shawn & Jamie getting ready to go for a wingsuit flock.



88888 CYPRES 2 FLIGHT COUNTER keep track of your jumps



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
Chief Instructor: TERRY KING
Club & DZ Phone: 0412 442 745
Email: skydive_territory@yahoo.com.au
Drop Zone Location: BATCHELOR
Web: www.skydiveterritory.com.au
Aircraft: Cessna 182 and 206

TOP END TANDEMS

PO BOX 692, SANDERSON NT 0813
Chief Instructor: ASHLEY SMITH
Club & DZ Phone: 0417 190 140
Email: topendtanfands@bigpond.com
Drop Zone Location: DARWIN - Lee Point Beach & Batchelor
Web: www.topendtanfands.com.au
Aircraft: Cessna 182

QUEENSLAND - NORTH

AYRS SPORTS INCORPORATED

35 ROBERTS ST, HERMIT PARK QLD 4812
Non Training Operation
Club Phone: 0407 601 387
Email: correspondence@ayrsports.org.au
Drop Zone Location: The Ayr Aerodrome
Web: www.ayrsports.org.au

CORAL SEA SKYDIVERS

PO BOX 5731, TOWNSVILLE QLD 4810
Chief Instructor: STEPHEN EN FICKLING
Club Phone: 07 4772 4889
DZ Phone: 0409 185 228
Email: css@coralseaskydivers.com.au
Drop Zone 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
Drop Zone 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
Drop Zone Location: MARIAN AIRFIELD
Web: www.skydivemackay.com.au
Aircraft: Cessna 182

PAUL'S PARACHUTING

PO BOX 90N, CAIRNS QLD 4870
Chief Instructor: GLENN BOLTON
Club Phone: 07 4051 8855
DZ Phone: 0418 770 250
Email: info@australiaskydive.com.au
Drop Zone Location: EDMONTON - CAIRNS & MISSION BEACH
Web: info@australiaskydive.com.au
Aircraft: 2 X Cessna Caravan

SKYDIVE AIRLIE BEACH

PO BOX 1152, AIRLIE BEACH QLD 4802
Chief Instructor: JONNY GOSS
Club Phone: 0418 762315
DZ Phone: 07 4946 9833
Email: info@skydiveairliebeach.com.au
Drop Zone Location: WHITSUNDAY AIRPORT SHUTE HARBOUR & LINDEMAN ISLAND
Web: www.skydiveairliebeach.com.au
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: reservations@australianskydivecompany.com.au
DZ Phone: 07 4068 3801
Drop Zone Location: PAGE ROAD, EDMONTON, MISSION BEACH & TULLY

Web: www.skydive Cairns.com.au
Aircraft: 750 XL, Cessna Caravan & Cessna 182

SKYDIVE THE WHITSUNDAYS

PO BOX 291, CANNONVALE QLD 4802
Non Training Operation
Club Phone: 07 4940 7260
Email: nqpc@mackay.net.au
Drop Zone 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
Drop Zone Location: MUNDOO AERODROME INNISFAIL
Web: www.tandem Cairns.com.au
Aircraft: Cessna 185

QUEENSLAND - SOUTH

BRISBANE SKYDIVING CENTRE

PO BOX 9, IPSWICH QLD 4305
Chief Instructor: BRIAN SCOFFELL
Club Phone: 07 5464 6111
DZ Phone: 0438 734 845
Email: info@BrisbaneSkydive.com.au
Drop Zone Location: WILLOW BANK
Web: www.brisbaneskydive.com.au
Aircraft: Cessna 182

RAMBLERS PARACHUTE CENTRE

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

REDCLIFFE CITY SKYDIVING

PO BOX 105, REDCLIFFE QLD 4020
Chief Instructor: JOHN COOK
Club Phone: 07 3263 8911
Email: skyscool@sctelco.net.au
Drop Zone 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@ripord-skydivers.com.au
Drop Zone Location: GATTON
Web: www.ripord-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@ripord-skydivers.com.au
Drop Zone Location: GATTON
Web: www.ripord-skydivers.com.au
Aircraft: C-206 & C-182

SKYDIVE CABOOLTURE

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

TANDEM SKYDIVE GOLD COAST

PO BOX 332, COOLANGATTA QLD 4225
Chief Instructor: Robert McMillan
Club & DZ Ph 07 5599 1920
Email: info@goldcoastskydive.com.au
Drop Zone Location: KIRRA BEACH AND LEN PEAK OVAL
Web: www.goldcoastskydive.com.au
Aircraft: 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
Drop Zone 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.au
Drop Zone Location: RAINBOW BEACH
Web: www.skydiverainbowbeach.com.au
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
Drop Zone Location: CALOUNDRA and VARIOUS BEACHES
Web: www.jumpscs.com
Aircraft: Cessna Caravan, C182 & C206

TANDEM SKYDIVE GOLD COAST

PO BOX 13, TUGUN QLD 4224
Chief Instructor: Robert McMillan
Club & DZ Phone: 07 5599 1920
Email: info@goldcoastskydive.com.au
Drop Zone Location: KIRRA BEACH AND LEN PEAK OVAL
Web: www.goldcoastskydive.com.au
Aircraft: Cessna 182

TOOGLOOLAWAH SKYDIVERS CLUB INC.

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

NEW SOUTH WALES

COASTAL SKYDIVERS

15 WEISMANTLE STREET, WAUCHOPE NSW 2446
Chief Instructor: TONY MAURER
Club & DZ Phone: 0428 471 227
Email: jumpportmac@bigpond.com
Drop Zone Location: HANGER 7 PORT MACQUARIE AIRPORT NSW
Web: www.coastalskydivers.com
Aircraft: Cessna 182

BYRON LANDINGS TANDEM SKYDIVE

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

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
Drop Zone Location: COFFS HARBOUR AIRPORT & WEST MARSHALLS FIELD
Web: www.coffsskydivers.com.au
Aircraft: Cessna 182

FUNNY FARM SKYDIVING

11 MARINE ST, BALLINA NSW 2478
Chief Instructor: GARY GNAPP
Club Phone: 0402 008 924
DZ Phone: 1800 302 005
Email: info@goskydive.com.au
Drop Zone 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@justjumpskydive.com.au
Drop Zone Location: WHITTINGHAM AIRFIELD, SINGLETON and HOPE ESTATE, CESSNOCK
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: committee.nspc@skydivenewcastle.com
Drop Zone Location: MOORES LANE ELDERSLIE
Web: www.skydivenewcastle.com
Aircraft: Cessna 182

SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE

43 Birch Street, NORTH ST MARYS NSW 2760
Chief Instructor: DONOVAN CASEY
Club Phone: 02 9223 8444
DZ Phone: 0403 088 697
Email: donno@simplyskydive.com.au
Drop Zone 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
Drop Zone Location: TYAGARAH AIRFIELD (Pacific Hwy) and BYRON BAY
Web: www.skydivebyronbay.com
Aircraft: Caravan

SKYDIVE COFFS HARBOUR

PO Box 351, COFFS HARBOUR NSW 2450
Chief Instructor: Mark Brody
Club Phone: 0493 254 438
Email: skydivcoffsharbour@australianskydive.com
Drop Zone Location: COFFS HARBOUR JETTY & WEST MARSHALLS FIELD
Web: www.skydivcoffs.com
Aircraft: C-182

SKYDIVE MAITLAND PTY LTD

PO BOX 202, RUTHERFORD NSW 2320
Chief Instructor: JASON CLARKE
Club Phone: 0425 200 182
DZ Phone: 02 4930 7989
Email: info@tandemskydiving.com.au
Drop Zone Location: RUTHERFORD AIRPORT
Web: www.tandemskydiving.com.au
Aircraft: Two C-182's

SKYDIVE NOWRA

PO 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
Drop Zone Location: NOWRA AIRFIELD
Web: www.skydivenowra.com
Aircraft: Cessna 185, 182

SKYDIVE OZ

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

SKYDIVE TEMORA

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

SKYDIVE THE BEACH SYDNEY

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

SKYDIVING NSW DROP ZONE

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

SYDNEY PARACHUTE & SKYDIVING CENTRE

PO BOX 4274 Milperra Bc 1891
Chief Instructor: GRAHAME HILL
Club Phone: 1800 805 997
DZ Phone: 02 97919155
Email: admin@sydneykydivers.com.au
Drop Zone Location: PICTON, NSW
Web: www.sydneykydivers.com.au
Aircraft: Skyvan, 750 XL & Beaver

SYDNEY SKYDIVERS

PO BOX 4274 Milperra Bc 1891
Chief Instructor: JON McWILLIAM
Club Phone: 1800 805 997
Email: admin@sydneykydivers.com.au
Drop Zone Location: PICTON, NSW
Web: www.sydneykydivers.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 PHONE LOCATION: CAMBEWARRA
Aircraft: Cessna 180

THE DROP ZONE

PO Box 250, Hurstville BC 1481
Chief Instructor: GLENN HOGAN
Club & DZ Phone: 02 9533 8833
Email: glennskydive@bigpond.com.au
Drop Zone Location: WHITTINGHAM
Web: 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
Drop Zone Location: FORBES AIRPORT
Web: www.wdpc.info/
Aircraft: Cessna 182

AUSTRALIAN CAPITAL TERRITORY

AERIAL SKYDIVING PTY LIMITED

8 FRASER PL, YARRALUMLA ACT 2600
Chief Instructor: GRAEME WINDSOR
Club Phone: 02 6285 1453
DZ Phone: 0418 487 953
Email: aerialskydiving@ozemail.com.au

Drop Zone 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
Drop Zone Location: Mint Oval Deakin
Web: www.jump.com.au

SKYDIVE CANBERRA

4 BADGER PL, OXLEY ACT 2903
Chief Instructor: TERRY RIDDLE
Club Phone: 02 6296 1911 (BH)
DZ Phone: 0458 736 920
Email: neilandsharan@fergiefamily.com
Drop Zone 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: 0408 070 991
Email: janine@aerialskydives.com
Drop Zone Location: LATROBE REGIONAL AIRPORT, TRARALGON
Web: www.aerialskydives.com
Aircraft: Cessna 182

AUSTRALIAN SKYDIVE

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

COMMANDO SKYDIVERS INCORPORATED

PO BOX 2066, ROWWILLE VIC 3178
Chief Instructor: GREG HILL
Club Phone: 1300 555 956
DZ Phone: 03 5998 3702
Email: info@commandoskydivers.com.au
Drop Zone 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
Drop Zone Location: various
Web: www.freefall.aiPhone:alink.com.au
Aircraft: Cessna 182

MELBOURNE SKYDIVE CENTRE

285 AUBURN ROAD, HAWTHORN VIC 3122
Chief Instructor: PAUL MURPHY
Club Phone: 1300 734 471
DZ Phone: 03 9739 0333
Email: sales@melbourneskydivecentre.com.au
Drop Zone Location: Lilydale Airport
Web: www.melbourneskydivecentre.com.au
Aircraft: Cessna 182

RELWORKERS INCORPORATED

3 DEE STREET, BALWYN VIC 3103
Non Training Operation
Club Phone: 0402 143 389
Email: carsten.boeving@bigpond.com
Drop Zone Location: No fixed DZ
Web: www.relworkers.org/

SKYDIVE NAGAMBIE

PO BOX 311, NAGAMBIE VIC 3608
Chief Instructor: DON CROSS
Club Phone: 03 5794 1466
DZ Phone: 03 5794 2626
Email: jump@skydivenagambie.com
Drop Zone Location: NAGAMBIE & PHILLIP ISLAND
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
Drop Zone 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 8261 4161
DZ Phone: 0411 875 867
Email: info@adelaideskydiving.com.au
Drop Zone 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
Drop Zone Location: GOOLWA AIRFIELD, AIRPORT RD, CURRENCY CREEK
Web: www.skydivegoolwa.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
Drop Zone Location: LANGHORNE CREEK AIRFIELD, SKELDON ROAD
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
Drop Zone Location: LOWER LIGHT, LANGHORNE CREEK, GOOLWA
Web: www.saspc.asn.au/
Aircraft: Cessna 206 & 182

WESTERN AUSTRALIA

HILLMAN FARM SKYDIVERS INC.

125 RIVERTON DRIVE WEST, ROSSMOYNE WA 6148
Non Training Operation
Club Phone: 0415 714 585
DZ Phone: 08 9736 1386
Email: lwilthshire@bigpond.com
Drop Zone 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
Drop Zone Location: KAMBALDA WEST AIRSTRIP
Aircraft: C-182

PETE'S PARACHUTING (NW) Pty Ltd

PO BOX 284, WICKHAM WA 6720
Chief Instructor: PETE LONNON
Club Phone: 0417 180 064
DZ Phone: 08 9187 0105
Email: jumpnow@bigpond.net.au
Drop Zone 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
Drop Zone 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
Drop Zone Location: BROOME TURF CLUB - RACETRACK OVAL
Web: www.skydivebroome.com.au
Aircraft: C-182

SKYDIVE EXPRESS

PO BOX 151, LEEDERVILLE WA 6903
Chief Instructor: GRAHAM LEE
Club Phone: 08 9444 4199
DZ Phone: 08 9641 2905
Email: jump@skydive.com.au
Drop Zone 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: 0439 979 897
Email: paulhogan@oceanbroadband.net
Drop Zone 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
Email: cblenco@bigpond.net.au
Drop Zone Location: VARIOUS

WEST AUSTRALIAN SKYDIVING ACADEMY

PO BOX 439, NORTHBIDGE WA 6865
Chief Instructor: ROBIN O'NEILL
Club Phone: 08 9227 6066
DZ Phone: 08 9531 1433
Email: wasac@inet.net.au
Drop Zone 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
Drop Zone Location: SWANSEA & HOBART REGATTA GROUNDS
Aircraft: C-182
Web: www.skydivetasmania.com.au



Sara Curtis