

Australian

skydiver

magazine



**CELEBRATING
3 DECADES OF
TERRITORY REL WEEK**
Anniversary Boogie
in Batchelor, NT

**BRONZE MEDAL
FOR AUSTRALIA**
World Games, Taiwan

108-WAY HEADDOWN
World Freely Record, USA

SAFETY MATTERS
Incidents & Accidents Explained



ISSN 1444-2256



09

ISSUE 47

Volume 4/2009
AUST \$7.95 INC GST

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



GAS

Visor
Impact resistant
Scratch resistant
Chemical Resistant
Anti-Fog coating

Composite Carbon Shell
Weight 650 grams - 23oz



GAS

d30 | intelligent shock absorption

Visor LoK
Designed for easy removal of visor and for Freefall speeds to +300kph

Dual aud ble pockets

Oxygen
Oxygen inlet providing easy integration of O₂ systems for the most extreme skydiving environments

Vents
Designed for easy transfer of exhaust gases

Helmet Liner
d30 Intelligent shock absorption

OZONE



OZONE

d30 | intelligent shock absorption



SONY CX100-105

www.cookiecomposites.com
Quality helmets, lenses and camera accessories plus complete customised systems available online.
Fast worldwide delivery.

Cookie



What a superb combination of disciplines! Alana Jayde Bertram & Melissa Berry forming the 2-way base of the hybrid, with Michel Cona (Froggie) hanging, Andrew Bain (Pony) in sit looking like he really wants to dock with Hayden Galvin flying his wingsuit headdown, over Batchelor Drop Zone, Northern Territory during Rel Week.

Photograph by ASM Photographer of the Year, Steve Fitchett



Matt Stitt, Glen Wilson and Ivan Klajic summing up skydiving camaraderie - best buddies, awesome location (Elderslie, NSW), late arvo sunset, all smiles.

Photographer: Sam Re

- p>4 Directors Direction
- p>5 Calendar/Contacts
- p>6 APF Office Updates
- p>11 8th World Games - Taiwan
- p>17 108-way Vertical Formation
- p>25 World Air Games - Torino
- p>29 Blaze Boogie - Corowa
- p>33 Territory Rel Week
- p>45 Interview - Trevor Collins
- p>52 Freestyle Part 3
- p>54 Book Reviews
- p>56 Ouch
- p>59 Safety Matters
- p>63 Dz Dayz
- p>71 Ring the Bell
- p>72 Parapenalia
- p>74 DZ Directory

While sitting in our little bus at Broome working on this issue of ASM, with hubby Wayne happily off doing tandems with Ralph Ford, I have had a few weeks to ponder our working holiday and just what it is like to jump around Australia.

The conclusion reached at this point of our trip is that there is nothing like travelling to other drop zones to appreciate the beauty of our nation (best way to see places is from the air, right?) and also to appreciate how accessible skydiving is to the average jumper ie. as long as you have a "B" Licence, a Display Licence and your own gear, they'll pretty much let you jump at any of the 70 drop zones around our nation, even the tandem only operations. It's only when you stop to actually think about the implications of this that you realize how lucky we are as Australian skydivers.

Plus, new drop zones means new people to jump with, other aircraft to jump from (loving the Cessna novelty jumps, no seriously, I'm spoilt at home!) and beautiful new scenery to soak up on the plane and canopy rides (there was a massive whirlpool in Roebuck Bay yesterday plus whales off Cable Beach - Broome coastline is high up there in the spectacular stakes in case you were wondering!)

Jumping at other drop zones also gets you out of your comfort zone and keeps you on your toes, so in a way, is a fabulous way to keep your complacency at bay and steepen your perpetual skydiving learning curve.

And so we dream of being on the road and living this life forever - the eternal drop zone crawl... Reality Check: Yes Dad, it's just a pipedream! It's time to go home soon, but not until we hit a few more drop zones up for some more good times!

Susie Mc

[asm details]

[Publisher]

Susie McEvoy
PO Box 178, Moffat Beach QLD 4551
Ph/Fax: 07 5492 8202
Email: susie@skydiver.com.au

[Design & Layout]

iGraphix
Amanda Hutchison
Ph: 07 5444 1931
igraphics@hotkey.net.au

[Subscriptions]

5 issues per year
Australia \$44 (incl. GST)
NZ & S.E. Asia \$58 (airmail)
All other Overseas \$75 (airmail)

[Printing House]

Peninsula Colour
Ph: 07 3633 0566

[Advertising]

Advertising rates, dimension specifications and artwork details supplied on request.

[Distributors]

Gordon & Gotch Ph: 02 9972 8841

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form: electronic, mechanical, photocopying, recording, without permission of the Editor.

The views expressed in the ASM are those of the contributors and not necessarily those of the Editor, Publisher or the APF.

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.

Marios, Amelie & Susie making the most of a spectacular Batchelor sunset



DEADLINES

Contribution Deadlines

20th October, 2009

End November, 2009

Contributors

Naomi Adam
Jamie Beck
Im Boe
Susan Bostock
Kim Brooks
Marios Christodoulou
Christine Collins
Trevor Collins
Shirley Cowcher
Louise Cross
Sandrine de Rienzo
James Evered
Donna-Lee Ferguson
Hayden Galvin
Ash Gorman
Adrienne Hannaford
Kim Hardwick
Andrew Hardy
Kim Hopwood
Tabitha Hughes
Jharna Hulbert
Mia Jennings
Brian Kirkham
Jules McConnel
Chris McDougall
Robbie McMillan
Duncan Mitchell
Anita Perryman
Ian Robertson
Michael Schenk
Glen Singleman
Ash Smith
Heather Swan
Steve Swann
Brad Turner
Laura Watson

Photographers

BJ Adams
Marco Antolini
Jamie Beck
Im Boe
Brian Buckland
Lloyd Coefield
Kelly Brennan
Jon de Wet
Wade Edwards
Jason Forde
Mick Hardy
Matty Harris
Kim Hedley
Archie Jamieson
Norman Kent
Brian Kirkham
Amelie Kolitsopoulos
Reggie Lindsay
Jules McConnel
Wayne McLachlan
Robbie McMillan
Alex Nelson
Michael Schenk
Splatman
Shannon Straubinger
Gianluca Torrisi
Erika Wiszniewski
Olav Zipser

DIRECTORS DIRECTION

CAR 209 & Deed of Agreement:

At the time of going to print with this issue of ASM, the CAR 209 should be legislated and the Deed of Agreement signed off. The CAR 209 is the CASA instrument that gives direction under the regulation applicable to the conduct of parachuting descents.

It has been a long process and has involved considerable input and cooperation between the APF and CASA with the resulting document bringing a number of changes. Some of these changes are considered long overdue and we have been fortunate to avoid the onerous position of AOCs (Air Operator Certificate). The updated CAR 209 will provide an 'AOC like' outcome offering greater assurance to the regulator and general public in relation to Jump Pilots and Jump Aircraft.

Parachuting Aircraft will be required to be maintained in Class B Charter category and will have a current maintenance release issued in that category. Each organization will be required to have a designated senior Pilot. All Jump Pilots will undergo training and an examination in accordance with the updated Jump Pilot and Aircraft Operations Manual prior to being authorized to pilot a jump aircraft.

Another amendment to the CAR 209 was the removal of the reference to targets on licensed aerodromes, currently found in Op Reg 5.2.16 (b & c). This has also been omitted from the new APF Operational Regulations as movement areas and taxiways are not considered hazards.

Operational Regulations rewrite

This has been a mammoth task undertaken by the APF Statutes Committee and is now very close to completion. It has a number of new inclusions and changes to current regulations and all members should find it a much easier document to work with.

Risk Management: There have been a number of incidents that have occurred around the Country of late that could have been avoided had those involved elected to 'err on the side of caution'. All APF Members including Operators, Chief Instructors, Instructors, Fun Jumpers, Pilots and Students alike must remain vigilant in ensuring we conduct our skydiving activities in a manner that addresses safety as our highest priority. All too often people push the limits without consideration to the adverse effects their actions may have to others or the Federation as a whole.

The APF's ability to supply Insurance to its members is 100% dependant on Risk Management. It is the responsibility of EVERY person involved in the skydiving industry (not just the skydiver) to ensure they understand their responsibility for compliance with regulations and procedures. By taking risks and pushing the boundaries you are jeopardizing the Federations ability to supply Insurance. REMEMBER – no insurance greatly diminishes the opportunity to continue skydiving!

DO NOT become complacent as YOUR decision may have an adverse effect on the entire Federation. If you love this sport and enjoy your right to skydive, protect that right; look after each other and PLAY IT SAFE.

Brad Turner, APF Chief Executive Officer



Australian Parachute Federation is turning 50 in 2010!

**Come and celebrate at the annual Conference
24th, 25th & 26th May, 2010**

Venue: Novotel Sydney Brighton Beach.
Fantastic venue – fantastic rooms – fantastic rates!

**Amenities: Indoor heated pool, on the beach,
FREE carparking, 10 mins to airport**



www.apf.asn.au
www.novotelbrightonbeach.com.au

[CALENDAR]

6TH ASIANIA VIDEO COMPETITION 2009

01st July - 30th November 2009

Contact Name: Faye Cox
Phone/Fax: 07 5446 5743
Web: www.asiania.org/files/asiania_application_form.pdf
Email: asiania@bigpond.com

PICTON BUDGET JUMP WEEK, NSW

21st - 25th September 2009

Contact: Phil Onis
Phone: 0411 86 4676
Web: www.sydneydivers.com.au

NSW 4 & 8-WAY FS STATE CHAMPIONSHIPS

3rd - 5th October 2009

Location: Sydney Skydivers - Picton DZ

Phone: 02 9791 9155
Email: admin@sydneydivers.com.au
Web: www.sydneydivers.com.au

'LET'S GET WET WEEKEND' OPENING OF NEW SWOOP POND, LANGHORNE CREEK SA

3rd - 5th October 2009

Contact: Marcus Priem
0408 475 500
Email: marcuspriem@hotmail.com
Web: www.skydiving.com.au

ATMONAUTS ARE GO! ATMONAUTI CAMP, NAGAMBIE

9th - 12th October 2009

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

WA 4-WAY FS STATE CHAMPIONSHIPS

10th - 11th October 2009

Location: Skydive Express, York.
Contact: Peta Holmes
Phone: 0409 996 469
Email: zephyrjunkie@inet.net.au

NSW CANOPY PILOTING STATE CHAMPIONSHIPS

10th - 11th October 2009

Location: Picton NSW
Contact: Robbie McMillan
0407 759 341
Contact: Sydney Skydivers
02 9791 9155
Emails: sky_fire1@yahoo.com OR
info@sydneydivers.com.au

SKYDIVE OZ LADIES CANOPY WEEKEND, MORUYA NSW

17th - 18th October, 2009

Contact: Fleur Vaughan
Email: fun@skydiveoz.com.au
Web: www.skydiveoz.com.au

RAMBLERS LEARNING CURVE CAMP, TOOGLOLAH QLD

26th - 30th October 2009

Contact: Rodney Wilson
Phone: 07 5423 1159
Web: www.skydiverambblers.com
Email: skydive@ramblers.com.au

AFTERLIFE BOOGIE & AUSTRALIAN WINGSUIT FORMATION RECORD ATTEMPT, COFFS HARBOUR NSW

21st - 25th October 2009

Contact: Lawrence on 0412 744243 or DZ 02 6651 1167 / 0400 916 600

Web: www.coffsskydivers.com.au
Email: jump@coffsskydivers.com

1ST NEW SOUTH WALES VS VICTORIA POPS CHAMPS

30th October - 1st November 2009

Location: Skydive Nagambie Nagambie Victoria
Email: POPS Australia info@popsdownunder.com
Web: www.skydivenagambie.com

SQPC STATE CHAMPIONSHIPS FS, CF, ARTISTICS

31st October - 1st Nov, 2009

Location: Brisbane Skydivers at Willowbank
Contact: SQ Parachute Council
Phone: 0429 020 865
Email: sqpcinc@gmail.com

NAGAMBIE INSTRUCTOR 'D' AFF & TANDEM INSTRUCTOR COURSE

14th - 22nd November 2009

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

FULL MOON BOOGIE, NAGAMBIE VIC

27th - 30th November 2009

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

SUMMER CAMP, NAGAMBIE VIC

26th Dec 2009 - 3rd Jan 2010

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

2010

RAMBLERS LEARNING CURVE CAMP, TOOGLOLAH QLD

25th - 29th January 2010

Contact: Rodney Wilson
Phone: 07 5423 1159
Web: www.skydiverambblers.com
Email: skydive@ramblers.com.au

NAGAMBIE \$30 BUDGET BARGAIN BASEMENT WEEK

27th - 29th January 2010

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

LUV2LOB VALENTINES BOOGIE, TOOGLOLAH QLD

11th - 14th February 2010

Contact: Rodney Wilson
Phone: 07 5423 1159
Website: <http://www.skydiverambblers.com>
Email: skydive@ramblers.com.au

[APF CONTACTS]



[APF OFFICE]

PO Box 144, Deakin West, ACT. 2600
Ph: 02 6281 6830
Fax: 02 6285 3989
Email: apf@apf.asn.au
Web: www.apf.asn.au

APF National Office - Ph: 02 6281 6830 Fax: 02 6285 3989

Chief Executive Officer

Brad Turner ceo@apf.asn.au

Technical Officer

Kim Hardwick technical@apf.asn.au

Office Manager

Susan Bostock apf@apf.asn.au

Membership Administrator

Mick Forrest membership@apf.asn.au

Accounts Officer

Craig Perrin accounts@apf.asn.au

Administrative Assistant

Ryan Genero ryan@apf.asn.au

[OFFICE BEARERS]

President

Dave Smith 0419 464 112 dave@airsafetysolutions.com.au

Board Chairperson

Jack Cross 0418 774 163 xjac@bigpond.net.au

Secretary & Public Officer

Geoff Campbell 0418 273 498 geoff.campbell@dnexia.com.au

[BOARD MEMBERS]

South Queensland

Jason Cook 0407 756 540 cookie@cookiecomposites.com
Andrew Preston 0412 697 293 preston@qldbar.asn.au

New South Wales

Grahame Hill 0419 722 577 hilly@optusnet.com.au
Theo Thomas 0418 444 246 theo@jetstreamaustralia.com

Victoria

Carsten Boeving 0401 145 489 carsten.boeving@au.bosch.com
Kelly Brennan 0438 298 326 kerplunk1967@hotmail.com

South Australia

Vacant

Western Australia

Graham Cook 0418 934 535 sthmsky@inet.net.au

Northern Territory

Trevor Collins 0401 118 203 trevor.collins@bigpond.com
Alistair Bates 0409 495 682 alibates@inet.net.au

North Queensland

Jonny Goss 0414 566 697 nqpc@mackay.net.au
Jack Cross 0418 774 163 xjac@bigpond.net.au

R.C.T.

Geoff Campbell 0418 273 498 geoff.campbell@dnexia.com.au

[HONORARY BOARD OF MANAGEMENT]

Brad Turner 0417 550 077 ceo@apf.asn.au
Jack Cross 0418 774 163 xjac@bigpond.net.au
Kelly Brennan 0438 298 326 kerplunk1967@hotmail.com
Dave Smith 0419 464 112 dave@airsafetysolutions.com.au

[TECHNICAL DIRECTORS]

Safety

Paul Osborne 0417 713 166 p1953@bigpond.com

Instructor

Mike Carre 0407 104 934 mikecarre@bigpond.com

Competition

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

Rigging

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

Judging

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

Aircraft Operations

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

National Development

Vacant

APF OFFICE UPDATES

CONFERENCE 2010 – 50TH ANNIVERSARY OF THE APF!

Next year's event marks 50 years of parachuting in Australia under the auspices of the APF and is an exciting date to put on everyone's calendars! Conference 2009 broke all records with over 190 delegates and Conference 2010 will be setting even bigger ones with a goal of 250 attendees! It will be huge and we urge all members to consider attending. Dates and the location will be advised ASAP - keep an eye out on the APF email broadcasts. We look forward to celebrating this special event with as many APF members, old and new, as possible.

APPLICATION FORMS

Old habits die hard but if Clubs can get into the practice of downloading forms as required rather than keeping printed forms on hand, we can be sure the most up to date forms are being used. As the APF Office is still very much in a 'revamp phase', changes are ongoing as we continue to streamline processes and therefore the Forms may change as well. By downloading it you can be sure it is the most current.

CLUB ADMINISTRATION FEE

The recently introduced \$10 Club Admin fee may be collected by the Club (**should they choose to do so**) and retained by the Club and should not be included in any returns to the Office. This also applies to the APF receipt issued to the member for payments taken on behalf of the APF. The Club Admin Fee should not be included and if the member requests a receipt for this fee it must be the Club's own receipt.

ATTN: IPC'S/CHIEF INSTRUCTORS/ INSTRUCTORS

As previously advised the entire examination and ratings processes have been under review with some significant changes about to come into play. The biggest changes apply to the existing Instructor 'B' with the introduction of a new DZSO rating to allow an Instructor to specialize in DZSO duties without necessarily running the first jump course. The Operational Regulation rewrite is almost completed and will include these changes however we will advise all Instructors as soon as the new system is incorporated.

NEW LOOK EXAMS

All exams have undergone a revamp to be more consistent with each other and you will start to see these out there in the field from this point onwards.

As you work through the new examination format please feel free to drop us a line if you have any ideas at all for improvement. There's a comments section at the back of each exam and all suggestions **WILL BE** considered!



THE EXAM QUESTION CONTENT is being revised as well and we are keen to receive assistance from our experienced Instructors. We are developing new revalidation exams specific to each Rating and changing the Tandem endorsement process considerably. Lots of tasks on the list!

EXAMINER'S BOOKLETS & PRACTICAL & ORAL ASSESSMENT SUMMARY BOOKLETS

have been created to simplify the examination process for both the examiner and the candidate. These booklets are to be used in conjunction with each other with a set created applicable to each specific APF course. They have been designed to replace the current myriad of paperwork that the examiner is sent. Please feel free to share your comments with us as it is only once these manuals are put into use that we will be able to gauge their effectiveness.

PACKER 'B' EXAMINATION PROCESS

As previously advised the Packer 'B' exam is to be marked by the CI/Examiner prior to being returned to the APF Office. The purpose of this is to ensure the candidate is briefed or retrained on any incorrect answers given. The CI may request the answer sheet from the Office at any time. It is taking a while for this information to filter through with some exams still being returned to the Office UNMARKED! There are litigation issues for consideration in NOT marking the exam in the field as the candidate is never advised of the results or offered retraining. Could we ask all CI's/Examiners to ensure this process is put into play?

CHECKING MEMBERSHIPS

Attention all Clubs, DZSO's, CI's etc:

Please remember to remain vigilant in checking memberships, certificates and ratings, particularly for those 'regulars' who seem to slip through the system. Often it is those closest that we overlook. The Membership lookup facility is invaluable - check and presume nothing!

Remember you are welcome to call us anytime should you require assistance or information, we are here to help.

Your team at the National Office!



gatorz
PRECISION TUNED EYEWEAR

TEAM OFF TRACK



**MADE FROM T6 BILLET AIRCRAFT ALUMINIUM
STRONGER THAN STEEL LIGHTER THAN PLASTIC**
Available from your selected skydive dealer, see more styles at
www.gatorz.com.au www.gatorzracing.com.au



**Skydive
Nagambie**
Experience The Thrill!

Full Moon Boogie

November 27th- 30th, 2009

Bigger and better than last year - XL750 and a Skyvan! All day loads to 14k as well as a heap of novelty jumps.

Load organising legends for flat (Craig Vaughan & SAS from Team Black) Free flying (Dingo & Pony) Hayden Galvin wingsuiting, Barry Calver bigways can cater for all your boogie needs.

Proudly sponsored by



Registration essential - Contact us on:

Ph: +61 (03) 5794 1466 email: jump@skydivenagambie.com



DEEPEED

Deepseed
 Skydive  Dedicated Hardware
 ph+647 376 7136 fax+647 376 7142
 www.deepseed.com



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

DEEPEED SKYDIVE DEDICATED HARDWEAR



Australian

skydiver

magazine

50th ISSUE WANTS YOU

Coinciding with the 50th anniversary of the APF is the 50th issue of ASM - perfect timing!

A bumper “collectors style” issue is already in the planning stages. Making a success of this issue will be a major undertaking and simply cannot be done well without your **input**.

All drop zones and clubs are encouraged to submit **The History** of their drop zone (1 page max).

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, student training, tandems etc. etc. or you might have an idea for another interesting and suitable article (2 pages max).

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. This might be just one event or 20 notable events. 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

susie@skydiver.com.au

As you can appreciate, this will be a big jigsaw puzzle to produce. I ask that you please contact me as early as possible about authoring articles and if you intend to include your drop zone’s history.

Susie Mc - Editor - 0438 928 202 - susie@skydiver.com.au

PHANTM

J U M P S U I T S

P H A N T M · C O M · A U



P H A N T M · C O M · A U

Aussies Represent at the 8th World Games in Kaohsiung, Taiwan



The World Games 2009 Kaohsiung

Words by Jules McConnell

Photos by Robbie McMillan, Jules McConnell & Craig Bennett

Weather Forecast Wednesday 15 July

Kaohsiung, Taiwan: 26-33 degrees, possible thunderstorms (due to an impending typhoon south of the island)

Picton, Australia: 7-15 degrees, Afternoon clouds

9 Aussie skydivers (5 competitors, 3 officials, 1 official cheer squad) were amongst 4,800 participants of 31 sports from over 100 countries who were generously welcomed by the people of Kaohsiung, Taiwan for the 8th World Games – the Olympics for Non-Olympic Sports.

Sounds huge? Well, it was!

Michael's upgrade into business class on his flight over was the start of a fortuitous trip - is this a sign of better things to come?

From the moment we stepped out of customs, we were treated like royalty – ushered by smiling volunteers wherever we needed to go and at midnight, after a 15 hour flight, when we thought all we needed was to go to bed - we were tiredly mistaken and led onto an air-conditioned bus to the accreditation centre where we were greeted by more volunteers, to officially check in for the Games.

Being so late, they whisked us through signing paperwork and we received a bag full of goodies - including a security pass which allowed us VIP entry into all events (*which came in handy on weather days to check indoor sports like sumo and gymnastics), a free 2 week bus/ferry/train card and a Simcard with \$200 Taiwanese (about 4.5 minutes calling time to Australia).

Jet Lag Day - All the Aussies met up for breakfast including Ray Williams and Lindy Rochow-Williams (judging) and Graeme Windsor (IPC President). We had a day to orient ourselves (no pun intended) with the city, so took an adventure to the venue for Air Sports, Metropolitan Park. Tom Gilmartin was busy at work on the purpose built swoop pond – where he spent the remainder of the week working on his tan as Course Technical Director for Canopy Piloting.

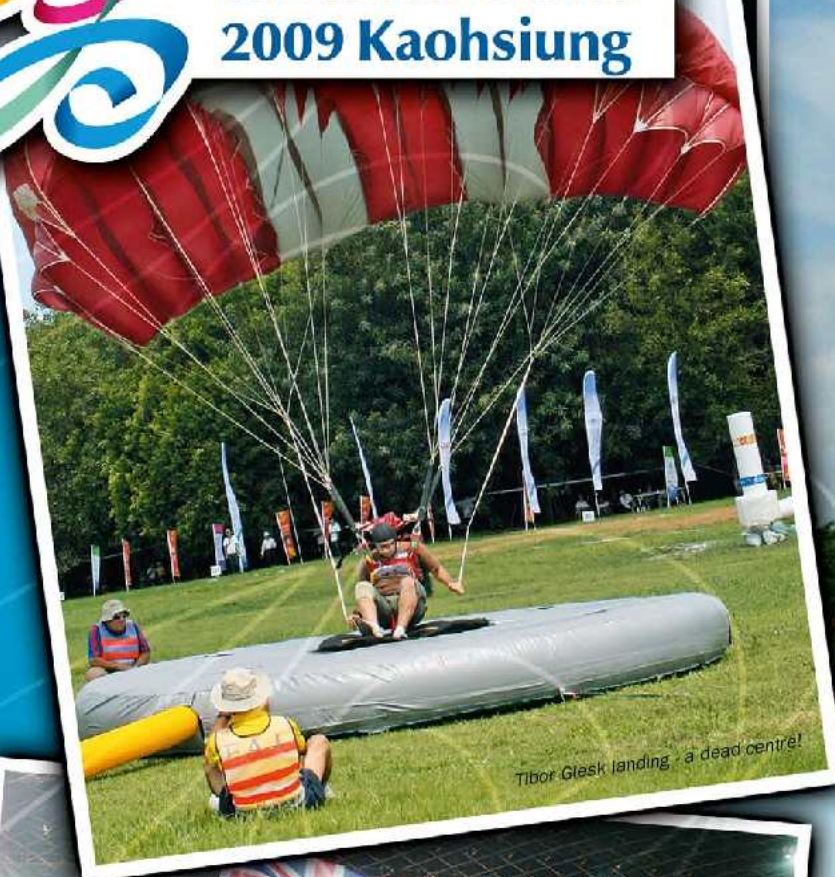
That evening, the opening ceremony was on par with an Olympic Games opening – the purpose built stadium filled to over capacity with 40,000 people seated in the arena and hundreds more packed around the fences outside! What they saw was a spectacular performance of Taiwanese history and culture displayed by local artists, followed by the athletes parade, speeches, singers and finished off with a mega fireworks display – “Made In Taiwan” style – HUGE!

“Your heart lifts in shock of 40,000 people roaring as you enter the stadium, alongside your teammates and newly found comrades following the Aussie flag!” Jules reminisces.

Just so happens, waiting for the parade to begin, more than 5,000 kms from home, amongst a crowd of thousands, who do we run into, but rock climbers from the Blue Mountains who just happen to coach Big Kev's daughter, Susan – small world, huh?!



The World Games 2009 Kaohsiung



Tibor Glesk landing - a 'dead centre'!

Robbie McMillan swooping the pond



Well, it was a long night in the arena, so off to bed for an early start tomorrow at the auspicious "Ever Luck Hotel" — all Airsports stayed in the one site making for a very social experience with fellow skydiving competitors/legends from around the globe. Plain clothed police on every floor soon made us realize how big an event this was!

Official Practice Day – A slow start to the event – holding an International Skydiving meet at a venue where there has never been skydiving before is not an easy feat – new pilots learning to fly jump runs, manifest learning to make calls, judges awaiting vital judging equipment, testing ground to air video feed. There was a lot to practice in one day! The weather wasn't too kind either, not to mention our day getting shortened as the airspace was closed due to the President of Chinese Taipei flying into Kaohsiung for the World Games opening ceremony! So by the end of the day – CF, Artistic and FS got off the ground, while Classic Accuracy and CP were yet to check out the birds eye view of Kaohsiung from a BK117 chopper.

Day One of Competition – A brief Airsports opening ceremony was held at Metropolitan Park to make the most of the decent weather and get comp started. Everyone got in the air today despite the challenging conditions – hot, humid, turbulent air landing in a park surrounded by trees, a grandstand and large marquees. Conditions described by Robbie as "like flying through soup" was fairly accurate. Tibor finished two rounds of Classic Accuracy, Robbie got one round of Speed in CP and Oookoonono put a decent score on the board in CF to put them equal 2nd with Russia! With an impending typhoon on it's way, the Aussie CF team were smiling, "bring on the typhoon!"

CF Teams were treated like rock stars this afternoon signing umbrellas, t-shirts, hats and ticket stubs at an autograph/photo session with hundreds of fans lined up at the signing booth!



L-R Back: Graeme Windsor, Crash, Lindy Rochow-Williams, Jodie Prime, Tibor Glesk & Ray Williams
L-R Front: Jules, Vaughanie, Tom Gilmarin & Robbie McMillan



“The World Games continue to provide an invaluable opportunity for athletes from a variety of sports not currently on the program of the Games of the Olympiad to compete in their own elite multi-sport event and represent their countries as members of a delegation, with National Olympic Committee involvement and support in an increasing number of cases. The World Games, for this very reason, play an important role in the sports framework of the Olympic Movement.”

Jacques Rogge
President



The judges Ray and Lindy were being kept busy, multi tasking between disciplines. The new system of live judging with air to ground transmitting seemed to be working well - they only get one look at each round and the scores posted instantly.

Day Two of Comp - the typhoon had come closer to the island of Taiwan (Chinese Taipei) and jumping canned for the day, so Ookoonono, Tibor and Jodie went on a ferry trip to Cijin Island where they hired tandem bicycles and explored, while Robbie hung out with the swoopers for an entertaining day of Sumo! Then later on the Aussie skydivers split up to check out some of the other Aussie teams in Gymnastics and Sport climbing. At the end of the day, Ookoonono lay to rest happily with thoughts of a strengthening typhoon!

Day Three – strong winds drew the day out at the competition site. While waiting, my traditional Taiwanese rice birthday cake got passed around the hall to many mixed opinions of the Playdough-like substance! CF eventually got in the air again to claim a new Aussie record of 16 points (previously 13) and put us in 2nd place ahead of USA, “bring on the typhoon!” was heard echoing once again through the Aussie camp!

We landed miles from the drop zone and were kindly brought back by friendly locals who were very surprised to find westerners landing in their backyard! Too windy for CP and Accuracy to get off the ground today.

The meet was running a little faster now that the Taiwanese CAA had figured out that it was safe to allow two helicopters in the air at once and a twin engine BK helicopter can actually haul 6 people easily to 13,500ft for the artistic events.

Day Four – Ookoonono continued to smash records, scoring 18 on round 4! Tibor put a zero on the scoreboard on his second jump of the day - outflying and outscoring world champions... Robbie smashed both his Distance runs, to place him second in this event. He made a huge achievement and met a personal goal as well - to take a round off “swoop guru” Jay Moledski - in fact the only round in this competition that Jay didn't win!

Conditions got challenging in the afternoon, one round of Zone Accuracy saw Robbie and Brazil's Marat Leiras take a tumble in the woodchips to score zeros, but luckily come away unscathed.

The heat really took it's toll on the judges today, standing out in 34% and 80% humidity for hours at a time left a couple with heat stroke in the middle of the day!



The World Games 2009 Kaohsiung

Vaughan & Jules in the main stadium at the Opening Ceremony.



Team Ookoonono in action

Day Five, Last Day of Competition – The day started with CP and Accuracy before the winds went over limits. This morning was very challenging for these events, as any amount of wind is intensified with the heat and the bowl they had to land in. Lots of speed rounds were given rejumps due to malfunctioning sensors and unfortunately Robbie's smoking run was one of them! Rejumps in Classic Accuracy, then some solid scores by the leaders left Tibor 2cm off a bronze medal and clearly ahead of his other opponents in 4th place.

Ookoonono kept up their solid performance whilst achieving all their goals:

- Breaking the Aussie record ✓ SMASHED!
- Beating the US team in one round ✓

- Beating the French ✓ SMASHED!

...And they finished on the podium with a bronze medal! WOOHOO!

Thank You

All Aussie competitors would like to thank the APF Sport Development Fund and their respective State Councils: Tibor (SQPC), Robbie and Team Ookoonono (NSWPC) for their support. Robbie would also like to thank Daedulus Canopies, Gold Coast Skydive and Sydney Skydivers.

Ookoonono too wish to thank their supporters from Parachutes Australia, Performance Designs, Brisbane Skydivers and especially Skydive Oz for their continued support throughout their training and providing an awesome location to jump!

Results

Canopy Formation

Team	R1	R2	R3	R4	R5	R6	Total
1. USA	x15	15	15	23	15	16	84
2. Russia	13	19	x12	21	13	14	80
3. Australia	13	16	x12	18	12	12	71
4. France	11	13	11	15	11	x9	61

Classic Accuracy

Name	Country	R1	R2	R3	R4	R5	R6	Total
1. Stefan Weisner	Germany	0.01	0.02	0.01	0.02	0.01	0.02	0.09
2. Robert Juris	Slovakia	0.02	0	0.01	0.03	0.01	0.02	0.09
3. Liubov Ekshikeeva	Russia	0.06	0.02	0.01	0.02	0.01	0.02	0.14
4. Tibor Glesk	Australia	0.01	0.06	0.02	0	0.03	0.04	0.16

Canopy Piloting

Rank	Name	Country	Acc	Distance	Speed	Total
1	MOLEDZKI	Canada	200 (1)	199.924 (1)	200 (1)	599.924 (1)
2	BATSCH	USA	141.941 (2)	160.519 (6)	166.533 (3)	468.993 (2)
3	LEIRAS	Brazil	71.621 (8)	169.287 (3)	176.014 (2)	416.922 (3)
4	McMILLAN	Australia	43.243 (9)	190.395 (2)	148.262 (4)	381.9 (4)

For all info on World Games and Results go to website <http://www.worldgames-iwga.org/>

International Olympic Committee



Photo courtesy of KOCC-ONS



Australian CF Team "Ookoonono" are celebrating their last three years together with an A4 bound photographic wall calendar including important skydiving dates - boogies, competitions, training camps etc. for only \$25 + postage & handling!

This calendar is a fundraising opportunity for the Australian Team on their quest to 'smashing more records' at the 14th FAI World Canopy Formation Parachuting Championships in Menzelinsk, Tatarstan (Russia) from July 31st to August 6th, 2010.

To order your limited edition 2010 Skydiving Calendar email Jules at juliamcconnel@yahoo.com



Robbie McMillan touching down





Spring Special!!!

**Free Standard shipping
for all Australian orders
for September and October 09**

And as usual

**We won't be beaten on price
for any skydiving equipment!**

Factory authorised dealers and best prices for:

- PD Canopies (8 days to your door from PD stock list)
- Icarus Canopies
- Containers: Javelin, Vector, Icon, Wings and Mirage
- AADs: Cypres, Vigil and Argus (always in stock)
- Cypres servicing (fastest in Australia)
- Instrument: Altimeters, Audible's Etc. (huge stock)

Our price beat policy only applies to written quotes by Australian dealers who include taxes and shipping

- Inner city location
- State of the art Website
- Excellent advice
- Lots of new and pre-owned gear
- Ever growing stock of all accessories
- Full time friendly phone service



83 Main Street
Osborne Park WA 6017
Phone : +61 (0)8 9242 2222
Fax : +61 (0)8 9242 2211
Email : enquiries@waycool.com.au
Web : www.waycool.com.au

RELATIVE WORKSHOP



Larsen & Brusgaard

MIRAGE

CYPRES 2

Performance Designs



OPTIMA

Neptune

Altis-2

July 2009

A collection of the world's best Freeflyers gathered at Skydive Chicago during SummerFest to attempt to break the existing 69-way vertical Formation record.

The record was organised by Freefly legends Mike Swanson, Alaska Jon, Rook Nelson and Mick Nuttall.



Skydive Chicago was the perfect place to host the record, built by Roger Nelson in 1993, the drop zone is skydiver heaven - swoop pond, private lake with wakeboarding and a bar, a small village for a caravan park and a hangar which includes an auditorium, movie theatre, multiple bars, gear store, gym and space to park several Twin Otters. During the week at Summerfest there were 100-way belly sequentials, 40-way wingsuit jumps and the 108-way vertical formation record, but it didn't feel crowded at all.

Initial recruiting was done by selection. You had to be recommended by organisers based on your performance at pre event head down big ways around the USA, Europe or our recent Aussie record. Participants of the record included the best of the best. The top 4-way VFS teams, the top artistic freefly teams, the whole Babylon crew, a team from the recent 51-way European record and an Aussie contingency of James Evered, Strop, Adam Long and Nimmo with Erica Tadokoro, Cath Comyns and Scatty on the bench (along with 44 other willing participants) plus another 10 or so Aussies cheering them on.

With the attempts starting on Thursday, we had 5 days to do some incredible warm up jumps. There has never been such a large collection of high quality freeflyers in one location.

Vertical jumps included 6 point 16-ways with block moves, multi-point 22-ways and a few sunset load 45-ways. Vince and Fred of Babylon organised some amazing moving jumps. These were incredible jumps to be on. Trace jumps are basically pushing the flocking style into new heights with 10, 12, 16 and even up to an 18 way group. Building a head down point first then move the group off into a flock, then splitting the group into two to carve around each other creating some amazing visuals for anyone at the back of these groups!

The record was designed to be a 108 person formation. This was due to the available aircraft - 4 Otters and a Skyvan. The plan was to launch an 8-way base out of the Skyvan, except the plane blew up the day before the attempts started so an emergency Otter was flown in. The base would now have to exit from the Otter which created some additional challenges to keep on-heading and built fast.

108 way

vertical formation world record

By Kim 'Scatty' Hopwood and James Evered Photos by Brian Buckland & Norman Kent Dirt dive photos by Olav Zipser



108 way vertical Formation world record

SummerFest Stats

831

registered
participants
for the week

702

loads were
made from
5 Twin Otters

1 Skyvan

1 King Air

and the next
action-packed
fun-filled
summerFest
adventure is

July 24 - August 1

2010

The Wednesday was the unofficial warm up day for the big ways and started with some base training (getting sorted with the side door exit)... the 44-way base had a challenge - to build within 15 to 20 seconds otherwise the rest of the formation would not have enough time to build before break off. This was an amazing set of jumps to be on and set the pace for the next two days. Later that afternoon a third aircraft was brought into the mix and we were having a go at 65-ways... just warming up!

The first official attempt day kicked off with some 80-ways as we were still one Twin Otter short of the full record attempt. The first jump went well except for one entire plane missing the exit! Lack of communication between pilots saw 22 jumpers climb out to witness the 3 other planes start their descent, the rest of the formation having left over 20 seconds earlier. That plane then went on a second jump run and the jumpers free-built a 22-way head down speed star, a testament to the talent of jumpers on the load.

During these 80-ways the organisers were harsh and the axe was sharp, cutting 3-5 people every jump. Some of the calls were definitely not fair and Strop unfortunately copped one of them, not being able to dock on the formation due to some badly presented grips on the pod in front.

The following day saw the arrival of the 5th Twin Otter and it was on for real. From the ground, the first official 108-way attempt looked good. The exit altitude was 17,000ft and first wave break-off was 7,000ft, so with only 10,000ft or 40 seconds working time, everyone had to move fast. At break-off there was 103 people on the formation; an amazing first attempt showing the calibre of participants. The people who didn't get in the formation were cut and Erica was called up for the next attempt. She did an awesome job to get in her slot and the formation built with only 4 people out.

The third attempt was again close, however there was some problems on Erica's pod and she was cut; another Aussie victim of the ruthless calls. On that same jump a big name jumper from the US was in the wrong slot, admitted it and knee-capped himself off the group... How is that for falling on your sword.





108 way vertical Formation world record

Scatty was then called up on the fourth jump. After several more close attempts the record was submitted for judging on the 6th jump of the day. The next day was going to be bad weather which would only leave the last Sunday of the event to try for the record. This meant there would be no party so was to be avoided at all cost!

The formation looked good except one outside pod closer was on the other side of the formation. 107 people looked on in angst as he carved around the entire formation. He got into his slot a few seconds before break off and the stingers were on instantly.

With judges on site, after several hours of finger crossing, the group was called in to the auditorium. When the record was officially announced everyone went wild. Champagne and a case of Patrone Tequila ensured the party was immediately kicked off. Australians featured prominently during the festivities. Due to censorship law no more detail can be given. Let's just say golf buggies and strip clubs were involved. Ask your local freefly organiser for more information.

In the end there were 4 Australians on the record - James Evered, Adam Long, Scatty and Nimmo, and it was achieved in only 1 day. A day which saw 108 representatives from 16 countries do 6 x 100+-way formation jumps over Skydive Chicago to break a world record! An awesome attempt all round.





RECORD HISTORY

YEAR	SIZE	LOCATION
2009	108 Way	Chicago, USA
2007	69 Way	Chicago, USA
2005	53 Way	Perris, USA
2004	42 Way	Perris, USA
2003	24 Way	Sebastian, USA



108 way vertical Formation world record



INSIDE VIEWS

"My slot was a second stinger on a pod, which was on another pod, which was on another pod! I was exiting from the right trail plane next to the base plane. This was an awesome slot because I was close to the base from the start so had an amazing visual of everyone flying down to the formation. The first jump when I was called up off the bench was pretty terrifying as I didn't know what to expect, or if I would find my slot. Luckily I had a spare pair of underpants. I got in my slot and each jump became more enjoyable. It was the craziest visual seeing 107 other people in the air flying in formation." *Scatty*



"From the day I received my invitation I was relieved, excited and over the moon. I hadn't been to the States for many years and I was looking forward to going back. I decided to turn up for the whole Summerfest event to get a feel for the place and to try and shake the jetlag before the big event. The catch up with everyone was amazing and the fun jumps were even better. What was incredible was being on the 'A' group for the warm up jumps of the 44-way base and the 65-way through to the 80-way test day and onto the 108-way record jumps. Seeing the progression through all of these jumps was mind blowing. Flying into my slot on the 108-way docking on Adam and looking over the heads of the pod in front of us, seeing the other side of the formation to where Scatty was and thinking, "wow how solid is this group flying together." When can we do more of this?" James



TALON

FS

FOR YOUR

**THE TALON FS IS THE
ULTIMATE IN EXTREME...**

Formation Skydiving
Freefly Skydiving
Free Style

Specified by www.parachutesaustralia.com



Wrap-a-round
bridle protection
system



Secure upward
closing main
pin cover



Body contoured
horizontal webbing
for unsurpassed form,
fit & comfort



Standard features
of stainless steel
harness rings



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



Contoured shoulder
and chest harness
shaping. Maximum
riser and housing
containment.



EXTREMES
NEEDS

FOR FURTHER INFORMATION:

www.parachutesaustralia.com



22 BOSCI ROAD, INGLEBURN NSW 2565

EMAIL: SALES@PARACHUTESAUSTRALIA.COM

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

WEB: WWW.PARACHUTESAUSTRALIA.COM

WORLD AIR GAMES

TORINO 2009

By Robbie McMillan

Photos by Robbie McMillan and Gianluca Torrasi

The objective of improving knowledge of the world of air sports and exploiting their educational and social potential led the FAI in 1995 to launch a multi-disciplinary, aeronautical initiative in the spirit of the Olympic movement, the World Air Games. The first two editions, held in Turkey (1997) and Spain (2001) were an opportunity to test the concept, acquire experience and take advantage of the invaluable "lessons learned". Unfortunately during these events the different disciplines were spread out across the country and unless the public were prepared to travel great distances, were unable to witness the spectacle of flight in all of its many fashions.

Thus an entirely new formula was conceived for 2009. A test event was held in Wanaka, New Zealand in December 2007, proving that many disciplines of flight could perform in the same arena to a timetable that not only made the whole event exciting to watch, but allowed the public to have a have a seat in the aircraft. Ultimately they aimed to create an appetising platform for TV, internet, the media and other external partners.

The City of Turino in Northern Italy, has a century-old industrial tradition. Her industries are famous world-wide in the fields of automotive, specialised carriage work, aviation and space, precision tooling and machinery, electronics and fine food. Parallel activities such as static exhibitions, demonstrations and flight simulators at the airport allowed the public to understand and interact with the air sports.



Turino is in the foothills of the Italian Alps and was home to the 2006 Winter Olympic Games and already had the infrastructure needed to host such a large event. Their aim was to create a sense of cohesion between different Air Sports disciplines and encourage friendship between the best air sports athletes in the world. The sports included Powered Aerobatics, Glider Aerobatics & Cross Country Racing, Ballooning, Hang Gliding Aerobatics & Speed Runs, Helicopter Parallel Slalom Races, Microlight Weight-Shift Pylon Racing (these aircraft can attain speeds of 200 km/hr while racing 50ft off the ground) as well as Paragliding Aerobatics and precision landing, Paramotor Parallel Precision Tasks, Hand Thrown Gliders, Radio Controlled Artistic Aeromodeling Aerobatics and even a Fly-In & Workmanship contest for publicly constructed aircraft. The FAI wanted to show the public the various air sports and promote public participation in air sports, attracting new participants, particularly youth, to the various air disciplines. Most importantly, the event was held to find the Champions of the World Air Games.

The opening ceremony was held in the Piazza San Carlo (the town square) amongst the remarkable architecture that the city has to offer. The packed square welcomed the competitors with performances by traditional dancers, an impressive falconry show and a grand parade of all competitors across the stage and to join the spectators in the front of the Piazza. Everyone joined in one voice to sing 'Volare' (to fly or to soar). As everyone began to sing, the Pilatus Porter ran in over the top to drop the Red Bull classic accuracy

WORLD AIR GAMES



team along with other competitors out at 2,500ft. To the delight of the crowd they performed a down plane at low altitude and then landed in a very tight area onto concrete in the middle of the Piazza. The World Air Games was officially opened by the President of the FAI, Pierre Portmann and the Games cauldron was lit in similar manner to the Olympics.

The event was primarily held on an airfield in Turino. Other events such as Ballooning, Paragliding and Hanggliding were held in nearby towns. There were at least 15 competitions daily, involving 10 different disciplines, held during a full week of competitions. It was a non-stop spectacle; every minute had its own special excitement. Most of the events were held close to the spectators, though some events such as gliding utilised innovative technology such as GPS units which allowed the aircrafts position and climb rate etc. to be displayed over a Google-Earth map. Cameras mounted in and around the aircraft, as well as helicopters with tracking cameras were broadcast on Maxi-screens on the competition sites as well as in the city. This allowed the public to learn more about the competition and get a bird's eye view of the spectacular mountain scenery. This also allowed a worldwide television and internet audience to tune into the games.

Only the best athletes in the World are invited to the World Air Games. The top 16 competitors from the previous world championships were chosen for the Canopy Piloting Event. I was fortunate enough to be the only Aussie competitor to qualify. The other parachuting disciplines were Classic Accuracy and 4-way Rotations in Canopy Formation. Originally there were meant to be freefall disciplines as well, though due to the global financial crisis, these events had to be scrapped. Australia was well represented by judges and officials by Lindy Rochow-Williams, Faye Cox, Ray Williams and Graeme Windsor as President of the IPC and Head of the Jury. They were all kept very busy juggling several disciplines in the tight schedule.

It was an interesting competition for all disciplines of parachuting as normally we aim to fly when conditions are best, ie. generally in the morning and evenings when the air is cooler, smoother and generally more consistent. Due to the large number of events being held from morning to night, we often jumped in the middle of the day in thermic and challenging conditions. We were granted one practice jump for each event of Speed, Distance and Accuracy, which helped to tune our eyes in to the new pond on a new DZ that no one had ever swooped at before. To make life more interesting; for the first time ever the distance event was run the opposite direction on the pond, making setting up to swoop even more challenging.



The wooden plane is a replica of a 1910 aircraft called the *Viaicu #11*. The machine is obviously built out of modern materials and is too heavy to fly.

This fly by is a salute by the Italian Paramotor team to the athletes of the World Air Games

You can only imagine what a nightmare the event would be if the weather turned against us, fortunately the competition ran smoothly and on schedule. The only event that isn't affected by weather was Indoor Aeromodelling. The aircraft weigh less than 150g and are affected by even the slightest of wind currents, so even the air-conditioning was switched off in the arena. Competitors of all ages amazed us with manoeuvres that no other aircraft is capable of. To make it even more impressive they flew in sync to a two minute compilation of fast and slow music.

Jay Moledski was the World Air Games Champion for Canopy Piloting in a closely fought tussle with PD Factory teammate Ian Bobo (Silver) with Fransisco Neri from Venezuela in Bronze. In a closely fought CF competition the Russians were the champions, closely followed by France (silver) and Sweden (bronze). The Accuracy event champion was Istvan Asztalos of Hungary, Silver medalist Dimtri Maximov from Russia and Bronze medalist Jindich Vedmoch from the Czech Republic. After having a crap last day of competition I dropped a few positions and wound up in a commendable 10th place. The Italian people were very friendly and made the entire

experience a very memorable one. It was very interesting to meet competitors in different disciplines and to marvel at their majesty in the air.

The highlight of the Closing Ceremony was a very impressive display by the Swiss Air Force in a fleet of Pilatus aircraft that performed an impressive display of formation flying followed by an equally impressive formation of Paramotors proudly each carrying the Italian flag. The award ceremony was held so that all Airmen could cheer the champions and medalists in each discipline. Everyone could finally let their hair down and party the night away.

I would personally like to thank everyone in the APF for Sport Development Funding as well as the NSW Parachute Council for training jumps for both the World Air Games and the World Games in Taiwan. Also to Phil Onis from Sydney Skydivers and Roger Mulkey from the Funny Farm for providing great training facilities. A huge thanks to Archie Jamieson of Gold Coast Skydive for helping me to get there. The World Cup in South Africa in December will be the next assault by the Aussies on the Canopy Piloting World Arena. BRING IT ON.

Swiss Military



Helicopter Pylon Racing



Every kid's dream - a remote control jet



Robbie exiting



Aussies - Graeme Windsor, Lindy Rochow-Williams, Robbie McMillan, Faye Cox and Ray Williams

Vigil

*Wherever you fly,
your "Guardian Angel"
always flies with you.*

Photo & artwork Willy Boeykens

www.vigil.aero



BLAZE BOOGIE

Corowa JUMP SHAK – Corowa NSW

Wednesday

The sound of the plane arriving sends a race of excitement through the few people here to start the Boogie off. Adam (the Pilot) gets down from the Caravan, sniffing and snorting as he has caught a bad cold from the jumpers at Bachelor. "Not a good start to the Boogie, when the pilot is sick", thought the staff.

The weather is fairly ordinary so the rest of the day saw lots of relaxed skydivers catching up on their sleep and emails. Adam took his chance to rush to the local chemist to load up on drugs for the week. It was a really early night for him, going to bed approx. 2 o'clock in the arvo and not rising again until morning. Andrew Barker, our Flat Load Organiser, spent most of the day imparting his knowledge with our new 'A' Licence jumper, James, who is now into his B-Rel's. Early night for most, hoping for an early skydiving morning.

Thursday

A couple more "sporties" had arrived, but now the weather had changed from low cloud to high winds. DOH! Certainly no early morning rises for anyone and the staff looked worried and bored. Most of the morning saw the jumpers packing 'chutes, eating breakfast at the Tabu-U-Lous Café and our freeflyers trying to decide what cool games they could play in the sky.

Lunchtime and the Caravan finally gets to start. James and Andrew put all that theory of B-Rel's into practice and by his 3rd jump, James nailed it. Well done James, you will be a 'B' Licence in no time! The freefly boys, Tomy and Phil, decided that some "Horny Gorillas" and other linked exits were the flavour of the day, with their 2nd last jump being a flour bomb. The staff enjoyed it most as it looked awesome from the ground! By the arvo, most of the divers were a little too relaxed and didn't really want to jump again, apart from Phil and Tomy, so we sent the 182 up just for them. By the time we got that all organised and out of the hangar, only one load got to go. Considering it had to be then put back in the hangar, Tim (owner) was not impressed!

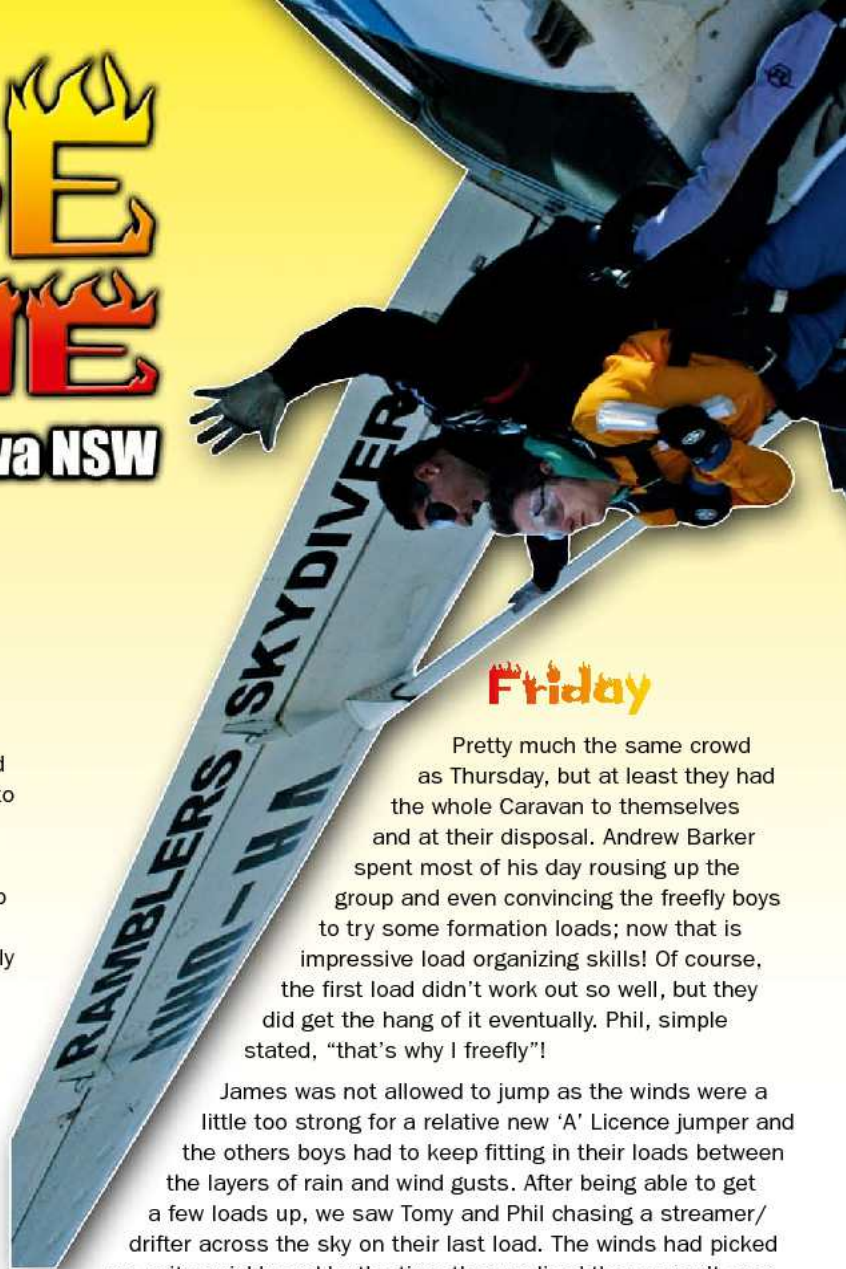
An early day again as people were tired and the winds had picked up again, so the beer bell was rung, grog started flowing, fireplace was stocked, tea was served and the freeflying DVDs came out. The skydiving tales started and we had a very "chillaxed" night. Adam was in bed early again and it didn't seem like he was getting any better.

Friday

Pretty much the same crowd as Thursday, but at least they had the whole Caravan to themselves and at their disposal. Andrew Barker spent most of his day rousing up the group and even convincing the freefly boys to try some formation loads; now that is impressive load organizing skills! Of course, the first load didn't work out so well, but they did get the hang of it eventually. Phil, simple stated, "that's why I freefly!"

James was not allowed to jump as the winds were a little too strong for a relative new 'A' Licence jumper and the others boys had to keep fitting in their loads between the layers of rain and wind gusts. After being able to get a few loads up, we saw Tomy and Phil chasing a streamer/ drifter across the sky on their last load. The winds had picked up quite quickly and by the time they realized they weren't over the DZ anymore and it was too late to turn back. Tomy ended up landing in the cemetery and Phil in with the local sheep.

The plane was tied down after the weather winning the never ending fight with skydivers and the pilot made a hasty retreat to his room for some more rest. Tea was served and after relaxing in front of a much-needed fire, a few more jumpers arrived. They spent the rest of the night pretty much drinking and playing the arcade game. I think Dingo won the "Space Invaders" challenge but that all depends on who you talk to!





Saturday

Everyone is happy as there are blue skies, no cloud, no wind and it was only a little frosty and crunchy underfoot! (-1 degree overnight). The weather never changed the whole day, giving the Blaze Boogie a chance to really make a go of it. Some loads were a bit light, but thanks to the tandems plus Simon, Kobi and Dingo, we did fill most. The staff were running around trying to make sure everything was going smooth (especially since its only their 2nd Boogie) whilst the sporties were having fun in the sky and the jumping staff were feeling the effects of that low temperature over night.

By the end of the day, a few of the staff seemed "broken". Mike Wildish was buggered and went to bed at about 9pm, having stated that, "he had never done so many tandems in one day". Thanks Mike for your hard work! Crash hadn't done so many flat cameraflying jumps in ages, being the cameraman for his 2-way Canopy Formation team. It didn't help that he had also caught the cold from the pilot as well! Rob Ellery had a good one, coping with the work even though we kept changing him from camera to AFF to camera and so on. Thanks for all your hard work guys. Bill Bleazard took it all in his stride, used to coping with pretty much anything that the Jump Shak throws at him. Thanks Bill.

The daylight went fast and we missed out on one tandem skydive, even if it was only by about 30 seconds. With the last load up, the beer bell rang and the Bourbons and Crownies were inhaled. The Jump Shak had also hired a frozen margarita machine, which was probably not the best thing for the middle of winter, but gee were they nice! The arcade machine got a workout with the Space Invaders Challenge continuing and of course more skydiving stories and DVDs to watch. The hardcore partygoers were out by the Blaze Bonfire and only came in for food and drink. Tea was a Singapore Inspired Banquet with cabbage and beans and chili – not sure how that will go tomorrow! With most of the staff

being tired or sick, there was only a few left at night who got the full enjoyment of the bonfire. When the fire dwindled down, the small herds moved inside to the fireplace where Nigel had us entertained on the history of Corowa DZ. The rest of the jumpers headed off to bed in dlibs and drabs until it was time to call it a night.

Sunday

The morning did not appear to be as fine as Saturday, but good enough for jumping. There was an AFF Stage 1 Course and with friends and family to watch, the Café was flat out. The students did well, with only one of them having to do TAF. Andrew and Dingo did well to rustle up the foggy head jumpers to get on loads. Noreen finally ended up getting her Star Crest after only the 3rd try. Well done Noreen, you deserve it! Congrats to all those jumpers on her Crest for doing your little bit to help out. Apart from a popped ear drum (which pretty much finished her jumping for the day) Noreen had a great time, as well as her mates, Ross and Lyndon. The rest of the day went much the same, with some sporties not being able to jump because of catching that feral cold. Loads finished early on Sunday having jumped all the students, popped eardrums, the free fly boys running out of cash and the staff either tired or sick. Ross, Noreen and Lyndon called it a day and packed their things to leave and after tandem cancellations on Monday, most other jumpers decided to follow.

It was a very small Boogie but the owners would just like to thank everyone who came, especially those returning jumpers. Thanks guys and girls. Thanks to all the staff and Craig Vaughan who got rustled up at the last minute for dives on Sunday. We appreciate you coming and jumping with us. Thanks to the pilot who flew all week even with that head cold and constant nauseas feeling. To Al McVinish who supported me and sent the plane down and of course once again to all those who came in the middle of winter. Maybe, next year we shall try a September Boogie!







TM Wildman with passenger Andrew Kelman over Wallangang, NSW Photo: Robbie McMillan

Icarus
GANOPIES

NZ Aerosports Ltd +64 9 3600045 attila@nzaerosports.com www.nzaerosports.com

Also available from Parachutes Australia + 61 2 9829 5355



I've always thought you should have your passport stamped when you go in and out of the Territory; you cannot compare the place or the people (or the shenanigans) to other states of Australia; it's something else (put mildly).

Perhaps the stamp inbound should have a warning label and by the end of an outrageous two week stint up there, the stamp outbound indelibly inked, something like "survivor", because invariably, that place and those people have such a strong effect on you, for some the effect is permanent, a marked mind shift. I'm talking from

experience as I've been running Territory escapism for 10 boogies in a row, that place and those people are in my heart and the shenanigans, well, etched into my memory bank forever. Some might say I'm waffling on here, but that old cliché springs to mind – "You Never Never Know if You Never Never Go". Wasn't that a successful advertising slogan? Because it's so true.

The boogie is one thing – you know the drum - 2 turbine aircraft; great load organizers; 170 boogiers who went up down, up down, up down all day and their beers went down, down, down, down, down all night; an absolute blast was had by all and sundry; can't wait 2 years to do it all again - the standard high-end boogie.

This event is more than just a boogie and it's for exactly this reason that makes Rel Week stand out amongst the crowd of boogies in today's modern skydiving world. Batchelor has guaranteed perfect warm weather every day (very exciting being the middle of winter); the drop zone is an oasis in the middle of the Territory dirt and dust (particular thanks this year to Naomi and Flower); the location is only a few kilometres from big name National Parks and World Heritage areas of Litchfield and Kakadu; the boogie boasts The Big Day Off (barramundi fishing, mud crabbing, waterfalls, jumping crocodiles etc.); and the locals are just so hospitable and largely entertaining. It's not just a boogie because you don't just come for the boogie - it's a holiday destination and a cultural experience – which tends to leave you hanging for more (or running for your life ie. leaving with the souvenir Swine Flu).

Boogie in Batchelor

By Susie Mc Aerial photos by Steve Fitchett, Archie Jamieson & Wayne McLachlan

Ground photos by Kelly Brennan, Kim Hedley, Wade Edwards, Amelie Kolitsopoulos and Yukari Hashimoto



30 years of producing seriously fun boogies is quite an achievement and let's all rise to pay tribute to Trevor Collins, aka TC or Chief, whose claim to fame this week is being the only person to attend every single Rel Week over the three decades; now that's impressive! There's a lot more to TC than meets the eye and so he has been profiled by his new fiancé Christine (who got down on bended knee and proposed to him at the bar during the boogie), read on.

Sure, we love TC and he has certainly done his bit over the years, but let's not make his head swell too much... because this event is run by the mob that call themselves the Darwin Parachute Club. What a motley crew! It's a small

club indeed and that long time in between boogie fixes sends them all little bit loopy – they have their ups and downs, but every time, just in time, they all pull together and boy do they put on a good show. Sure, they make a little cream from the boogie, but that's because they do all the hard jobs themselves, ie. clean the toilets, take away the rubbish, run the bar and the manifest, fuel the aircraft, airport pickups, landing pickups, write the incident reports and new this year - provide medical aid - and the list goes on. They are not seen to be jumping that much, although that may have more to do with their nocturnal habits rather than their boogie work commitments. They are pretty happy with themselves this boogie, because now they have a few bob to buy a couple of much-needed student canopies. Beautiful. Good work you mob!



"I wonder what makes it OK to shoot rum bottles off each others heads last night but not today?"
Handbrake



And so, we haven't really talked much about all the jumping stuff even though there was plenty of action and unfortunately much of which happened after hours cannot be repeated (or remembered)... you know, what happens at the boogie, stays at the boogie. Though, there was talk that the locals were a bit soft this year - that's just an observation, not a challenge you guys! With that, I'll leave you with a few of the anecdotes that can be published, starting off with this great recollection from Kiwi.

- Ben from Bridgewater having a chop on his first wingsuit jump on a borrowed suit, chucking the leg cut-away away.
- Darren the Paramedic from Adelaide, doing a wingsuit jump and 'touching' Al's caravan on exit - embarrassing given that he and I had done quite a few exits.
- Kane and the knee injury - smiling even though in hospital.

- Hendrik falling off the pickup ute and knocking himself out. When retelling us later, he said he remembered it happening in slow motion, pushing off the ute once he had started to fall so that he didn't go under the wheels, then he asked us if he was wearing his rig!!
- Milli and Charlee eating noodles like a baby bird
- Back packer chicks - a van with a cracked head, skydiving boys and beer.
- Glen 'Nuts' from WA, having his first chop and it was on a sub 100sqft canopy, then falling on his butt trying to land his reserve in the 'E' Licence pit out the back.
- Kelly Fraser's rig turned up but he didn't!
- Manifest's lovely dry commentary throughout the day ie. "2.30 in the afternoon, Good Morning Dr. John" and all the calls about Dick and Dan.



*"My second last jump of the boogie was an interesting one to say the least. Upon exit my foot got caught in the door, which kindly relieved me of my shoe! So with booster flapping madly I got into my slot thinking all the while, "Boy, I hope it doesn't hit anyone when it comes down, what if it lands in the town of Batchelor itself!! (Great PR seeing as it was full of tourists and all.) Heck, I'm on another load with Fi, the last sunset one of the boogie... who's shoes can I borrow??" Anyway, jump complete, I tracked off. As I walked back in toward the packing area I was making a crack about CRW dogs and losing shoes, saying this isn't supposed to happen on Rel Jumps... when Ashleigh piped up with "Oh have you lost your shoe? Go and see the girls in Manifest." No kidding, as I was walking in from the landing area Ashleigh saw it come down through the trees and land right out the front of the ladies toilets! Nice Spot." **Kim Hedley***



*"I gotta get outta here, these guys make me feel like a girl." **Wayne McLachlan***





- Doan, trying really hard to stay fit for the entry tests to the Melbourne Fire Brigade, waking up in the morning hearing him thumping back and forth using the runway width for the Beep Test.
 - Doan, trying really hard to keep his skydiving addiction from his conservative parents, then getting a bunch of text messages from Victoria about

seeing him on ABC TV and the fantastic coverage they gave the event on "Stateline".

- Sasha, on a break from work in East Timor as a civil helo pilot, turning up with a demo rig and jumping as much as he could, pretty good given he didn't know anyone and was trying/learning/struggling to pack the new 179ish Icarus canopy
- Mike Rogers changing his name to Stan, well having Donna change it to Stan for the boogie, and even manifest ran with it.
- Three people named Ash. Ash with the good skin, hurting himself.
- Another Luke Oliver (Lucas).
- The massive crew from Wickham & Bridgewater Drop Zones.



"My interpretation (as a non-jumper) as to the vibes on the ground - for a first-timer to Batchelor, I was impressed with the organization (largely thanks to Debbie) and the general friendliness of all those present. The highlight of course was the 11-way NT SOS record and the manner in which it came about. There were a few changes from the initial attempt and it was ironic the way it finally came to fruition. I think if you do the sums, the age total is 718 (average of 65) and the total number of jumps is 14,324. I hope these guys get the recognition they deserve, as they all performed so well to make this a reality and were so pleased with the outcome. As an unofficial photographer I was swept up in the moment too, and was thrilled that Peter was one of the 11."

Adrienne Hannaford



Back L-R: Peter Hannaford (age 68 - jumps 1260), Elvon King (age 64 - jumps 900), John Kinton (age 67 - jumps 1321), Norm Hocking (age 69 - jumps 1204), Gordon Turner (age 70 - jumps 1300), Geoff Gordon (age 62 - jumps 1450), Don Biggins (age 64 - jumps 944), Roger Clifton (age 63 - jumps 2400)

Front L-R: Ross Stockings (age 62 - jumps 1003), Les Facer (age 68 - jumps 780), Steve Pandelus (age 61 - jumps 1762)



"The Sunday morning cleanup involved a few of us there who were not from DPC. I found 55 cents and a flash drive amongst the litter [which I handed in, not the 55 cents]. Handbrake (also known as Gear Stick and Car Park apparently) and his "mobile morning tea motor" kept us from getting too thirsty. It's amazing how Handbrake can steer, look at you and hand out grog at the same time, while not hitting anything substantial." **Robbo TOP POP**



"I jumped the YAK! Last jump of the boogie. The sun was going down on one side, the moon was on the other side and an aerobatics plane flew next to me and then underneath me after I jumped from its wing. Wow!" **Marios Christodoulou**

"To my surprise I found someone in my tent when I went to bed one night. I had no torch and was unable to see so I didn't know who it was but he refused to move. Fortunately for me and him, I had a spare second swag which I rolled out, unfortunately it had no pillow or doona. After trying to convince this guy to give up one of the three pillows he had I ended up ripping out one from underneath him. I didn't bother trying to retrieve the doona as the pillow was hard enough. I fell asleep and the guy ended up leaving sometime during the night. The next morning I started to tell people about my visitor, trying to work out who it was. I bumped in to Dan our DPC President and started telling him the story, he informed me that he doesn't usually drink heavy beer and that he thinks it was him that was in my swag as he remembers waking up in a tent somewhere last night! The funny thing is, to get to my tent he had to walk right past his own accommodation, ie. his big white family caravan complete with wife and kids. I guess it's an easy mistake, door or zipper... same thing!" **Michael Schenk**



JUMPING STATS

225 loads
3,600 jumps
19,053 litres of fuel

DZSO STATS

5 mals
1 birdman tail strike
1 freefall arm dislocation
11 bad landings
1 bruised knee
3 bruised lower backs
1 sprained wrist
1 jarred knee
2 sprained ankles
1 broken foot
1 broken leg
1 broken face

"Way to many if you ask me."
Terry King DZSO





2009
Sky





"I had some sort of adventure at my return back to New Caledonia. I'm learning how to pilot a plane and I was in the plane with my instructor, training on taking off and landing. After the take off, at 200 feet, the motor went from 2,500 tr/mn to 1,000 tr/mn and so we went down... and landed in the sea! Nobody got hurt, the plane is definitely broken and all the others are now looking at me curiously... Am happy to be still alive and able to think about coming to jump again with you Aussies! I'm keeping on the lessons and I will be a pilot, for sure."

Sandrine de Rienzo



"What a great time! That's probably one of the best boogies I've ever been to. We were made to feel so welcome, arriving in the Caravans to the 'skydiver salute' and Handbrake with a full esky. The hospitality continued at this level for the rest of the boogie. With perfect weather and amazing people to jump with, every day was made the most of, with some people averaging 10 jumps a day. It was fantastic to see so many people keen on wingsuiting - there were 18 First Flight Courses, 48 flock jumps that were 4-ways and bigger as well as an 11-way flock to end the week. Oh yeah, also one tail strike! Of a night time there was some of the funniest and fun entertainment, with one of the wildest comedians I have ever heard. With beer flowing and plenty of fozzeball it's no wonder Pony 'forgot' about the pants rule. With this being one of the biggest and best boogies I've ever coached at, I was proud to be a part of it. I'd like to thank the organisers, club members, manifest, tutors and everyone else who was involved for putting it on." **Hayden Galvin**





"Thank you all for a great time. Can't help but continually relive the memories of the best week ever! My highlights were going tracking with Pony and my mates for my 300th jump on the first day, the Yak and the hop'n'pop from height. But the night life was just as exciting! I met so many people named Ash. Managed to make quite a scene with a black permanent marker and woke up twice covered in it too, one time involving a trip to Batchelor Medical Centre to be told to stop drinking beer. That lasted a whole 2 days and vodka was a good sub! You guys really know how to put on a good time and you made us feel so welcome, it was fantastic." **Ash Gorman**



The World Games
2009 Kaohsiung

WWW.PERFORMANCEDESIGNS.COM

*Congratulations to all of our Sponsored Athletes
on their Great Job at the World Games*





Freefly

- Babylon-Gold 
- Skywalkers-Silver 
- Volare-Bronze 



Canopy Piloting

- Jay Moledzki-Gold 
- Marat Leiras-Bronze 

Canopy Formation

- Clean Air-Gold 
- Ookoonono-Bronze 

Formation Skydiving

- Arizona Airspeed-Gold 
- Blackcats-Silver 

Photos by Jay Moledzki, Jules McConnel, Martin Lemay, Robbie McMifan, Dean Smith



VORTEX ... *because it's amongst the best* ...
www.parachutesystems.co.za



Aussie dealer Motzi at Ramblers D.Z.

(07) 5423 1159 • 0419 652 403 • sancamolnar@yahoo.com.au



TOTAL SkydiveGear CONTROL



...It's Simple...

BEST service...

LOWEST prices...

on ALL SKYDIVE GEAR

Guaranteed, try us!

All the best Brands!

NEWS FLASH!

The AU\$ is strong now!

It's a great time to order your new gear!

Don't be fooled by some price quotes
Our prices are all inclusive[^] in AUS
and with the exchange rate locked
at the time of acceptance!

*Excludes local shipping

The "ONLINE GEAR SPECIALIST"

**Most orders ship same
day from stock!**

Best shipping prices in Australia!

**Vector * Javelin * Icon * PD * Cypres2 * Vigil2 * Mirage
Wings * Argus**

Shop online with Total Control and SAVE!

www.totalcontrol.com.au - enquiries@totalcontrol.com.au - 08 9444 4699

**RED HOT!!! prices on a complete
Wings system, Canopies
and AAD \$8295**
Subject to exchange rate variations

Got Questions? Get Answers!

2009 Camp

26th to 30th October

2010 Camps

January 25th to 29th

April 26th to 30th

June 21st to 25th

August 16th to 20th

December 6th to 10th

Ph: 07 5423 1159

Email: skydive@ramblers.com.au

Web: www.ramblers.com.au

Drop Zone: Toogoolawah, Qld

**skydive
ramblers.com**

earning Curve Camps

Belge-Jono-Mat-Peter, Michael did his AFF course 11 months ago
and did his 500th jump during LCC!! Photo: Michael Schenk

Q: So why are you called TC?

A: I'm Trevor Collins – Trouble Coming!

Q: When did you start jumping?

A: I started jumping in June 1975, at Manbulloo, near Katherine, NT. I used to take photos. I was doing a lot of photography including weddings and other things, and going to the pubs to take photos. I ran into these blokes in the pub one time that jumped out of aeroplanes and I asked if I could go up in the plane and take a photo of them as they jumped out. They said "sure but you will have to learn how to wear the parachute and you will actually have to jump with us". I said "not a chance because I'm really, really scared of heights" (and I still am!). I said that would be OK but I'll just fly a plane up beside them and take the photos as they jumped. They just laughed a lot.

Q: What were you doing for work then?

A: I was working for Department of Works in Katherine. We were building lots of roads and buildings around Katherine at that time. We used to go to the pub, well quite a lot actually, so I ran into Max King and other skydivers a fair bit. They eventually convinced me to just come and have a bit of a look and pretend how to do it. He made me jump off from halfway up his stairs a few times for a landing roll and he taught me how to do a delta as a stable exit and count to 6,000. That was how you jumped in those days. You didn't do an arch, you did a delta.

Q: You didn't do a static line?

A: Yes, but we did a delta off a static line.

Q: That must have been hard openings then?

A: It didn't matter; it was on a Cheapo (C9). We were really happy when it opened.

Q: Aah, so it was Max's fault that you did your first jump!

A: Yes, and others too. Plus you looked really cool with the girls if you jumped out of a plane. So I did a couple of practice sessions with Max and he said "we'll give you a yell next time we are jumping". I said "great" and I was really glad that he went away and I didn't think much about it. I was playing golf one morning when they come and found me at the golf club at lunchtime. I said "look I've had a beer" and they said "that's OK, we're jumping so come on out." I said "ahh, OK." So I had a rum and then I went and did my first two jumps at Manbulloo out of a Cessna 182 – Romeo, Foxtrot, Oscar!" Max put me out, he was the most experienced with 40 jumps. Brian Murphy was there.

Q: So did they have a student rig for you?

A: Any rig was a rig. There was no such thing as a difference between student rigs and other rigs – they were all B4s.

Q: So the ground was pretty hard for landings at Manbulloo?

A: The whole of the NT is hard.

Q: Did you land on the drop zone?

Q: What was Manbulloo like in those days?

A: It was just basically an old World War II airstrip and they had a shed there that used to be the butcher shop in Katherine, a World War II Nissan Hut and that was pretty well it. There were no services or anything like that in 1975.

Q: And a dirt strip?

A: No, it was a full on 5,000 foot World War II bitumen strip.

Q: Did you get your photos?

A: No, it all sort of got lost in it all. I took lots of photos of other people but didn't get many of me in the early days. I started jumping and I liked it. I was still terrified of heights but I did like it.

After a while, Brian Murphy and I went out to a place called Timber Creek, about eight to ten weeks after my first jump.

Q: How many jumps would you have had then?

A: Five. So we were allowed to do demos then! I did my last two static lines and my first freefall into Timber Creek races as demos – into the centre of the track. Murph was my instructor, but I don't think he was an instructor really – we didn't know about the APF in those days. I said to Murph in the plane, "So what do I do?" He said, "Just don't land on the horses or the people – they both get upset! Go!" So I went and I was really fast pulling the ripcord on the first freefall!

Q: So how long did you jump at Manbulloo?

A: Until about 1978.

Q: So there wasn't a student training table in those days?

A: Sort of, we didn't know about the APF for nearly two years after I started jumping. A fellow called Dave Optiz from Darwin came down to Katherine and he said, "What's your licence number, mate?" I said, "What's a licence? I got a car licence!" He said, "No, no, you have to have an APF licence." I said, "Well, I don't have one" and he said I can't jump. I told him where to go! We continued to have a good time and he got a bit funny but it all got a bit more organised after that.

Q: So what did he do?

A: He got the APF involved and we all had to get licences and we had to do the required jumps. By that time I had started to be really involved with jumping. I had done lots of demos and other jumps and had about 200 jumps. I had a 'D' licence by about late 1977. That was quite a lot of jumps in those days. I jumped most weekends. We did a lot of demos which were really good fun. No one ever told us there were rules about demo jumps.

Q: So they were just like normal jumps to you?

A: Yes, we jumped all over the Territory – Mataranka, Beswick, Timber Creek, the shows, rodeos, mate's places – all sorts of fun.

Q: What happened after Manbulloo?

A: We used to go up to Batchelor quite a lot while I was still at Katherine, Darwin was quite a big club at Batchelor. There was a tin lean-to up at the cross strip – no power or water etc.



Trevor Collins

Interview

By Christine Collins



Trevor Collins Interview



Duckworths Navajo doing Crew

Q: What sort of jumping were they doing in Batchelor at the time?

A: They had a Cherokee 6 and it was a terrible plane to jump from for me because it was hard to get out of the door. When we used to bring up our 182, everyone thought that was pretty good. We had bloody good times actually – we had lots of parties. One time, the guys flew down from Darwin and we were in the air doing a sortie at Manbulloo. We heard their call sign coming in and we met up at 10 or 12,000ft and we did a formation load – them from Darwin and us from Manbulloo - did about a 8-way! It was just like saying “Giddy” in freefall to everyone that we hadn’t seen for weeks!

Q: What’s the story about the first Rel Week?

A: Dave McEvoy came up to Katherine with Ron Law for the first Rel Week in May 1977. While he was there a bunch of us did Static Line ratings. It went on from there after that.

Q: It wasn’t like Rel Weeks now?

A: No, it was a small group of us – there’s a photo of it.

Q: So how long did you stay in Katherine?

A: From 1974 to 1978. Then I left and travelled around Australia for a bit. I did jumps pretty well everywhere. I spent some time with Claude in the ‘APF office’, which was in the Royal Vic Aero Club in Melbourne. It was not much bigger than a bedroom. I can remember that Claude came back very proudly from an FAI meeting with an inch of paperwork. I helped him stamp out all the 4-way sequences and we photocopied them madly and sent them out to the drop zones so they could practice them. I started work in Rockhampton. I already had my Senior Instructor rating when McEvoy had been up to Katherine and I ended up doing my Instructor ‘A’ rating and setting up a drop zone at Emu Park, just out of Rockhampton. That was about 1979.

Q: Wasn’t that near a rifle range?

A: Yes, it used to be funny on a Sunday morning when the sea breeze was in. When we were putting the students out, we weren’t allowed to put them out over the town. So we’d have to fly out over the water (life jackets didn’t really exist for us then) and put them out and then they’d have to fly over the town and we were on Cheapos still...

Q: With B4s?

A: No, I had McEvoy’s rigs from the movie ‘Jump’ so they were pretty cool. Fore and aft still, but pretty cool at the time. The students actually had to land on the strip because if they went past the strip, there was a rifle range. On a Sunday morning there was a bloke whose job it was to spot for any jumpers who came over the horizon and stop the shooting on the rifle range, so they didn’t shoot us!

Q: How long did you operate at Emu Park?

A: We were there for a couple of years.

Q: You say we – were you operating with someone else?

A: No, it was mainly me but there were a lot of good guys around – Peter Hoy who used to come down from Blackwater, Ian MacGregor who used to come down and annoy me because he was a much smarter and more experienced instructor than I was, but we had a great time. Eventually I came back to Darwin in late 1980.

Q: Why?

A: Geoff Cowie asked me. Things weren’t real good at Batchelor and he wanted to set up a drop zone somewhere.

Q: That’s a pretty big move, isn’t it? You’ve got work in Rockhampton and had set up your own drop zone and were training a lot of students. So why did you do it?

A: Oh well, I loved the Territory anyway. The job at Rockhampton was coming to an end so I came back up and we bought the bible society Cessna 182 which was a bit of a laugh.

We changed its religion! We looked around a lot and we set up a drop zone at the Bark Hut, Annaburroo, which is on the Arnhem Highway, halfway to Jabiru. We jumped there for a couple of years.

Q: Did you have a shed or something there?

A: Yes, a garden shed! We used to work under the trees but we had some pretty good times there too. We did one of the first canopy diamond formations in Australia in the very early ‘80s. On this day, we did the canopy diamond and I was on the top. In those days, there was no such thing as CRW canopies. I had a Parafoil, Geoff had a 228 or something like that, Phil had a Cruisair I think. When I went to turn the formation back to the drop zone, we had a wrap. Phil and I ended up really wrapped and he was hanging underneath me. I was telling him to get off and he said he really didn’t want to go because he felt it was a bit low. So then we had to work out how to land it. We went downwind for a bit and I had to turn it around. I couldn’t reach the steering toggles because Phil’s canopy was wrapped around my body, head and everything. I eventually used the front risers to turn us into wind along the runway and we smacked in pretty hard. It was funny because we were in the spear grass and we crawled towards each other and gave each other a hug – thank Christ we were alive! Nothing happened for a few minutes. I think the rest of the drop zone thought we had gone in. Then all these heads started to appear through the spear grass and when they realized that we were alive, they were all relieved. We opened the bar.

Some of the early stuff we did at Annaburroo involved putting students out on PCs and then we actually bought some of the very first Pigmeees as well and we were putting students out on those with Sierras as mains. Dave Smith sent me up a Comet and we jumped the canopy until they rang us up and said can you please send it back? But while we had it, we were jumping at a place called Dum-in-Mirrie on Grose Island, west of Darwin. We used to jump there a lot. It’s a pretty small island when you’ve got a round parachute! The strip was about 3,000 feet long and the island was only about 50 foot longer than the strip! Geoff and I put the Comet into a Pigmee and we were jumping that on a static line out of a Partnavia.

Q: For students or for you?

A: For ourselves.

Q: Why?

A: Well, we just sort of did our own stuff. We did lots of jumps just testing it and it worked fine. There were a couple of line twists but no big deal. Initially Geoff and I would put each other out on it and I think a couple of other people jumped it. Eventually we trained up a fellow called Bob Miller who used to fly us a lot. He used to fly the Beaver all the time. He was our first student on a square because we figured that if we put a pilot out on a square, he’d know what to do.

Q: So that could have been the first student square jump in Australia?

A: Yes, I’ve talked to a lot of people and it’s in the ‘History of Sport Parachuting’ - we did the first square jumps pretty well. There were other people experimenting at the same time but we actually applied to DCA (Department of Civil Aviation) which



Geoff & TC at Annaburro - first pigmees



The First Rel Week, 1977

We had a whole variety of aeroplanes – we had everything from the DC3, Twin Otters, Nomad, Shorts, Skyvan and one year when the Shorts blew up, we even had 402s. In the early days, we had a Chieftain that Tony Duckworth used to fly.

The first load of the morning then used to be a 11 or 12 stack canopy formation that we would actually land. Paul Osborne and myself used to be at the top because we very quickly worked out that if shit was going to happen, it was better to be at the top than at the bottom. Hugh Gregory used to be always at or near the bottom.

is now CAA (Civil Aviation Authority) and formally asked for it to be approved. Funnily enough, it was Dave's brother, John McEvoy, who got the application in South Australia and he sent it to a bloke in Melbourne called Gillard. I got this really nasty letter back saying to stop immediately because people were going to die if we kept trying to put them out on static lines with square parachutes.

Q: I guess there is always going to be resistance to change. So what happened then?

A: Yes, there was resistance then. We just took it politely and put the letter in the bin.

Q: So does that mean you kept doing it?

A: Perhaps. What are the Statutes of Limitations?

Q: So did you end up giving the Comet back and that was the end of that?

A: No, we had 228s by then and from then on we started to use them for experienced people. There was an interim step though. We had another thing called an Argussey that Joe Chitty and those guys built. It's a big old roundie, like a T10. Claude thought they were the duck's nuts but they were slow. They did the job and landed softly so they looked after people. We jumped them for a while at Batchelor. Then we started to use squares. We used the orange coloured batons for left and right and when to flare.

Q: And that was successful?

A: Yes, TCOs for roundies would walk around the outside of the pit anyway and all we had to add was when to flare.

Q: Were there more injuries when you started using squares?

A: No, after the Sierras, it was a blessing.

Q: People were thumping in on Sierras?

A: Yes, I remember one bloke who was lying on the cross strip at Batchelor and I was saying "Get up! Run round your canopy!" He replied, "I can't, both my ankles are broken!"

Q: What about your personal jumping? Have you done a lot of instructing over the years?

A: Unfortunately we had a fatality at Annaburro and that made things go a bit quiet for a while and then the Darwin Parachute Club guys asked us if we would go back because they weren't really doing much at all because we had taken a lot of the jumpers. I started there as Chief Instructor, about '83. I was CI there until early 2000s. I was also CI for Katherine during some of the time as well.

Yes, most of my enjoyment in skydiving has been with instructing and organising. I just love seeing people get up there and succeed. It's great watching people progress. I think it's the best thing to see someone come out of the egg and evolve and end up getting their wings and flying. It's great!

One of the other big things in my skydiving career has been Rel Weeks. Once Rel Week started, there were guys like Lee Hunt, Chook Chandler, Evan Slocum and Greg Wright in Katherine who have been instrumental – they worked really hard to build Rel Week up from the late 70s. I'm sure they had no idea that it would be like it is today.

Rel Week didn't move from Katherine to Batchelor until '92 or '93. So there was about 15 years of Rel Weeks at Manbulloo.

Q: Is Paul another one who has done a lot of Rel Weeks over the years?

A: Yes, there's not many that Paul has missed. He and I have also done stuff offshore in Indonesia. We did the Bali Boogie in 1988 and Lombok in 1990. I think they did something like 32,000 jumps in 12 days in Bali from stretch C130s, Casas and AC160.

Q: You were load mastering?

A: Yes as well as spotting and doing tandems with Graham Hill from Sydney Skydivers. Lombok was also good. Paul worked with us at Lombok as well.

Q: He's like an ex-gratia Territorian isn't he?

A: He is – he's one of us.

Q: So it was really you, McEvoy and Osborne who went to the early Rel Weeks and are still going to Rel Weeks now?

A: Chook Chandler and a few others went to about 15-20 Rel Weeks before they recently stopped and then there are people like Tom Maher who started later and have been to a lot since the mid-80s.

Q: In one of the early Rel Week photos, there was Paul Flipo. It was really good to see him at Rel Week this year, wasn't it?

A: Yes, Paul would have been at the second or third one, I think. He and Paddy McHugh and Phil Hindley – they were there in a lot of the early Rel Weeks. People have come and gone but I've hung around a bit like a bad smell! I love it. It's great being able to help make that happen. It's about getting a good crew of people around you to help pull it together and make it happen. This year at Rel Week, I was just a helper – this has been the best bunch of people I have ever worked with in my life.

Q: So you've done a few thousand jumps now, what would you consider the highlight of your personal jumping career aside from instructing?

A: I haven't been a lot into competition. I've preferred the instructing, organising and also the display jumps.

Q: Yes, you've done I don't know how many Demos for the Darwin Show over the years?

A: Yes, it reminds me of Faye and Jim Cox. They did that in Queensland for 20+ years too – or more. They were sort of an inspiration for me.

Q: So what's the best demos you have done?

A: All of them! There's the demos and there's also the TV and documentary stuff. The TV jumps probably rate better than the

TC landing a C9



Trevor Collins Interview

demos because of the challenge in choreographing them and working with the TV people who often don't understand what we can do for them. It's been great being able to work with the media to put those shows together and get the sport in the public eye in a positive way. Some of the early high profile work included the Daryl Somers 'Hey Hey It's Saturday' show; there was a TV commercial promoting the Territory with "You'll Never, Never Know, if You Never, Never Go".

Q: What led up to his doing a jump?

A: They asked us to do some jumps and some of the stunt work for them in tourism ads. Dave Witter, Pete Lonnon and I were doing stand-in jumps for Daryl. We landed one day and we were shooting the ground shots at the airport, pretending that he had jumped. Byron, our older son, who was only about 7 at the time, walked up to Daryl and said, "Hey Mr Hey Hey, how come you don't really jump?" Daryl looked at me and said, "that's it! I'm going to have to jump now!" So we set up a jump with the Melbourne Directors. They said, "well if he is going to do a jump, we may as well put it live to air." I said, "I don't think that has ever been done before." They said, "let's see if we can." So we all ended up putting the whole thing together. When it went live to studio in Melbourne on Saturday night, it was seamless. It was air-to-ground in Darwin and ground-to-studio in Melbourne. The jump cost about \$20k in those days.

We all had radios between us, so when Daryl was talking we could hear what he was saying. So if he said he was looking at Darwin City or Cullen Bay, Pete or Dave would both point their cameras in that direction to match his words. It was pretty cutting edge technology at the time. I've always enjoyed that sort of work. We've done a bunch of jobs since then. I have loved working with the local jumpers - Drew, Ash and Coey from Darwin - as well as bringing the guys up from Toogoolawah - Wayne, Macca and Archie and those guys - to come up and help me with the jobs. With those guys, it's all no nonsense and they do a great job. We've done 'Outback Jack', 'Outback Jack Dutch', 'The Amazing Race' and a few others.

Then there are all the local demos we've done - night jumps, the V8s with Dave Benson for example. I did Australian flag jumps in the mid 80s but my first big flag jump was a pennant shaped one at night for the first Arafura Games into Gardens Oval in 1991.

Q: What about now? Are you still doing demos like that?

A: Yes, it's only a few weeks ago that we organised the jump with Cathy Freeman on the beach. There have been lots of really good demos over the years like that.

Q: What's it been like seeing your kids jump?

A: Fantastic. As they all come through, both Chris and I have done a jump with them all. Byron and Tara were first to do their tandems. Warren actually saved up and paid for us to go to New Zealand and Chris and I jumped with him at Rotorua. Since then, we've done more jumps with all of them as well. We're really a skydiving family.

Q: When did you first get involved with the NT Parachute Council?

A: It's funny - I never thought that I would get too involved with that side of things but because of the politics that were happening at the time and when Geoff and I set up Parachuting Promotions in the early 80s, it became apparent that to have a voice, you had to be involved in the Council. So we became strongly involved in it. I did my first APF Board Meeting in the early 80s, when we were still at the Royal Vic Aero Club. It was interesting because I took to it. I saw it as a way that I could contribute to make things better for people and the sport.

Q: So you were a Board Member for several years. When did you start to have extra responsibilities?

A: We had a Management Committee that formed in the early to mid '90s and I was involved in that. APTAC was formed. Phil Hindley was instrumental in forming APTAC and it was a way to



Grose Island

raise money for teams. It was really successful, members paid for Life Membership as a donation to APTAC.

Q: You were on the Management Committee for quite a while?

A: Yes up to about 2008. I'm still one of the NT reps currently. Over the years, I've held various jobs as part of the Management Committee - HBOM (Honorary Board of Management) and I was Chairman of the Board for about seven years as well. It was a time when there was major change for the Federation. One of the biggest challenges was insurance. Dave Smith and the insurance brokers were able to broker some breakthrough insurance cover in early 2001.

There were some tumultuous times. The business of the sport was also changing dramatically. Clubs weren't clubs anymore. They were becoming major commercial organisations and the devolvement of tandems meant that any action that the APF was involved in might mean that an organisation could be affected income-wise, so we had to be very conscious of how we managed those issues.

Q: Would you consider they were the biggest issues you have been involved with?

A: Yes, they were big ones. It was about keeping the Federation on track.

Q: Buying the buildings must have been a big step for the Federation?

A: Yes, the APF bought the first building in Mentone, Victoria and then decided to move to Canberra to be closer to CAA, so we got the land and built the building at Deakin. That was a big step. It's been great being able to be part of it.

Q: So where to from here?

A: My real job is taking a lot of my time at the moment but I'd like to devote a lot more time to wingsuiting, particularly with Chris. I'd still like to be involved with the Federation and I'd still like to continue doing things like the TV shows as they come along.

Q: You'll be going for as long as you can hey?

A: Yes, if I'm standing, I'll jump! If I'm like Towers - if I'm sitting down, I'll probably still jump!

Q: So, what's your advice to new jumpers?

A: Don't break the rule!

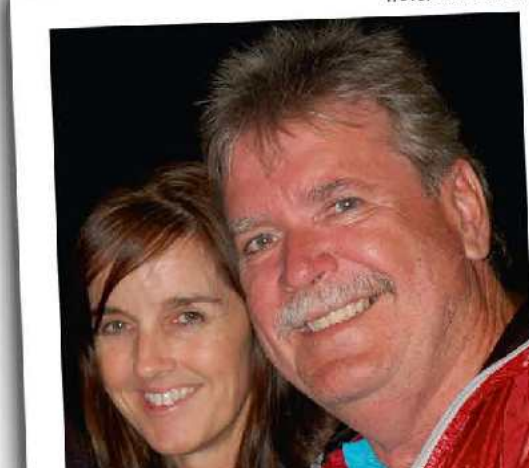
Q: And your advice to old jumpers?

A: Don't break the rule either!

Q: And what's the rule?

A: Don't f#@k up!!

Trevor and Christine



NEW ITEMS!

SERVING THE WORLD
FOR OVER 49 YEARS.

Para Gear

EQUIPMENT COMPANY

NEW ITEMS!

ZKULLS CAMERA MOUNT SYSTEM

NOW AVAILABLE!

Para Gear



2009-2010 Catalog #2009-2010

2009-2010 NEW CATALOG

312 PAGES OF THE BEST SKYDIVING PRODUCTS! 152 PAGES IN VIVID COLOR!

REQUEST A FREE CATALOG WITH YOUR ORDER

Gift Certificates Available for All Occasions and for any amount!



FOR YOUR FAVORITE SKYDIVER!

WE SHIP WORLDWIDE!

ORDER TODAY!

Para Gear

WWW.PARAGEAR.COM

PHONE: 847-679-5905 • FAX: 847-679-8644

ALL MAJOR CREDIT CARDS ACCEPTED.

3839 WEST OAKTON STREET
SKOKIE, ILLINOIS 60076 USA



ZKULLS ANTI-TWIST KIT
CAMERA MOUNTING SYSTEM
MILLED ALUMINUM PLATES & HARDWARE
\$25.00 #L6016

ZKULLS STILLS BASE PLATE
CAMERA MOUNTING SYSTEM
FOR STILL CAMERA MOUNTING
VELCRO STRAP WITH ALUMINUM BASE
\$50.00 #L6017

ZKULLS DUAL MOUNT
CAMERA MOUNTING SYSTEM
COMBINED TOP MOUNT VIDEO AND
FRONT MOUNT STILL BRACKET
\$185.00 #L6021

ZKULLS CX CAGE
CAMERA MOUNTING SYSTEM
PROTECTIVE CAGE FOR THE
BODY Cx MODEL VIDEO CAMERA
\$80.00 #L6023

ZKULLS STILLS SWITCH BRACKET
CAMERA MOUNTING SYSTEM
FOR STILL CAMERA MOUNTING
IN VERTICAL OR HORIZONTAL POSITION
\$80.00 #L6019



COOKIE OZONE
OPEN-FACE HEADGEAR
CARBON FIBER WIGWAG STANDARD
\$260.00 #L6706

COOKIE GAS
FULL-FACE HEADGEAR
CARBON FIBER FINISH STANDARD
\$319.00 #L6701



AERO JACK
SAFETY KNIFE
NEW YELLOW
YELLOW / ORP. BLACK
\$12.00 #K2003

POCKET RIGGER KIT
WITH 26 SPECIALIZED TOOLS
COMPACT CARTRIDGE FACE
ROOM FOR HOBBIES, VHS, ETC.
\$495.00 #37098

SECURE ONLINE ORDERING - 1000s OF PRODUCTS - WE MAKE IT EASY!



SKY SYSTEMS SKY TIE
MAGNETIC GLASS THE
KLETO™ ANALOG ALTITUDE INDICATOR
AND THERMOMETER
\$39.95 #L1866

PARASPORT AERONAUT
DIGITAL ALTITUDE
INDICATOR WITH 1000' RESOLUTION
METRIC/IMPERIAL/FAH/CELSIUS
\$153.00 #11805

PARASPORT ALTRITRON
DIGITAL VISUAL ALTITUDE
INDICATOR WITH 1000' RESOLUTION
METRIC/IMPERIAL/FAH/CELSIUS
\$216.00 #11800

H3 - NEPTUNE 3
DIGITAL VISUAL ALTITUDE
INDICATOR WITH 1000' RESOLUTION
METRIC/IMPERIAL/FAH/CELSIUS
\$349.00 #11423

LOOK ABOVE
FREELY BRASHER
BARB & MORE DVD
NTSC ONLY
\$19.95 #V6803

BENCHMADE 7 HOOK
HOOK KNIFE TOOL
CLIPPER WITH 8-HEATH
\$30.00 #K1870

BH MANTLE
CAMERA HEADGEAR
CAMERA MOUNTING AVAILABLE
\$645.00 #L5195

FOUNDING MEMBER



jump start your career...



with a DIPLOMA in
COMMERCIAL SKYDIVING

32 week course
Includes 200 skydives
Over 95% Employment Rate
Approved by New Zealand Qualifications Authority (NZQA)

**Work Placements Available in
SPAIN, USA, AUSTRALIA & NZ**

**Subsidised Course Fees available for
Australian Students***

*Government subsidised places are limited and allocated on a first come first served basis



For more information or a Diploma course prospectus visit:
www.skydivingnz.com

t: +643 302 9143 or e: info@skydivingnz.com

nzskydivingschool.com

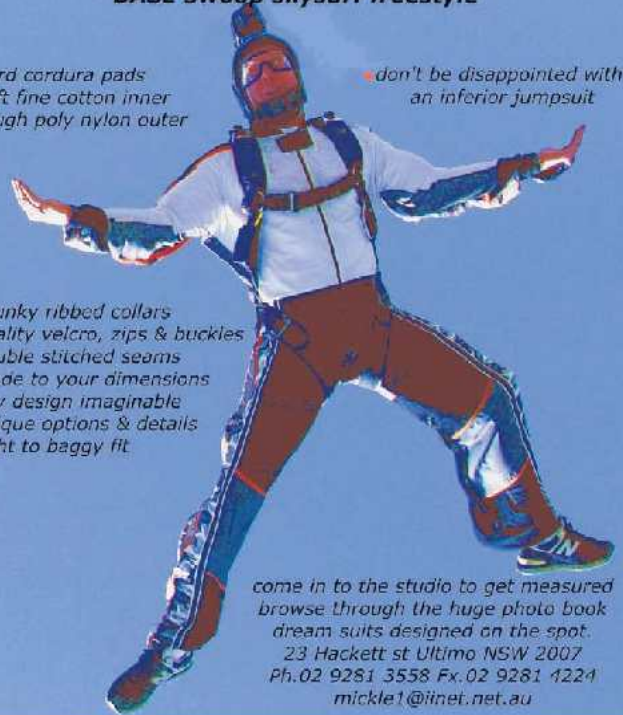
Spirit

www.spiritskysports.com

*Custom made quality skydive jumpsuits
for all disciplines
freestyle relwork camera tandem
BASE swoop skysurf freestyle*

- hard cordura pads
- soft fine cotton inner
- tough poly nylon outer

• don't be disappointed with
an inferior jumpsuit

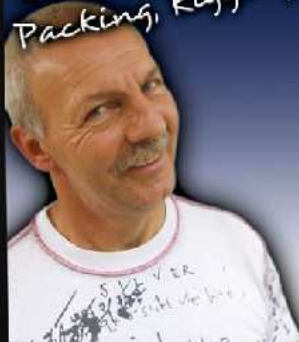


- chunky ribbed collars
- quality velcro, zips & buckles
- double stitched seams
- made to your dimensions
- any design imaginable
- unique options & details
- tight to baggy fit

come in to the studio to get measured
browse through the huge photo book
dream suits designed on the spot.
23 Hackett st Ultimo NSW 2007
Ph.02 9281 3558 Fx.02 9281 4224
mickle1@iinet.net.au

RIGGING

Packing, Rigging & Gear Maintenance



Contact Motzi Sandor
for all your needs.

Based in the Rigging Loft
at Ramblers Drop Zone,
Toogoolawah

Contact:
Motzi 07 5423 1159

EXPRESSIONS OF INTEREST



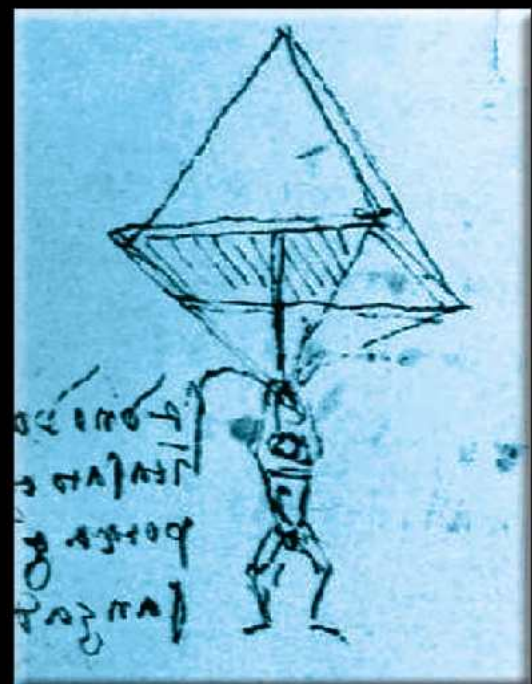
Leased Drop Zone Sites on Ramblers Drop Zone, Toogoolawah

- Retirement Blocks
- Hangar site
- Swoop Pond

Contact Dave McEvoy 0428 781 604

Equinox Boogie

16th to 24th October, 2010





Flight PerformanceSM

- ADVANCED TECHNOLOGY
- SIMPLE OPERATION
- DIGITAL ACCURACY
- ANALOG FACE
- DATA LOGGING
- USB PC CONNECTION
- UPGRADEABLE
- WATER RESISTANT
- SHOCK RESISTANT
- ACCESSORIES AVAILABLE
- NEGATIVE OFFSET CONTROL & DISPLAY
- COMFORT MOUNT
- L&B QUALITY
- COMPATIBLE WITH JUMPTRACK 3 SOFTWARE



THE ALTIMETER THAT ALL OTHER MECHANICAL
ALTIMETERS WANT TO GROW UP TO BE.



Larsen & Brusgaard

altitrack
Visual Sport Altimeter & Freerail Computer

MOSEVJ 3 - 4070 KIRKE HYLLINGE • DENMARK • V: +45 46 48 24 80 • F: +45 46 48 24 90 • WWW.L-AND-B.DK

Freestyle

PART 3

By Naomi Adam

Freestyle “how to”: Layouts

Layout loops have to be one of the most fun moves in freestyle and they are an essential part of the skill base for any aspiring freestyler. Once you've got yourself into a vertical orientation, you'll find it's not too hard to initiate a loop (or 10!). But making a loop a layout – clean, controlled, on heading and with nice form – is the challenge. Here's a few tips to get you started...

Setting Up

Before starting to learn layouts, you need to have the stand-up position mastered. You should be able to fall straight down, with feet together, legs straight and in line with the body. Ideally (or eventually) the stand-up position will be flown with toes pointed down into the wind, but initially you will find it much easier to 'stand' on the air with flat feet.

Prepare for the loop(s) by locking in your core muscles and focusing on a heading. Don't use your cameraflyer as a heading because they might move. Instead, pick something really obvious like a mountain on the horizon. Another good heading check, if you're directly overhead the DZ, is the runway: glance down at it before and after your layouts to see if you've stayed on heading.

You need to have a certain amount of muscle tension in your body for a clean layout – if you are rag-dolling around, the loop will lose its momentum and stall. Try this little exercise: tense the core muscles in the trunk of your body as hard as you can, then relax back to about 25% of full capacity. That 25% mark is about the right level of tension for a layout. I find breathing also helps a lot. Take a big breath in as you lock in to your heading and tense the core muscles, then with each loop force a little air out of your lungs (similar to the breathing technique in Pilates).

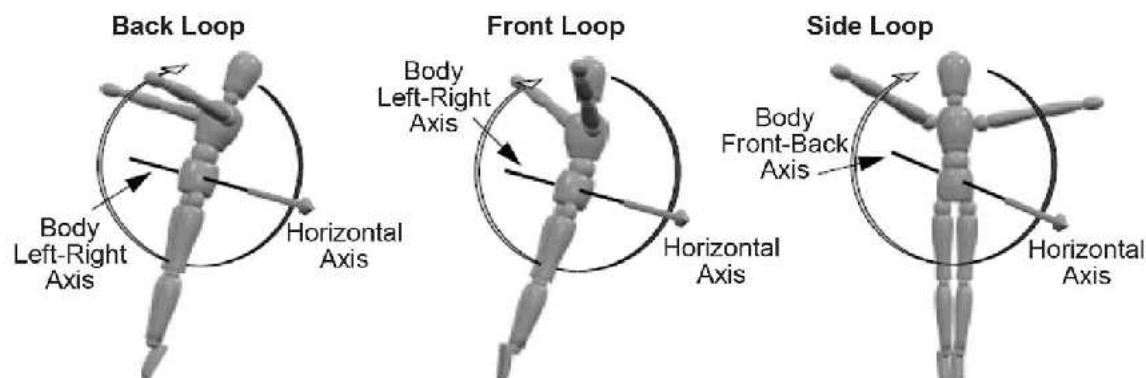
The Loop

Layouts can be done on any axis – backwards, forwards and sideways. Most people find the back layout easiest to learn first, but if the front layout works better for you, start with that instead. Definitely leave the side layouts till later... (much harder to do!)

So, for a back layout, you initiate by throwing your weight backwards and pushing your feet forwards. Arch ever so slightly just before returning to the vertical point to stop in a head-up orientation. Try to get a sense of where your point of rotation is. Ideally, you want to be turning around your hips, as if someone has stuck a giant skewer through your pelvis and is spinning you around it. It should feel like the looping motion travels at an even speed all the way through the loop (i.e. constant angular momentum). If the loop feels like it goes slowly at the start, fast through the middle and slow again at the end, you are probably rotating around your chest and doing a lot of sliding back and forward too. A little bit more tension in the body (and perhaps a more definite start to the loop) will probably fix the problem.

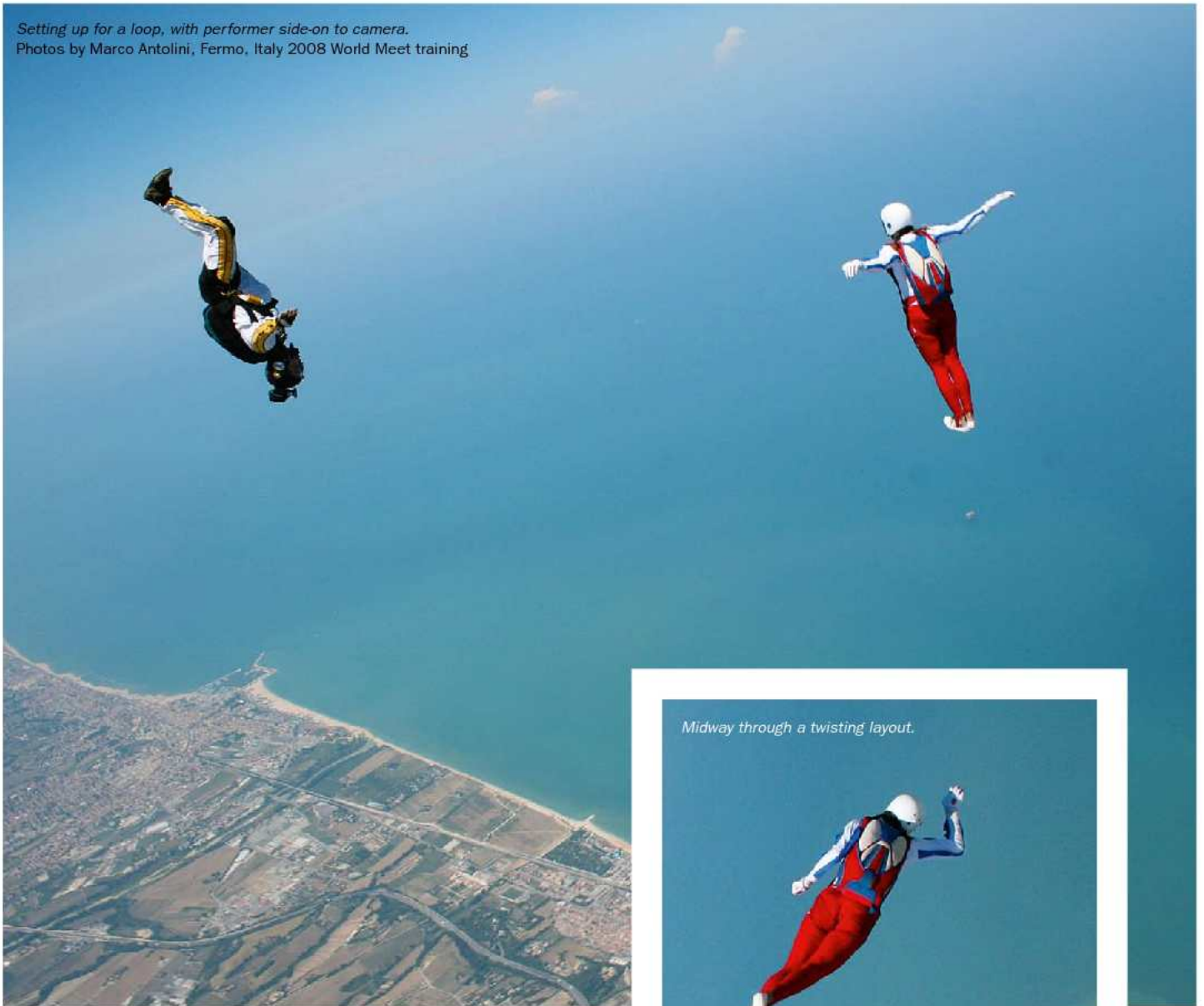
For a front layout, just do the reverse of the above (i.e. initiate by throwing forwards, pulling feet behind and stop by de-arching slightly). Try not to concentrate too much on pushing forward with your head and chest, as this will tend to put you in an ungraceful, hunched-shoulders body position. Instead, focus on pulling your feet out from under you to initiate the front loop.

Once you can do back and front layouts, the next challenge is twisting layouts, which is too complicated a subject to go into here, but one I'd be happy to chat to anyone about if they are interested.



Source: Dale Stuart
www.winddance.com

Setting up for a loop, with performer side-on to camera.
Photos by Marco Antolini, Fermo, Italy 2008 World Meet training



Midway through a twisting layout.



Working with a Cameraflyer

The side-on view is the clearest for layouts – you can see what's going on most easily from this angle. To set up, start by facing off with your cameraflyer in the stand-up position. Then, turn 90 degrees to show them your side and take a moment to lock in to your heading before starting the layout.

The cameraflyer needs to be ready for some big fall rate variations during the loop. At the $_$ and $_$ points of the loop, the body is flat to the relative wind and falling slowly. At the beginning, halfway point and end, the orientation is vertical and the fall rate at maximum. When working with a novice freestyler, the cameraflyer should also expect some sliding around. Typically, when a back loop goes wrong the performer will cork up and slide backwards, and for a front loop, up and forwards.

Any questions? Always happy to hear from people interested in Freestyle Skydiving – please email me at naomi.adam@bigpond.com

CONFESSIONS OF AN IDIOT

If you're religious... don't read it.

If you're against alcohol abuse... don't read it.

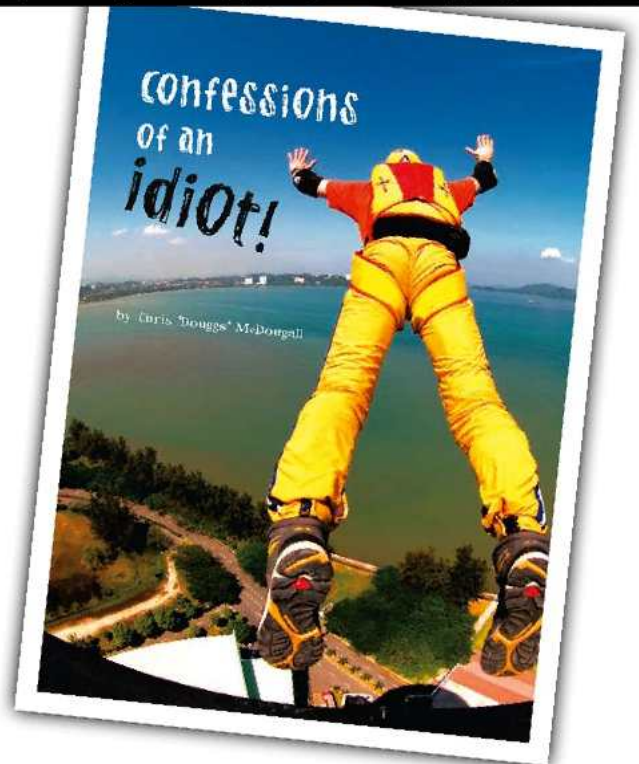
If you're monogamous... don't read it.

If you're afraid of death and carnage... don't read it.

But if you're into poorly written books of chaos and adventure, filled full of idiots and stupid people... then this is the book for you.

Confessions of an Idiot is an account of some of the things Douggs can remember throughout his eventful life of skydiving and BASEjumping on the planet as well as some of the loose tales of the messier side of his life that sometimes are way off the planet.

As an author he makes a bloody good BASEjumper as well as giving an honest account of his version of life, love and the universe. He is happy making fun of himself and everyone else and tries to have more fun than anyone else. Has he succeeded? You be the judge! Out soon www.basedreams.com



NO CEILING

6 years in the doing, nearly 3 years in the production, Heather Swan and Dr. Glenn Singleman are thrilled to announce Heather's new book is complete.

Here's what Glenn has to say about "No Ceiling"...

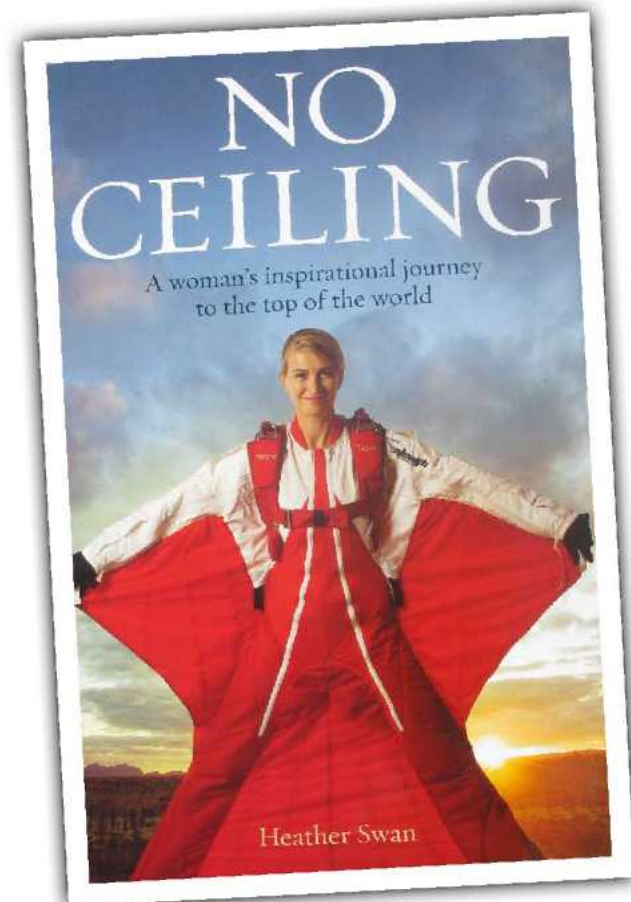
"Why would you jump out of a perfectly serviceable aircraft?" and "Why would you jump off a perfectly good cliff?" If I had a dollar for every time I have been asked these questions I would be a rich man. Over the years I have waxed lyrical on the virtues of overcoming fear, the science of the emotional brain, the advantages of physical and mental fitness and the self confident joy inspired by achieving the impossible. But from now on, thanks to my beautiful wife Heather, I will only have to respond to these questions with one simple answer – Read "no Ceiling" and you will understand.

This book is the result of a 6-year journey of physical, mental and emotional extremes. Over those long years, Heather transformed herself from a 'safe' corporate mum into a world-class extreme sport athlete capable of challenging an iconic world record. As well as changing her body-habitus (from 36% fat to 15% fat), she changed her attitude to life, her attitude to love, her attitude to family and her attitude to the 'glass ceiling' that is supposed to prevent women from achieving their full potential. She endured setbacks, tragedy, humiliation and pain to ultimate triumph in the most macho of male dominated sports; rockclimbing, mountaineering, skydiving and BASEjumping. Throughout the most gruelling of extreme boot camps she never lost touch with her femininity, her emotional balance and her radiant beauty. The world record she ultimately achieved shattered conventional wisdom and prejudice about the 'role' and 'limits' of women (and men!).

'No Ceiling' is not a book about extreme sport. It is a classic human 'vision quest' drama set in a world that is foreign to most people; a world of eccentrics, misfits, athletes, scientists, visionaries and breathtaking landscapes. At times Heather's journey might seem outrageous but the woman taking it is intelligent, funny, vibrant and insightful. Her words speak with a clarity and passion that transport the reader into foreign panoramas and subcultures with sympathy and understanding.

I could be accused of bias since I accompanied Heather on much of the journey but the evocative writing inspired me beyond the amazing facts of the story. I couldn't stop turning the pages even though I knew what happened next. I'm proud that we can add the descriptor 'author' to Heather's impressive list of talents: world record holding extreme sportswoman, mother, wife, vegetarian chef, journalist, marketing manager and professional speaker. She is truly a woman with 'No Ceiling'.

Available in stores Australia wide or order a copy from www.baseclimb.com



FLIGHT CENTRE[®] *Unbeatable*

We can take care of all your travel needs:

- Accommodation
- Car Hire
- Cruises
- Flights
- Holiday Packages
- Tours
- Travel Insurance

**SKYDIVERS RECEIVE
A DISCOUNT**



Flight Centre Currimundi
Shop 6B, Corner Nicklin Way
and Bellara Drive, Currimundi

Call 07 5437 1677
amy.busteed@flightcentre.com.au



*Based on Australian registered businesses, and websites for travel departing within Australia. Quorse must be presented at time of booking. QLD Lic. No. TAG262. FCC39871

→ skydive

the beach sydney

sydney's only beach skydive!

Opportunities exist for full time employment at our fun and dynamic drop zone for tandem instructors.

Must be:

- Reliable and professional
- Well presented and experienced
- Sigma-rated with Display "B" Licence
- Own handcam equipment

Good remuneration package

Contact tim@skydivethebeach.com or call 02 4221 1404



Skydive the Beach Sydney are now a supplier of all Sigma System equipment and spares.

www.skydivethebeach.com 1300 663 634



PAY WITH YOUR SOUL...
NOT YOUR WALLET!

AUSTRALIA IS EASY...

...in a Wicked Camper!



**GUARANTEED LOWEST
Price**

**SPECIAL OFFER FOR SKY DIVERS
10% OFF
ANY BOOKING***

Freecall in 02: 1800 24 68 69 Visit: wickedcampers.com

*Terms and Conditions Apply.



*Support Jules, Vaughny & Crash
Buy their 2010 Calendar*



Australian CF Team,
"Ookoonono" are

celebrating their last three years together with an A4 bound photographic wall calendar featuring important skydiving dates - boogies, competitions, training camps etc.

Only \$25 + postage & handling!

This calendar is a fundraising opportunity for the Australian Team on their quest to 'smashing more records' at the 14th FAI World Canopy Formation Parachuting Championships in Menzelinsk, Tatarstan (Russia) from July 31st to August 6th, 2010.

**To order your limited edition 2010 Skydiving Calendar
email: juliamcconnel@yahoo.com**

REL WEEK



This bruised leg belongs to Dean Williams of Corowa Jump Shak. It was "his first conversion jump and the result of a very loose leg strap".



Jump pilot turned jumper, Caleb, of Darwin Parachute Club, is counting his lucky stars (and moons) after walking away with only this bruising from a low turn during Rel Week.



Dave Carr, Trent Argus, Ben Dalgliesh and Belgium Steve are the Joggle Tockeys, the latest in Canopy Formation teams. They are excitable guys and while shooting footage for their upcoming TV appearance on Totally Wild, they had another entanglement, lost more shoes and this time, cut lines and lost a canopy too! Photo series of Trent chopping by Wade Edwards.

CYPRES 2
LIFETIME WARRANTY
 safe investment - no surprises



WWW.SUNPATH.COM



OFTEN IMITATED NEVER DUPLICATED



1 THE ORIGINAL
worldwide first choice since 1991

CYPRES 2



Reliability Made in Germany

PERFORMANCE COMES FROM EXPERIENCE



Congratulations to the CYPRES sponsored Team Babylon and all participants of the 51 way Euro Headdown Record 2009 in Empuriabrava, Spain.

www.cypres.cc

Photo: Babylon



We all occasionally have skydives in which things don't go perfectly or close to it. It is for those jumps that we need to select our equipment, not for the best case scenario.

SKYHOOK AND OTHER SAFETY DEVICES



The Skyhook is one of the latest safety devices that have been developed to enhance the overall safety of skydivers. It is a simple and effective device that comes into effect when cutting away from a malfunctioned main parachute. As the name implies it is a "SkyHook" and as such must hook up to an anchor point. The anchor point being your MAIN parachute or Main Pilot Chute. It speeds up the deployment of your reserve by hooking to an

anchor that is already producing drag which in the case of a malfunctioned main will have more drag than the reserve pilot chute. This gives a faster reserve opening and in the case of an unstable cutaway will lift your reserve in its freebag clear of your body reducing the chance of the lines entangling you, but you may still get some line twists.

In a pilot chute-in-tow / bag-lock situation the main pilot chute MAY be giving more drag than the reserve pilot chute and give a rapid deployment. The key word is "MAY".

There was an incident recently where the jumper deployed the main pilot chute which opened the container and extracted the main but failed to deploy it. The jumper then cutaway and deployed the reserve. The reserve ride was normal. The jumper later said that the Skyhook did not seem to make the reserve open as fast as anticipated.

When the main was retrieved it was still in the bag with only two line stows deployed and the reserve freebag was still attached by the Skyhook. This was a new rig and the owner had not packed it often and it is probable that the pilot chute kill line was not cocked or came un-cocked during the stowing of the canopy into the deployment bag (always check the set mark on the bridle when packing is completed and before getting into the aircraft).

Review of the video carried by the jumper indicates that the main risers separated at reserve opening. This indicates that the pilot chute was collapsed and not producing enough drag to separate the three rings. The reserve was then deployed into the trailing main and most likely trapped the reserve pilot chute at the confluence of the lines at the main deployment bag. Fortunately the reserve bridle appears to have functioned as designed and deployed the reserve from the freebag and then separated the three ring release allowing the main to fall free.

This was a close call and it highlights one of the limits of this great design. Some of these limits are:

You MUST have a drag producing anchor point e.g. a main canopy out or fully inflated main pilot chute.

You MUST NOT engage the RSL during canopy rel. as you may then deploy into another canopy if you have to cutaway.

You MUST open your main at the planned height as opening low may cause the AAD to activate the reserve at the same time and your Skyhook then becomes a liability that could cutaway the main (all Sigma and Vector rigs fitted with a Skyhook should fit the UPT product improvement kit of separate Collins lanyard and staging loop). If you do inadvertently find that you are below main opening height it is best to deploy your reserve. Not only is this cheaper, only a reserve repack, instead of an AAD cutter as well as a repack, it will save your life.

You MUST cutaway with sufficient height for the reserve to open. Don't mess too long with a malfunction.

You MUST have your RSL hooked-up to gain the benefits of the Skyhook. The Skyhook will cleanly disengage from the RSL lanyard if you use your reserve in an aircraft emergency or total malfunction. It will not impede the deployment of the reserve.



Have your Rigger show you how the Skyhook functions at your next repack or when assembling your new rig, it is a neat and simple device.

Your AAD is also a safety device and the modern electronic / pyrotechnic units are more reliable, more accurate allowing them to function at a lower altitude where it truly steps in to save you if you haven't or cannot. It is a device that requires inspection, maintenance and power in the form of batteries. They are multifunctional devices and you should read the accompanying manual to familiarise yourself with its limits. Some of these limits are:

The AAD MUST be switched ON prior to boarding the aircraft.

It MUST be set to the appropriate DZ height if jumping at a different elevation to the take-off point.

It MUST be switched off if travelling to a different DZ by car.

It MAY require switching off then on again if there is a large barometric pressure change.

It SHOULD be switched off at the end of the jump day before leaving the DZ. Some AADs will reset if subjected to large barometric pressure changes and continuously operate in 30 minute cycles. This is to prevent them shutting down in freefall.

It MUST be maintained as per the owner's manual.

It MAY interfere with your main if you open low, see above.

It WILL NOT function under some malfunctions, do not mess around with the malfunction, carry out your emergency procedures.



It is only a safety device that operates autonomously in the background and will only function according to preset parameters designed as a last resort device to save your life. DO NOT rely on it, train to respond to emergencies and open your main at the right height.

For many of the early years of parachute use several countries' military forces used only one parachute for their paratroops.

This became the impetus for another safety device the RESERVE PARACHUTE. This is the most important safety device you have. Use it when required. As with all safety devices it requires maintenance, neat packing according to the manufacturer's tested procedures as documented in the owner manual and operated within its design limits of speed, weight and altitude. It has a simple activation method, the ripcord, although it may be supplemented by an AAD, RSL or both. The primary activation is the RIPCORD, pull it and see at your next repack.

Jo Chitty – APF Director Rigging

NOTICE TO ALL VIGIL USERS

In response to some incidents where user's have not been using their Vigil as described in the user's manual resulting in premature deployments of the reserve canopy, Vigil have asked for the following to be promulgated.



Vigil (A.A.D. sa) wishes to remind all users to switch off your Vigil after jumping, before leaving the DZ with your gear.

Especially when there is an altitude difference of more than 150ft or 45 meter between the DZ and the place you are travelling to.

If you forget to do this, please check your Vigil AAD before starting to jump next time:

- If the unit is off, simply switch it on.
- In case the unit should still be on, it is NECESSARY to first switch it off, and then start it back up again. This way, the unit will find its correct ground zero reference again.

This is only valid if you forget to switch off your Vigil before travelling with your gear, or if you land on a different DZ than the one you have taken off from.

- If you stay jumping at the same DZ and leave your gear there, you don't have to switch off your unit. Your Vigil will automatically switch off after 14 hours.

For more detailed information on this subject, you can consult your Vigil User's Manual at pages: 4, 8, 15, 18, 19, 20, 21 and 22 of which you can always download the latest version at <http://www.vigil.aero/downloads>

The Vigil team.

The best way to avoid a situation is to admit that it can happen, and to double, and triple check yourself so that it won't. Listen to those top-notch skydivers admitting that they caught themselves on a double-check. That's not something to condemn, it's something to respect, and learn from.

*You are NOT on a ride to the ground. YOU ARE FLYING!!
YOU are responsible for flying to a safe landing area and landing safely.
Nothing is more important than landing SAFELY!*



Getting Caught Up in the Hype!

Following is a first-hand account of an incident that took place at Skydive Houston, USA in June.

After an uneventful 2-way free-fly jump, my 167th, I successfully deployed my main canopy, a Sabre 2-170 loaded at 1.32, at approximately 4000ft. I entered a left-hand traffic pattern at approximately 1000ft. The plan was to fly a standard pattern then initiate my 90 degree turn from base to final at 200ft using a front riser dive. This was the 4th time I have ever used a dive loop for landing. The last three such attempts have all resulted in good landings and what I would consider decent, though slightly high, swoops.

At 200ft I initiated the dive, intending to hold it just a bit longer so as to plane out just over the ground and complete my first "legit" swoop. Using sight picture as my only reference the point came when I realized I was getting low. I was not alarmed, however, thinking that I still had enough altitude to release the front riser, give some toggle pressure, and change my trajectory as needed to complete the swoop. It didn't quite work out that way. I pulled my toggles into about half-brakes expecting a much more drastic change in trajectory and to my horror found that it was grossly insufficient. I should have flared for my life at this point but within fractions of a second there was impact. I did not complete the flare. I hit feet first then my ass all the while attempting to shift my upper body weight forward so was to roll or PLF. Apparently I bounced pretty good, tumbled, and landed on my left side hoping I would walk again. To my indescribable relief, I was able to move my legs.

Injuries sustained: Two crushed vertebrae (L3 & L4), a few more mildly fractured ones (L2, L5). Dislocated my left ankle & fractured it in 3 places. Dislocated right pinky toe (if there's a God, he clearly has sense of humor).

After a weeklong hospital stay, a 6 hour back surgery, foot surgery, and lots & lots of narcotics, I'm finally starting to recover. I'm currently checked into a rehab facility where I'll receive physical & occupational therapy until I am capable of caring for myself. Luckily, my high level of physical conditioning before the injury has put my recovery in warp drive and I should be back home shortly. I am expected to make a full recovery. Lesson learned:

My injury is nobody's fault but my own. For a low-time jumper like me to go out & just casually "try" swooping, as if I'm going water skiing, is just stupid. I was getting really comfortable flying my canopy; braked landings, flat turns, dives & carves up high, and tippy toe landings all made me feel like was it finally coming together for me and I got over-confident and complacent; two things I've always told myself I would never become and two things that kill skydivers relentlessly.

Swooping leaves little room for error and is perhaps the most unforgiving of all disciplines when things don't go as planned. So the lesson I have for all of you low-times out there, perhaps just off student status or perhaps those who are a bit more seasoned...approaching that 200 jump mark, like myself, or just anybody looking to take the leap further down the rabbit hole of the crazy stuff you're already into...GET COACHING! At the very least get lots of advice from seasoned pros. Ask lots of questions! DON'T BE CASUAL ABOUT IT.

This is true for all disciplines but especially for swooping where lack of expertise can so easily have you starting your own thread in an Incident forum, or even worse, having one started for you in.

And lastly, I think it important to remember that you don't have to swoop! It's not like it its written somewhere that after a skydiver is done with AFF, they get their A-license, get into free-flying, downsize and start swooping. But in my brief year in skydiving, that's the mentality I've noticed among nearly all of young, fledgling skydivers I encounter.

When I first started jumping I told myself I would never swoop, the risk/benefit was never a number less than 1 for me but as I got more into the sport the illusion emerged that swooping is just a part of being an experienced, mature, skydiver, and that everyone does it because it's really not that big a deal. It is! And those who don't are boring old-timers. They're not! (well, not all of them)

I've had many jumps on a 170 and it was never a canopy I had to even think about flying.

I got caught up in it, and I got hurt. So kiddies, think wisely before ending up where I am - having to walk away from something I love.

What else can we learn?

1) The wing loading was arguably inappropriate for people with twice these numbers. A 190 might have made a difference.

With 167 jumps, 1.17 is the accepted maximum wing loading for people at standard conditions.

Landing parachutes at trim speed in a straight line into a wide open field is not a big deal until they get very small and one's short stubby legs don't move fast enough to land without being smart about energy management. Speed increases are only inversely proportional to the square root of size, which makes a 170 just 6% faster than a 190.

Where things get interesting are how soon the parachute responds to how little control input, how quickly the parachute accelerates, how long it takes to recover, and the non-linear nature of human perception.

Sooner or later you will arrive at your destination with faster than trim speed, pitch that's too steep, and/or some roll angle. Lots of fatalities come from people for whom that was unintentional due to avoiding low obstacles, chasing the wind sock, or not giving up on a return from a long spot.

Mix that with perception and learning and you end up with Brian Germain's chart which was ignored.

www.bigairsportz.com/pdf/bas-sizingchart.pdf



2) A swoop is a speed inducing maneuver, followed by natural recovery, followed by optional (if needed) toggle inputs, followed by slight toggle pressure (if needed to arrest steady state descent) and finally followed by a flare for landing.

A swoop is NOT a speed inducing maneuver followed by a flare. That is normally called 'being in the corner'. That is place that has killed and maimed numerous jumpers. It is a place that may have no way to

get out of, no matter what control inputs you do.

Most new jumpers, swoopers or not, do not fully understand the concept, importance and parameters that influence the natural recovery of a canopy.

Canopies, like the Sabre or Sabre 2, with short recovery arcs, are more likely to lead to miss-swoops than canopies with longer recovery arcs because the set up, speed inducing maneuver and recovery are all done at lower altitudes leaving less altitude to correct an issue with the approach.

When someone does not even realize that the natural recovery is part of the 'swoop' then they crash and burn because they set up too low and try stabbing their way out of the situation.

3) Quote: "It was never a canopy I had to even think about flying."

That might be a problem. We have to put yourself in situations where we DO think about flying the canopy - where the stall point is, how to dig out of the corner, how to use all the lift available. One of the most dangerous scenarios out there is the jumper who has made 200 jumps on his Safire2 149, all into a 10kt wind, all straight-in landings, and thinks that that prepares him for a Crossfire2 129. "Hey, I stood up all 200 jumps! I'm ready." Problem is that he doesn't really have 200 different landings on that canopy - he has exactly the same landing, 200 times.



This is one reason coaching is invaluable. Coaches will pull you out of your comfort zone, so you start to think about flying again. They'll make you think "wow, I didn't know my canopy could do that!" or "Hmm, I guess my canopy CAN'T do that." And that's the knowledge that can really save you when the proverbial hits the fan.

So next time you jump, consciously think, is your canopy recovering on its own? Does it require input? If you don't know then ask someone to watch you - or get some coaching. We pay for coaching in FS and free flying so why not for canopy flight?

Watch and Learn

Go and watch a couple of lifts landing, and guaranteed you'll see swoops requiring toggle input to recover. Ideally take a good canopy pilot/teacher out with you who can assist in debriefing what you're watching. Videoing landings to watch later is useful too, your own and others.

It's impacting with the ground that kills, so learn how to fly relative to it safely, so you live to do it again.

Wondering where you fit in with all the talk about canopy piloting? Take a moment to complete the questionnaire "Canopy Risk Quotient" and see where your score falls on the canopy risk scale. http://www.uspa.org/Portals/0/Downloads/Other_SDRiskQuotient.pdf

Psychological spirit of jumpers:

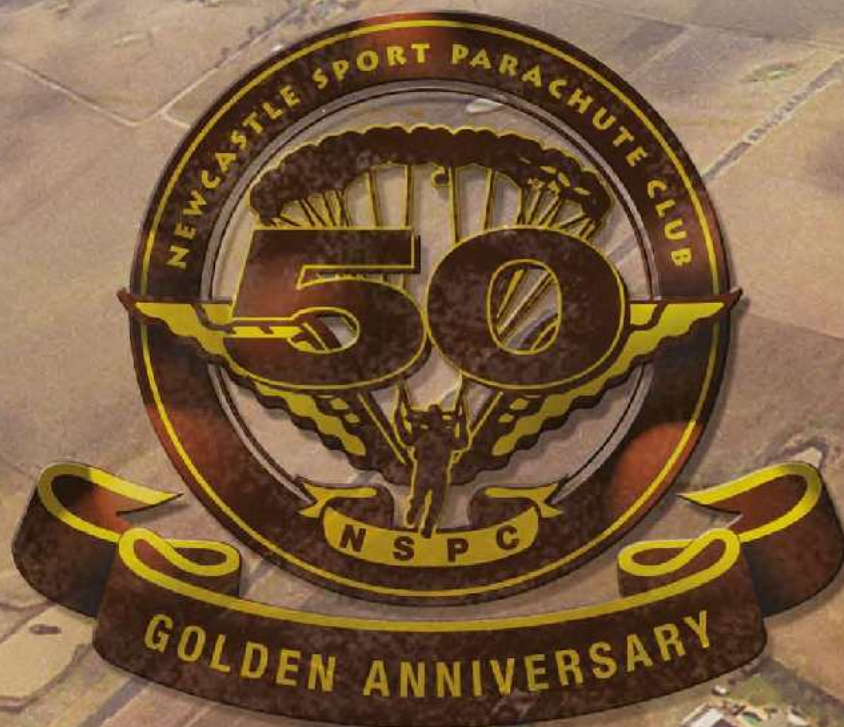
- 1) A novice skydiver is marveled and eager to learn.
- 2) An intermediate skydiver knows everything in the world about skydiving and nothing wrong can happen.
- 3) An advanced skydiver is astonished s(he) has gone that far
- 4) A master skydiver is surprised s(he) is still alive.

Risk Management

The next time you are sitting in the airplane bored, spend a bit of the climb thinking about weird scenarios and how you would handle them. Look around the airplane at the other jumpers and figure out who the leaders are, and who are the followers. Always be ready because the next problem may be one that you have never heard of, but if you have been engaged in proactive risk management it will probably be something similar to a problem you HAVE thought of.

WANTED

CLUB MEMBERS, PAST MEMBERS & FRIENDS
TO CELEBRATE...



23RD - 26TH APRIL 2010

BLACK TIE EVENT

FRIDAY 23RD APRIL 2010, 6.30PM UNTIL 12PM
VENUE: "THE HANGAR" AIR ACTION - CESSNOCK AIRPORT,
HUNTER VALLEY NSW AUSTRALIA

3 COURSE DINNER FEATURING SPECIAL GUEST SPEAKER,
ANDY KEECH, APF MASTER OF SPORT PARACHUTING,
PILOT, PUBLISHER AND AUTHOR OF THE FAMED 'SKIES CALL' SERIES

TO BOOK FOR DINNER EVENT & ACCOMMODATION VISIT
WWW.HUNTERTOURIST.COM.AU/NSPC50TH

JUMPING SATURDAY - MONDAY

24TH - 26TH APRIL 2010
MOORES LANE, ELDERSLIE
NSW AUSTRALIA

TURBINE AIRCRAFT, LOAD ORGANISERS
PARTY & BBQ SATURDAY NIGHT
CAMPING FACILITIES AVAILABLE

FOR FURTHER DETAILS & DZ MAP
WWW.SKYDIVENEWCASTLE.COM

BY ORDER OF THE COMMITTEE

DZ DAYZ

COMMANDO SKYDIVERS

Story and Photos by Brian Kirkham

Sunsets, ocean views and lush green grass... Welcome to Commando Skydivers! There are times when under canopy or during freefall that I get a pleasant reminder of just how fortunate we are to have such a stunning backdrop for skydiving. Whilst we don't currently have a turbine aircraft to race us up to 14K, we do have an amazingly beautiful place on earth to spread our wings, take in the view and celebrate life.

Part of what makes our club so strong is the enthusiasm from its members. Regardless of the weather or exit height, rain, hail or shine, there will always be a group of people ready to put on a rig and find a blue hole. These are the skydivers who know that jumping is much more than just getting 14K on every load and doing red-hot rel, freely or swoops. It's being part of a community that is willing to get to know you, embrace you as a friend, share a coffee, a cigarette, a smile and a laugh. This is the real face of skydiving. This is Commando Skydivers.

Currently there are a number of younger members actively working towards instructor ratings. They bring a fresh outlook and a vibrant enthusiasm to help guide our new students safely and positively into the sport. There was a time when I knew every student's face and name because there were only a handful of them walking around the DZ. Now there are so many I find it hard to keep track. Student retention has been strong and continues to grow.

The club is charging into the pointy end of the year like a racehorse rounding the final bend in the Cranbourne Cup. A time of sunny weather and back-to-back loads awaits us. It's a time for the current board to face the members at the AGM, a time to reflect on a year that has been and a time to review the direction we are heading. Will a turbine one day fly the skies of Tooradin? Watch this space!

What ever the end result may be, as long as the kettle is boiling I have a feeling we'll be right.



AUTUMN AT NAGAMBIE

By Jhama Hulbert & Louise Cross

Four beautiful bluebird days were summers parting gift to all who attended Nagambie's Easter Boogie. Following hard on the heels of the March Madness Boogie the Easter Boogie was designed to be a low key and relaxing way to farewell a fantastic summer.

With SAS and Craig Vaughan on hand organising some entertaining Star Crests and bigger ways there was plenty of fun to be had and lots of new faces to have it with. The Boogie saw the emergence of an irritating little creature known as the "birdman". Until recently these were only observed in singles or pairs; however their numbers swelled alarmingly over the boogie. Smugly occupying the superior front seats (the rightful home of Tandem Instructors, their passengers and cameramen) these critters are identifiable by their admirable back flip exits, death-spin freefall techniques and their loud bragging of 2 minute plus freefall times at the bar. The best method of controlling these vermin is to charge them double slot prices.

ANZAC Day was celebrated with a special dawn load. The bugles were blowing a mournful tune as several hardy souls braved sleep deprivation, the early morning chill, a grumpy pilot and a dodgy looking weather report to be rewarded with the

only jump on an otherwise washed out weekend. With the day called at 8am it was only natural that the bar opened and jumpers proceeded to celebrate ANZAC Day in true Ocker style; by getting blind and heading off to battle the speedway louts in town. A certain Chief Instructor required his 7 year old son to assist him in making it home!

Grey hair, wrinkles and spectacles were the order of the week as Nagambie hosted an Instructor 'B' course in April, under the tutelage of King Wrinklies John Kinton and Honest Don. With almost 200 years of combined skydiving experience between them the air was thick with wisdom and bullshit as the



Daniel Rossi

Photo by
Shannon Straubinger



Chips

Photo by Mike Williamson



Kate's Birthday Jump

Photo by Dipsy



Ben's 100th

Photo by Dipsy

lads were put through their paces. Congratulations Lee Barton, Warren "The Fence Whisperer" Keogh, Adam Pemble and Mike Williamson on their illustrious achievements. First jump courses and Phillip Island await.

White jumpsuits were out in force for May's Atmonauti camp. Building on the success of last years event, over twenty keen atmonauts from around the country took advantage of the expertise offered by LO's Dingo, Crikey and Pony. It was all about running some sick angles, starting small and building up to the bigger ways. Despite challenging wind conditions and suicidal Galahs there were many sweet jumps to be had. Thanks to everyone who attended and made Nauti II a success as well.

ABC Camp - After the washout of the first day, blue skies and nil winds prevailed upon us for the remainder of the camp. Tanya Cale, Lee Barton, Craig Vaughan, Warrick Smith and Michael Wildish headed up the crew banging out a bunch of 4-ways and skills improvement jumps, B-Rel's and AFF jumps. Congratulations to Alistair and Prashant on finishing the course.

Luke from Tassie and Peter from South Oz made the journey to Victoria to finish their B-Rel's, while Tommy, packing like a demon, made as many loads as he could doing whatever type of jump was going. We also welcomed James Stenson back to the sport after a 4 year hiatus, while Scotty, Victor and Geoff made the most of Tanya's 4-way experience in preparation for their budding intermediate team.

Other notable achievements over the autumn include, John Kinton's 1,300th, Dipsy 1,000, Damo and Macca 500, Nick 200, Ashley, Scotty, Tommy, Ben Mc and Michael 100, Steve and Benny A, 50 jumps and Jamie 'Princess Leia' Bedell's Star Crest.

Finally we said our farewells to two of our tandem masters, Tim and Dipsy, as they fled the Victorian winter for the Northern Hemisphere's summer. I am sure we will see them back in time for our warmer weather, especially when the snow starts falling in the places they have gone to. Who will give us our Whoohoo around the bar when the bell is rung now?



Instructor 'B' Course

SA WHY DO YOU FALL BALL

By Laura Watson Photos by Erika Wiszniewski

On the 30th of May, and for the first time in over 6 years, South Australian skydivers dusted off their tails and top hats in preparation for the Why Do You Fall Ball. It was great to see everyone looking their best, with trackies swapped for suits and runners swapped for heels - or in Curtis' case, runners swapped for slightly cleaner runners! The event was held at the National Wine Centre and brought together old and new jumpers from the three clubs in South Australia. It was great to see some 'oldies' coming out of the woodwork for the event, including Vic and Belinda Balfour who used to jump in the 80s, and Ron and Renee Hoey, who were jumpers in the early 90s. It was also great to see some of the newest members of the SA skydiving community getting involved, including Nellie Barnett and Claudia Kralik from Goolwa among others. Dale Elliot was a fantastic MC for the night, getting the crowd involved and even managing to keep them quiet when needed, no easy feat for a bunch of 80 skydivers!

Keeping with tradition, on the afternoon of the ball there was a demo jump organised into the University of Adelaide sports grounds. With 4 loads to drop from two C-182s within a very short window of opportunity, there were some nervous faces on the people waiting at Parafield airport when the first plane was mysteriously delayed as the sun was setting. But the jumping Gods smiled on us and finally everyone got their jumps in. The view from under canopy of the city lighting up at dusk as the jumpers were coming in was spectacular. Not everyone landed at the demo site however; a few people had to avoid horses as they landed in a field just north of the city. Good spotting boys! Special mention to Ashley Leach for the most spectacular landing that day and to Cashy for jumping in his suit, with his keys in his pocket, which were well and truly lost by the time he landed!

The demo jumps set a great tone for the rest of the evening and we moved onto the venue for some entertainment and a good feed. The band was great and got everyone up and moving on the dance floor and we saw some competitive streaks emerge as the games got underway. Marcus was disqualified from the paper airplane challenge for entering an object which in no way resembled a flying craft - although it did cover some ground! It was also nice to see some of the more experienced skydivers encountering some difficulty landing their paratroopers 'on target'. There were quite a few malfunctions encountered and later in the evening one of the paratroopers was seen jumping off the balcony with a modified rig (customised by Travis Naughton), attached to about 200 helium balloons. We hope he had a good ride!



The event could not have been as successful as it was without the generous support of many individuals and groups: the event was financially supported by the South Australian Sports Parachute Club and the South Australian Parachute Council, thanks to both clubs for helping get this event back up and running. We had loads of fantastic prizes donated from Wings, Deepseed, Waycool, Go Wear and Cookie - these businesses deserve our ongoing support for consistently supporting the skydiving community whenever they can. Thanks also to Bronwyn Marshall from Madhare designs for the promo material and tickets and a big thank you to all those who helped out with donating their time in the lead up to the event and on the night: Curtis Morton, Dale Elliot, Ollie Tolson, Eyad El-Achkar and Al Gray for helping out with the demos and all the others who supported the event. Plans are underway for a bigger and better WHY DO YOU FALL BALL in 2010! See you there!



AYR ANTICS

By Anita Perryman & Mick Hardy Photos by BJ Adams & Mick Hardy

Mexican Madness

The eager crew of regular monthly club jumpers at 'AyrSports' are brimming with enthusiasm and are avid to make the most of every opportunity – be it in the sky or around the campfire... and the last couple of months have been no exception to the trend!

April saw Mat and Wade pull off their first "Mr Bill"...It was the culmination of meticulous planning (on a starlit night around a campfire), two very eager participants (wanting to give it a run), a "first time" bell ring (more beer) and a desire to follow through the very next morning with their best laid plans – some more surprised than them over their conviction. All told! – Mat and Wade couldn't have executed their "Virgin" jump more perfectly and just quietly, we're still hanging round for the carton.

A huge thanks to everyone who attended the AyrSports 4-way Introduction and Scrambles event on the May long weekend. With free video slots provided by NQPC and weather to boot, everyone maximised their learning and took home a wealth of new knowledge.

The race for Gold and Silver was tight with the lead changing several times on the way to the podium. Team LAWN were the final winners who cut KAMM's grass on their way to success. Congratulations to Larry, Animal, Wade and Neats for mowing down the opposition and claiming victory by one point.

The night-time chaos reigned supreme with a spectacular couch burning... balanced on a scaffold of cardboard amidst plenty of fuel. What with the ute ejection at full speed and the unveiling of a video remote control lost at the Cresco Boogie many years earlier, the couch's demise was a wealth of laughs...

Three cheers to Karen for putting in the hard yards to organise the weekend and secure the funding, to Mat and Neats for the wicked Saturday night dinner, Rob for flying and the intrepid camera duo for tireless back to back loads. How many lobs you run Wade?

A huge welcome to Adam who came oh-so-close to the elusive 'B' License but got a scenic flight to Townsville instead. One of those fire time stories...

Roll on around June and another long weekend to play together. Hip Hooray! to Rob our pilot who drove the early morning Townsville to Airlie run to pick up Chook's 'Super Cessna' and ferry it back to Ayr to kick the weekend off. Couldn't have done it without you. We hear that Rob postponed an ensuing proposal that very weekend to be with us! We wish you all the very best and we're sure married life will be as committed as you have been to keeping us in the air.

Paul O and Des dropped on by as they were conducting safety



audits around NQ; however good to have them there to share the laughs and campfire banter, just their very presence seemed to place an aura of nervousness around us – and there were one or two brain mals that might not have otherwise occurred. Hmmm!

It was great to see some of the AFF students kicking off their AFF jumps which gave Wade his first taste of instructing after successfully completing his AFF Instructor rating at Toogoolawah – huge congratulations (that's a carton). Sonya took to the skies again after some time out due to a knee operation – now there's a gal not keen to be on the ground for too long – welcome back.

With perfect winter weather conditions and blue skies abound we managed to keep loads turning around quickly and had plenty to drink to that evening.

Mick and Karen quietly put on a carton to announce their engagement, picked up only by some actually reading what they were drinking to... tinnies raised and happy days to a wonderful couple. No ring in sight yet, but we were advised of their new reclining leather lounge suite to mark the engagement.

To those unaware of recent changes in Townsville, student training (is for now) no longer available at Ayr Drop Zone. We are operating as a Non-Training Drop Zone catering to 'B' Licence and above jumpers. To mark the changes and lift all spirits we decided as a Club to kick our heels up with a Mexican Night held on the first weekend of July. What a hoot and talk about everyone banding together.

The Club House was given a facelift – out with the old and in with the new; that meant replacing the old oven with one that we actually recognised as an oven; sticking up some new photos around the place; unveiling of our new bar area and kicking it all off with the same enthusiasm but a slightly new situation.



Team LAWN who cut KAMM's grass (Larry, Animal, Wade and Neats)



A couple of us met up in Ayr on the Friday night to Mexican-ise the place; let me say it was a chilly night; but oh-so-homely as the kitchen radiated the sweet chilli aromas of Mat's Mexican extravaganza christening the new stovetop.

The night was a real success, with a feast laid on to cater to all palette's; piñata to distract us from the bar ever so briefly; an hourly bell ring to gather us together by the bar for one of Karen's super tequila concoctions and what would a night at Ayr be without the likes of a famous fire gathering and another couch burning to truly mark the occasion; accompanied with bucket and ladel to polish off the Sangria... in Ayr style.

Sunday morning had us gathering back at the clubhouse a little slower than normal but just as enthusiastic... first lift around 10am and thank goodness no gas expansion from the Mexican feast the night before. We managed to run five loads consisting of tracking jumps, some rel work, 2nd attempt at "Mr Bill" and some exhilarating rodeo jumps... Wow! What an incredible way to end a top weekend.

Thanks to everyone at Ayr for the time and energy invested into a Club that we dearly all LOVE! As a final and fitting note what can we say but... "Wish You Were Here!"



Adam Cantrick back in the Ayr after a long break



Andrew and Wade over the Burdekin River



Karen rodeos BJ in his wingsuit with the DZ in the foreground



BJ Adams on a Canopy jump



Cane fires burning at the drop zone

CYPRES 2 WATERPROOF
safe investment - no loss

THE ROAD TO BIG WAYS
By Duncan Mitchell Photos by Matty Harris

The long weekend at the end of May brought many things – four day weekends (for some), extra work (for others) and for York, a few days of FS formation loads organized by Fiona McEachern and Dr. John. Skydive Express had organized for a Seneca to join up with the Caravan for a couple of days to give the Jump for the Cause girls some chase plane practice and also to fill the bar with beer from all of us who had never done multi-plane jumps before...

For a lucky few the weekend started on Friday with a handful of 182 loads to get us in the mood. Friday evening saw the Seneca not turn up, but with the assurance it would be there by sunrise.

Sunrise came and it was cold. It looked even colder once the door was off the Seneca and the clouds rolled in. Layers of clothes were the order of the day and it would stay that way too with the W.A. summer unfortunately just behind us.

Fiona had us organized in to two groups, a 16-way and an 11-way, with Matt Harris on camera duty (and for his sins, spent most of the weekend sitting by the empty space where a door used to be in the chase plane). The 16-way 'Guinea Pigs' were up first, much to the delight of the other group waiting for the sun to rise that little bit higher. After a quick reminder for all on the essentials of bigger FS jumps – proper approaches, stopping, levels and break off procedures – they were off for the first of several challenging and fun skydives.

There was a pretty steep learning curve for some of us – I for one had only a handful of 12-16 way experience and had never flown in planes quite that close together before – but our 11-way (sort of) rose to the occasion, pulling out some surprisingly solid jumps. We were all rotated through different slots, floating, diving, in the base, in the chase plane, and, due almost entirely to Fiona's organizational skills, made most of the formations happen. The only minor hiccup for the day was when Frederic, the Air Australia pilot flying the Seneca, lost track of John in the Caravan and had us hanging out the door looking for him. John saved the day, flying in circles until he found us again and he managed it just this side of hypothermia too...

The larger group had some real experience on it, with even GT making an appearance to show us how it should be done. They were building increasingly difficult dives with minimal carnage, so all in all it was a great day with a lot learned.

Through the day several of W.A.'s representatives on the record attempt for Jump for the Cause had been running fundraisers for the big event in September. Ellen Coenra, Shirley Cowcher, Peta Holmes and Cheryl Robertson have been raising money for breast

Jump for the Cause participants (left to right) Peta Holmes, Cheryl Robertson, Shirley Cowcher and Ellen Coenra



cancer and to get us all in the mood, had a raffle and a silent auction for ACDC tickets going – much excitement to be had. As the beer started flowing wallets were opened and tickets were bought. Either Red Ferguson bought the only book of tickets, or he's as lucky as a **** because his name came out twice. He promptly donated his prizes (a food hamper and JFTC wine) to the bar and we all got stuck in. The ACDC auction was left to run until the end of June, with a friend of mine taking home that noisy little walk down memory lane.

Saturday night saw the usual action at York, with the sauna packed and the bar busier, with the chance of that 7am first load getting slimmer by the carton.

Sure enough, we were a little slow getting going. But get going we did, with a 21-way to kick things off, followed by a Star Crest load. After that a bunch of people made tracks, so we merged in to one group of around 18-20 depending on which of the staff were free to play. Jumps were getting tougher (for me anyways...) and so tension was running high (again, mostly just me...). We were making some pretty awesome dives with lots of blocks and plenty of opportunities to stuff up. The more experienced guys and gals were putting us through our paces and as we went up for a jump that saw both Tim Castle's 3,000th and my own 400th, there was deep concentration all around. Tim's face was a picture as he realized he was relying on me (me!) to help build the base for this milestone jump.



But all went well and with tips and tricks from the more experienced among the group along with the sheer weight of enthusiasm from the rest of us, we had another big day of challenging jumps and learning lots. Believe it or not, there were a number of tasty beverages consumed Sunday evening too, with our C.I. Dixie throwing a carton on for doing four jumps in a weekend – the most he's done since who knows when...

And so to Monday - a freebie for us with the long weekend. The Seneca had departed, but John was still flying the Caravan so the few of us stragglers left, along with the staff threw together a few loads. Fiona and Dr. John had saved the best for last, with a three-point 17-way, a 13-way and a 6-point 11-way to finish the weekend. Of course, we didn't have any cameras on Monday so you'll have to take our word for it...

A big thank you must go out to everyone who had a hand in organizing such a fantastic weekend – Ellen and Tim for getting the whole thing sorted, Fiona and Dr. John for making the trip, the WA State Parachute Council for the funding, Dixie, John and the others at Skydive Express for all their efforts, Toots for keeping our wing loadings up and Matty and Carl for the camera work. Good luck to all the girls with both the fundraising and the record attempt later this year.



BAY DAYZ

By IM Boe

As our glorious leader, Ray Palmer, has moved to Mission Beach to run a caravan park (!), I have taken it upon myself to let

the folks out there know what has been happening at Byron Bay drop zone and there has been a bit:

Lots of birdies have taken to the skies above Byron, inspiring more jumpers to take to the suits and enjoying their wings!

Two 'D' Licences have been signed off - Jimmy-James and Glen Kiwi, congratulations!

Chris Stewart's 1,000th, a tandem video, as he only updated his logbook after the fact!

Paul Taylor's 500th. For more on Paul, after only having owned his Vengeance for just a couple of weeks, line twists resulted in a chop. Many people spent the next week with him in the Tea Tree farm searching for the canopy, but sadly it never materialised. 23 days later, harvesters found the canopy, in the shade between the tea trees. Thorough inspection showed no problems with the canopy and Paul is again getting some airlock action.

Congratulations to Emma, Joel, Gema, Rodger and Amanda on completing their AFF



Chris Swoop

Photo by Alex Nelson



Pilot Timon stage 2

Photo by IM Boe

Congratulations to new parents Jamie and Cheri, Matt and Carly, Matt L, Col and pilot Timon on their beautiful new babies. The next generation is secured!

Giselle's 10-way tandem - TM BJ, husband John, Chris, Paul, Brad, Coltech, Jony, Stacey, Matt.

Welcome to new Diploma in Commercial Skydiving graduates - Becks and Rufio.

Gabe starting his Tandem rating.

Welcome back to Shorty, we've missed you!

And last but not least: Jon de Wet is now taking applications from females wishing to be his wife. Please contact Jon for an application form.



Giselle's 10-way tandem

Photo by Alex Nelson



Emma Pearson

Photo by IM Boe

Every Weekend

**Load Organisers
Freefly & Flat RW
Pond Swooping**

SYDNEY SKYDIVERS

www.sydney skydivers.com.au



SYDNEY - CAIRNS - FRASER COAST - BRISBANE



Win a FREE CANOPY at the Xmas Boogie!

Tandem Skydives

Tandem Skydives 7 days Book Online or call 1800 805 997

AFF Courses

Learn to Skydive AFF Courses every week

Aircraft: PAC XL 750, Skyvan
Free Internet Kiosk
Wireless Hot Spot
Ground Rush Cafe

Canteen & Picnic Area
Coffee Shop
Bunkhouse
Rigging Loft

Freecall 1800 805 997
www.sydney skydivers.com.au

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

Open 7 Days

Timing the BELL

Compiled by the APF at
ASM deadline time

'A' LICENCE

MARK
MALCOLM
NICOLAS
SCOTT
DAVID
GEORGE
MARIO
ANNELIESE
MICHAEL
JOSHUA
BARBARA
CRAIG
JOHN
MITCH
WADE
OWEN
JORDI
DALE
CRAIG
MARK
JORGE
STEVEN
KATE
DEAN
ANDREW
GREGORY
RUAN
KYLIE
SCOTT
PETER
HOANI
THOMAS
GEMA
PAUL
LOUISE
ITAY
SHARA
RICHARD
MATTHEW
KATY
LUKE
OWEN
DUNCAN
KIRSTEN
ANDREW
PHIL
ERIN
HEMAL
MURRAY
ROBERT
JONATHAN
PITA
JAMES
JARED
PETER
LUKE
LUKE
FABIAN
LEON
FRACOIS
DAVID
MICHAEL
KEVIN
OLIVIER
JAMES
CLINT
SAMANTHA
MARK
EDEN
ANDREW
DEAN
STEVEN
ALASDAIR

'B' LICENCE

ADRIAN
BEN
GLENN
KAINE
TREVOR
LEONIE
RICHARD
JOHN
ADAM
VAUGHAN
TIMON
GRANT
CHRIS
NICOLLE
JONATHAN
STEVEN
SCOTT
STEVEN

BALDWIN
BEARD
BERETTI
BLACK
BONNOR
BOOTLAND
BOSCHIERO
BRAENDLE
BROSANAN
BUNFIELD
CALAIS
CHIVERS
COOPER
DARMODY
DAVEY
DREW
DROUIN
ELLIOTT
EY
FOSTER
FUENTE
FULOP
FURNESS
GUM
GUMMER
HESLOP
HEYNIKE
HIGGINS
HOLLOWAY
HORSFALL
HUNT
JANEK
JIMENEZ MESONES
JONES
JOYCE
KEZURER
KREMER
LANCASTER
LEWIS
LYNN
MCPHAIL
MEEKINS
MICHAELIS
MORIARTY
MURRAY
NIEJODEK
O'DONOGHUE
PATEL
PHILIP
PICKERING
POULTON
RAWAMILA
RILEY
ROUGHAN
SAKRZEWSKI
SCARD
SCARRABELOTTI
SCHEUERMANN
SMITHENBECKER
SOUTHEY
TAPE
THOMPSON
TUCKER
VALLEE
WALDRON
WALKER
WARDLE
WEST
WHEATLEY
WHITWORTH
WILLIAMS
WILLIAMSON
YERLETT

CALUM
MATTHEW
JONATHAN
AARON
AARON
NAOROJI
ANNA
MARK
ADAM
TOMMY
BOW
JAMES
CHRISTINE
FABIAN
VALERIE
JAS
JASON
MARTIN
DAVID
BETH
OLIVER
MATTHEW
STEVEN

'C' LICENCE

JONATHAN
GLENN
JOEL
CORY
SCOTT
JULIAN
REILLY
NATALIE
SAMUEL
JOHN
REBECCA
TODD
CHRIS
ANDREW
DUNCAN
STEVEN
WAYNE
STEPHANE
DEBORAH
GABRIEL
RICHARD
NAOROJI
MARK
AMY
LACHLAN
SAM
MATHIAS
RIA
TRENT
DWAYNE
PHILIP
SHARP
JAS
JASON
DAVID
RUFUS
CAMERON
STEVEN
ASHER

'D' LICENCE

NERISSA
GLENN
WARREN
TYLER
TRACEY
JOEL
NADENE
GLENN
ANTHONY
SCOTT
SANDRINE
STEPHANE
HENDRIK
GLENN
BARTON
JUSTIN
WILLIAM
TEURA-ATUA
STUART
THOMAS
GABRIEL
BEN
SHARON
JAMES
BRADLEY
SHANE
MATHIAS
TRAVIS

HUNTER
HYLAND
IMMELMAN
JONES
KILLHAM
LINDSAY
ANNA
MORGAN
O'DRISCOLL
PALINKAS
PUGH
RILEY
SCARRY
SCHEUERMANN
SCHMIED
SHENNAN
SMITH
SPEARS
TAPE
THORLEY
TOLSON
TUNKS
WILLIAMSON

APPS
ARMSTRONG
BENTLEY
BETTS
BROOKS
BRUNT
CARTLIDGE
CHENEY
COLLINS
COOPER
CRUTCHLEY
DE LA TORRE
EDWARD
FABBRO
FRENCH
FULOP
GANNON
GRANGE
HOBBS
KICSI
KING
LINDSAY
LUCCHIARI
MCDERMOTT
MEIJA
MOSA
MUDRICH
PECK
PETTERS
PRIESTLEY
SEIDEL
SHARP
SHENNAN
SMITH
TAPE
WENLOCK
WHITE
WILLIAMSON
ZALCHENDLER

ANDERSON
ARMSTRONG
BACKHOUSE
BAIRD
BASMAN
BENTLEY
BEYERBACH
CHIDGEY
DAY
DAY
DE RIENZO
DE RIENZO
DIK
DOCHERTY
EDWARDS
FRAME
FREDERICKS
GEORGES
GLEN
HOOD
KICSI
LAHIFF
MCCARTHY
MCFARLANE
MERRITT
MITCHELL
MUDRICH
NAUGHTON

TCHOBANIAN
BRADLEY
HUIBERT
KEVEN
JAS
WINSTON
PAUL
INGRAM
ASHRAH

'E' LICENCE

WARREN
TRACEY
ADELE
TANYA
DAMIEN
KRISTIN
MARK
LAURENCE
TIM
ADAM
SIMON
BRODY
SAIED
DAVID
JAS
JAMES
JASON
JOSEPH

'F' LICENCE

BERNIE
SALLY
MICHAEL
JASON
JOAKIM

STAR CREST

GLENN
JAIMIE
CORY
LEONIE
TODD
CHRIS
STUART
DION
DANNY
TOM
STUART
SAM
ADAM
DARREN
CHRIS
DEBORAH
STEVEN
NAOROJI
AMY
BENJAMIN
JENNIFER
MATHIAS
DEREK
TRAVIS
SVEN
BEN
JAS

CANOPY CREST

MICHAEL
LESLIE
KAINE
WARREN
TYLER
GREGORY
JOEL
COLIN
MATTHEW
SARAH
VAUGHAN
KRISTIN
SANDRINE
STEPHANE
HENDRIK
CHRIS
ANDREW
GLENN
RYAN
STUART
IVAN
STUART
GLENN
PETER
LINTON
SCOTT
DANNY
CALUM

NICOLAS
PATTFIELD
PHIELIX
SELBY
SHENNAN
TAYLOR
TAYLOR
WHITE
ZALCHENDLER

BACKHOUSE
BASMAN
BURNETT
CALE
CASSIDY
CZYZ
DUMBLETON
GARCEAU
GOLSBY-SMITH
HARDACRE
HAYTER
JOHNSON
KHOSHNEVISSAN
O'CALLAGHAN
SHENNAN
THROSBY
TITMARSH
WINTERS

ARMSTRONG
BAKER
DEAN
GRIVAS
HALLIN

ARMSTRONG
BEDELL
BETTS
BURFORD
DE LA TORRE
EDWARD
FLEGLER
GIBLIN
GILES
GILMARTIN
GLEN
GRAY
HARDACRE
HARVEY
HENRY
HOBBS
HORD
LINDSAY
MCDERMOTT
McGUFFOG
MCRITCHIE
MUDRICH
MURPHY
NAUGHTON
PETER
SCOTT
SHENNAN

COLLINS
ALDRIDGE
ASTLE
BACKHOUSE
BAIRD
BENNIE
BENTLEY
BLAND
CHAMBERS
COLEMAN
CORPS
CZYZ
DE RIENZO
DE RIENZO
DIK
EDWARD
FABBRO
FARRELL
FERGUSON
FLEGLER
FOMENKO
GLENN
GOODLET
HART
HAYES-STANLEY
HELMY
HUNTER

MATTHEW
PETER
JEN
WAYNE
MARK
BENJAMIN
DUNCAN
BRANT
SAM
MATHIAS
LUCAS
PEDER
SHAUN
MAD COW
ZENO
ANNA
JASON
BETH
CAMERON
MIKE

DISPLAY 'C'
DAMIEN
KLEMENS
BEN

DISPLAY 'B'
SARA
BERNIE
SALLY
DOUG
LEE
JONATHAN
JASON
ADAM
MICHAEL
BEN

INSTRUCTOR 'E' TUTOR
JOEY
BRADLEY
SONNICA
VAN ZIJL

INSTRUCTOR 'D'
SCOTT
MATTHEW
MARK
SAMUEL
TOM
JAMES

RW ENDORSEMENT
JOEY
TIBOR
CATHY

FREEFLY ENDORSEMENT
BRADLEY
SONNICA

AFF ENDORSEMENT
SAMUEL
TOM
FULLY

HYLAND
JENNINGS
JESPERSEN
JONES
LUCCHIARI
McGUFFOG
MITCHELL
MOISEL
MOSS
MUDRICH
OLIVER
OLSEN
OTTO
PLATT
SHARP
SKUP
SMITH
THORLEY
WHITE
WILDISH

CASSIDY
FISCHER
LAHIFF

APALAIS
ARMSTRONG
BAKER
BALL
BARTON
DE WET
GRIVAS
HARDACRE
HOWELL
TIDMARSH
ALLEN
POKROY
VAN ZIJL

BROWN
CLEAVE
CONNOLLY
FIRTH
GILMARTIN
THROSBY

BROWN
CLEAVE
CONNOLLY

FIRTH
GILMARTIN
SIK

TANDEM ENDORSEMENT

DAVID
SCOTT
MATTHEW
MARK
ROBERT
JAMES
STEPHEN

BAKKERS
BROWN
CLEAVE
CONNOLLY
ELLERY
THROSBY
WADE

TANDEM SUB-ENDORSEMENT -
ECLIPSE
ROGER
YOSSI
TOBY

MULCKEY
STEIN
TURNER

TANDEM SUB-ENDORSEMENT -
STRONG
DAVID
ROBERT
STEPHEN

BAKKERS
ELLERY
WADE

TANDEM SUB-ENDORSEMENT -
VECTRA/SIGMA
SCOTT
MATTHEW
MARK
ANDREW
JAMES
TOBY

BROWN
CLEAVE
CONNOLLY
KNOWLES
THROSBY
TURNER

PACKER 'B'
TYLER
NATHAN
ALANA
SCOTT
DAMIEN
MARK
CRAIG
BEN
SAMUEL
TOM
THOMAS
PHILLIP
ROGER
RICHARD
MICHAEL
SVEN
ANDREW
CHELSEA
PAUL

BAIRD
BECKINGHAM
BERTRAM
BROWN
CASSIDY
CONNOLLY
COOK
DALGLISH
FIRTH
GILMARTIN
HOOD
HOPE
LAWES
MCGUIRE
O'CONNELL
PETER
SAWYER
STEVENS
WEIR

PACKER 'A'
JOHN
BARRY
SIMON
BEC
SHANE
JASON
JASON
KATE

BALKWELL
CALVER
HAYTER
LACEY
LACEY
LANE
MENDEL
O'FLAHERTY

RIGGER
LAWRENCE
CRAIG

HILL
MORRIS

LEAPING AT LAST LIGHT

STEVE SWANN (left) and **VLASTO ZAMECNIK** mark 40 and 33 years respectively since their first jumps, making a leap at dusk recently over Lower Light, South Australia.

Steve started jumping in 1969, edited ASM for much of the 70s and was a senior instructor with the SASPC through its early years. He drifted out of jumping in the mid 80s with more than 1,000 in the logbook but made a comeback late last year after 22 years off.

Meanwhile, Vlasto never stopped jumping, earning numerous national and international competition honours and has racked up more than 9,400 jumps.

The pair celebrated their anniversaries with a 5-man at dusk - after tandem rush hour had finished but almost too late for reliable photographic light - along with **AL GRAY, ADAM PEMBLE AND JASON ELLUL**. *Photo by Splatman*



CATHY FREEMAN

TM ASH SMITH on his tandem with Olympian **CATHY FREEMAN**, "She was nervous, nice person though, bit of pressure for both of us - the Prime Minister and Gilchrist were on the beach watching as well, so had to stand up! Was good in the end."

Photos by Lloyd Coe field



APF AWARDS

DREW LIPINSKI, CAM ROLFE, SCOTT (SPLIT) BROWN AND JODY BLUNDEN having received their APF Awards. Drew and Cam both received awards for Aussie Records in Canopy Piloting while competing at the World Championships in South Africa and Scott and Jody were part of the CRW Diamond Aussie Record. They were not at the APF Conference and so **DIXIE LEE** presented them their Awards on behalf of **FIONA MCEACHERN**.

Photo by Carl Jefferts



RUBBING IT IN!

SANDRINE AND STEPHANE DE RIENZO saying "hello" in a bid to entice all their Aussie friends over to jump with them in New Caledonia. "The photo was taken at 10,000ft over the lagoon of Poe, which is a beautiful beach near Bourail (around 200 km from Noumea) on the west coast of the main island of New Caledonia. It's an "official" DZ, even for students. You land on the sides of the strip, like Batchelor, but less than 200 metres from the beach!"

Photo by Ben Moreton



CYPRES 2
FACTORY MAINTENANCE
always status-of-the-art



LIPPY PASS

Anna Migdalski on the left and Gregory Munday (Kiwi) on the right, at Brisbane Skydiving Centre.

Photo by Naoroji Lindsay (Reggie)



NEXT GENERATION AT YORK

BROOKSY'S girls **LUCY & LILY** on their first day on a drop zone.



ANDY & DENISE HARDY'S daughter **EDYN** experiencing her first weekend at Skydive Express DZ, just 8 days old!



HELMET CLOSE UP

This is **JOHN KING**. "Originally the shot was from a further distance but I noticed the reflection of his canopy in the helmet. This is the result of a bit of cropping, brightness adjustment and saturation adjustment."

Photo by Scott Clark



BIG KEY

Congratulations to **BIG KEY DECOURCEY** for 25 years in skydiving! Wonder if he'd get the same recognition if he'd done 25 years at Bunnings?!



GOLD COAST DISPLAY

Drop Zones across south east Queensland come together to perform what turned out to be a magnificent display. Pictured here is **IAN MCGREGOR** flying the Aussie flag high and proud over the beautiful Gold Coast and **JAMIE BECK, JESS, STEVE DOOLEY** and **SHAUN OTTO** enjoying a drink after the display.

Photos by Jason Ford and Jamie Beck





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
Skyvan	20 place, turbine

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC.

PO BOX 3114, DARWIN NT 0801
 CHIEF INSTRUCTOR: TERRY KING
 Club & Drop Zone Phone: 0412 442 745
 Email: skydive_territory@yahoo.com.au
 Drop Zone Location: BATCHELOR AIRFIELD
 Web: www.skydiveterritory.com.au
 Aircraft: Cessna 182 and 206

TOP END TANDEM

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

QUEENSLAND - NORTH

AYRSPO RTS 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 FICKLING
 Club Phone: 07 4772 4889
 Drop Zone Phone: 0409 185 228
 Email: css@coralseaskydivers.com.au
 Drop Zone Location: STRAND BEACH
 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
 Drop Zone 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
 Drop Zone 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
 Drop Zone Phone: 07 4946 9833
 Email: info@skydiveairliebeach.com.au
 Drop Zone Location: WHITSUNDAY AIRPORT SHUTE HARBOUR
 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
 Drop Zone Phone: 07 4068 3801
 Email: reservations@australianskydivecompany.com.au
 DROP ZONE LOCATION: PAGE ROAD, EDMONTON, MISSION BEACH & TULLY

Web: www.skydivercairns.com.au
 Aircraft: Cresco 750, 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
 Drop Zone Phone: 07 4061 7897
 Email: admin@tandemcairns.com.au
 DROP ZONE LOCATION: MUNDOO AERODROME INNISFAL
 Web: www.tandemcairns.com.au
 Aircraft: Cessna 185

QUEENSLAND - SOUTH

BRISBANE SKYDIVING CENTRE

PO BOX 9, IPSWICH QLD 4305
 CHIEF INSTRUCTOR: BRIAN SCOFFELL
 Club Phone: 07 3333 2077
 Drop Zone 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, TOOGOO LAHAW QLD 4313
 CHIEF INSTRUCTOR: DAVID McEVOY
 Club Phone: 07 5423 1159
 Email: skydive@ramblers.com.au
 Drop Zone Location: TOOGOO LAHAW 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 3283 8911
 Email: alice@skydiveredcliffe.com.au
 Drop Zone Location: SUTTONS BEACH (REDCLIFFE)
 Web: www.skydiveredcliffe.com.au
 Aircraft: C182 & PA31 Navajo

RIPCORD SKYDIVERS

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

RIPCORD SKYDIVERS ASSOCIATION

67 MITCHELL ST BARELLAN POINT QLD 4306
 Non Training Operation
 Club Phone: 07 5466 5630
 Email: ripcordskydiversinc@hotmail.com
 Drop Zone Location: GATTON
 Web: www.ripcord-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
 Drop Zone Phone: 0414 704 415
 Email: imc@big.net.au
 Drop Zone Location: CABOOLTURE AIRFIELD
 Web: www.skydivecaboolture.com
 Aircraft: Cessna 182 Cessna 206

SKYDIVE HERVEY BAY

PO BOX 4274 Milperra Bc 1891
 CHIEF INSTRUCTOR: PHIL ONIS
 Club Phone: 07 4015 2466
 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
 Drop Zone Location: RAINBOW BEACH
 Web: www.skydiverainbowbeach.com
 Aircraft: C-182

SUNSHINE COAST SKYDIVERS

PO BOX 1079, CALOUNDRA QLD 4551
 CHIEF INSTRUCTOR: TIBOR GLESK
 Club Phone: 07 5437 0211
 Drop Zone 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 332, COOLANGATTA QLD 4225
 CHIEF INSTRUCTOR: Robert McMillan
 Club 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

TOOGOO LAHAW SKYDIVERS CLUB INC.

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

NEW SOUTH WALES

ADRENALIN SKYDIVE

4 RADFORD STREET, HEDDON GRETA NSW 2321
 CHIEF INSTRUCTOR: BILL TUDDENHAM
 Club & Drop Zone Phone: 0419 297 014
 Email: skydive@pacific.net.au
 Drop Zone Location: LUSKINTYRE AIRFIELD, NSW
 Aircraft: Cessna 182, 206

BYRON LANDINGS TANDEM SKYDIVE

PO BOX 9, BANGALOW NSW 2479
 CHIEF INSTRUCTOR: STEPHEN LEWIS
 Club Phone: 1300 887 037
 Email: admin@byronlandings.com
 Drop Zone Location: GLEN VILLA HOLIDAY PARK
 Web: www.byronlandings.com.au
 Aircraft: C206

COASTAL SKYDIVERS

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

COFFS CITY SKYDIVERS

PO BOX J208, COFFS HARBOUR JETTY NSW 2450
 CHIEF INSTRUCTOR: TONY MAURER
 Club & Drop Zone 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: Non Training
 Club Phone: 0402 008 924
 Drop Zone 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 & CESSNOCK
 Web: www.justjumpskydive.com.au
 Aircraft: Cessna 206 & XL-750

NEWCASTLE SPORT PARACHUTE CLUB

P.O BOX 116 BRANXTON, NSW 2335
 CHIEF INSTRUCTOR: KIM HARDWICK
 Club & Drop Zone 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
 Drop Zone 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

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

Email: info@skydivebyronbay.com
Drop Zone Location: TYAGARAH AIRFIELD
Web: www.skydivebyronbay.com
Aircraft: Caravan

SKYDIVE MAITLAND PTY LTD
PO BOX 202, RUTHERFORD NSW 2320
CHIEF INSTRUCTOR: JASON CLARKE
Club Phone: 0425 200 185
Drop Zone Phone: 02 4930 7989
Email: info@tandemskydiving.com.au
Drop Zone Location: RUTHERFORD AIRPORT
Web: www.skydivemaitland.com.au
Aircraft: Two C-182's

SKYDIVE COFFS HARBOUR
PO Box 351, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: Mark Brody
Club Phone: 1800 800 840
Email: skydivcoffsharbour@australianskydive.com
Drop Zone Location: PARK BEACH & ENGLANDS PARK OVAL
Web: www.skydivcoffs.com.au
Aircraft: C-182

SKYDIVE NOWRA
PO BOX A32, NOWRA NAVAL PO NSW 2540
CHIEF INSTRUCTOR: RALF JAEGER
Club Phone: 0419 446 904
Drop Zone Phone: 02 4424 2138 (weekends)
Email: jaeger@shoalhaven.net.au
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
Drop Zone 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
Drop Zone Phone: 1300 663 634
Email: info@skydivethebeach.com
Drop Zone Location: STUART PARK 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 & Drop Zone 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
Drop Zone Phone: 02 97919155
Email: admin@sydneydivers.com.au
Drop Zone Location: PICTON
Web: www.sydneydivers.com.au
Aircraft: Skyvan, 750 XL & Beaver

SYDNEY SKYDIVERS
PO BOX 4274 Milperra Bc 1891
CHIEF INSTRUCTOR: JON McWILLIAM
Club Phone: 02 9791 9155
Drop Zone Phone: 02 4630 9265
Email: admin@sydneydivers.com.au
Drop Zone Location: PICTON
Web: www.sydneydivers.com.au
Aircraft: Skyvan, Beaver & 750XL

TANDEM SKYDIVING
37 SEGENHOE ST, ARNCLIFFE NSW 2205
CHIEF INSTRUCTOR: DICK PETERS
Club Phone: 02 9597 5918
Drop Zone Phone: 0418 275 200
Email: rpeters@ozemail.com.au
DROP ZONE LOCATION: CAMBEWARRA
Aircraft: Cessna 180

WESTERN DISTRICTS PARACHUTE CLUB
BINDI WANDARY LANE, FORBES NSW 2871
CHIEF INSTRUCTOR: MIKE CARRE
Club Phone: 02 6852 1221
Drop Zone 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
Drop Zone Phone: 0418 487 953
Email: aerialskydiving@ozemail.com.au
Drop Zone Location: CANBERRA DEAKIN MINT OVAL, ACT
Web: www.jump-act.com
Aircraft: Cessna 206

JUMP! AUSTRALIA
PO BOX 224, CURTIN ACT 2605
Non Training Operation
Club & Drop Zone Phone: 0418 829 977
Email: george@jump.com.au
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)
Drop Zone 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
Drop Zone 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, ROWVILLE VIC 3178
CHIEF INSTRUCTOR: GREG HILL
Club Phone: 1300 555 956
Drop Zone 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.alphalink.com.au
Aircraft: Cessna 182

MELBOURNE SKYDIVE CENTRE
285 AUBURN ROAD, HAWTHORN VIC 3122
CHIEF INSTRUCTOR: PAUL MURPHY
Club Phone: 1300 734 471
Drop Zone 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: info2009@relworkers.org
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
Drop Zone 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
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: 08 8322 7788
Email: info@skydivegoolwa.com.au
Drop Zone Location: GOOLWA AIRFIELD, AIRPORT RD, CURRENCY CREEK
Web: www.skydivgoolwa.com.au
Aircraft: C-182

SA SKYDIVING
89E GOODWOOD RD, GOODWOOD SA 5034
CHIEF INSTRUCTOR: GREG SMITH
Club Phone: 08 8272 7888
Drop Zone 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

WESTERN AUSTRALIA

HILLMAN FARM SKYDIVERS INC.
125 RIVERTON DRIVE WEST, ROSSMOYNE WA 6148
Non Training Operation
Club Phone: 0415 714 585
Drop Zone Phone: 08 9736 1386
Email: lwilthshire@inet.net.au
Drop Zone Location: HILLMAN FARM
Aircraft: Cessna 182

KAMBALDA SKYSORTS
PO BOX 79, KAMBALDA WEST WA 6444
CHIEF INSTRUCTOR: MICK MURTAGH
Club Phone: 08 9027 1043
Drop Zone Phone: 0419 853 193
Email: murtagh@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
Drop Zone 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
Drop Zone 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: RALPH FORD
Club Phone: 0417 011 000
Email: info@skydivebroome.com.au
Drop Zone Location: BROOME TURF CLUB
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
Drop Zone Phone: 08 9641 2905
Email: jump@skydive.com.au
Drop Zone Location: YORIK
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
Drop Zone Phone: one 0439 979 897
Email: annkerrawn@gmail.com
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, NORTHBRIDGE WA 6865
CHIEF INSTRUCTOR: ROBIN O'NEILL
Club Phone: 08 9227 6066
Drop Zone Phone: 08 9531 1433
Email: wasac@inet.net.au
Drop Zone Location: PINJARRA
Web: www.waskydiving.com.au
Aircraft: 2 X Cessna 182s, PA 31-30 Navajo

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

