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Australian

# skydiver

magazine

## JUMP FOR THE CAUSE

Women Skydivers  
Raising Money  
For Breast Cancer  
World Record Jump

## 6 DEMOS IN 2 DAYS

Who Would Attempt This?  
The Far North Freefallers!  
THEY WENT TROPPO

## SEE YOU IN THE AFTERLIFE

Coffs City Skydivers  
Rocked This World  
Wingsuit Record  
Breaking Bonanza

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ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



# GAS

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Cookie Composites would like to congratulate our sponsored teams Arizona Arsenal and Arizona Airspeed for their Gold medal performances at the 2009 US Nationals.



Dale Elliott, Vernon Wells and Kevin Taylor hanging on and having fun over Langhorne Creek Drop Zone, South Australia.  
Photographer: Curtis Morton



9-way display jump over Beaver Cay, about 20 nautical miles east of Mission Beach on the Great Barrier Reef. Jumpers are Isobel Dore, Barton Edwards, Sam Firth, Steve Garrard, Sinno Kulenovic, Hamish McCorkindale, Sonja Neville, Paul Osborne and Rebecca Scott.  
Photographer: Mick Hardy

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We met a lively character called Lochy, a tandem passenger from Derby, WA - a bull catcher. We shared tales of our unique lifestyles, sports and professions, funny how he thought we were the crazy ones!

Never one to miss an opportunity, I invited myself into his world for a snap shot. So, after 2 flat tyres and 3 days of serious off road travelling up deep into the Kimberley to meet up with this guy, I found myself in the harsh wilderness, out of my comfort zone and in the hands of this stranger. This must be how tandem passengers feel when they are getting geared up.

Lochy gave no training or advice except possibly a quick "hang on" before I enthusiastically mounted his "Mad Max" style of bull-rolling buggy. I sat in the passenger seat, eyeballed the leather straps and contemplated the blood stained saw hanging in between my legs. I felt much more at ease when I donned my Cookie helmet and switched my video camera on. Perhaps there was some comfort in familiarity and perhaps it helped put my arousal level at a similar place as to where it normally is for a skydive. Nether the less, without too much apprehension I had put my full trust into this really nice guy/mad man. No harnesses, not even a seat belt, who cares, let's roll a bull, whatever that means.



It's a fast, wild ride into the bush to muster out a bull and then drive rings around the beast to tire him out, (which incidentally makes him very angry). The terrain is as rough as it gets; filled with rocks, rivers, termite mounds and face ripping trees that aren't really considered obstacles. There are plenty of variables for a bull catcher to negotiate, at high speed, under a great deal of pressure. Lochy was on top of his game. I had the prime seat, a spectator in the thick of it, ducking and weaving and holding my butt cheeks incredibly tight. I had that tandem passenger feeling again - heart pounding with a big grin, enjoying the ride of a lifetime.

I thought we skydivers owned Situational Awareness and prime Arousal Levels but Lochy put a whole new spin on it, particularly how essential these skills are if you want to survive in the Bull Catching profession ie. take your mind off the job for a second and bam! Headon into a tree. Take your eyes off the bull for a second and shit! It's charging. (Broken wrist, me, not Lochy!)

What a strange feeling for this experienced skydiver to step into the deep end of another extreme activity and become a passenger again. Talk about green, no prior bull catching experience here! But what a nice shade of green - I too shared his wide situational awareness and similar arousal level - and so we bonded, became friends and soon he will be exiting out of his comfort zone and jumping into mine, quite literally. Bring on Lochy the student skydiver, he's bound to be debriefing me after the jumps!

Sixteen extra pages marks this ASM as the biggest issue ever! Many thanks to the combined and continued support of the APF, its membership, readers, contributors, advertisers, photographers and also my graphic designer, printers and packagers. It wouldn't be the size or quality it is without you! Wishing everyone an enjoyable silly season.

Susie Mc

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

The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of 5 weeks, so some information may be out of date or superseded.

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

The parameters of the Australian Parachute Federation lie in sport

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

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

# Vigil

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Photo & artwork Willy Boeykens



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# MAIL CHUTE



Hi Susie,

I am a new skydiver and love your magazine. Was hoping to get a few pics and thank yous in an issue if possible. I recently completed my AFF at Moruya and wanted to say a big thank you to Poo and Fleur for a great week. Really nice drop zone for AFF, hammered it out in 4 days and had so much fun with my awesome instructors - Stu Gough & Sally Baker... you guys are the best! Would also like to thank my big brother Kyle Nicholson for inspiring me to take up skydiving in the first place... cheers Bro!

Photo: Stu Gough



**Regards, Gemma Nicholson**



**CYPRES 2**  
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**Good morning Susie!**

I'm writing because I've just got back from Moruya after an "Only for Girls" canopy piloting weekend. We had Michael Vaughan and Jules McConnel just for us, incredible! We did hop'n'pops from 7,000, 10,000 and... 12,000ft! This one lasted 13 minutes! Wow! They taught us how to use our body to make turns, how to lift, dive, slow down, accelerate our canopy and... we managed to do some CReW! We did it! We managed to be able to bump the cell, to go backward and to fly linked! Awesome! We didn't expect that much! Wow!

Michael and Jules have been so kind with us. They shared their skills with us and they built confidence in each of us! Normally we girls have problems with the front risers, we are a little bit scared to fly close to someone else, you know! They have been so helpful! Courses like this should be organised more often (well done Fleur!).

We all went home with knowledge, self-confidence, happiness and believe me... TIRED! Flying your canopy from 12,000 feet is challenging!

I'm sending you a picture! Next time you MUST come as well!  
Have a good day!

**Sofia Giussani**



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# DIRECTORS DIRECTION

Breathing a sigh of relief I am pleased to advise that the **CAR 209 and the Deed of Agreement** between CASA and the APF has now been finalised. It's been a long road to this point with a few bumps along the way; however it has been refreshing and rewarding to have developed a relationship with CASA that is conducive for good relations between our organisation and the Regulator. Not an easy task! CASA has recognised the size and scope of the Sport and Recreational Aviation stating collectively we represent not less than 47% of the total Aviation in Australia, which certainly indicates the potential volume of our 'voice'. CASA has changed the focus of the Deed of Agreement somewhat from 'delivery of services' to an emphasis toward 'Risk reduction, Governance, Assurance and Compliance.'

Following the **Risk Profiling** by external consultants Aerosafe earlier this year, a schedule of courses has been developed with Aerosafe and CASA, to provide training for representatives from all Self Administered Organisations (SAOs). Some of these courses can be tailored to suit the APF's needs and are to be funded by CASA – good news indeed! Further to this an Aviation Safety Network group (ASN) has been developed with four representatives from the APF having been nominated, this Network will work closely with CASA and Aerosafe over the next twelve month period and are tasked with developing systems and processes with a focus on Safety and Risk Management as well as promulgating the information to the relevant parties – albeit you the members!

What has become obvious is the world-wide push toward '**Safety Management Systems (SMS)**' with organisations from all walks of life now recognising the need to develop SMSs as a matter of course. As we embark upon these training courses it has become apparent that the APF is leading the way and has all the components in place for an efficient Safety Management System, we now just need the framework to pull it all together and the culture to embrace it! At the recent 'Safe Skies' Conference in Canberra, which was attended by myself and Grahame Hill, the Director Aircraft Operations, the APF received public acknowledgment as being 'one of the leading Self Administered Aviation organisations' in the world. Now that is rewarding!

However, whilst on one hand we are 'leading the way' in the International arena, on the other hand we have had a difficult year in relation to serious Incidents and subsequent Claims that have followed. At times there seems to be an air of complacency brewing at

an operational level and this is a very real cause for concern. I urge all to pause and take stock – if this trend continues, our ability to deliver insurance will be compromised. The message I deliver is 'if in doubt – don't get out!'

On a brighter note our **redevelopment program** is powering along! Most exams have undergone stage one revamps and a number of expert teams have been developed to facilitate work on most of our Manuals. We have a lot of talent and experience out there to draw upon and I thank all involved for their efforts - it is rewarding to see our Members stepping up to the tasks at hand. The goal of this redevelopment program is to deliver more efficient services, processes and ultimately resources for ALL Members and Clubs – and we can only deliver on that if we receive your invaluable input and feedback – so bring it on!

Organisation of the **Conference 2010** is in full swing with every indication that it will far exceed the recent success of the 2009 event and I strongly urge all to attend. Fifty years as an organization is an amazing achievement and the history of our sport will be celebrated and commemorated by members past and present. We are planning a number of initiatives including showcasing an equipment display from down through the years that will demonstrate just how far our sport has progressed. We have also begun compiling a diary of photos and stories and memoirs – to be produced on DVD for all to enjoy. Stay tuned to the weekly APF Broadcast for updates as they happen. I urge everyone to consider attending this special event – after all this is your sport and your celebration – don't miss out!

I take this opportunity to acknowledge the APF Board and our Technical Directors for their invaluable input throughout 2009, these volunteers give tirelessly of their time and on behalf of all I say Thank you! To our hardworking APF National Office Staff I pay tribute to the outstanding efforts that have helped to shape 2009 as the very productive year it has proven to be – over and above is the only way to describe your input and I congratulate you on your commitment.

As we draw to the end of the year and the silly season approaches with alarming speed, I trust every member of our skydiving family enjoys a safe and healthy Christmas and an exciting and prosperous new year! Blue skies – fair winds!

**Brad Turner, CEO**



## PIA SYMPOSIUM 2009 - PART 3

On Thursday 12th Feb I started the day by attending Rob Warner's presentation on **Packing Ram Air Canopies in Pilot Emergency Containers**. Rob's seminar was a step by step sequence that focused from after inspection of the assembly. His use of clamps to hold the canopy and meticulous attention to detail in folding resulted in an evenly dispersed bulk in the free bag. The line stows were equally well balanced resulting in a finished pack job that would ensure that the pilot would not become uncomfortable on a long flight. Should the pilot have cause to resort to his parachute, the uniform, neat pack job would give the best possible opening in a most likely unstable situation.

**Parachute Cleaning Techniques** was presented by Kathleen (Kit) Sanders. Kit discussed the method used to treat acid contamination with baking soda to neutralise the acid and isolating the equipment for ten days to ensure that there are no missed spots and that there will be no cross contamination. Kit also suggested the use of household carpet cleaner for spot cleaning grass or cowpat stains. This is preferable to washing a complete canopy which may affect the porosity or shrink the load tapes resulting in altered trim problems especially on small canopies. Only the red can Scotchguard should be used to protect container/harness as it is compatible for use on nylon. For equipment soiled with urine by a pet or a pilot on a long flight, Kit recommended the use of specific cleaners available from pet shops. These cleaners will remove the odours from the rig so that the next flight will not be unpleasant. Check on the container to make sure that it is suitable for use on nylon.

**Risk Management in the Parachute Industry** was presented by Robert L Feldman. This seminar was very well attended as Robert's expertise and experience is laudable in the parachute industry. He delved into some prior litigation cases he has worked on showing how the legal system works in USA. His talk was an eye opener for those in the manufacturing industry as well as the operators of DZs. He discussed the "Period of Repose" term that takes into account that things are not expected to last forever. This means that wear and tear of equipment can be taken into account by courts in determining fault, risk and settlements.

His video presentation showed a witness being deposed as part of the case preparation and some of the witness assumptions and statements drew gasps of incredulity from the attendees. Robert certainly gave all present the impetus to review all their operational and production risks. Robert L. Feldman is also the Chair of the PIA Risk Committee. His presentation went for two hours and all present would think that he had only scratched the surface of risk management, and would have comfortably sat through another two hours of his excellent presentation.

Friday 13th Feb was the last day of the PIA Symposium with 16 hours of presentations that took the total to 112 hours. Several were repeated so it was possible to follow several themes of interests throughout the presentations.

**Rigging Tips** were presented by "Handsome" Dave De Wolf and as always he presented a sample of rigger sources and ideas such as magnetic toggles. He also pointed out that the Cypres 1 will go out of worldwide service in mid 2015. Dave also suggested a source of threads for riggers available on the internet for small quantity purchases at The Thread Exchange (Google it). They have a huge colour range of threads of various fibres such as Kevlar, Nomex, Nylon and waxed etc.

The last seminar I attended was Brian Germain on **Preventing Canopy Related Accidents**. Brian presented his talk with vigour and panache backed by extensive experience in all aspects of canopy flight, development, testing, design and competition. His presentations and books can be accessed at [canopyflightinstructor.com](http://canopyflightinstructor.com). Brian has also made presentations in Australia at APF conferences and various DZs, and not to be missed if he is in your area.

This ends my summation of the PIA Symposium 2009 and remind you that it will again be held in Reno in 2011.

**Jo Chitty, Director Rigging**



## SAFETY MANAGEMENT SYSTEMS

Safety Management Systems (SMS) - I thought we had a handle on all that until I participated in a 3 day course run by Aerosafe at the CASA building in Canberra.

As it turns out we do most of the elements of an SMS but not all and in no organized way. Consequently the APF is overhauling our management of safety to ensure it is far more effective in the future.

Our incident reporting system is the cornerstone of risk identification and prevention. If we don't know about a risk or incident we can't prevent it from happening again.

Whilst a SMS must be supported from the top level management, for it to be effective, every jumper at any DZ must be participating by bringing risks and incidents to the attention of the DZSO and ensuring they are recorded.

The course showed that to encourage jumpers to report incidents and risks, the reports need to be acknowledged, followed up and finalized. We have identified that this may

be a weakness in our system and unaddressed, we run the risk of jumpers thinking reporting a risk or incident may be a waste of time.

The course strongly supported the "no blame" type of incident reporting where focus was on encouraging our members to fess up to mistakes and incidents and adopting a policy of fixing the problem so it doesn't happen again rather than taking disciplinary action.

At present, the APF is developing its SMS and once completed, Councils and DZs will be encouraged to use it as a template for managing safety within their area of responsibility.

An effective and properly managed SMS will increase overall safety, reduce jumper and workplace injuries, reduce downtime, reduce paperwork, reduce exposure to litigation and above all, create a safer and healthier culture on the DZ.

Get on board and help make a difference.

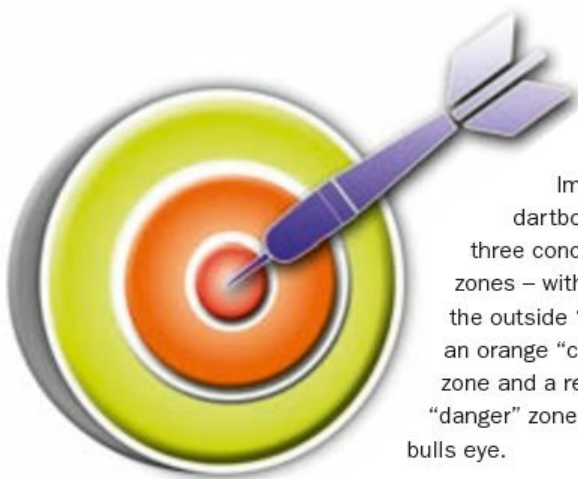
**Paul Osborne, Director Safety**





## RISK MANAGEMENT FOR DUMMYS

There is a brilliant analogy used by ATSB (Air Transport Safety Bureau) presenters that illustrates how risk management can, over time, be compromised. It explains in simple terms how a gradual transition to more risky behavior can happen – almost without noticing – and this becomes the new norm.



Imagine a dartboard with three concentric zones – with green the outside “normal”, an orange “caution” zone and a red centre “danger” zone as the bulls eye.

We operate in the green zone under a set of operational regulations and procedures, developed over time, that safeguard us and those in our care. The chances of an injury, an off DZ landing, equipment failure, etc., is a remote possibility. We are observing the limitations we set for ourselves. Unforeseen occurrences happen rarely. We are managing risk.

Maybe, occasionally, we stray into the orange zone by jumping in marginal weather, bending (not breaking) the rules, deferring equipment maintenance, working staff a little harder. Those within our sphere of influence are brought along for the ride. Because we do not experience a problem, collectively we start to merge the green and orange to consider these as “ops normal”.

We then, very occasionally, stray into the red zone, jumping when cloud base is below the minima, in over-limit winds, jumping beyond our capabilities, pushing ourselves and others to do more with less. You get the drift. When incursions into the red zone happen occasionally, or at all, we have seriously compromised safety. We are no longer managing risk. Add a couple of simultaneous but normally unrelated failures – and we have an accident. Where are you on the risk-management dartboard?

Risky behavior can be identified and dealt with by concerned individuals speaking out and reminding others that such behaviour is wrong. Do you have a forum where you can express your concerns or offer suggestions to improve safety? This sort of feedback is essential to an effective Safety Management System. It is not just the DZ Owners responsibility to “set standards”. Every APF member with a license and rating has an obligation to do their bit. It is very easy for a culture to develop of turning a blind eye for fear of retribution. Do not be a dummy.

**Dave Smith, APF President**



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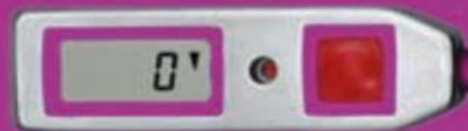
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Photo: Jojo Priedemann



# The Final Jump for the Cause Women's World Record 181-way

*"Is everybody here?" "Yes Kate"  
"Is anyone missing?" "No Kate"  
"Take up grips" "Are we complete...?" "Yes Kate"  
"THAT'S THE SECOND TIME TODAY!"*

With those words the amazing Kate Cooper-Jensen confirmed our greatest, most desperate hopes; after twenty jumps, thirteen 180-ways and six attempts at the full-grip formation, we had achieved a new female world record, 181 pink, yellow, blue and white jump-suited women from 31 countries in formation over the Californian desert at Perris.

With only one day left and a proposed celebration dinner scheduled for that night, the pressure was on. The first jump of day six was closer, but unsuccessful. The heroic Cheryl Robertson iced her badly sprained ankle and prepared to go again. Another 181-way dirt dive, in the midday sun. On the next attempt my view from an outer whacker looked closer. I watched, across the base, as the last grips closed on my opposite whacker, impossibly far away on the remote side of the formation. The pilot chute signaling break-off went up within seconds. Did we have it? Chaos followed as a change in wind direction brought landing carnage with half the participants landing in strong downwind conditions in conflict to the rest of the group. As women dusted themselves off the buzz was electric. As I climbed into the "bad-spot bus" the question was asked "does anyone know of any grip in their sector that was not complete?"

The answer was a cautious no. It was close.

Deflation met us back at the creeper pad. The rumour went around: one grip out. We were placed on a forty minute call. A photo went to the judges but we were told to prepare to go up again.

An hour went past and then another. Tension built. Then there was a call for all participants to go to the creeper pad in jumpsuits for a dirt dive. The intense media presence was the clue, but the organisers were grim faced. No one was giving anything away... then the words we had longed to hear. Formation complete. History was made.

The elation of the next 15 minutes was unforgettable.

It was a grueling and difficult journey littered with personal triumphs, tests of endurance and character building disappointments as the Australian girls put their energy and skills to the task after eighteen months of training and fund raising.

Conditions were brutal. Ground level of 1,500 feet, lots of lead and temperatures soaring to forty degrees every day meant landing conditions were fast and unpredictable. The Santa Ana winds brought dust storms, willy-willies and weather holds. Debriefs of our individual sectors were direct, sharp and unforgiving with the latest technology allowing organisers and coaches to zoom in up to 32 times on every individual performance.

It was an interesting exercise on the part of the organisers, Kate Cooper-Jensen, Dan Brodsky-Chenfield, Tony Domenico and crew. New thinking in Big Way construction delivered us a new style of "helix-spine and rib" formation design, and new techniques in grip acquisition. Trialing these ideas will be significant in the upcoming Australian 100-way attempt and in Project 500, and were not without their problems. A late piece of re-engineering reduced crowding in the outer whacker lines and resulted in a clean and quiet build on the successful attempt.

26th  
September,  
2009

Words by  
Leanne Critchley

Aerial Photos by  
Willy Boeykens  
[www.skycam.be](http://www.skycam.be)





There are so many people to thank: every single person who bought a stubby cooler, wine, coffee, a raffle ticket, attended fundraisers or made a donation. The final Jump for the Cause total was over US\$915,000 raised for breast cancer research. Cheryl Robertson was the #4 fundraiser with more than US\$8,500, proving exchange rate isn't always a barrier. As to the future, the announcement has been made: after 10 years Jump for the Cause is over. There will not be another women's world record attempt in the future under the Jump for the Cause banner. Thanks to the amazing crew of guys who accompanied us and achieved their own world record on the same afternoon: 122-way all male formation. The support shown was unforgettable. The guards of honour, the strength, practical assistance and positive vibes, cheering us off and welcoming us back, on every single jump. You guys absolutely rocked. Men are not our enemies. Proven.

Thank you to Luke Oliver: his guerilla reporting of the event exceeding his expectations - his JFTC2009 YouTube channel

steadily rose in the rankings, becoming the most-subscribed Australian reporting channel for the week and rising as far as #3 in viewing statistics (in front of the ABC News!) The feed was picked up by the Jump for the Cause website, who showed the most recent event upload as it happened - literally as it happened - with clips being uploaded within a few minutes of them occurring. Even the USPA got in on the act, using their twitter feed to promote the channel. He's still coming to terms with it - having aspired to a Clark Kent type model, he's instead enjoyed fifteen minutes of fame in a pink wig!

Thank you also to the individual State Councils and to the APF for their support. It was an expensive exercise and the funding we received was gratefully accepted and well applied.

And a special thanks to our partners, families and friends who each in their own way made this intense journey with us. Your support was critical. We thank you and share this success with you.



### The Aussie Chicks Team

- Suzanne Bourke (K plane)
- Ellen Coenra (F plane)
- Shirley Cowcher (F plane)
- Leanne Critchley (G plane)
- Nicole Hannan (G plane)
- Peta Holmes (K plane)
- Michelle Kosmer (C plane)
- Heather Little (G plane)
- Julie Nichol (G plane)
- Cheryl Robertson (F plane)

- Yukari Hashimoto (J plane)
- Japan
- Leigh Ainsworth (J plane)
- New Zealand
- Ex-pat Maxine Tate (F Plane)



## Developing Ideas in Big-Way Docking

The P3 organisers have been trialing some new ideas in grip acquisition. On JFTC these ideas were applied for grips between the helix (spines) and rows (ribs) on this formation.

The theory is to reduce tension and disruption to the critical helix columns. The person already in the formation signals that they are ready to accept a dock with a "thumbs up". The person docking then "presents" their arm for the dock. This is done by placing your wrist under the "thumbs up" hand of the person already docked.

The person already in the formation then has the option of taking up your dock, or, if tension or movement is felt, of refusing or letting you go. It places the onus on the person docking to be matching the fall rate and flying their slot and allows the person in the formation the ability to sacrifice an unstable row.

It was controversial. It also seemed to work... but was eventually only used in the slots anchoring the rows, to allow fast builds on the rows.

## STATS

### Coordination

- 180 participants from more than 26 countries
- 50 Members of Support Crew
- 100 men on the first all men's record attempt
- 20 recruiters
- 9 award-winning videographers
- Led by Kate Cooper-Jensen, veteran of 8,700+ jumps

### Flight Information

- 10 jump planes
- 30-40 flights
- Altitude of jump: 17,000 feet (Participants are on oxygen beginning at 12,000 feet)
- An average jump, from leap to landing, is three to five minutes.
- A woman is diagnosed with breast cancer every three minutes.

### Participants

- Average Age: 37
- Approximately one million cumulative jumps by all participants

### Precious Records

- 1999 World Record Event: 118-way
- 2002 World Record Event: 131-way
- 2005 World Record Event: 151-way





## Suzanne Bourke

### K Plane (bench/support team)

Well, what an unforgettable experience to be part of an event with such an elite group of women skydivers. Brit chick, Caroline Hughes, brought her event and load organising skills to the K Plane and gave us all the preparation we needed if called upon. The replacements were so few due to the enormous talent on the record attempts, that most of us that stayed with the K Plane for the duration of the event. As the slotted girls were split into groups for the first 2 days, we joined Kate's group – docking on her 24-way base. We then spent 2 days jumping as the K Plane only and 2 days with the Men's support group to form a 55-way, doing some fantastic jumps. Of course, in between we were cheering the girls on to get the record.

I only received my invitation to the event in June after attending the P3 big-way camp in May and am more than happy with my achievement in such a small space of time. I want to thank all the wonderful people who supported me by buying raffle tickets and stubby coolers and also the moral support and not forgetting the generous raffle prize donation by Alan White and of course the moral support from my wonderful partner, Andy. I can't say I wasn't disappointed not to be on the record jump, but I was over the moon for the girls when they achieved their objective and felt I was part of the overall team. They all worked so hard to get there and are very deserving of their record.



## Ellen Coenra

JFTC 2009 - an experience that will stay with me forever. The journey was the usual up and down roller coaster filled with moments of confidence, doubts, happiness, sadness, sleeplessness plus any and every other emotion you can just about think of.

My slot for 2009 - a zipper chick docking on the base – yah, I made it outside the base and got to keep a white jumpsuit - all is great!

The night before jumping started was spent looking through the skydive notes that had been given to us at registration. Looking through the breakoff sequence I noticed my slot was missing. Initially I thought it was a typo but then I put two and two together as I recalled reading about the three pullouts – hmm, was I going to be one of them? Sure enough the next day Kate confirmed I would be the third pull out at 5,000ft.

A few nerves were present as we went up for the first practice jump and over the first three jumps I provided much entertainment in our debriefs as I worked at breaking the habit of 2,000+ skydives of letting go to track and waving before dumping! The third jump was probably my favourite in that learning curve as I remembered to not let go of the base but did manage a rather quick one handed wave before dumping – oops! After that it was sorted and for the rest of the skydives





I loved the fact that I got to pull out of the middle and watch all the canopies open below me – what a magic sight. As for the jump itself, my job was pretty straight-forward - exit out of the plane (first row divers in F plane), locate the base and intercept it, get there, dock and maintain a steady fall rate with the base. No need to worry about stadiums or radials, just get there. I was surrounded by Aussies with Cheryl making up the other half of the zipper, Maxine on our legs and then Shirley and Nicole just behind Maxine.

The process of getting to the record involved the normal hours and hours of dirt diving in the hot sun, countless stackups in the mock ups and exit frames, approaches and even some time on the creepers. The long days and the heat certainly take their toll and everyone was starting to feel it. Having said that, the end result is well worth it. One of the highlights for me was my 2,300th jump being a 180-way sunset load which even though it didn't complete, was one of the nicest non-record making jumps we did. I was also one of the lucky ones who got to wear a radio.

The actual record jump was magic – the feeling in the air and the quiet confidence that “yeah, I think we’ve got it”. After opening on that one, I was definitely waiting to hear what Kate had to say about it! Landing after that and hearing that one of the camera guys thought a grip was missing was the low after the high and I was preparing myself for a repeat of 2005 when we thought we had it but had to go and do it again. Lucky this time round when Kate got us back on the creeper pad and built the formation we got a “that’s complete for the 2nd time today” instead of “OK, let’s go do it again”. Once those magic words were said the feeling was incredible, the relief and elation and sheer emotion of the moment, we had done it and achieved our goal – a magic feeling I will never forget. All I can say is bring on the next one though officially it was said there will be no more JFTCs.

In terms of thank-yous - there are too many to name individually but thanks to everyone who supported the fundraising effort, thanks to the guys and gals on the ground who offered moral support, cheered us on and celebrated with us, thank you to Luke Oliver for helping keep our family, friends and supporters up to date, thank you to the WA State Council and to the APF for their support and thanks to friends, family and workmates for being supportive.

## Shirley Cowcher

My quest for a Women’s World Record in Formation Skydiving began in September 2006, even though I wasn’t aware of it at the time. I attended a Perris Valley Skydiving P3 Big Way camp and at the start we were asked to introduce ourselves and state a goal. There were lots of ladies there who stated “to be on the Jump for the Cause Women’s World Record”, my goal was to learn more about flying on big-ways. I



enjoyed the camp so much that I encouraged others to attend the next camp held May 2007 and at that camp I got to do my first triple digit skydive. I was part of a successful 102-way and attempted a 105-way sequential (1st point achieved, 2nd point not quite). It was only after I attended the third camp in May 2008 that I thought that Jump for the Cause could be an attainable goal for me – but even then I wasn’t willing to express that desire in public.

June 2008 saw the call for registration and I filled out the forms, attended the 100-way P3 event in September and stayed around to participate in the POPS event. In October 2008 I received an email invitation to participate in the Jump for the Cause event from Kate Cooper-Jensen. I hadn’t realised how much I wanted that invitation and to be a part of the event until I received that email. I was at work and was so excited that I ran into the passage-way and did a little victory dance. The ladies at work thought I had gone mad.

Having received and accepted the invitation, the hard work commenced. Each participant was required to raise \$3,500US for the event, some of which was to meet the cost of the event and the remainder was to go towards the City of Hope for breast cancer research. In addition, we were all expected to remain current with our skydiving so that we were the best we could be when the event started on 21 September 2009.

In February 2009 all participants were notified of their slots and jumpsuit colour. The formation was for 180-way with 9 planes A to J with the lead plane being E plane. My slot was F10 – right trail, middle 2nd row diver and docking on to the stinger on the base 30-way. This meant I was one of the first 36 in the formation and the first part of a white helix-spine. I know that sometimes I can be a little slow, but even though I had looked at the formation for many months prior to the event I hadn’t realised how important the slot was until I started doing the jumps. I was responsible for ensuring that the offset line of the helix was straight and at the correct angle from the base and if I didn’t get there, for any reason, the complete sector couldn’t build (talk about pressure– just thinking about it makes me nervous!).

My preparation for the event was regular jumping and I had planned to go to the Thai Sky Festival but due to a family crisis I had to cancel. Fortunately, I had planned to go to Perris at the beginning of September and participate in the P3 big-way camp and completed 18 jumps ranging in size from 20-ways to 72-ways to ensure my currency prior to the event.

Jump for the Cause was hard work, physically and emotionally, but extremely rewarding. Except for the first two days, we were required to be geared up and ready to go at 7.00am. The temperature during the day ranged from 36 to 40 degrees Celsius and even when the Santa Anna winds came in we were held at the DZ waiting for the weather to clear. On the Saturday when we made the record jump Dan BC made the comment, “This is not meant to be easy. I don’t know how many of you have competed, but welcome to competition!”



The first two days we did 60-ways out of three planes to get a view of our sectors and the opposite sector that we would be looking through the base at. I found this quite hard as I was exiting from the lead plane during this, not where I would be in the completed formation and was docking on the stinger who was docking on only a 6-way base – my angles seemed all wrong and I didn't think I'd ever get the correct picture. I also discovered that I had to wear 10 kilos of weight to be able to fall comfortably with a base that was maintaining a 122mph fall rate throughout the dive – welcome to the world of big-ways. My wing-loading went from 1.3 to 1.6 and most of the landings were in nil-winds (thank goodness for all those canopy courses I had attended). As a perfectionist I was constantly putting pressure on myself and by the end of the second day I was beginning to wonder whether I was cut-out for this kind of event. I magnified every mistake I thought I had made and waited for the sector or plane captain to tell me that I was being replaced.

On the 3rd day we started with the full formation. Only the helix and the first two lines of whackers were allowed to dock. First jump I made a bad decision trying to get to my slot which was cramped by another jumper and I went low – I can't explain how it felt to be below the formation at 11,000 feet (we had exited at 16,000 feet) trying to get back up again. I made my apologies to the sector captain on the walk back to the packing area and was quickly reminded not to be a victim! My mistake was highlighted during the debrief, along with some others and I made a mental note not to make the same mistake. I didn't.

At the end of day three I was feeling more confident with my slot, I could see the angles and knew what I had to do.

Once I had settled in to the slot and knew what I had to do, the most important tool for me was visualisation. From the moment the plane had taken off I would close my eyes and run through the whole dive - every detail from the moment we got the door-up signal to the break-off and tracking. I would go over and over it in my mind. At 10,000 feet we would get the team talk from the plane captain and then I would put my helmet on with the oxygen set up and at 12,000 feet I would close my eyes and go over the whole thing again and again. The two-minute signal would be given, I would stand and help push up the bench, settle down on my knees and wait for the door-up signal, on climb out I would release my oxygen tube and move to the door for set-up and wait for exit. Then it all happened – not always as I had visualised it, but close enough for me to feel comfortable that I could do my job.

I went through the same routine for every jump and when, on the 20th jump of the event, we achieved the record 181-way I could feel the difference. It felt right – it could have been better – I could have been better – but it was good. What more can I say? I achieved the goal I set for myself even though at first I didn't know I wanted it that bad. I achieved the goal through desire, determination and with a lot of help from my friends.

That is what it is all about.

## Lea Critchley

### My Slot: Fear of Floating

Time and again it was reinforced: floating is just as big a problem on big ways as going low. It wasn't until we were given permission to grip on the outer whacker rows that I really understood how significant this is.

At home I never wear lead for anything bigger than an 8-way. For JFTC one of the primary objectives was to set a fall rate of 123mph, to enhance the formation stability. On the record jump I was wearing two weight belts, about 7 kilos of lead, docking in the second last row and worried I would go low. It was a great lesson in big way mechanics... to build these formations they have to fall fast and keep falling fast... right to the outer lines.



## Nicole Hannan

Visualisation was the key from Kate and with the mantra "my perfect skydive" going through my head I would spend a lot of the time from 12,000ft sitting on oxygen, quietly running through my skydive. The skydive would start from the door open (done by light and radio to people wearing radios in the door), I would check handles and put my hands on the oxygen tube, at climb out I would disconnect and tuck it into my jumpsuit and zip up, final check that helmet is closed, stand up and wait for the float line to climb out. We had 12 seconds to stack up the door from when climb out was given by radio. I was second row diver at the front of the door. Our airplane (G, second on the RHS) left on the "set" by radio or superfloater, so as I exited I would present, identify (the base) and start floating up and around to the right. I would let 2 blue and 2 pink jumpsuits go past (the float line from the F plane) and then I could make my approach to the formation. I was following in Cheryl, Ellen, Maxine and Shirley who were all coming from the F plane but I was able to see them almost straight away off the door. Once I had my line through to the base identified it was a matter of getting high enough to be in the stadium to approach. I would see Maxine dock (one last check across the formation to check my angle) and then settle the last foot in and down to be directly behind her with Shirley doing the same thing in front of me, once the key was given there would be a breath to settle and then take Shirley's grip (always remembering to be high on her leg). I would give the thumbs up for Martina (from Ireland) to dock and shortly feel her hand presented under mine and all I would have to do is roll my hand and take the grip. I would also start to feel the stretch as the rest of the helix started to build and would start pushing a lot of legs to stop being pulled back. Once people settled into their slot I would often get a push, so maintaining my position from Maxine and the base was my aim. Usually by the time of track off I would be totally flat to take the







pressure of 25 people docking on my right leg but that is what it takes to be in a completed 181-way.

The visualisation would continue through to seeing the first pilot chute at 7,500ft, the pressure would immediately release as 4 outer wackers turned to track. The second pilot chute was our tracking cue and I would turn and meet our tracking leader, we would track in a group down to 4,500ft, dytters were actually set at 5,000ft, our hard deck, so I would count a couple of seconds after the first dytter and then separate by a few degrees with a requirement to not pull pins before 2,800ft. Open canopy in clear air, check around, stow slider and approach to land direction determined by the tetrahedron on the main landing area, it usually meant 187 canopies all landing the same direction.

What the visualisation could not show was the formation smoothing out. I had always been told that you knew it was complete because it would go quiet, it was true, although you could not tell if there was a grip missing.

The main thing I have learnt about big way skydiving is that it really doesn't matter how big the group gets, you really only care about the 30 people around you, that is as far as you interact with, the rest is incidental. If you have a problem tracking or approaching the formation it is always with the people directly around you and it is very easy to sit down and and talk it through to solve the problem. With the discipline that the P3 team put on it, you very rarely have anyone doing something stupid or dangerous, if it does happen the person does not get to jump again. Every girl on that jump had to have a triple digit jump before coming on JFTC. I stepped from a 36-way to a 105-way and then 181-way but really the rules and procedures don't change from anything bigger than 30-ways. Bring on the Aussie 100-way!

## Peta Holmes

The last 2 years have been very fruitful and unbelievably challenging, but when my invitation for JFTC arrived I felt that all of the big-way training camps and tunnel time seemed so much more worthwhile! I had worked hard to get to this point. The only thing I was worried about was a little lack of serious training over the 4 months prior to the record attempt. It didn't matter... I was going and then all of a sudden... I was there!



I was honoured and anxious and a little daunted by the prospect of such a huge attempt, but I made the most of it! All in all I completed 5 x 180-way attempts (not all were permitted to dock at this stage), with a total of 12 x JFTC jumps. However, after the 5th attempt, it was clear that I was not quite as well prepared as I'd hoped. After going low, I was benched and placed in the K-plane, which ended up being in 'limbo' for me. I didn't quite know where I belonged. I had not come to be a reserve, but here I was riding the reserve plane. It was a conflicting moment. However, on the successful completion of the 181-way record, I was just as proud and honoured as if I had been an active participant in it. This awesome 6-day event has been a whirlwind and I have come away knowing far

more about myself than I could have imagined. To have been selected to be a part of a fundraiser for such a worthy cause made me feel like I could make a difference. And we did! Thank you for the opportunity of a lifetime.

## Michelle Kosmer

My involvement in the JFTC journey has been a very special experience and on many levels. So, why JFTC? We all do it for a number of reasons – firstly, what a great avenue to support breast cancer research and secondly, this is our chance to make history, taking the opportunity to be the best you can be.



The commitment to JFTC by all participants is not only financial - it's also emotional and mental. Commitment to giving the event the preparation it deserves and demands; commitment to a rigorous skydive regime and commitment to staying fit and healthy to deal with the scorching Californian heat. For me, JFTC was the culmination of 18 months of planning, jumping and fundraising. Each participant was also required to have done at least one 100-way camp in the year preceding the event – that alone is a buzz in itself! Participating in something like JFTC also needs support from different people – to my husband, Brendan – you are my rock and I can't thank you enough for backing me all the way and for having faith in me.

California turned on a record heatwave for the week, so staying focused mentally and physically was a challenge in itself. Safety was the first goal and the unique tracking groups and staggered leaving and deploying heights worked really well. Skydivers from each plane had a designated landing area, to minimise traffic, and landing in the Perris clods is an interesting experience! I never opened or landed near anybody - just what you want on big-ways! The skydives themselves – they were awesome and being front float on the second-left trail afforded me nice visuals off the door. The pilots did an incredible job – we did not lose one single skydive to aircraft being out of formation. The pressure was really on later in the week when we were putting the 181-ways up with permission to take all grips. One small mistake could cost you your slot and you're only as good as your last skydive. But all you have to do is believe in yourself and your abilities plus be prepared to push the envelope to excel in what you do – dare to be great!

And what's a Women's World Record without the support of the Men's WR participants? The support from these guys, and everybody on the DZ in general, was awesome. They cheered us on when our planes took off and they cheered us after each jump and cheered us when we got our record – you guys rocked our world, so thank you! After we got our WR, the boys went up and got theirs on the next jump – awesome stuff! The JFTC team set 4 new records that week – not only did we set a new FAI World Record, we also set a new USA National record (feminine) and two California State records (feminine and largest formation).



I was very proud to be amongst a sea of hot pink jumpsuits and belong to something so unique and special - women are powerful. Sadly, after 10 years and over \$2M USD raised for City of Hope, JFTC is being laid to rest. What a legacy - what a ride! I am truly privileged to have been a part of the JFTC journey. I want to thank everybody who supported me in this quest – from the ACT Council & the APF; to every person who bought a stubbie holder, bought wine, supported the BBQ's, or made personal donations; and to the chocaholics I work with – you have made a difference and together we will save lives!

## Heather Little

The path to JFTC was quite a long and challenging one for me. I started doing the P3 Big Way Camps and 100-way events at Perris in early 2006. My mother had been diagnosed with a recurrence of breast cancer the year before and the 2005 JFTC event had been so successful I started to think... 'Maybe I could do this and make a little bit of a difference'. As time progressed JFTC became more and more personal for me as my mother died in late 2007 and I began to realise just how many fellow skydivers and non-skydiver friends had been hit either directly or indirectly by this horrible disease. I continued to do as many Big Way events around the world as possible to keep my currency in an attempt to be invited on the next JFTC, and because they are just damn good fun! When the invite finally came through in 2008 I was delighted, then thought... 'Geez, I have made it there now I have to stay there...!'



My initial slot on JFTC 2009 was G02 - second front float on the second right trail Otter - 'G Plane'. Sitting on the floor at the door of the Otter on the ride to height provided awesome visuals of the other left and right trail Otters - all 7 of them with the Skyvan leading and flying in formation virtually all the way from take-off. The pilots ROCKED!

For 99% of the time I was docking as last grip on the second last whacker line on the right hand side in Sector 4. This involved taking a medium to long float, getting above the level of the formation as it was building and waiting until the people docking in front of me came in from planes on either side. My sector had skysisters from 8 different planes so patience was required as well as the necessity to be very heads-up to pick the right radial and sheepdog the correct people to the formation. When nearly everyone in front of you is in pink jumpsuits it adds to the challenge of not getting 'lost'.

I was swapped to front float after a couple of jumps as the original front floater was uncomfortable in that slot. When the formation was re-jigged for the record jump, I was changed to the last grip on the last whacker line. This meant I was one of the last to dock, so had a very good idea that the jump was either complete or very, very close... it looked amazing from that position! Flat, HUGE and very pink!

My tracking group broke formation at 7,500ft and we tracked together until 4,000ft before separating and deploying no



higher than 2,500ft. This gave us long, long tracks in close proximity to each other which was heaps of fun in itself.

The decision had been made by the organisers early on to have the front and rear floaters on each plane equipped with a radio as a back up and to aid the exits as visuals on the base plane and 'super floater' were difficult sometimes. Kate Cooper-Jenson was the only person able to talk but the 17 other skydivers with radios could hear her calls. I was lucky enough to be one of those with radio coms. We could hear Kate call 'door open' then 'floaters out' and finally we could hear her exit count 'ready, set, go'. This allowed the floaters from different planes to leave at slightly different times instead of the traditional method of everyone leaving on the superfloater. My exit time varied, on request, from leaving on 'set', to leaving on the 'G' of go to finally, for most of the jumps, leaving on the 'S' of set... it was interesting to see how those slight variations in timing could make a difference to the position of the base in relation to the other skydivers straight after exit. As with most things there were occasions when all didn't quite go as planned and a somewhat disconcerting jump had my radio malfunctioning with me picking up everything from pilots, to truck dispatchers on the ground and lunch orders. Kind of odd to hear someone ordering pizza while you are in freefall, mine will be a large Supreme thanx!

An added bonus of carrying the 1kg radio stuffed down my jumpsuit was hearing Kate's comments under canopy! Some funnier than others! What she said under canopy after the record jump will stay with me always. As I set up in the landing pattern 'yahooing' to myself into my helmet I heard Kate's voice... 'Well if that wasn't a new World Record then it was very close. Great skydive ladies'... but a few minutes later came an expletive as she watched some less than perfect canopy work.

All was good in the end though, a few minor injuries, a load of cutaways, 200+ amazing women, 150+ amazingly supportive men, extreme heat, extreme fatigue, wild winds, willy willy's, awesome formation flying, GREAT Margaritas and a new Womens World Record 181-Way. My mum would have been proud - the jump was for her and all the others who have been or are currently affected by the big 'C'.



## Julie Nichol

My slot on JFTC was part of the “helix spine” and I exited as rear float from one of the right trail planes. Heather and I had the opportunity to wear a radio that was being trialed for World Team. They worked well and we (2 floaters on each aircraft) could hear the commands “open door”, “climb out” and the “ready, set, go” which were given by Kate Cooper in the lead aircraft. They were a great back up even though usually we had pretty good visuals as well as lights in the aircraft operated by the pilots.



Kate had a saying “use technique to get to the formation and weights to stay there”. This was particularly important for the helix and most of us ended up wearing more lead than we would have thought.

The event was extremely well organised and had a big focus on safety – particularly track off, landing patterns and designated landing areas for each sector.

It was an honour to take part in the event. 10 Aussie women and 6 Aussie men embarked on this journey. Not only did we make a World Record, we spent time with new and old friends from 31 countries and we also raised a lot of money for a worthwhile cause. Thank you to the VPC, APF and everyone who helped contribute to raising money and for their support.





## Cheryl Robertson

After having participated in the 2005 JFTC record, I really, really wanted to do it all again. Participating in this event is an incredible privilege and a unique experience. So many incredibly talented women from all over the world – 31 countries represented! Even though this was a record, it was also a huge learning opportunity.

My slot was in a zipper with Ellen Coenra, docking on the 6-way base. We were in the first row of divers from the 1st right trail plane. The pilots were absolutely brilliant and on most of the jumps the base was very close and straight in front of us as we exited. A couple of our floaters weren't very experienced, so our first jumps involved sorting a few issues (foot placement, hands on rails, floaters not "leaning out").

I was struggling with my jumpsuit - new one, didn't really fit right and I didn't order it anywhere close to tight enough



to be docking on a good fast base. I definitely should have jumped it before I went to the USA! It has now gone to a better home (thanks Luke!). It made a noticeable difference to my performance when I put Ellen's spare suit on – much better fit, made it easier to dock. I still ended up with 9 or 10 pounds of lead and tucked-up booties. Lots of performance pressure being in this key slot, so each time I didn't do as well as I thought I should, there were a few swear words. Then I would remember to "reset".

The most "interesting" exit I had was one where I got hypoxic. I felt fine until I actually exited, at which point I felt an almost physical wave of confusion wash over me. I did a couple of flat 360s, wondering what I was doing, suddenly realised that "I need to find the base", found it and got over to it. It happened very quickly, but in a distinct series of discrete thoughts. It was disconcerting to experience, especially since I didn't feel anything until I was actually exiting.

Once the tracking groups got going well after the first few jumps, I pretty much didn't see anyone at breakoff. Ellen deployed out of the formation and I was in a group of one. Unfortunately, on the first day of practice dives I had a close-ish view of one of the base chicks deploying her reserve while my canopy was doing a 360 on opening. Later that day, it was turnabout as she got to see me deploy mine (Thanks Andy!).

Base group debriefs were the best – not only did we have Kate debriefing us, we got to see all the videos! That included the opportunity to see some of them zoomed in. They were using an amazing 32x zoom system to diagnose problems (most common problem was tucked up body position, indicating need for lead). Every time I looked at the videos, I was tremendously impressed with the skills being demonstrated by my teammates. Flying close together, close enough to dock even when they weren't allowed to, in their stadiums, on their radials, no "noisy" flying. Wow!

On the safety side, I upsized my canopy from for this event to compensate for 1,500ft elevation - jumping with weights and jumping with that many other people. To do so without buying a new rig, I ended up with an Aerodyne Pilot 150 in their new ZPX fabric. I demo'd it and the PD Pulse 150 during the P3 camp at the beginning of September. Both fit very nicely in my container, which normally has a Sabre2 135 in it.

Two great pieces of advice we received from Kate: "You're not late" and "Use technique to get to the formation, use lead to stay with it."

Many of you know my mother was diagnosed with breast cancer and had a double mastectomy at the end of 2004. So Jump for the Cause had a very personal aspect for me in both 2005 and 2009. This year I managed to raise over US\$8,500, so thank you so much to everyone who helped with my fundraising – hopefully it will help find a cure!



## Sarge

I thought I knew what to expect when I turned up at JFTC. Like most jumpers, I was well aware of the event, its aims as well as what it had previously accomplished. I'd participated in other notable skydiving events - nationals, world meets and world records - and so, I thought I knew what to expect. And while JFTC '09 had all of the ingredients common to those events, it had something different yet quite tangible.

Of course, as others have already written, a group of highly skilled women, hand-picked over a number of years by another highly skilled woman, achieved a remarkable new world record of a 181-way formation skydiving record. While the record books will preserve the simple fact of that record for posterity, what they won't record is that bubbling away in the seething mass of pink jumpsuits (and hats, shoes, bags, sunglasses, T-shirts, flip-flops, fingernails, toenails, hair, underwear and shot glasses) was an intoxicating mix of purpose and commitment to a goal beyond the 181-way. In many senses, the 181-way women's world record was simply the exclamation point to a journey that had, for many, commenced years ago. For some, that journey continues. Remember folks, it's called Jump For The Cause for a reason. Well, two reasons actually. The Jump is one reason and we know all about that. The other - the Cause - is poignant. That is the fight against breast cancer.

There certainly were some fighters on the record. It is important to recognise that the record comprised some women who were survivors of different types of cancer and some who still fight the disease. Some jumped in memory of relatives and friends who have succumbed, including past participants on the event.



Photo by Luciano Bacque [www.peterpanfilms.com](http://www.peterpanfilms.com)

Patches remembering those who have passed on adorned jumpsuits and, in one touching moment, I learned that the jumpsuit of a friend now departed was worn on one of the jumps. Then there were the Flying Angels. By donations to the Cause, the names of friends and relatives passed on or still fighting were embroidered to chest strap cozies and taken on the all of the jumps, including the record. The persons sponsoring the cozy received the cozy, a photo of the completion and the participant who flew it. It didn't make the 181-way any bigger but it helped to mark JFTC '09 as the event that has raised the largest sum in the Cause's history. At last count, over USD \$915,000 has been raised and the donations continue to roll in. It is difficult to find the best words to describe the atmosphere of the event so I will just say that the women there and their commitment were amazing. Give those words their ordinary English meanings.

The spirit evident throughout the women's event carried over to the men's support event. We let the women go first and once they let that feeling sink in (you all have dirty minds), we built a 122-way and held it for what seemed like an eternity although someone on the ground thought that it was more like somewhere between six and eight seconds. It wasn't an FAI record but it is the largest all-male formation and I'm claiming it no matter what the FAI say. It has to mean something even though it may only mean that we're nearly as good as the chicks.

But that wasn't even the best part. We went up for our dive after the now famous announcement of the women's record - "Are we complete... that's the second time today" - and the resulting pandemonium from that announcement had died down. As I landed I knew we must have built our record. The girls were going off. I could hear them from way out in the dust where I touched down. Rather than get down to serious partying, many had stayed to watch our jump and were cheering as loudly - although not for as long - as they had when they had built their own fair dinkum record. That and a memorable guard of honour from the airstrip to the packing area was the perfect end to a perfect day's jumping.

Someone told me that I fly like a girl. I didn't mind a bit.



## Fryzie

Mens world record! Wow, that was one thing... but just to be in the presence of all those amazing Jump for the Cause girls was even better! The atmosphere and energy that was around everyone is something I won't ever forget! And the emotions flying high with over 200 girls crying and screaming all at the same time once Kate informed the mob of pink jump suits that they had just set a new Woman's record at 181! Well done girls!

Of course the guys made a world record at 122... but we had to let the ladies get theirs first. As soon as they had theirs under their belt we completed ours the very next jump making a SUPER AWESOME party that night at the 'Bomb Shelter' bar in Perris. I can only imagine what sort of damage we are going to do to this poor American Skydiving bar when we all rock up for the Aussie 100-way! They'd better have XXXX on tap that all I can say!

If you haven't watched the footage and seen why these girls get together and do this then you're missing out on some really back shivering, teary moments!

To top off the end of a great event 16 smart people jumped out of a plane in Tuxedos including myself and Sarge representing Australia. Let's just say the formation was supposed to resemble a Male symbol... A lot of fun and a lot of people surprised just how smart some Skydivers can look with a cheap suit from Wal-Mart.



### The Aussie Men's Team

John Winkler  
Luke Oliver  
Andrew Preston  
Ryan Sanders  
Guy Taylor  
Chester



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**

# AUSTRALIAN ATMONAUTI RECORD

**Author: Jonathan de Wet Photographers: Jonathan de Wet & Brad Geyson (Chops)**

I think it is in our nature, not only as skydivers, but also as humans, to have a burning desire to journey into areas that we as a collective have not explored. Atmonauti is still a relatively new discipline on the skydiving stage and is developing quickly with the help of dedicated freeflyers across the world throwing out the rulebooks and busting out new moves. We are seeing 3-dimensional jumps coming from the Nordic crew, integrating all angles and all directions through unique body positions; the 108-way head down record at Skydive Chicago, which provided a playground for some of the best freeflyers in the world to design sequences in the sky that would have been considered impossible 10 years ago; and a vast array of skydivers from Spain to New Zealand keen to see the capacity of human flight constantly challenged and pushed to new levels. The Aussie freefly crews, driven to a large extent by Team Off-Track's love of all angles, have been developing their own styles in the sky. No team necessary, just great friends and a creative drive. The previous ASM saw Hayden Galvin head down in a wingsuit over Batchelor with a few vertical freeflyers. The edition before that had the Aussie 25-way head down record and now the Australian Atmonauti Record. This coupled with the determined freefly teams around the country and a few dedicated individuals bringing back knowledge from the tunnel, we are

seeing a cohort of skydivers who are on a steep learning curve and more than happy to share their knowledge. It's an exciting time to be skydiving.

The goal was to beat the current Atmonauti World Record, which stands as a freebuilt 13-way, completed by Marco Tiezzi and his contingent of mad "Atmosphere Navigators" in Italy. With this in mind, it all began simultaneously, from Nagambie to Picton to Toogoolawah, on the 29th and 30th of August. An assemblage of passionate Atmonauts gathered at their closest respective turbine Drop Zone for the Atmonauti World Record Attempt Trials. In Toogoolawah, Crikey and Joorj were planning jumps, Picton had Mason Corby, whilst Nagambie had Leigh McCormack and Tom Sierakowski organizing the trials. I was involved with the tryouts at Toogoolawah, which ran reasonably well. The trials definitely provided a reality check for everyone involved – this record was not going to be a walk in the park. On a constructive level, the jumps were a learning experience for everyone involved. Crikey and Joorj were dissecting some of the issues coming out of the trials a good week before the record attempt, which would prove helpful in the technical design of the formation.



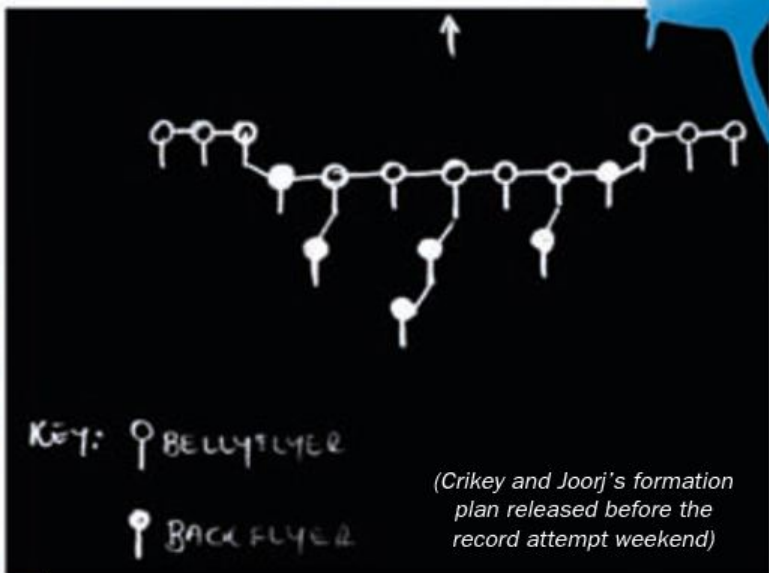
# AUSTRALIAN ATMONAUTI RECORD

The first couple of loads were attempting to build up to 13 ways, which proved to be a bit of carnage. The general design of the jumps was to have anywhere from 5 – 8 people "on guts" (flyers on their belly), with 3-5 "off guts" (flyers on their back). The base was exiting into clean airspace with the backflyers, providing a fair amount of good "working" time. The 2 belly flyers either side of Crikey built fast, generally Hayden and Justin on either side, with Joorj on his back docking almost straight off the door onto Crikey. Looking good... the next part is where things started to get a little funky. If the head levels of the belly flyers were not in a good solid line, the formation tended to move and/or change angle. This could be a result of a hard dock from either a bellyflyer or backflyer, putting tension on the formation, or it could be from the burble of another flyer when approaching their specific slot. It could also be from a combination of all these phenomena, reducing all streamlined atmosphere navigators to freefalling jenga blocks. Ah yes, there was much to be learnt. I know this well, as I was the perpetrator of many of these hard docks and burbles.

We were then divided into 2 separate groups, with Crikey leading one team and Joorj the other, to work on flying close slots, with no tension grips. Having less people on the successive few jumps was a less daunting prospect, which helped to identify trends that we should work to avoid. Personally I found I was getting grip fixation. I could fly my slot for the whole jump, but when the moment came to dock, the tunnel vision kicked in and body position maintenance went out! I guess I could attribute it to a new DZ, big formation flying or just about anything, however the truth is that I was getting a little too excited on these jumps. High arousal levels de Wet! It is definitely something I'm looking forward to working on... chill, take a breath, push through the hips. take the grip. Sounds easy doesn't it?

As the day progressed, we all worked towards flying no tension grips and being disciplined as to when a grip should be taken; and of equal importance, when a grip should be dropped and then rebuilt to allow the base to re-establish itself when things have gone haywire. The last jump at the Toogoolawah tryouts had some crazy visuals, although the jump was a little all over the shop: sunset over the valley, 10-way Atmonauti. One week until the record attempt.

Throughout the week emails and facebook posts were sent, notifying everyone who had tried out whether they were to start in Group 1 or Group 2 on the day. This included a general outline as to what the formation would look like. I was lucky enough to be backflying camera. Crikey was leading one group, with Longy, Pony and Kiwi alternating as base on Group 2.



*(Crikey and Joorj's formation plan released before the record attempt weekend)*





Willowbank Drop Zone. It definitely has a loose (in the party sense) feel to it, which resonated well with everyone involved. The "Box" (Skyvan) was sitting there as I drove in. The spirits were high, new people congregating, old friends reuniting. If nothing else, this was going to be a cool gathering of skydivers from across Australia. After morning coffees and a bite to eat, Crikey with the help of the more experienced flyers, began organizing the first load. I met Chops, the "on guts" cameraflyer and we began devising a plan as to where the best angles would be to capture footage of the grips, which lenses we should be using and what to do if we ended up looking straight at each other with nothing in between – "build a 2-way right Chops?!"

The first couple of jumps looked to have great potential. Crikey's starting lineup had Hayden Galvin, Justin De Waard, Dylan Tempest, Kiwi, Pony, Kate Rose, Tom Sierakowski, Stef and Dave Giuliani flying on guts, with Leigh McCormack, James Evered, Roger Mulckey, Joorj, Mason and Tim Johnson flying off guts. Adam Long led Group 2 on the first load, which consisted of James Shotten, Ryan, Richie, LJ, Rhonda Bostock, Shane Keys and Shea Convery flying on guts, with John King, Asher, Brett Sheridan and Ollie flying off guts. Bart Cunningham was running camera (top view). This alternated throughout the day, depending on how individuals were performing in their respective groups.

The 5 bellyflyers docked swiftly with Crikey in the centre. Roger was cool and collected on his back, taking disciplined no tension docks on Crikey the whole day. Roger was great to watch from below; if the formation moved at all, or it looked like Crikey was about to be ridden like a donkey, Rog would drop his grip, fly a perfect slot until it all settled, then redock as if it was a Sunday afternoon stroll. Crikey similarly had a perfectly constant angle running, making it look effortless. Even when the docks were hard or the group was taken out, he recovered quickly and returned to pace. Great to watch! Throughout the next few jumps, everyone was in the vicinity and taking some form of grip at least once throughout the jump. The trouble was coordinating unity in the timing of these grips and maintaining no tension on the docks. A key issue that began playing itself out over the course of the Saturday was the approach of some of the belly flyers to their slots. Approaching on level from behind their slot and reaching for the grip was causing some havoc with the behavior of the formation - in its direction, angle and general sense of wellbeing. Similarly some of the backflyers were occasionally hanging off shoes causing angle changes and altering the head level of the row of bellyflyers. These issues were all being thoroughly debriefed after each jump and throughout the day things started looking up.

The base started forming more rapidly while maintaining increasingly constant head levels, the backflyers were docking

earlier in the jump with less tension. It was still wayward, but things were slowly improving. There was a tremendous difference in the solidity of the group when head levels were flying in a relative line, super stable and at a good constant angle. There was some switching back and forth between jumpers from Group 1 and Group 2 throughout the day, to give other flyers who were performing well a chance to have a go in the record attempt group. All people from both groups were really flying very well, with most having never attempted larger Atmonauti formations before. Saturday ended with a beautiful 8-way linked formation and a couple of people either ends enjoying the view. Before each jump, Crikey had to nominate the record formation we were attempting, so it did not count as an Australian Record as we were attempting a 14-way, however spirits were in full force as the bar opened and thirsty camels awaited the couple of kegs that a few local jumpers had put on. The party had begun! Tezza put on a grand dinner for everyone: a keg filled hungi with all the trimmings to get the night going. And a hell of a party it was. On guts, off guts... I'm pretty sure we almost lost our guts that night. Unanimous cheering from the crowd followed Asher and Tommy's successful attempt at lifting a very heavy packing weight... with it tied to their private parts. Nice one fellas. By the way, sorry for waking the judge early Sunday morning - a message I've been asked to relay from an anonymous source.





We awoke Sunday with some sore heads, to be eased by coffee and blistering sun. The Sunday sessions had begun, 8am – time to nail the record. The day continued in a similar fashion to the Saturday, with a couple more slot changes. The base was building fast and head levels were becoming more consistent. There were some amazing photos coming out of it all – both days the light proved to be just perfect. Crikey's group began shrinking in size to try and get everyone on the jump docked. It was then, with only a few loads left in the day, that the call was made to go for the Aussie record instead. The sun was quickly disappearing over the horizon when the final 8-way formation was decided on.

Crikey informed the judges of the plan on paper and we cranked up the Skyvan for its final flight of the weekend. We had one student on board who was getting out before the record group. Adam Long told him to exit just as we were about to leave so he could watch us all accelerate into the distance. Later on the ground he said it was one of the craziest things he had ever seen. Longy has a real knack for involving everyone, no matter how many jumps, or where they are from. We left just after the student, tracking up jump run. The exit was awesome, with 5 to 6 leaving the aircraft in a block, then breaking grips just after exit. This was done throughout the record attempt to keep close proximity and worked very well. The 5 belly flyers built fast, with the backflyers following closely behind.

The Aussie record was complete! The flyers on the actual record were Dylan Tempest, Hayden Galvin, Crikey (Chris Cosgrove), Justin De Waard and Adam Long on guts, with Ryan Mair (Joorj), James Evered and Andrew Bain (Pony) off guts.

On the ground Faye Cox, our judge, meticulously looked at every photo and frame of the video to a shot that showed all grips clearly. I'm very glad I ran a stills camera on these jumps, as there was one photo that showed all grips when zoomed in, whereas the video footage was ambiguous at times (standard definition Sony PC-9). Yahoo! Open the bar.

I think with all the lessons learnt over the past week, the world record is definitely within the reach of the Aussie Atmonauti contingent. It was interesting to chat to Crikey at the end of it all. He said this was all new ground and that it had been a big learning curve for him as well, having the chance to experiment with which formations, slots and grips would fly solidly with bigger Atmonauti formations. All the jumpers from down south who had not been up this way (including myself) made some great friends and had some big laughs! It'll be great to see you all again at the next boogie or big event! Thanks to all the Drop Zones involved, all the organizers and participants for making the effort. I think with everything learnt, it shouldn't be too long before we are throwing ourselves out the giant box again, in search of a new record; a new journey.





"We knew from the start that time was going to be against us, we only had a weekend to try and get this together. On the Saturday we were attempting a 16-way but the most we got to was about a 10 or 11-way. On the Sunday, people started dropping like flies! Hangovers, sinus and Fathers Day were the main offenders. So we were attempting 12 & 10-ways and getting fairly close. The end of the day was drawing near and we still didn't have a record, so we went out & built an 8-way, which we flew for most of the jump. But, as it turns out, Atmonauti is not an official discipline according to the APF so no record will be recorded, we received a "notable mention" though, (whatever that is).

As for the dives themselves they were a good learning experience for everyone involved. We have an added dimension to deal with in this style of skydiving - forward movement - which created new problems to deal with in building large formations. The bigger these formations get, any tension or pressure input is amplified all the way across the formation. They have such a large wingspan but there is no cross bracing. Also major burbles come into play. You literally have to "fly" your slot.

I believe this style of skydiving has a major place in the future of Australian skydiving. We have a great skill level and there seems to be a real interest out there. We've only just scraped the surface on what is possible on these angels. So is it time to make this an official discipline in Australia?" Joorj



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# SIX DEMOS IN TWO DAYS!

By: L.D.O Isobel Dore Photos: Mick Hardy

**FOR EACH FAR NORTH FREEFALL WEEKEND WE LIKE TO HAVE A THEME. AUGUST WAS DISPLAY JUMPS. THE IDEA WAS TO START THE WEEKEND WITH SOME EASIER DEMOS, MAKING THEM PROGRESSIVELY HARDER UNTIL THE LAST TWO DEMOS ON SUNDAY ONTO DUNK ISLAND AND BEAVER CAY.**

Months of organising went into the plan. Sites chopped and changed as landowners were enthusiastic or not. Anyone who has organised one demo jump before will know how much work goes into it. The week before I was starting to think I was insane to even try doing six demo jumps in one weekend. Getting the right jumpers, the permission from plane owners, prices, landowners permission, boats, flotation... will the jumpers even turn up even though they say they will? It was pretty hard yakka and I had no idea if it was all going to come out right or not.

Saturday morning dawned and we had a brief at 9am. A lot of the jumpers had never done a demo before so we covered topics such as exit points, winds, how to be aware of weather conditions before you even climb on board the plane, loadmasters, communication between jumpers, pilots and ground crew, freefall groups, separation between landings into tight areas and public responsibilities. Most importantly the cross would be out on every jump. An accuracy competition would be running over the six jumps and it was made very clear: be accurate, land on or near the cross safely and show that you have the ability to follow instructions and then, and only then, will you be eligible to jump onto Dunk Island and the Cay tomorrow.

Jump one, Tully Cricket Ground. It went really well. It's a smallish cricket oval surrounded by trees. For someone used to landing in the massive landing area it can be a bit daunting to have to land in a restricted space. But all jumpers went well and landed near the cross and without incident.

Next up was El Arish Golf Course. Here we had a lovely green landing strip and an admiring band of golfers watching on. The weather was sensational. We could see the Cay out in the ocean beckoning for tomorrow's jump. Again all the jumpers did a great job, with their accuracy getting better from the first jump. We had a small band of jumpers helping with the ground crew. All those who didn't have the right licenses were still encouraged to join in on the fun and learn by watching and listening and helping out. Off for lunch at the El Arish pub and then we were off to do the next jump onto the beach.

Jump three was onto the beach in North Mission. Everyone was stunned by the amazing views, with a few cartons for first jumps onto the beach. Again everyone performed well. Each jump we did seemed to bring up more questions from all the jumpers - "How can I do this better?", "Can you explain the spot to me again?".

Our next demo was into the Tully Tigers for the last home game of the year. It was right on sunset before the main game. Some of the local guys were really nervous about jumping in front of a home crowd. Some were just nervous that there was a crowd. We endured a bit of a hold while the game ran into overtime. I started getting a bit worried about the remaining light, but a big local crowd was there to see 16 people jump out of the caravan and land to the local commentators funny comments! The jumpers were all buzzing. Some saying how much they were peaking and others how scared they were! Everyone landed well and were followed on by the cheerleaders!

# SIX DEMOS IN TWO DAYS!

Sunday was the cool jump day and while everyone didn't have the right licenses to do the jumps... it gives them something to work towards for next year. Dunk Island is a really amazing jump and one of the prettiest around. We had two groups – 5-way Atmonauti crew and the rest doing a 9-way round with a couple of cameras.

We were blessed again with the weather - blue skies and clear, calm waters. Paul Osborne did some great spotting again and we were away. A lovely 9-way while looking at some of the best scenery available - tropical islands, reef, water and boats. I was just looking around at all my freefall friends and thinking that all the organising was totally worth it! Good landings by all, a quick pack job and another brief before the Cay. Then in the plane and off again for the finale!

We had some Google Earth coordinates but when we could clearly see the Cay about 10 miles in front of us, the pilot was telling us that the GPS was saying it was 180 miles away! We quickly ditched it and went to visual spot. Sonja was heard to shriek, "Oh my God... it's tiny!"

Paul set us up for another great spot and we jumped out into the big blue. There is nothing quite like seeing the reef from the air. Again, my breath was taken away by the beauty of it all and I was looking around at huge smiles on everyone's faces.

Landing was great and everyone stuffed their parachutes into garbage bags and then headed for the water for a relaxing soak with a beer bought over by the QuickCat boat crew taking us home. The boat ride home from a Cay jump is always really special - a chance for all of us to have a great lunch, chat to all our friends and of course drink quite a few beers!

The whole demo weekend was awesome. Everyone was raving about it. Some notable jumpers were:

- Benny Circle and Bart Edwards, who both reminded me they only did their AFF course last year.
- Hamish McCorkingdale coming back after some horrific injuries and saying, "These sort of jumps are the reason I started jumping in the first place". He also won the accuracy award for the weekend, edging out some far more experienced and current jumpers.
- Talented photographer, Mick Hardy, who donned his stills camera all weekend and got some stunning photos of all the jumps including a shot of the Cay that was published on the front page of the Tully Times.
- Ben Lewis for great photos of Dunk Island and Beaver Cay.
- Stuart Fleglar for his boat and being our ground crew on Sunday.
- Paul Osborne for the great spots!



Demo # 1 - Tully Cricket Ground



Demo # 2 - El Arish Gold Club



Demo # 2 - El Arish Gold Club



Demo # 5 - Dunk Island



Demo # 3 - Mission Beach





Demo # 3 - Mission Beach



Demo # 5 - Dunk Island



ld Club



Demo # 3 - Mission Beach



Demo # 6 - Beaver Cay

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# South Australian **CRW** Seminar

# SASPC

**Article by Curtis Morton**

**Photos by Jed Smith, Paul Newbery,  
Curtis Morton and Jules McConnel**

The **South Australian Sport Parachute Club** organises skydiving events in SA to expand member's knowledge and skills. Events are rotated around the state's three drop zones. Greg Smith (Miff) and Katie Fluin welcomed us to Langhorne Creek Drop Zone for 3 days of CRW training August 29th, 30th, and 31st.

**South Australia solves the drought problem - the solution is to schedule a CRW weekend!**

Since records started being kept (in 2006), CRW weekends in South Australia coincide with rain. Last year Mitch McMartin and Matt Berens of Crimson Mist stayed three days and did no jumps. This year looked destined to be the same.

Rain started Friday night. Saturday morning looked dismal. The phone calls started; "Is it happening?", "What's the weather doing?", "Should I come out?". Guest instructor, Jules McConnel, planned a two hour CRW ground school. So yes, everyone come out and participated. Ignore the weather! Jules taught the ground school Saturday morning. Her knowledge and enthusiasm calmed novice nerves and boosted confidence that canopies could make contact and continue flying. Twelve jumpers attended the Saturday briefing, however only one CRW load got off the ground before the weather rolled in.

We kicked off early Sunday to make up for missed jumps and had an awesome day! Most started with one-on-ones. Ben Barclay picked up the pace straight off into a 3-way!

*This photo of Jules and Laura taken by Jed Smith (while doing a tandem with Dad, Greg Smith).*

*Dale Elliott 'woohooing' like a well trained CRW Dog.*



Photo: Jules McConnel



# South Australian CRW Seminar

# SASPC

The group did lots of 2-ways, 3-ways and 4-ways throughout the day thanks to Dale Butterworth and Hamish Barker as extra coaches to keep jumps flowing.

We achieved Australia's (and possibly the world's) first paraplegic CRW – Dale Elliott (using Dale's Icarus Safire 210) docked on Jules McConnel (borrowing Tex's Crossfire 178 to keep up with Dale and to keep things simple and safe for landing) – WOOHOO!

Sunday finished with a 4-way diamond – Dale Butterworth, Hamish Barker, Dean Barrowcliffe and Ben Barclay (on his 4th CRW jump – nice one Ben!) Spectacular pictures were taken by Paul Newbery keeping up with it on his Stiletto 150.

Miff took his son Jed up on a couple of tandem jumps to get fantastic photos of firstly Jules and Laura, then Jules and Dale Elliott.

On Monday only the die-hards were left. Jules led a couple of 4-stacks with Laura, Curtis and Ben Barclay. The plane took off with scattered cloud at 3,000 feet. The first point built nicely but those scattered clouds grew bigger and wetter, filling in all the holes. We entered a rapidly thickening rain system. In moments everyone was drenched and slippery. The 4 stack became two 2-stacks in zero visibility. The rain grew stronger and finally at 1,000 feet we left cloud in a downpour. All smiles and wet, we hiked back to the DZ. After the skies cleared we did it again and dried out the canopies (mostly).

Thanks to Mitch McMartin for supplying PD Lightnings and Hamish for lugging them over from Victoria.

Ben Futtlieb attended the ground school and finished off his 'A' Licence but was a little too late in the weekend to take up the CRW jumps.

"A cracker of a weekend" said Jules. "SASPC does a fantastic job of organising events and I hope to be a part of more!"

Thanks to all participants. Thanks to Greg and Katie for hosting us at Langhorne Creek. Thanks to Hamish and Dale B for their coaching. And the biggest thanks to Jules McConnel for leading the seminar. Everyone had a great time and learned another dimension of skydiving.

Photo: Paul Newbery



Diamond with Dale Butterworth, Hamish Barker, Dean Barrowcliffe and Ben Barclay.





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# BASE

## FEATURE SPREAD

### WORLD BASE RACE *By Livia Dickie Photos by Trond Teigen*

BASE jumping competitions are not a new concept. Events locations in the past have included various buildings in Malaysia and Thailand, a building on the coast of Spain, a crane in the UK and even inside a giant dome in Berlin, Germany etc. however, past competitions were all scored by ranking jumper's exits, canopy openings and/or landings. The World BASE Race held in Norway is a new flavour of event in which competitors race against each other in freefall.

Jumpers exit in pairs from two custom made exit ramps on top of Grisetskolten, a cliff near Innfjorden. The finish line is marked using two lines suspended between trees, one above the other. Early rounds are ranked by judges with stopwatches, in final rounds there is also a video camera looking up to confirm who crossed the line first. The competition starts with all jumpers participating in a qualifying round where their time is recorded. 32 jumpers are selected and paired up based on times. Elimination heats then take place – one on one – and only the winner of each heat goes to the next round.

There were competitors from all over the world including 4 from Australia. There were also representatives from various gear manufacturers and a lot of jumpers who were there just for fun, not to mention the swag of people who were there as spectators – some who had travelled internationally to watch the event. The crowds had a good view of the finish line and canopy openings, some even hiked to the top to watch the exits. The sound of the jumpers as they flew towards the finish line would start as a gentle hum and build to a loud roar. Although there aren't separate men's and women's categories – the highest placed female both years has been Australian.

Last year's event was the first of its type and there were a lot more unknowns beforehand. Would trackers or wingsuit pilots do better? Would wingsuits with larger or smaller wings have a better chance? Would the best tactic be to dive after exit and gain more speed or try to fly the shortest line directly to the finish? Both this years and last years events have seen wingsuits perform consistently better than trackers and





wingsuits with larger wings have done better on average. As far as exit and freefall tactics go, this year's winner Frode Johannessen from Norway would start his suit flying as quickly as possible – it seemed almost instant – and keep his head tucked to hold the optimum angle from the start of the jump to the end. He even memorised visual landmarks on the path so he wouldn't have to lift his head during freefall. He consistently crossed the finish line both faster and higher than his competitors.

Safety is at the forefront of all BASE jumping events.

Any uncontrolled behaviour such as instability in freefall, low deployment or erratic canopy control would lead to automatic disqualification. The sheer section of the cliff is 450m high allowing ample time for a wingsuit to start flying. The horizontal distance from the exit to the finish line is 800m with a total altitude of 800m, so a high performance glide ratio is not required to reach the finish line. 100m after the finish line is a Fjord so low openings would put jumpers over the water adding an extra degree of safety.

Although the event itself was a blast the best part was, as always, the epic after party. A massive thank you to Paul Fortun and the rest of the team for the organisation and brains behind the event. For more information:

<http://new.worldbaserace.com>

[www.vimeo.com/6481693](http://www.vimeo.com/6481693)

Next year's event is already on the calendar for July.

Name	Nationality	Place
Neil Amonson	USA	4
Halvor Angvik	Norway	
Petter Bergsjø	Norway	2
Lika Borzova	Russia	
Livia Dickie	Australia	
Shane Dunn	Australia	
Jo Henrik Endrerud	Norway	
Espen Fadnes	Norway	
Joel Gerardin	Belgium	
Tom Erik Heimen	Norway	5
Hans Holmefjord	Norway	
JT Holmes	USA	
Jeannoel Itzstein	France	
Frode Johansen	Norway	1
Rami Kajala	Finland	
Kar, Andrey	Russia	
Heidi Leren	Norway	
Dominik Loyen	Germany	
Lutz Luedtke	Germany	
Anthony Moschella	Australia	
Robert Moschella	Australia	
Brendan Nicholson	USA	
Stein Olsen	Norway	
Robert Pecnik	Croatia	3
Ronny Risvik	Norway	6
Kristian Rønning	Norway	
Ted Rudd	NZ	
Hubert Schober	Austria	
Joakim Sommer	Norway	
Vesa Toropainen	Finland	7
Martin Trdla	Czech Rep.	
Johnny Utah	USA	8

### Safety Message cont.

The acronym BASE stands for Building, Antenna, Span (Bridge) and Earth (cliff), the four classifications for the fixed objects that jumpers exit from. It is generally advised that before doing a wingsuit BASE jump you have over 100 previous BASE jumps and a minimum of 50 wingsuit jumps from a plane. During flight, wingsuit flying is very similar when both skydiving and BASE jumping. However there are some distinct differences in exits and deployments between the two sports. When BASE jumping if you exit with a shoulder dipped or too upright, a wingsuit can catch the wind as you accelerate and the consequences can be bad. When jumping from a plane doing a small tumble on exit is not such a big issue. When deploying on a BASE jump you are closer to the ground so the margin for error when pulling is smaller. However, BASE jumping parachutes are engineered more like skydiving reserve parachutes than skydiving mains, they are also larger and not elliptical so malfunctions like line twists and line overs are considerably less likely.

### Safety Message

Both years this event has been held has seen participants without the necessary experience perform unsafe jumps during the qualification rounds. Such incidents are a reminder that it takes years of training and preparation before competing in an event of this nature. When everything goes well these events are a lot of fun but there is also the possibility that things can turn ugly. Statistics have proven that while a lot of serious BASE incidents are the result of novices making easily avoidable mistakes, there is also a sizable proportion of incidents that involve very experienced and well prepared jumpers. Of these incidents a proportion involve an element of "pushing the envelope" while others involve a series of events which results in the allocated margin for error being dissolved. Anyone considering BASE jumping is encouraged to study and learn from past serious incidents.

One of the common websites referred to by BASE jumpers is the BASE fatality list: <http://www.splatula.com/bfl/>

The ABA website is a good source for general information but doesn't list information about incidents: <http://basejump.org/>

The best website for up to date information about incidents and fatalities is the incident forum on: <http://basejumper.com> but you need to create an account and have a password in order to access the incident forum and they include information mixed with a lot of opinions and jumpers general comments/input.

# BASE

## FEATURE SPREAD

## 49-WAY BASE JUMPING WORLD RECORD

By Douggs Photo: Atle Dahl [www.atledahl.com](http://www.atledahl.com)

The date 9th of August 2009

Trying to get a group of base jumpers together is like trying to herd cats. It's nearly impossible. But with the nearing of the World Base Race competition held near Romsdalen, Norway, there was a unique opportunity to not only get a large group of some of the worlds most experienced base jumpers together but also have a good safe site to launch a big way from. The valley was Eikesdalen and the jump site was Katthammeren, a huge 4,000+ ft cliff with some of the most stunning views this planet has to offer. This jump wasn't like one of those super organised, too many rules, your capped and your capped type of record attempt. This plan was simple. Experienced jumper, Tom Erik Heimen, put a post on facebook letting people know that there would be a big way happening, on this date, at this cliff and if people wanted to show up and jump together, cool, if not, no worries.

Well people did show up and they were some of the world's finest. The weather was great and the atmosphere was chilled, perfect. And this was only the day before. With some slot arranging by Hans, Petter, Ted, Tom Erik and myself we had sorted everyone into 4 mixed quadrants of wingsuits and trackers, allowing everyone the sufficient space needed to safely launch, fly and open in clean air as well as having enough staggering off flight times to fly our parachutes safely into our assigned landing areas. This wasn't about being the best or the fastest flyer in the world, there was no extensive safety briefing of the do's and don't's as we were all experienced base jumpers and already knew how to survive. The brief was simple. Be safe, look out for each other and most importantly... HAVE FUN!

We headed up the mountain for our 3 hour hike to the exit point through the beautiful but steep forest and onto the flat land which was rugged and baron but extremely beautiful. 36 of us ended up at the exit point. What a great warm up jump. It took time to get everyone ready as we are base jumpers after all. We launched into a beautiful and incident free jump. Everyone landed safe and happy and we had just pulled off a world record 36-way on our warm up day, stoked. There were beers and cheers as the media did interviews and publicised it throughout Norway that afternoon.

As usual everyone partied a little too hard that night and there were rumours floating around that the record jump wasn't going to happen, but slowly and surly everyone made their way up the mountain and the scene was set.

49 jumpers from all over the world, at the exit point, super relaxed and very talented. We worked through any minor problems from the day before and added the extra people to their assigned groups. There were 4 different exiting groups in total with a group leader in each consisting of Jt Holmes (USA), Tom Erik Heiman (Norway), Myself (Oz) and Jojo (Belgium). Because of the media exposure the day before there were a couple of thousand spectators watching from the ground which

created landing issues because of all the cars everywhere in the already tight landing area.

I was in charge of the count and when everyone was ready and in true American style. I started. 10, 9, 8... everyone joined in as 49 people screamed down all the way to 3, 2, 1 and then with a huge Viking roar everyone exited this monster cliff and burst into freefall. Because of the way it was organised it didn't feel like a 49-way in freefall as everyone flew their line perfectly.

There were screams and cheers under canopy, not only by the jumpers but also by the crowd of enthusiastic onlookers. It is great to see that the Norwegian people actually encourage and applaud base jumping.

Other than a badly sprained ankle after landing into the back of a parked car, everyone landed safe and the jump was a success and a new world record. The onlookers below said they could clearly hear our exit count from high above and that when we went into freefall it looked truly amazing.

The jump went off so well in fact that we think there is room for another 50 people up there for next year - 100-way, bring it on.

A special thanks to Tom Erik for bringing us all together, thanks to all the jumpers for stepping up and being safe and a huge thanks to Norway, both the people and the mountains, for accepting us all with open arms - they could teach the rest of the world a thing or two.

*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.*



### DOUGGS SAFETY MESSAGE

*It is no secret. Base jumping is a dangerous sport, that's why it is not called table tennis. The safest way to experience base jumping is to stay at home and watch it on video. If you base jump there is high chance that eventually, you will either be injured, seriously injured or even die. The longer you continue base jumping, the more probable this will be. Base jumping is a sister sport of skydiving however, the APF does not have and will not have any affiliation with our sport. For your best chance at survival in base jumping we recommend at least 200 skydives concentrating on tracking, packing/rigging and landing accuracy. Skydiving is just as fun so the more air time you have skydiving the more competent you should be. Looking cool and going fast is for skydiving. Survival is for base jumping. Jump smart, jump safe.*





# BASE FEATURE SPREAD

## BRIDGE DAY *By Andrew Preston (Sarge) Photos by Pam Riggs*

Bridge Day.

West Virginia.

Accurate.

It concerns an event.

It's about a bridge.

The event goes for a day.

The day was Saturday, October 17.

The bridge is in West Virginia.

For those who like a more factual article: Bridge Day is probably the largest extreme sports event in the world and definitely the world's largest gathering of BASE jumpers. It must be – Douggs was there. It is held on the third Saturday in October every year in Fayetteville, West Virginia, USA. This year over 400 BASE jumpers, hundreds of rappellers and a constant flow of spectators attended under the watchful eye of the local police and park authorities. CNN and others broadcasted the event to the world. The bridge in question, New River Gorge Bridge, is 876ft tall and the world's second longest single arch bridge, which served as the launch point for at least six hours (9am-3pm EDT) of LEGAL and SAFE BASE jumps into scenery you usually see only in books.

And for Susie Mc who asked for this article, I provide the following because, despite my best efforts, my mind has blanked out some of what happened. I can trace my lack of memory to when I peeked over the edge of the launch platform and looked straight down. My brain switched to screensaver. I had told myself that a height of nearly 900 feet was an entirely adequate and safe height to be in freefall and that I had cut-away from a similar height before. I also told myself that I was simply about to have a reserve ride from a very controlled and deliberate exit point. Luckily, I have pictures and video of a perfectly stable exit and throw because, as I launched for the first time, my brain was still registering flying toasters instead of the spectacular view of the fall foliage up each side of the gorge.

I felt better preparing for my second jump when I ran into Douggs himself as I was ready to walk up the scaffold again. He helped with my pilot chute and gave me some hot tips, which I now don't recall. As I looked into his little cartoon face I thought that if he smiled at me with that mouthful of teeth I would begin to freak out. He just looked at me and said, "You can do an easy five seconds off this. No worries. Maybe six." Then he smiled and as a result, I still have trouble remembering things in the order in which they happened. What I can vividly recall is that as I walked to the edge all I could hear was Douggs and the Loose Dudes deciding what crazy messed up shit they would pull off the bridge this time. The flying toasters and I launched off the bridge again. But this time I heard something. It was Douggs yelling, "Sarge, dirty high puller"! It sounded like an accusation at the time. He bought the fact of my one second delay to my attention again when I landed.

I ran for the bus to take me back to the top and hung around only briefly. By then I was freezing and my legs had stopped working properly. The guy in front of me, an experienced BASE jumper, pulled the pin and is the reason I decided to take his place, left my pilot chute stowed and ran off the edge of the launch platform geeking at the camera. No choice now but to delay and get stable. The view was magnificent - the river, the rocks, the kaleidoscope of colours and the guy in the rescue boat looking up at me. I pitched, released my brakes, flew up river for a few seconds, turned a hard right hand 90 degree turn into the landing area and ripped out a PLF that Macca would have been proud of. From under my canopy I heard the Ambos ask if I was okay. I just want bourbon and dry socks. And a hug. Which I got, thanks. Oh, and Douggs signed his book for me.

Should you go next year? Hell, no. That would leave less room for me.





### SARGE'S SAFETY MESSAGE

The other fact, often overlooked, is that Bridge Day jumps are LEGAL and SAFE or, at least, as safe as BASE jumps ordinarily go. And so, a word to the wise, kids, from your friendly neighbourhood lawyer and APF Board member: legal and safe are the words to attend to. Beginner courses are available for Bridge Day jumpers and the Bridge offers the benefits of a custom launch pad and an "out" if you have an off-heading opening. There are gear checks, rescue boats and aid stations. BASE is becoming a legal sport in its own right with everything from its own custom gear to authorised events. The Bridge and other legal sites and schools overseas are ideal environments for the skydiver who wishes to explore what BASE jumping may have to offer.

HOWEVER, BASE jumping is NOT skydiving. You only have one parachute: you can't cut away and use the reserve your rigger so carefully packed. Off-heading openings and poor launches can kill; they have killed more of our friends than I could recall if I was asked to. You would have to trade rescue boats and aid stations for police and court rooms. You might need to pay for a lawyer. You won't be covered by the APF insurance policy. In Australia, generally, BASE jumping is unregulated and it is illegal. The APF does not regulate BASE jumping and is in no position to sanction the activities of BASE jumpers. I know this sounds like raining on the parade but I'm just trying to give you all an umbrella.

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### Calendar of Events

2009

\$28 slots

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

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

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

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

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

\$28 slots

2010

17th - 21st February  
National Championships  
- Canopy Piloting

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

2nd - 5th April - Easter  
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- 10 Way Speed  
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## Open 7 Days

# COFFS CITY SKYDIVER'S Afterlife Boogie 09

**By Steve & Tania Hill**  
**Aerial photos by**  
**Brett Newman**

They came from miles this year - Finland, Japan and Thailand to name a few. Trev Norris was so excited he turned up on Saturday before to firmly assemble *The Bell*. A few rolled in on Sunday, a trickle Monday and by Tuesday night we had a crew together.

The Box arrived late on Wednesday morning due to Chinese whispers. "We were told to be here at 9am" was the call from the famous four! Ask better questions guys, like; where is "here"?

Once landed, briefed and served a welcome to Coffs Harbour morning tea by Tan, we were gassed up and it was on. Afterlife had ignited - it was time to *Be There Live* and we were. The boys from *Be There Live* were ready to start streaming to the world for the first time, thanks Guys! Nearly every load had a live streaming camera. We were global and lovin' it. Optical the website of our major sponsor, [www.betherelive.com.au](http://www.betherelive.com.au) - it's very cool. Their mission is to bring events and conferences LIVE via the internet. We reckon the lads got a different perspective last week. Check the boogie out on their site. Lob, Lob, Lob, then ring that bell.

This year we headed to the Coast Hotel on the Wednesday night for a formal dinner, swanky hey? The Coast Hotel, another of our sponsors, turned it on with an awesome menu and plenty of bubbles. What a start to the Afterlife. Cookie and Attila ventured into town with a couple of the local lads, not to be seen Thursday morning??

Saturday night was party night at the droppie. The major prize draw was a hit, with Archie giving away whatever he pleased and more. Thanks Arch you were... well... You. Local band *Ready or Not*, funk'd us into the morning... mmmmmm.

There were a few subtle changes from 08, which made this boogie all that it was. The Skyvan kept turning over, the organisers had experience and the support was awesome. We had learnt from last year how to do it better and better it was. We doubled the number of jumps, registered 25% more jump buddies and increased the vibe by.....that much!! Afterlife would not have been possible without the enormous effort produced by the Coffs City Skydivers team and family, who worked tirelessly for months, as other Boogie organisers would appreciate.



*This year's Afterlife Boogie rocked the planet!! The Skyvan was a droppin', we were all jumpin' and the groove as skydivers connected from all over the world in October was inspiring. The post vibe is carrying the Coffs Crew who are already planning next year with dates set for September 7th-12th, 2010. The phone calls are thick and fast & we don't want to miss a second of this feeling - the one we live for! For life is about relationships, the rest is just details - what an incredible faction of skydivers we were privileged and honoured to have with us!* Steve and Tania Hill

**TURN  
UP THE  
HEAT**



# COFFS CITY SKYDIVER'S Afterlife Boogie 09

"It was awesome, it's the only place in Australia I have been where you can get a consistent load of wingsuiters to fill a Skyvan. I will be back next year for sure, it was awesome!" **Paul Wainwright**

We had gargantuan support again from our sponsors. NZ Aerosports Icarus were first on board with 60% off an Icarus canopy for the pre rego prize - won by Jeremy Bourne. With some sweet talking from Archie, it rose to an incredible 75% off! Thanks Attila and Jyro. *Be There Live* were our major sponsor, plus Birdman, Downward Trend, Cookie Composites, UPT, Spirit Skysports, Cypres, Deepseed, Tony Maurer's rigging, Poms rigging, Coffs City Council, APF, NSWPC, The Coast Hotel and Afterlife Extreme Sports Clothing along with Coffs Harbour regional airport and Air Traffic Control. Thanks again.

Wind holds provided an excellent opportunity for seminars with Brett Newman from Downward Trend plus Jari and Fi of Birdman provided awesome information for skydivers at every experience level. Brett's session on equipment maintenance and reserves was mentioned as invaluable. The experience and knowledge of our guests provided a wealth of information - seek and you shall find!

How's this for cool? We had a load take off in 22 knots, advised by ATC at 13 grand it increased to 28 on the ground. The load was called and the Box descended with unhappy campers! A quick call to Mr Onis and jump tickets were back in the hands of the sad faces - can't ask for more than that. Thanks so much Phil for all your support over the last 2 years. Here's to more records and more loads in September 2010. To be honest words do not do this boogie justice; it's like doing a tandem for the first time and trying to explain the feeling to someone who has not jumped, impossible!! Monkey, where's the day tape?

Afterlife drew to a close and the Boogie Blues set in with the "FUCs" (Fu&%ing Unusual Clouds). The Box was taking off for the last time to a 21 bum salute and the silence was deafening. Now it's time to reflect - on all the hard work, personal and team achievements, gathering the best people on the planet all together as 1, what a feeling, time to say see ya... but not for long.

As Nelson Mandela said "There is no passion to be found playing small - in settling for a life that is less than the one you are capable of living".

Who are you going to believe... us, or your own eyes?



"Dude, it was just meant to be. I really mean it. I saw some good PR already and more to come I am sure. Many thanks for your hospitality and friendship." **Jari Kuosma**



"That was an awesome five days man, it worked out really well, had an absolute blast. Good things came from the event, brains pumping, ideas created. Can't wait till next year."



"A caption box full of altitude and broken records. A hangar full of yarns, laughs and friends new and old. A sky full of colour, movement and memories memories memories. Where's the day tape Monkey?" **Hoppa**



## Highlights

- Derek and co, 2 hrs late to Picton on day one, hence Skyvan late
- Sam Gray and Joel Bentleys 300th Zoo way
- Danny Helme's 200th
- The awesome pies?
- Brett Newman's back-to-back tandems with big Josh (Quadraplegic)
- Josh and Barney tandems on same load, quads in freefall
- Nina's first ever skydive with Greg Cox - it took her six years
- Megan's first wingsuit
- Mr Whippy making an appearance, for the kids, mmmm, don't tell us you didn't have one
- Archie the MC getting lost
- Return of the Chez
- Live broadcast from Star FM radio at open day Saturday 21st
- 1,000,000 public spectators @ open day!
- James Evered turning up with three lines on his face, a thruster, new technology
- Ferges' 80% proof something, any wonder his is always smiling, what a great guy thanks for your support mate
- Attila - F\*&k yeah, so glad to see you jumping in Oz. Ring that bell (carton king). Brilliant Icarus apparel, thanks for remembering the girls Attila, smooth!
- Joe / Fabio camera magnet
- Dr Glenn Singleman spokesman on A Current Affair
- Fi, doing what she does best, lobbing hard and teaching the masses.
- Publicity - ACA, Fuel TV, National Geographic, Channel 9, Channel 7, Star FM and Be There Live.
- The rain Gods holding back the flash flood till Monday
- Supa Pat and the droppie wheels
- The champions of the world 9-way POPs flock record
- 13-way Australian flock record
- Camera Birdy from Coffs, Throba, "I can't get the Afterlife outta my head"
- Helme too tired to wingsuit? Seriously you're a mess, mate.
- Deb, manifest queen, didn't take crown off till late Sunday evening.
- Splinta wins the greatest birdman suit not yet built, ready set wait.
- Be There Live, with us all the way, streaming records all over the world in real time.
- Wise Robbo, keeping the FUC's (F&\*kin Unusual Clouds) at bay, (thanks champion)!
- Big Ben Nordkamp (camera extraordinaire) did the oysters deliver their promise?
- The Afterlife boys MIA - must have been in the Afterlife!
- Sunday Nights debrief (and then there were five, Tan, Hilly, Monkey, Trev and where's Sam?)
- And then there were 2 - Hilly & Tan - groovin' in the hangar, tunes pumping till sun up, wind down!
- Smiles, smiles and more smiles. So awesome to Be There Live in the Afterlife!!

"With such a wide variety of skydiving styles to choose from why not try them all. With this said many participants did make great use of all the tutors and coaches that Coffs Skydivers had pulled together for this event. At one point during a weather hold it could be seen that all of the tutors were busy holding mini seminars, keeping the boogie participants captivated, interested and entertained. It created a great vibe through the whole group, one which made and kept this 5 day boogie action packed and an absolute blast to be a part of!" **James Evered**

# COFFS CITY SKYDIVER'S Wingsuit Records

By Neil Fergie (Fergs)

Aerial photos by Throbba, Paul Tozer & Glen Hoyes  
Ground photos by Trish O'Brien

*"For once you have tasted flight, you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return..."*



I'm certain that Leonardo da Vinci was himself dreaming of wingsuit flight when he was inspired to pen those lines all those years ago.

Fast forward to October 2009 - and taste flight we did - time and time again over a warm and glistening Pacific Ocean at the Afterlife Boogie up in Coffs Harbour.

Just close your eyes for a moment and picture this scene... First load Saturday: high puffy clouds. A thin layer in patches at around 4,500ft. Morning sun glinting off the Pacific Ocean. Brilliant views to the inland hills and mountains. Stunning views over the ocean. 11 wingsuiters in the Skyvan for a POPS record attempt, a 9-way diamond with two camera. We stack up, we exit and all immediately turn to the left to fly towards the ocean. The formation starts to build - flyers close in to their assigned slots. The leader takes a second 90 degree turn to the left above the surf miles below us and the formation stays glued to him. The energy builds, the concentration and discipline within the team can be cut with a knife as the formation takes on a living, breathing aerial-life-form. The last points of the diamond close into their small cube of space and we continue, as a single being, to soar down the coast line. The formation leader signals breakoff and we all take a line away from the diamond and fly majestically along the thin cloud layer and then through it and deploy. We all descend under canopy buzzing with excitement and immense satisfaction in the knowledge that we have surely broken the POPS World Record for wingsuit formations. The energy is apparent long after landing and not long later, the photo of the completed formation has the judging grid overlaid to tentatively confirm the record.

So there were 15 or so wingsuit record attempts over the boogie. Flights of brilliance. Flights of fun. Flights of brotherhood. Most of all, moments of pure flight that affect us all in the same way - it's one of those experiences that's difficult to put into words, even with fellow skydivers. It's a state of mind, of just "being there" as Richard Bach said in his book *Johnathon Livingston Seagull* - which was surely written in anticipation of the modern wingsuit to come!



The Afterlife Boogie was a very special event for the Australian wingsuit fraternity. What a brilliant place. What a brilliant drop zone. What a fantastic group of local skydivers who made it happen. What sensational views over the coastline.

Over the course of the boogie, the wingsuit fraternity kept an enthusiastic level of excitement each day and night. From the first load on Wednesday we began putting together solid formations that allowed those with less large flock experience to increase their levels of experience and expertise. The plan was to get everyone skilled up such that we could then use Saturday and Sunday for the record attempt flights.

Central to the process was the core of experience that Coffs City Skydivers had pulled together, BMIs, BMCIs and the ultimate sweetener, Jari Kuosma, MR BIRDMAN himself. Jari is the owner of Birdman, the company that developed the modern wingsuit 10 years or so ago, and continues to devote huge resources and expertise in wingsuit safety and evolution. Jari's experience is exceptional and virtually second-to-none. He was the first person to ever carry out a wingsuit flight to canopy link up, something that requires immense skill and dedication. He's a thoroughly nice guy as well, as all present will agree with. Jari's lovely lady, Nina, was also there. Nina arrived a non jumper (an incredible statement, they having been together for over 6 years), but left a skydiver after a tandem jump on the last day of the boogie.

Our flocks improved with each one. The skill of every wingsuiter present was of a very high standard and the possibility of starting the record attempts brought much excitement. The plan was to start with a modest sized record and then build as we could.

A word about wingsuit records, here in Australia as well as overseas. Although we made a record of sorts in 2006 at Picton - an 11-way, it was never officially recognised. A problem has always been to define what constitutes a wingsuit record, how to present it to judges and how to actually have a methodology for measuring the result. Until these have been set and agreed, it's impossible to declare an official record.

Aussie Record



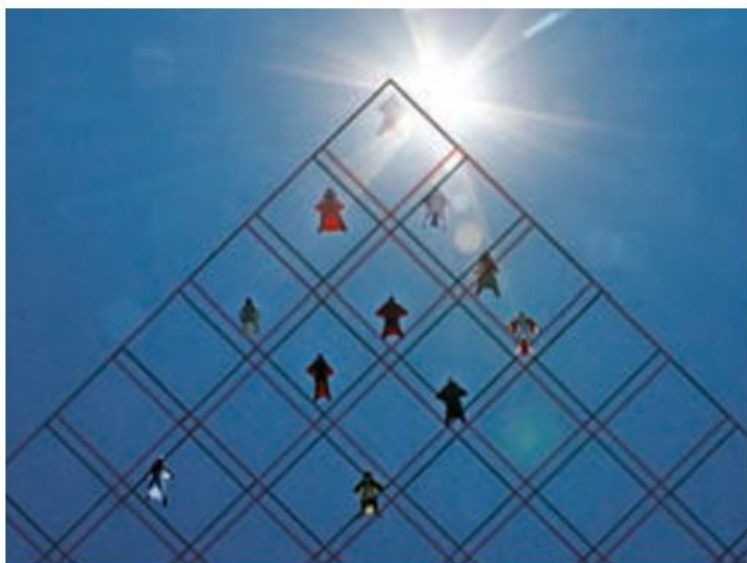
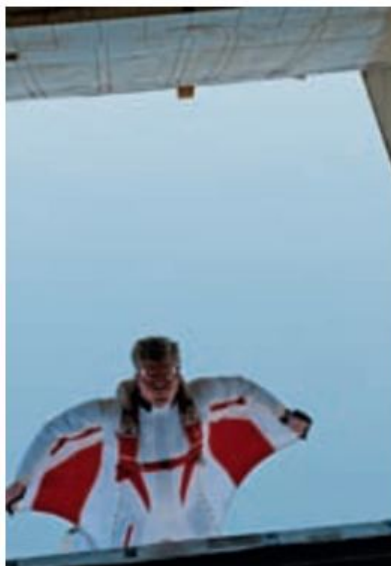
Aussie POPS Record



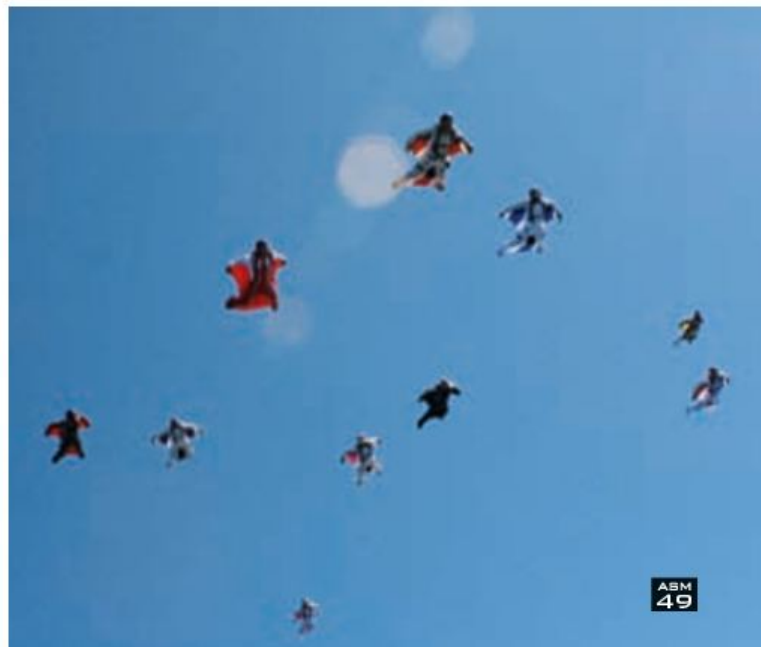




Recently Taya Weiss, a South African wingsuiter and Jeff Nebelkopf developed a Wingsuit Formation Judging Grid system. (A full article will be in the next ASM issue). Briefly, it allows a formation to be nominated and flown. The formation must be photographed and then a scalable grid is overlaid. Each wingsuit flyer must be within their grid – well actually, they have some latitude and must, in fact, have a portion of their body within the grid. This allows for the formation to breath a little.



Taya's grid system had already been submitted to Lindy Rochow-Williams, our Director of Judging, so we were assured of an ability for the record attempts to be correctly judged. In fact, we discovered that we had an ability to make not only new Australian wingsuit records, but also a World POPS record. Exciting?



# COFFS CITY SKYDIVER'S Wingsuit Records

It's appropriate to describe the drop zone as well as the exceptional organisation for the Afterlife boogie, as without all the myriad of items being prepared, no wingsuit records could have been made. Coffs City Skydivers has exceptional management and great support from the local instructors and jumpers. I hope I've remember all – as they certainly deserve credit for a job well done – Steve (Hilly) Hill, Tan Hill, Lawrence (Pom) Hill, Mark Rainey, Debbie Sommers (Manifest lady Extraordinaire!), James (Throbba) Throsby, Ian Robertson, Tony Maurer, Kirsten, Pat Campbell (awesome efforts behind the bar and on duty driving the pick-up vehicle to and from the student landing area), Chris Hickson, Jonah, Danny Helmy, Joel, Toby McGiulray, Bob and Deb Hoppa, Monkey (awesome day tapes), Archie and apologies for others that I may have missed!

In fact, I'm aware that Coffs City Skydivers has big plans for wingsuit in the future, including plans for TWO turbines at the boogie next year. Now that opens up possibilities – with the next level in formation size for records suddenly opened up. Plus there's a strong possibility of wingsuit weekends at Coffs, supported by turbine aircraft on a regular basis. So Coffs is fast becoming "Wingsuit Central" amongst drop zones in Australia.

The records started to roll on Saturday. First we established a clean and judgable 10-way Australian record. This was followed by a lovely POPS 9-way diamond. It constitutes both an Australian and World POPS wingsuit record. Then we ramped up the Aussie record with a nice and sweet 13-way. A final 16-way diamond did not complete and we were unable to put up a second attempt.

As many wingsuiters were on multiple records, rather than list names on each individually, I'll congratulate the participants that make up the record group in total, with number of the records indicated: Neil Fergie (4), Jari Kuosma (4), Glenn Singlemann (4), Paul Tozer (2), Hayden Galvin (2), Lawrence Hill (4), Mark Rainey (4), Michael Schenk (2), Mike Tibbitts (2), Shin Ito (4), Glen Hoyes (1), Elaine Cox (4), Greg Cox (4) and Rod Millner (2). As already mentioned, all other wingsuiters deserve congratulations for outstanding flying and obvious improvements. Special mention to some extraordinary wingsuit videographers – Hayden, Throbba and Brett Newmann.

The boogie also allowed a number of First Flight Courses to be organised and how nice was it to be taught by MR BIRDMAN himself, Jari? A huge congrats to all who made their first and subsequent flights. The smiles were infectious.

For those who missed the Afterlife Boogie – you did miss out on an outstanding event, especially the wingsuiting. Biased am I? You betcha!!

So what stands wingsuiters aside from all other skydivers?  
WE know why the birds are always singing.





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# SCENES FROM THE OCTOBER 09 CAMP



Kathy Burrough



Kylie Higgins



Belgy



Matty Steen



Mike

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January 25th to 29th

April 26th to 30th

June 21st to 25th

August 16th to 20th

December 6th to 10th



Kat, Adam, Mark & Mark



Brody Johnson



Adam Cooper



Lance Jackman



Adam Cooper celebrating his 69th jump...



Mark McAllister



Justin Frame



Gary Bird

Adam, Kat and Brody



Trevor Bush



Justin de Waard, Matty, Brody & Mark Mc



# HAPPY CAMPERS

The 3 Germans - Sebastian, Mike and Tristan



Matty Steen



Mick Cantrill



Trevor Bush



Photos by Belgium Steve and Wayne McLachlan

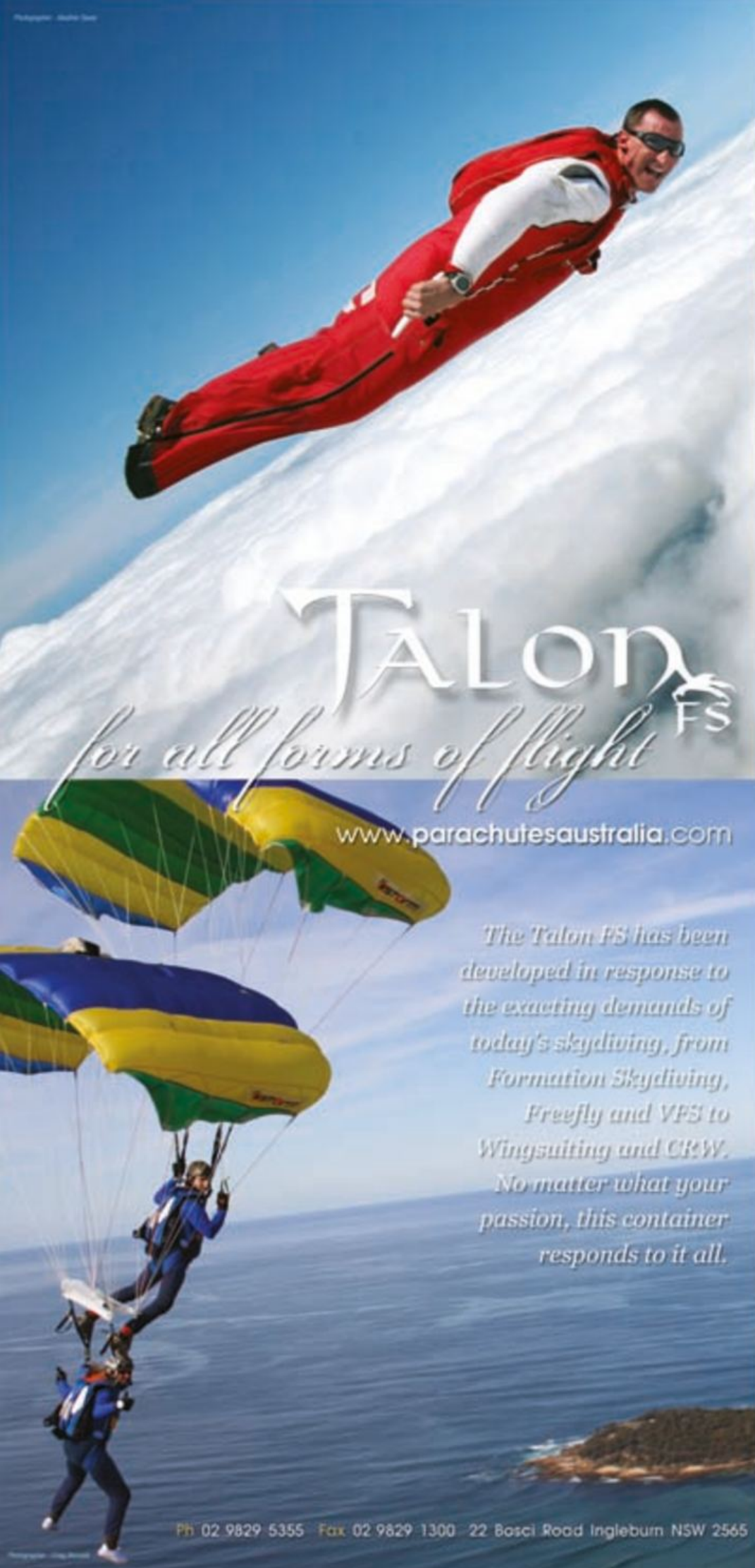


Jenny Thornton & Rick Meerkin



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**By Michelle Hales**  
**Photos by Darren Griggs,**  
**Shannon Straubinger**  
**and Wokka**

The Relworkers 4W4E1 (4-way for Everyone) came at a crucial point in my skydiving journey - after 4 months off skydiving for a variety of reasons (weather included!), I nearly convinced myself that I was okay to give it up. After all, I had less than 30 jumps and had been away for this long, why go back? But, I guess you could say I'm a bit of a stubborn sort and didn't want a little injury and time away to be the end of my skydiving story. I had to get back up there to see if I really could walk away from something that I had enjoyed so much.

Well, I did get back up there and a few weeks later finished my B-Rel's. Just two weeks after that was the 4W4E1 and it didn't take much encouragement to get me signed up.

At this stage I'd say the whole formation skydiving thing was still quite a big mystery to me. What was a decent jump? How many points should you be getting? How perfect did the formations look? I had NOT done my research!

And so, I will admit it was all a bit intimidating at first – having only three 4-way jumps under my belt; being allocated to a team of people I had never jumped with before and in the case of two members, never met before; the added element of a competition, while it was positioned as “friendly”, put on some pressure; and being the likely candidate to stuff things up for jumpers that had 700 or more jumps – yaa, I'd say it was all a bit intimidating!

After the initial briefing from Gary Nemirovsky and crew, it was down to business for most teams. My tutor, Pearso, had two teams to look after, the other team being on the first load, which meant first priority. Another thing to be nervous about – did he realise I didn't know what I was doing? Would we have time to do enough run-throughs? I must have looked like a deer in headlights, but my other teammates quickly stepped in and got us practising without the tutor. Thanks Carsten and Jeff!

Jump one came and went with a few bumps, ups and downs (literally) and a few points on the board. It was really nice to get one jump under my belt and I can honestly say that I wasn't sure if my teammates were just humouring me by saying it was a good jump, until the scores started going on the board. I was so relieved to see other teams with equal or worse scores than us (sorry!). Only then did I start to really relax and feel like I wasn't so out of my depth. I finally had some sort of perspective as to how this whole 4-way thing worked, what it felt like and what it looked like in the air. Mind you, I was a bit surprised at our score, as I was sure we had knocked off a few more than what we got credit for and that's where the learning continued... right, so only the first 35 seconds count. Good to know!



# 4-WAY FOR EVERYONE

From there the day just got better. Teams were busy working on the next jump, lots of creepering going on and tonnes of learning opportunities for us newbies. The whole atmosphere was really open and full of encouragement. Despite the jumps getting more difficult, I was pumped to get up there and give them a shot. How cool to be doing vertical stuff on just your sixth 4-way jump!? I finally got to a spinning donut – actually, TWO donuts! I was pretty stoked, to say the least. The day was living up to all the great stories I heard to get me signed up in the first place.

As everyone had said, one of the great things about 4W4E1 is the participation of so many diverse jumpers with experience levels all over the map. Even better is the keen interest the experienced jumpers have in developing us inexperienced jumpers, whether it be through tutoring the jumps, giving advice on equipment, or all the great encouragement that is dished out in the debrief. It's one of the things I love about the skydiving culture, the open and encouraging environment.

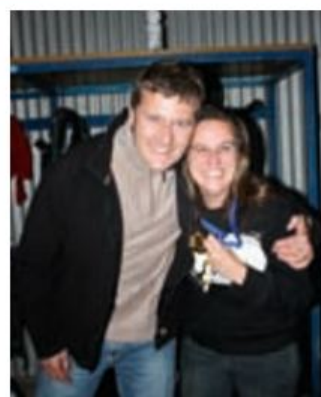
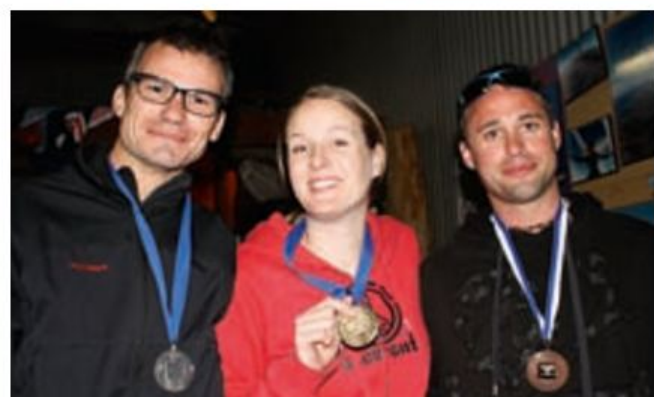
One of my favourite parts of the day was definitely watching the day tape. After everyone had some food and grog in the gut, the day tape was put on and for me, this is what really nailed it home. To see myself make mistakes, others make mistakes and others just smash the jumps finally gave me the perspective I needed. That's one of the tricky things I've found in learning to skydive – I really couldn't appreciate what I was or others were doing until I saw it on film.

4W4E1 was a fantastic event and from my perspective, a must for all inexperienced jumpers and I'd like to think it's a nice reminder to all those experienced jumpers of how far they've come! Seriously though, I can't thank my teammates enough for making me feel at ease and all the fantastic free advice they dished out throughout the weekend.

And so, I think it's safe to say, "I'm back". All I need now is my own rig!





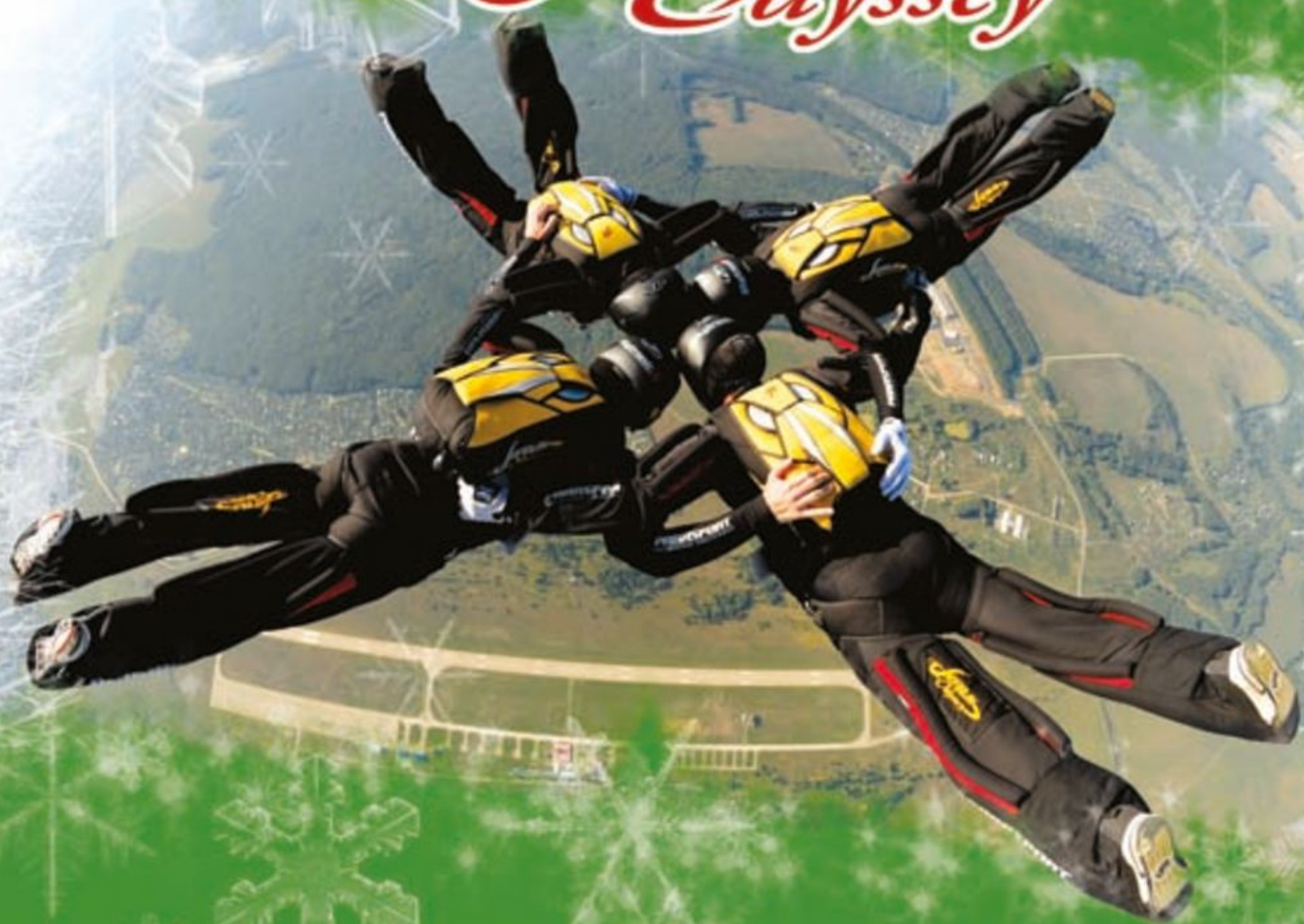




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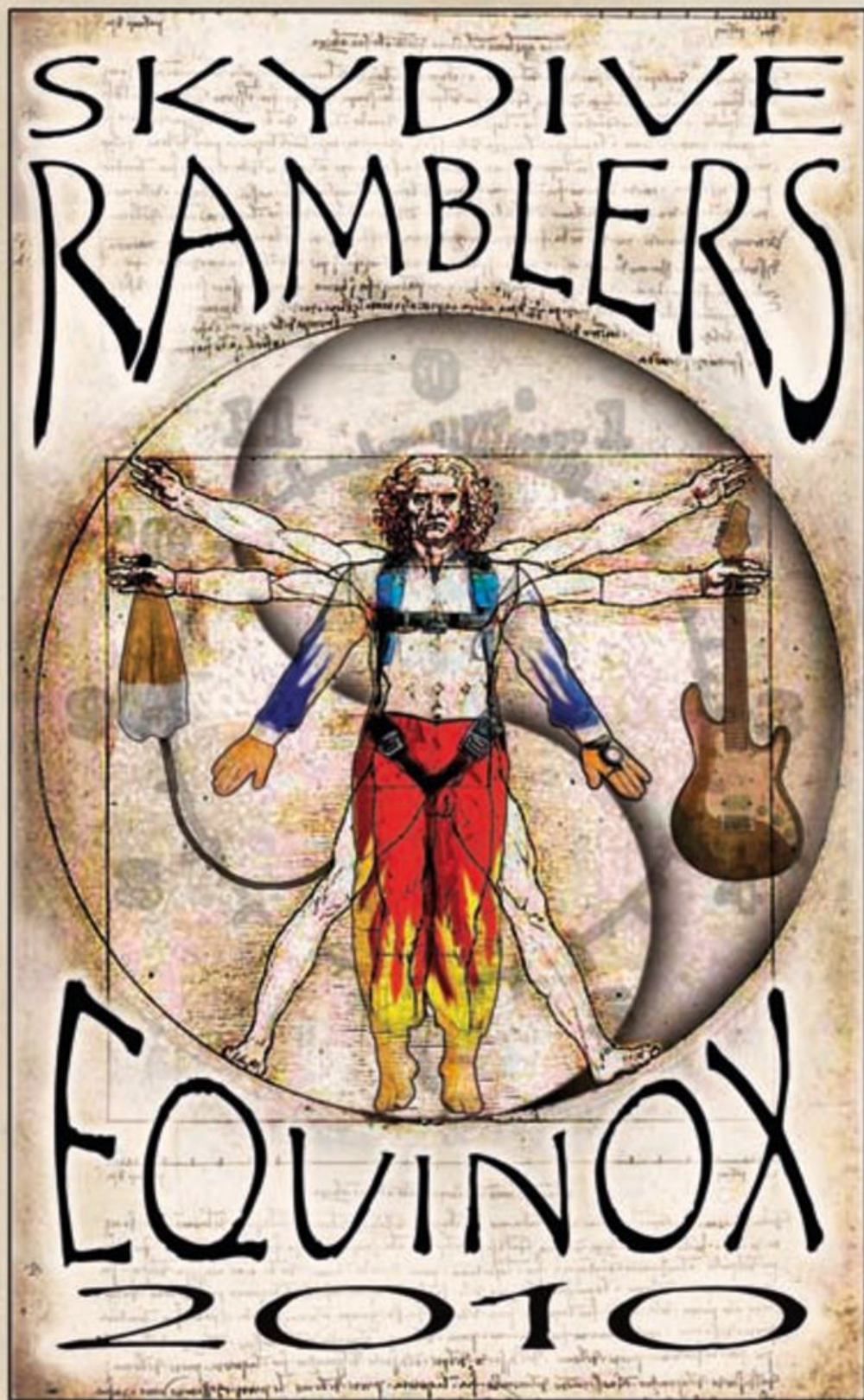


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competitors** and a  
**great game of Cricket!**



*By Issy Dore Photos by Strop*

# GO TROPPO

Over 110 people registered for this years Go Troppo, which makes it the biggest one that Far North Freefall have ever run. Fiona McEachern looked after the flatties, Adam Long and Issy looked after the freefliers, Mossy took the B-rel crew under his wing, and Ronnie's famous canopy school seemed a winning combination.

Hard working DZSO, Brad Jones, almost had heart failure on the first load of the first day when there was two chops. "I hope the rest of the boogie is not going to be like this!", he said. The rest of the boogie seemed to run well much to his relief.

Loads were going so fast that an understaffed manifest was splitting at the seams, but the weather was great and many happy smiles were seen in North Queensland.

Round the Bar at night, Brant and Little Pete trapped a unsuspecting cricket under a cup. A full scale game of Cricket ensued, the resulting countdown to the running of the Cricket made me feel like it was New Years Eve! Prizes donated by Cookie, Parachutes Australia and POPS were raffled away and the new club speakers putting out some great tunes made for a good atmosphere all round.

The weekend was for competition and with four Open 4-way teams, 4 Inter 4-way teams, 3 Freefly teams, 30 registered for the tracking race and 18 for the Sports Accuracy, we had the biggest State Meet on our hands that Far North Freefall has ever run. Most of the comp was finished on the Saturday with presentations that night.

After a big party, there was still enough sober contenders for the Sports Accuracy and to keep the loads going on Sunday. Most jumpers were showing signs of discipline and good technique learnt in Ronnies canopy school during the week. A couple did not and after one particularly bad landing, the DZSO called them all in to smarten up. The competition resumed incident free and awards given out that afternoon.

All agreed the new club room renovations looked awesome, the meet declared a success and a bunch of dedicated jumpers stayed another night just because they didn't want to get back home and back to reality.





Photo: Anthony Radford



## MANY THANKS GO OUT TO:

The North Queensland Parachute Council:  
Thanks for all your support!

**The Sponsors:** Cookie Composites gave us some helmets, bags and T-shirts to give away. Nice one Cookie!

Parachutes Australia for 30% off a Talon container, and POPS Downunder for Beers over the bar and 10 jump tickets to raffle off!

**The Coachs:** Fiona McEachern, Adam Long, Issy Dore, Alan Moss and Ronnie Perry

**The Judge:** Nice one Crash!

**The Manifest:** Bec Scott, Claire, Clanga and Pete - well done in extreme conditions!

**The Pilots:** Ben, Nigel, John, Rory - Niiiiiice!

**The Plane Owners:** The Australian Skydive Company and Skydive Australia

**The DZSOs:** Brad Jones, Branden Van Niekerk and Paul Osborne.

**All the Go Far North Freefall members:**

You all rock!

**The organising committee:** Greg Dore, Gavin Downes, Stewart Kemp, Paul Osborne and Issy Dore.

**The Caterers:** Alicia's Mum and Dad!

**ALL THE JUMPERS THAT TURNED UP:  
A BIG THANK YOU!**



# SOUTH QUEENSLAND CHAMPIONSHIPS

**By Justin de Waard, State Coach**

**Aerial Photo: Dave Brown**

**Medal photos: Justin de Waard**

**Judges: Lindy Rochow-Williams & Giselle Godwin**

This year the South Queensland Championships was held at Willowbank Drop Zone. The event kicked off with a Competitors Meeting at 8am on Saturday 31st October with what was looking to be the biggest SQ Champs in years.

There were 5 Intermediate 4-way FS teams, 3 Open 4-way FS teams, 3 Novice 2-way FS teams and for the first time a new event of 2-way VFS was run and attracted 5 teams.

## **2-way Vertical Formation Skydiving (VFS)**

*Low on Gatton* - Hayden Galvin & Mason Corby.  
James Evered cam

*Heads or Tails* - Cecilia Morton & Terry Garbutt.  
Greg Munday cam

*Noodles Doodles* - Erica Tadokora & Shea Convery.  
Shane Keys cam

*Pull my Finger* - Ryan Mair & Brad Geyson. Ryan Cannon cam

*TLC* - Richie Convery & Jimi James. Tim Johnson cam

## **2-way Novice Formation Skydiving (FS)**

*Jaws 1* - Jenny Thornton & Wayne Cannon. Ben Nordkamp cam

*Double Funnel* - Justin de Waard & Lauren D'Arcy.  
Tim Ragdale cam

*Maksit* - Kate Langly & Michael Vaughan. Mai Fitzsimmons cam

## **4-way Open Formation Skydiving (FS)**

*Gross Misconduct* - Luke Oliver, Kate Rose, Chris Rose & Leanne Critchley. Paul Tozer cam

*Willowbank Fire* - Jason Cook, Andrew Barker, Steve Geens & Greg Maskell. Paul Tozer cam

*Jasa* - Justin de Waard, Alan White, Suzanne Bourke & Andrew Clarke. Dave Brown cam

## **4-way Intermediate Formation Skydiving (FS)**

*Compressed Air* - Aaron Radford, Pete Davis, Dom Hardy & Rick Watts. Tim Ragdale cam

*Starmajigger Spinny Thing* - Clayton Gill, Ola Rinta-Koski, Reilly Cartlidge & Anna Migdalski. Mai Fitzsimmons cam

*Notrayners* - Michael Vaughan, Tibor Glesk, Jodie Prime & Chris Witcombe. Ben Nordkamp cam

*42* - Scott Hayes-Stanley, Kirsten Moriarty, Sam Grey & Jon McWilliam. Jim Huntington cam

*Tetris* - Holly Atteridge, Kate Langley, Phillip Boyd & Matt Cooper. Luke Oliver & Rozy Sib cam



The draw for each comp was done and the 4-way teams geared up and headed for the Skyvan. By the end of the day with 20 loads done, the 2-way VFS was completed and the judges had the final scores. Four rounds of both the 4-way inter and 4-way open was completed as well. Open the bar.

On Sunday we woke to the sound of rain, but by 9am the skies had cleared and Round 5 of the 4-ways started. By lunch time the 4-way was completed and the 2-way novice was all that was left. The day was wrapped up with the medal presentation.





## 2-WAY VFS (4 ROUNDS)

1st Place - Noodles Doodles



2nd Place - Pull my Finger



3rd Place - Heads or Tails



## 2-WAY NOVICE FS (3 ROUNDS)

1st Place - Maskit



2nd Place - Double Funnel



3rd Place - Jaws 1



## 4-WAY INTER FS (6 ROUNDS)

1st Place - Tetris



2nd Place - Compressed Air



3rd Place - No Trainers



1st Place - Willowbank Fire



## 4-WAY OPEN FS (6 ROUNDS)

2nd Place - Gross Misconduct



3rd Place - JASA



## RESULTS

### Vertical Formation Skydiving 2-way (4 Rounds)

3rd place (14 points) Heads or tails

2nd place (21 points) Pull my finger

1st place (30 points) Noodles Doodles

### 4-way FS Intermediate (6 Rounds)

3rd place (11 points) No Trainers

2nd Place (30 points) Compressed Air

1st Place (45 points) Tetris

### 4-way FS Open (6 Rounds)

3rd place (15 points) JASA

2nd place (29 points) Gross Misconduct

1st place (66 points) Willowbank Fire

### 2-way Novice (3 rounds)

3rd place (13 points) Jaws 1

2nd place (32 points) Double Funnel

1st place (84 points) Maskit

# NSW CANOPY PILOTING STATE CHAMPIONSHIPS 10TH & 11TH OCTOBER, 2009

By Gary Hamilton

Photos by Simon Martin

With an ominous weather forecast for the week it was time for the NSW State Meet in Canopy Piloting, which was held at Picton Drop Zone. With high winds forecast it wasn't looking good for those of us who came early to get those much needed training jumps in before the start of the competition, not to mention the freezing cold temperatures us Queenslanders had to cope with.

On the 8th and 9th a training camp was held by Robbie McMillan which was attended by the majority of the competitors. With the winds already high, the morning was spent in the classroom where the first thing Robbie got us all to do was list our aims and goals we all had for the competition. The main aim amongst all of us seemed to be working on our set up points we needed in order to get to the turn high at the right time, in order to make the entry gates. Robbie then began explaining the finer points of each individual event and the best ways to get maximum points out of each round. The course was very informative with lots of questions asked and with all of our new knowledge we were keen to put everything in action on the pond but unfortunately the weather wasn't going to play with us. So with the days jumping canned we all thought we'd take the opportunity to test out the local Go Kart



track. I must make a special mention to Kieren Rundall who won the race; it was good to see him finish one competition for the week.

Friday morning and we were all up early to take advantage of the good weather while it lasted, so with a 7.30 wheels up call we are all ready and waiting. We all managed to get three training jumps in before the winds came back to stop us. So it was back to the classroom where Robbie debriefed us all on our landings. It was good to get a chance to see what we needed to work on and the bad habits we needed to get rid of.

Saturday morning came and it was time for the Competitors Meeting. With a good turn out of competitors, names were picked and we were all put into our groups for the competition. So with the groups sorted it was decided that all the intermediate competitors could do one practice round then the comp would start.

First up was the Open Speed event. With tricky conditions, the first round went off with a few people managing to get a score on the board. A special mention must be made to Dave Noble who decided to try a new freestyle move on the first round which included a triple summersault through his risers while taking his helmet off; only one competitor had to abort his run while Dave got out of the water. With the first round of Speed done it was time for the inter competitors to go and do the first round with a couple of the guys posting some very impressive times. Before we could get started for round 2 the winds were back staying in all day.

Sunday morning arrived and with 8 rounds of competition to get through it was going to be a 7am wheels up. With only a slight breeze around and still water on the pond we were all keen to get going. The inter guys went up first with round 2 of Speed. As the morning progressed, the wind was picking up slowly and the clouds were moving in so with all the rounds of Speed completed there was a short break while all the volunteers changed the course so we could move onto the next event of Distance.





With quite a strong head wind to contend with we knew the distances weren't going to be great but there were still some impressive distances covered. Meanwhile while some people couldn't quite make it out of the pond, with every splash ensuring a loud cheer from the spectators. With one round of Distance completed the decision was made to move onto Zone Accuracy so if the weather came back in we could at least call the comp and have a champion. The Inter went up first again but by the time they landed the wind was over their limits so they were all offered re-jumps. Open up next and with the new scoring system in place for Zone Accuracy there were some very interesting runs with some people scoring negative points for their round. After round one of Zone Accuracy completed, the wind was back in so we were all back on hold again.

By early afternoon the sky had cleared and the wind had dropped back to under competition limits so we were back in the air to finish of the Accuracy rounds. With more scores being posted and more splashes being made everyone was having a good safe competition. With all the rounds of Zone Accuracy completed it was time to move back onto the Distance event. Unfortunately by this stage the wind was back up over the intermediate competition limits so with daylight running out it was decided to call the competition for them with only one round of Distance completed. It was great to see the inter guys all doing good safe runs with some very impressive scores posted and I'm sure we'll be seeing some of them competing at the Nationals in the Open event.

So with the inter guys finished it was time for the last two rounds of Open Distance. With still quite a strong headwind, the distances weren't record breaking but they were still good. At the end of the competition everyone was pretty happy with all of their jumps and with everything they had learned in the process. So with the competition over a few beers were enjoyed at the pond before heading back to the bar for the medal presentations. A big congratulation to all the competitors who placed in each individual event with the overall winners for intermediate going to Conner King placing first, Keven Walters second and Clayton Werner third. The overall winners for the Open event were Michael Vaughan placing first, Robbie McMillan second and Shane Price third.

A special thank you must go to Jon McWilliam who did a excellent job as Meet Director and also to Craig Bennett who was Chief Judge. Other judges and volunteers were Fiona McEachern, Peter De Jeney, Kate Langley, Dean Brooke-Rerecich, Liz Siedlecka, Laszlo Vigh Herman, Tylor and a special mention to Sofia Giussani who sat her exam on the weekend and is now a fully qualified CP judge. A big thankyou must also go to Phil Onis and Sydney Skydivers for providing the pond where we can all come and play. It was great seeing everyone come out and giving it their best go and hope to see them all and more at the nationals in February.



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# APF CLOUD JUMPING RULES AND PROCEDURES

By Fiona McEachern, Dave Smith, Paul Osborne and Kim Hardwick



The rules and procedures are to: 1) manage skydiving through cloud, and 2) protect other aircraft and their occupants using the same airspace. While the APF looks after the skydiving side of things CASA requires us to have checks and balances in place to protect transiting aircraft, persons and property on the ground and the general public. CASA considers students and novices as the *general public* because of their limited knowledge of skydiving.

A DZ must have an approved manual describing their procedures for cloud jumping. The manual is prepared by the DZ and requires approval by the APF Directors of Safety and Aircraft Operations before an APF Authorisation is issued under a CASA Instrument, which delegates the APF to make this authorisation. CASA must be provided a copy of each club's APF authorisation as well as a copy of their actual manual.

## DZ OPERATORS

Unless a specific Cloud Jumping Procedures Manual (CJPM) has been approved for your Centre then nobody on the DZ is permitted to make descents through cloud. Even if a jumper holds a cloud approval issued elsewhere this does not entitle them to jump through cloud unless the DZ itself has an approval.

When jumping through cloud is taking place the GCO/TCO must be on watch to check that no aircraft inadvertently overflies the DZ and presents a collision risk to jumpers. If the DZ has controlled airspace above, an arrangement will be place with Air Traffic Control to give information of aircraft that might conflict with the jump. A drop clearance will not be issued until the airspace is declared clear.

**Skydivers must only drop through one layer of cloud.**

The DZ Manual must detail how it will be determined that all the airspace through which the jumpers will pass is free of conflicting air traffic.



For some DZs, this may be simple, perhaps like figure 1.

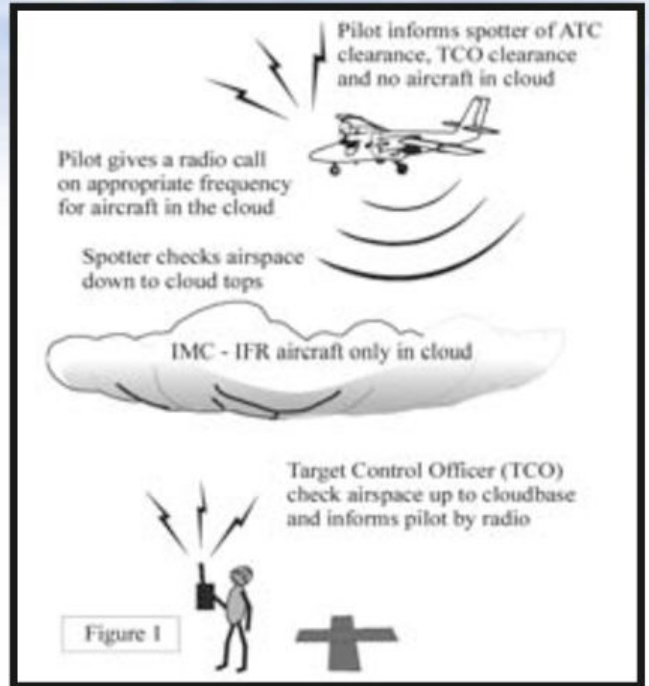


Figure 1 - Simple example. Safe to jump

For other dropzones, it may be much more complex, involving coordinating information from Air Traffic Control, responses to radio call by the pilot, and information from the spotter and TCO.

It is acknowledged that there are some situations where we may not jump, such as where jumpers would pass through airspace which cannot positively be determined to be free of conflicting air traffic. Figure 2 shows an example.

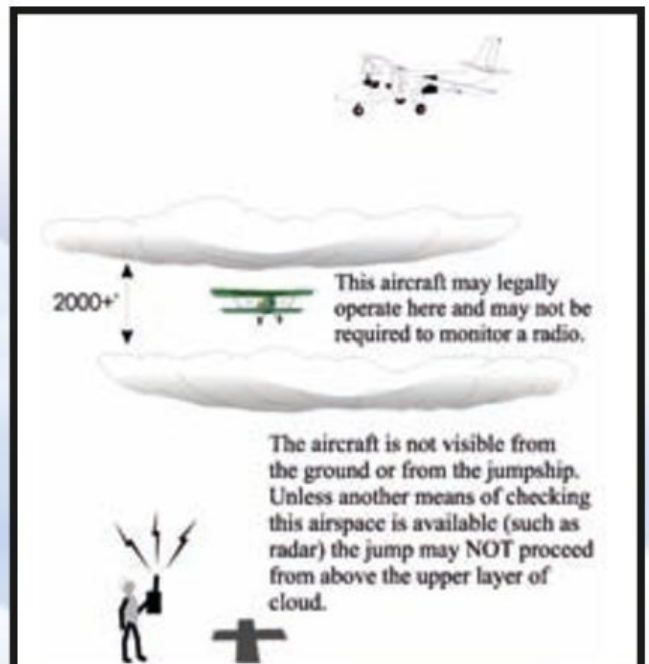


Figure 2 - Cannot clear all airspace. Unsafe to jump.

Photo by BJ Adams

## SKYDIVERS – B LICENSE & ABOVE

As a skydiver, you must have received training in jumping through cloud and have valid documented verification to this effect, for each APF club at which you skydive that has a CJPM. The essential rules for you are that aircraft exits must be clear of (i.e. above) cloud so that you and other participants on the jump get properly orientated before entering cloud and ensure good separation between groups. While you can pass through cloud during freefall you must be clear of cloud before deploying your parachute. The cloud base must be at least 3500ft so that you have clear sky for tracking and you can see other jumpers and any itinerant aircraft. Parachutists must not open their canopies in cloud except in emergency. If caught in cloud under canopy then circle at minimum speed to reduce high-speed collision risk and avoid possibly wandering away from the DZ before its location becomes known.

Skydivers can manage risks when jumping through cloud by having linked exits and only jumping in small groups where all have good tracking ability. Be aware that off dropzone landings are more likely.

## WING SUIT JUMPS

Wing suiting through cloud with no navigation or proximity awareness to other wingsuiter or jumpers is not acceptable. The horizontal closing speeds are too great and the chances of collisions and off DZ landings are increased significantly.

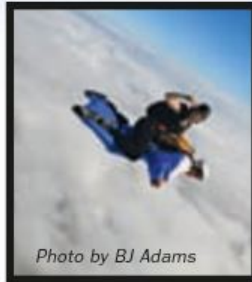


Photo by BJ Adams

## TANDEM DESCENTS

Aircraft exits must be clear of cloud. The Jumpmaster must look below for transiting aircraft before allowing the exit to proceed. The cloud base must be at least 5000ft above ground level so that the parachute opening will be clear of cloud by at least 1000ft.

## STUDENT AND NOVICES

AFF and Static Line descents are not permitted through cloud under any circumstances. Anyone with less than a B License is either a student or novice and must not pass through cloud. Instructors must plan and execute student training descents so that there is no possibility of the student entering cloud. Individual Instructors will be held responsible for breaches of this.

## AIRCRAFT AND PILOTS

There are two possible ways under which approval is given for a particular DZ. The first is on the basis that the aircraft remains clear of cloud during its ascent and descent. This is termed flight under VFR (Visual Flight Rules) where the aircraft does not enter cloud but the jumpers can be dropped through cloud. The pilot does not need special qualifications and both the aircraft and pilot are said to be operating in VMC (Visual Meteorological Conditions). It is essential that there is broken cloud for the aircraft to climb up through and descend.

The other basis is IFR (Instrument Flight Rules) where the pilot is rated for flight under IMC (Instrument Meteorological Conditions) and the aircraft is specifically equipped for flight through cloud. With this type of approval the aircraft can climb and descend through cloud but the jumpers must still exit over the top of cloud and open clear of cloud.

## JUMPING THROUGH CLOUD IS REGULATED

While jumping through cloud rules might not appear in the Operational Regulations there is one Op Reg, which specifically prohibits it *unless* an approval is held.

### APF Op Regs

*Unless in accordance with the written specifications of CASA, all descents shall be made in meteorological conditions such that the target is clearly visible and the parachutist does not enter cloud.*

This is the mechanism by which such jumping is permitted. It is a breach of the APF regulations to jump contrary to the procedures contained in the CJPM for your DZ. Ask to see the Procedures Manual for your DZ so that **YOU can comply**. Remember ignorance is no defence and individual skydivers, not just the DZ Operator, are responsible for observing the rules.



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## SUUNTO WATCHES



While there may be some skydivers using these types of watches as an altimeter, it is to be noted that the manufacturer specifically states (in their manuals) that it is **not to be used for skydiving**.

Their specific quote is: Note: The Wristop Computer should not be substituted for acquiring measurements that require professional

or Industrial precision and should not be used to acquire measurements when skydiving, hang gliding, paragliding, gyrocopter riding and flying small aircraft.

It has also been noted that unlike traditional altimeters, if you bump one of the select buttons on a Suunto, it changes function and you no longer have an altimeter for ready reference to height above the ground.

APF Operational Regulation 5.1.8 states: An approved and functioning visual altimeter set to indicate height above the DZ shall be worn on all descents. The altimeter shall be securely mounted so that the wearer can observe it without difficulty throughout the descent...

O.R. 5.1.1: The word "approved" used in this section shall mean approval by the ASO or Chief Instructor unless otherwise stated.

The manufacturer has been approached by the APF for confirmation and/or clarification of their statement, with no response.

Any approval for the use of these watches as primary altimeters is therefore in direct conflict with the manufacturer's directions.

To avoid disappointment, please consider carefully if you choose to purchase one with the intent on using as your sole altimeter.

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

## EXITS/FREEFALL

**'E' Licence.** Exiting a Cessna 182, wingsuit jumper got bootie caught on the small step of the strut. After a poised exit, jumper swung under the plane, hung up momentarily until bootie tore off. Rest of the skydive was uneventful. Action: Be very careful and aware around any objects that could catch on a wingsuit as there could be serious consequences. (Note, this also applies to regular booties on FS suits and of course any skydiver equipment)

## DEPLOYMENT/MALFUNCTIONS

### High Speed Mals

**'F' Licence.** Pitched pilot chute at 2500, felt nothing. Reached back to see if bag had lifted off, did not believe it had. Concerned about height and high speed malfunction, cutaway & activated reserve, open by 1200ft. Did not feel bag fall off once Reserve open. When gear was later recovered, found with a knot in the pilot chute. Action: No conclusion drawn by investigation. Discussion amongst other jumpers resulted in jumper trying different methods of packing pilot chute.

**'A' Licence.** Could not extract pilot chute from BOC (Hard Pull). Tried twice then proceeded to cutaway & Reserve deployment. Action: Better packing of p/c.

### Brake problems

**'A' NZ Licence.** 115 jumps. Canopy opened and started to spin. Jumper cutaway & deployed reserve. Looked like one brake had either released on opening or had not been stowed. Action: All packers spoken to & reminded to check toggles are securely stowed after setting the brakes.

**'D' Licence.** On deployment after wingsuit flight, canopy went into a spiral. Unable to reach risers to release other brake toggle. Decided to unzip arms and had difficulty. Went to cutaway but then decided had enough height to retry unzipping. Succeeded then able to get control of canopy. Too low (and strong winds under canopy) then to make it back to the DZ so opted to land in alternative area. Action: Jumper was uncurrent and inexperienced on wingsuit and had not recently practiced wingsuit cutaway procedures, so was not prepared for the situation. Was debriefed on importance of following and repeating procedures prior to every jump and not allow 'being rushed' to be an excuse. This could have been avoided.

**'A' Licence'.** Sabre 170 Canopy turning on opening, started to spin up hard. Cutaway & deployed reserve. Discovered during later inspection of Main that the right hand brake was unstowed and the cause of the turn. Action: Thorough debrief and packing techniques reviewed.

**'F' Licence.** Right steering line on Vengeance 120 had unstowed brake toggle on deployment. Spinning and losing altitude. Slider was covering both brake toggles. Could have unstowed left brake, but elected to cutaway & deploy reserve.

### Line Twists problems

*Following are a selection of Main canopy line twist problems that have led to a cutaway & reserve deployment of the approximately 60 that have been reported this year of this type.*

**'D' Licence, 286 jumps:** Wing loading on Main of 1.5. Canopy opened turning causing two line twists then began to dive. Unable to clear, jumper elected to cutaway & deployed reserve. Reserve canopy stalled on landing. Member put left arm down during PLR resulting in injury to forearm.

Action: CI recommended jumper to upsize Main canopy and be more proactive with currency in jumping and packing.

**'E' Licence.** Stiletto 120 opened with the usual off heading opening, but wound up into line twists. Rapid descent rate with spiraling canopy. Normal cutaway & reserve deployment. Landed off DZ after following cutaway gear. Action: Considering a new canopy. Meantime, replacing all stows.

**'E' Licence.** Katana 120 deployed with one full line twist. Whilst attempting to clear, canopy started to turn faster. Emergency procedures carried out – normal reserve opening. Action: More attention to body position on deployment.

**'D' Licence.** After a normal 4000ft exit, upon deployment bag appeared to spin resulting in line twists on the Stiletto 135. Unable to kick out – elected to cutaway & deploy reserve. Action: Loop length checked & appeared to be OK. Unsure as what caused bag twist.

**'E' Licence.** Uneven line twists, J VX 83 canopy in diving turn. Unable to clear. Emergency Procedures. Action: More care in packing. (3 so far this year)

**'D' Licence'.** Line twists on Stiletto 135. Could not kick out so cutaway ~1500ft.

**'D' Licence.** Wingsuit jump. Hurricane 135 opened with line twists and spinning, creating more line twists. Attempt to stop the increasing twists by kicking was ineffective, so cutaway.

**'D' Licence.** After pitching the pilot chute, jumper experienced a delay in Main deployment. After opening, several line twists were observed, amplified by kicking out the wrong direction. Cutaway & reserve deployed with \_ line twist, that were rectified and landing was good. (P/c had 500 jumps) Action: Replace p/c & kill line – had been an ongoing problem.

**'B' Licence.** Stiletto 150 canopy opened with line twists & was spiraling. Jumper could not look up as head was held forward due to twists. Cutaway & deployed reserve. Action: Check equipment. Pay more attention during packing. Keep a more stable body position during deployment.

**'E' Licence.** Samurai 120 canopy opened in a moderate spin with line twists. Jumper kicked the wrong way and situation worsened to a fast & violent spin. Cutaway & deployed reserve. Action: Packer advised to take more care. Untwist brake lines. Canopy trim checked and found to be OK.

**'E' Licence.** Line twists on opening, canopy started diving. Not enough time to clear so cutaway & deployed reserve. Most likely caused by old age of pilot chute. Had been noticing inconsistent openings for 20-30 jumps – mainly line twists. Action: Replaced with new pilot chute. Openings became consistent.

**'B' Licence'.** Sabre 170 deployed into heavy line twists down to the risers and spinning horizontally. Tried to pull risers apart and kick but decided line twists were too far gone. Cutaway Main and RSL opened the reserve by 2000ft.

**'D' Licence.** Experienced sniveling on heading opening initially. Safire 149 then spun inducing line twists. Attempted to clear but canopy started diving. Elected to cutaway, deployed reserve at 2000ft. Action: More care required with respect to body position on canopy deployment.

**'E' Licence.** Wingsuit jumper deployed at ~3800ft. After a long opening, Vengeance 107 opened with line twists. After trying to kick out, located handles, cutaway. Had part of wing in hand with reserve handle. Cleared & deployed reserve ~1000ft. Action: Jumper grounded for a week due to having disconnected RSL. AAD now mandatory at this DZ for all wingsuit jumps.

## LINE TWISTS

*Line twists resulting in cutaways continue to be most prolific as a reported incident through the APF incident system. So far in 2009, ~32% of all cutaways reported have been due to line twist malfunctions.*

*They have occurred across a range of jump types, experience levels and canopy styles.*

*In student training days, most were probably taught that line twists are not a major problem. This is true with student canopies. The canopies are bigger and life is slower under a larger parachute.*

*There is usually plenty of time and altitude to get the lines untwisted. With smaller, more highly loaded canopies, line twists can become a problem that requires cutting away and activating the reserve. Line twists with any canopy need to be cleared before releasing the toggles.*

*Steering lines are the only independent, free-moving lines on your parachute. They can become caught up in the tension of the line twists in an uneven manner and put you in a turn that will be impossible to stop.*

*Centrifugal force of a spinning, highly loaded canopy can make it a physical impossibility to counter-turn the twists. If the twists have not been corrected within two to three revolutions of a spin, probably time to cutaway & activate the reserve.*

*Line twist cause and prevention has been the subject of many a DZ debate: body position versus packing technique. In truth it can be either or both. First, the bag needs to lift straight upright and clear the container before the lines start to un-stow. Then, the lines and risers need to release symmetrically as the deployment continues.*

*Finally, it is important to fly through the entire opening sequence from pilot chute launch to canopy opening with a symmetrical body position. Quite often, a person tilts to one side – usually towards the left and sometimes dropping the left knee – as any hand deployed pilot chute is launched. This causes the bag to be pulled to the right side wall of the container. If the lines are stowed too close to the risers, and the line stow tugs on one side, the bag will probably spin as it leaves.*

*An asymmetrical body position can cause a rapid turn on a canopy inflation, which may result in line twists if you don't stay aligned with your parachute. The faster the parachute turns, the less likely you will be able to keep up with the twists. If the canopy does turn on opening, it is important to go with that turn. The canopy's susceptibility to this problem and sensitivity to harness movement during the entire deployment depends upon: 1) wing loading; 2) aspect ratio; and 3) how elliptical it is in shape.*



The traditional method of getting rid of line twists is to scissor-kick your legs and twist in the opposite direction of the line twists. Once momentum builds up, the lines readily untwist. Many experienced jumpers will untwist as they ride through the opening, not waiting for the canopy to inflate before beginning. It's not necessary, but will save time and help prevent further complications. Their hands are already on or near the rear risers and they will intentionally shift in the harness to counter the twist and turn. However, you have to discern quickly and accurately the direction in which to turn. Otherwise, you could be contributing to the problem.

In the event there are line twists and the canopy is flying straight, they can probably be cleared. However if the canopy is sensitive to harness movement, any radical kicking and twisting may inadvertently introduce an asymmetrical body position. This could then be locked in by the line twists, which can start the canopy turning and may develop into an unrecoverable spiraling turn, requiring a cutaway. Instead, try to move the line twists down the lines where you can reach them by pushing the risers together and twisting them below your hands in the direction of the existing line twists. Then reach above the twists and start unwinding by separating the line groups. The momentum will untwist the lines.

**Keep altitude aware. If you cannot clear this problem by your 'Decide and Act Now' (DAAN) altitude, cutaway & activate the reserve.**

**'E' Licence.** Deploying at 3000ft, Stiletto 135 took a little longer than usual, then snapped open hard. Left wing tip cell only connected by lines and edging tape as the 2nd cell from left had blown out. Due to known high wing loading (1.8), made a clean cutaway, staged the reserve deployment until rotated face to earth, then had reserve open by 2000ft. Landed well and got on with the job of acting as T.A. for their student. Action: Retire the 16 year old canopy.

## UNDER CANOPY/LANDING

**'C' Licence.** After a camera jump, opened 1.5 miles to West of DZ as strong winds aloft. Misjudged flight back to DZ and selected an alternative landing site in a large field. Experienced turbulence before landing, executed a PLR but mildly grazing forehead and cheek. Broke camera lens. Action: Be more observant of weather conditions. Vigilant with landing patterns and set-ups.

**'E' Licence.** Jumper 'A' completed a 180 degree hook turn in front of Jumper 'B' who was at ~300ft on finals into wind. Jumper 'A' narrowly missed Jumper 'B' and both canopies landed safely. Target fixation was likely cause. Action: Jumper 'A' debriefed on the need for a much greater awareness of other traffic and the need to become less target fixated.

**'D' Licence.** Safire 169 Canopy, 1.3 wing loading. Jumper found himself too low, but still attempted to land into wind, which meant turning with very little height, resulting in a hard impact and a dislocated ankle. Action: To be debriefed in regard to setup for landing & always having an alternative option.

**'D' Licence.** Jumper approached landing area and commenced a left hand front riser turn below 200ft (based purely on reading of analogue alt) on his Heatwave 120 canopy. He could have aborted turn earlier, but continued, completing 240 of a planned 270, then released risers and did a partial flare before impacting hard, resulting in a variety of minor injuries and suspected concussion. Action: Confidence exceeded judgment and skill level. Counsellor on landing options that were

available to him. Will be required to complete another Canopy Piloting course and progress will be closely monitored.

Note: Jumper had been advised one week previously against downsizing to a Katana 107.

**'C' Licence.** After a two year absence, jumper was undertaking a recurrency jump. Freefall and deployment were normal & canopy control fine until final approach when indecisiveness about selection of landing area caused him to lose concentration on flare. Flared late, landing hard and receiving a broken ankle. Action: Stress importance of having a plan and sticking to it.

**'B' Licence.** Jumper with 120 jumps. Velocity 120 (1.57 wingloading) made a low turn and late flare, causing bruising to lower back. Action: Debrief by DZSO. A classic case of someone using a canopy that's too small for their experience level.

**'C' Licence.** At 200-300ft, faced into wind, then did another 360, getting 270 degree around before impacting hard, receiving a fracture to left lower leg and a dislocated ankle. Video review shows jumper looking 3-4 times up at other canopies coming into land, being clearly distracted and therefore losing height awareness prior to turn. Action: Fly your canopy first and gain good separation from other canopies before preparing to land.

### Deployments and Related Problems

- Expect a malfunction on every jump. This way you are ready to deal with it when it happens.
- Have a plan of action for each type of emergency.
- Maintain altitude awareness throughout any mal.
- Maintain a stable body position throughout your entire deployment sequence.
- Get full arm extension for the pilot chute throw.
- Practice your emergency procedures regularly.
- Peel and pull the Velcro™ on the cutaway handle and soft reserve handle. (A hard pull may be caused by not peeling the Velcro™ first before pulling.)
- Three contributing causes of a malfunction are: 1) poor equipment and/or maintenance; 2) sloppy packing; and 3) an unstable body position at time of deployment.
- Malfunctions tend to go from bad to worse, almost never in reverse.
- If you are not sure you have a safe-to-land parachute, cut away and pull your reserve.
- With or without an AAD or RSL, the responsibility to activate the reserve is exclusively **YOURS**.
- Do practice pulls for all your handles in the order you intend to use them. Try this with closed eyes or while looking away – and even back up in a swinging training harness.



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BY ORDER OF THE COMMITTEE

# DZ DAYZ

On July the 4th we held our Annual Team Accuracy Event at Hillman Farm Drop Zone. Luckily the looming rain clouds stayed at bay and the event was a huge success. There were 5 teams comprising skydivers with varying levels of experience.

## HILLMAN FARM, WA

By Andy Vukovich Photos by Phillipa Cook & Dave Harris



Running for the team.

The teams were:

### "Suspicious Emmissions"

Phil Daxon  
Scott Brown  
Troy Long  
Sheryl Neil

### "Aimless Army"

Stuart Hargrave  
Amy Barker  
Dave Harris  
Mark Lush

### "Fat Dogs"

Cameron Lindroth  
Craig Cook  
Bruce Jensen  
Jody Blunden

### "Thinking About That"

Danielle Blunden  
James Hedison  
Tim Deshon  
Amy McDermott

### "On All Fours"

Olivia Dickie  
Gary Hamilton  
Ben Hood  
Chris Edwards

Two rounds of competition jumps were held and the winning team was "Aimless Army". The ensuing celebrations were fantastic and included a spectacular fireworks show.



Winners "Aimless Army"



After party - fireworks spectacular.

## EXPRESSIONS OF INTEREST



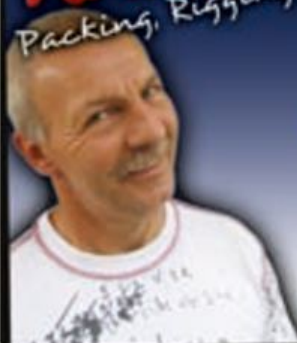
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We have survived yet another winter here at Skydive Nagambie. During winter we had a dedicated group of budding 4-way jumpers led by Scotty Clarke, who made the journey to the DZ most weekends and they are now making great progress with their 4-way skills.

50 keen students braved the cooler weather and completed the First Jump Course - many of them then went on to complete the full AFF course and achieve their 'A' Licence. A special congratulation goes to Alison Irvin, who is quite possibly the keenest AFF student we have ever had! Alison started AFF in August and showed up every weekend even through various weather holds, never complaining or losing her smile. Her patience paid off, as she completed AFF in just 3 weekends.

In August, we hosted four eager candidates all hoping to achieve their Instructor 'B' rating - Mitch McMartin and Gerome Rich from Nagambie, Keven Walters from Wollongong and Terry Wahlen from Picton DZ. After a week of gruelling training and assessment by Peter Knights, Don Cross and Ralph Hamilton-Presgrave, there were smiles and cartons a-plenty. Well done guys and thanks for the beer.

Congratulations to Matty "Chips" Carr, and Shanno Straubinger, who both recently joined our camera roster. Both are proving very popular with customers, particularly the AFF students.

The bell hasn't stopped ringing since June, with a long list of notable (and some not so notable) achievements:

- Chris Garcia - first paid tandem, 100th tandem and first handcam jump in just 3 months
- Michael Thompson & Jake Vanyai - both finished AFF and achieved 'A' Licence in 1 week
- Damien Cassidy - First Birdboy jump
- Dane Kleiner - 'A' Licence
- Mick Paris - 400th jump
- Lee Barton - Taught FJC for the first time
- Al Gray & Shanno Straubinger - Dubious landings in an area "other" than the landing area
- Tom Hood - Getting pantsed in fozz, 1st Atmo jump, 1st Camera jump and achieving his much longed for Star Crest
- Steve Williamson - 'C' Licence
- Matt Carr - Star Crest
- Campbell King, Allison Irvin, Jared Simpson, Pete O'Connor & Alex Ilyin - Finished AFF
- Natalie Cheney - 1st Camera jump
- Linsey Fitzpatrick - 500 jumps (7 years later!)
- Hamish Barker - 'D' licence and first foot dock

- Craig Howie - 1st beer line offence
- Michael Tibbitts - "It's OK, I've got a Star Crest" and completed his 500th jump
- Gary Nem & Christophe Albreche - runway landings
- Craig Robinson - 1st live tandem
- Ben Allen - 100th jump and Star Crest
- Matt Hill - 10 years of jumping
- Jason Lane - 100th tandem
- Michelle Hales - Finished B-Rels
- Paul Easterbrook, Cecilia Morton & Cliff Wilson - 1st Jump at Naggers
- Matt Godbolt - Return to skydiving after 2 year break
- Brychan Hawker - 'B' Licence
- Ben Wylie - 1ST EFY jump
- Shelly Williamson - 'A' Licence & 1st jump on own gear
- Dingo - Runway landing - 'The Earth Moved under Me'

We have farewelled Chris Garcia, who has returned to Wollongong to throw drogues full time, as well as Princess who has headed north in search of work. We welcome Mike, our eager new 182 pilot who is very excited to be flying Don's beloved EFY and Paul, our new work experience student from NZ Skydiving School, who is hoping to hone his camera flying skills and eventually become an AFF Instructor.

We are excitedly awaiting the Oct/Nov return of some beloved staff members - Dipsy, who has been throwing drogues and honing his guitar hero skills at Spaceland DZ in Texas; Timmy, who has been throwing drogues and catching cougars in Pemberton, Canada; Damo AKA Judas, who traded the cooler climate of Nagambie to flee to tropical Mission Beach and film tandems; Palle the Swedish Meatball, who returned home to Sweden for the summer only to be kept grounded much of the time due to poor weather; and Jonny, whose presence has been missed on Full Moons, who has been living the hippie lifestyle in Byron and jumping almost every day. We can't wait to have you back here guys, it's shaping up to be an awesome summer at Skydive Nagambie!



# BRIDGEWATER, VIC

By Ania Campbell Photos by Ania & Ben Campbell

With summer fast approaching and winter far behind us, Bridgewater is getting ready for some fun, sun and water sports with our ready and full Swoop Pond and the much anticipated Cessna 206, which will be taking jumpers up to 12,000ft every load! The unfortunate sudden death of our trusty DGF C182 brought sadness to all.

With new students coming on, starting their 'A' Licences, breezing through their stages, others going onto their B Rels and our regulars learning new skills, moving onto bigger (or smaller in some cases) and more exciting things at Bridgy DZ, we're looking at a busy, scorching and exciting few months ahead! Whether it be lots of jumping or having a dip in the pond on those windy summer days, getting nibbled by our introduced marine life - yabbies, Murray crays, redfins (yummy!) and even a tortoise! Don't forget to grab your rigs, swimsuits, budgie smugglers, rods and floaties!

We would like to give a big welcome back to Ashley Armstrong after a few months off from jumping due to an unfortunate mishap at the Batchelor Boogie, thankfully he had a speedy recovery! Congrats to Peter Dawson, Tammy Rac and Scott Brooks for their first set of gear, and Tammy getting back in the air after a few (cold) months off. Congrats to Jason Farnham on completing his AFF and William for finishing AFF Stages 1 and 2. To Ben Campbell for his first cutaway, first wingsuit flight which resulted in a spinning mal, chop and a lost leg cutaway on borrowed gear (2 chops in 5 jumps!?) To Cam, Cory, Dick and Aaron for their Star Crests and welcome to Neang Cao - congrats on starting your B-Rel's and best of luck with the rest of them!



Bernie with a tandem passenger



Ania, Sunset Hop n Pop



AFF 1 Student, Bruce Madge Instructor



Tammy Rac



Ash and Bernie



Ralph taking a passenger for a ride



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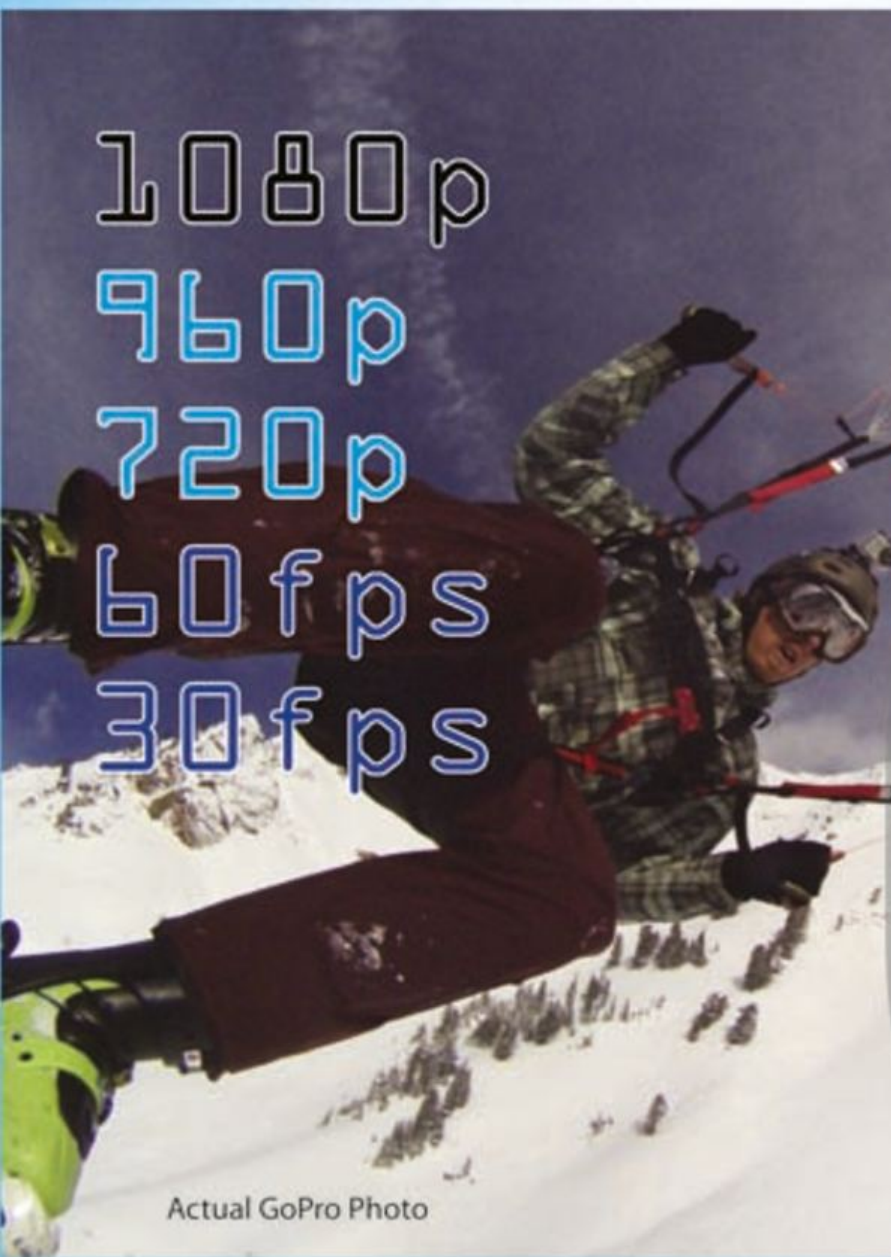
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# COFFS HARBOUR, NSW

By Dave Garretty

The beaches down here seem to be growing with the removal of over 50,000 tonnes of sand from the Harbour on to our landing area – it's great! We welcome Jonno to the club. He recently did a road trip up to Ramblers Learning Curve Camp and came back with a carton of beer and his VB-Rels completed! We welcome Tandem Masters Mike, Chris and Bec who are here for the summer.

We had the pleasure of taking two Life Savers from Coffs Harbour Beach Patrol - they were still on duty just observing from the sky.



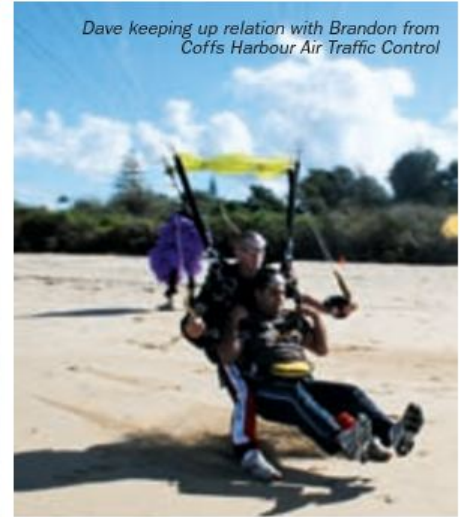
Les on the beach after his tandem jump. Les is wheel chair bound after a drink drive incident and a tree, a big lesson to us all.



Bex Chrutchley showing she can land on the cross



Jonno Neil after his hop'n'pop from 2,500ft



Dave keeping up relation with Brandon from Coffs Harbour Air Traffic Control

# PICTON, NSW

By Barry Calver Photos: Chris Dykstra

29/30 August saw another experienced big way weekend organised following on from the success of the Jump For The Cause warm up weekends. These experienced weekends are designed to be really challenging with some very complex points. It's not about how many points we can do in time, in fact only 2 points are dirt dived. Rather it's about demonstrating the patience and RW skills to successfully build the points in a number of stages, with setups being very important. You need to be able to fly complex slots throughout the skydive. We were lucky with the weather on Saturday but got blown out on Sunday.

We also organise big way weekends for intermediate big way jumpers. These weekends are designed to take RW jumpers who have done their star crest and are looking to further develop their big way skills. We usually have some experienced jumpers in the group as well that help bolster the overall experience level on the jump. We aim to organise at least one of these weekends per month and sometimes two.

If you're interested in taking part in upcoming big way weekends, drop me an email at [bjcalver@hotmail.com](mailto:bjcalver@hotmail.com) with your skydiving resume.



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Located 45min drive South West of Brisbane City is the beautiful little Drop Zone of Brisbane Skydivers, aka Willowbank. For those of you who might not have heard yet, Willowbank has been going hard with turbines, events and great coaches, pumping new energy and a great vibe into the place over the past 6 months.

Did someone say turbines?... With the Skyvan and Beaver now making regular visits to our DZ we have been able to bring out some of the big names in Skydiving to play with us. There is also a whisper that Willowbank will be getting its own full-time non-stop turbine to take us to 14000ft all day, everyday. A special congrats goes out to our chief pilot Adrian Giesemann (C-Bass) for recently acquiring his XL endorsement :)

The who's who in Skydiving have been visiting us for some amazing events and training camps. One of the big ones was an Aussie Atmonauti record being set in early September (article elsewhere in this issue). Michael Vaughan, Jules McConnel and Craig Bennett (Crash), our Aussie champs, known as team Ookoonono, were training earlier this year for the World Games... and yes they brought home a medal and beat the French! Michael and Jules have also been running courses training up both new and experienced skydivers in CRW and canopy handling. Thanks guys!

A HUGE thanks to Crikey and JoorJ for running OFF Lobs in early August, to Erica and Shea for the Hybrid weekend in mid September and to Hayden Galvin for running a 5D Wingsuit training course in mid October.

Not only have we been hard at work getting new and experienced skydivers up in the sky but the Willowbank team has been hard at work making things happen on the ground too. The landing areas are being converted into bowling green lawns, we have two large undercover and carpeted packing areas, a big BBQ area, a huge beer fridge and we have even slapped a new coat of paint on around the place. The social club is involved at the moment in raising enough funds to get a new projector to view day tapes around the bar in the evenings. Kiwi Tezza has also been good enough to donate one of his keg hangis to the DZ for some amazing cook-ups. Yes Tim... I too would strangle my granny for some of Tezza's hangi.



Windy dayz @ Willowbank



O.F.F Lobs out of the Beaver



Ookoonono



TM Fully Sik with Miss GP passenger



# BYRON BAY, NSW

By Im Boe

Hello all Aussie jumpers  
From lovely Byron Bay  
We hope you've had some great fun  
As we've had, I can say

First mention goes to Gabe  
Two milestones he's clocked up  
Four thousand jumps hes done  
Live tandems he's took up

And also first live tandem  
Somewhat begrudgingly  
Is AFF extraordinaire  
Kevin McCarthy

And Andrew did his hundreth  
He shouted food and grog  
We did a smoking ten-way  
Best jump in his log

Last week we said goodbye  
To Rufus and to Becks  
To NZ went the Rufio  
To Coffs the fairer sex

In Becks and Rufus' footsteps  
We welcome two new guys  
Bulan and Sam, have fun!  
In happu Byron skies

We also sent away  
Jai'me, manifest extraordinaire  
She went to Mission Beach  
To scare the locals there ;)

And also sadly going  
Is Jonathan De Wet  
Who is going back down south  
We're glad we have you met

And since last time of writing  
We're only had two chops  
The tandem Paul was filming  
And the line twists Paul got off  
We found his canopy this time  
Without three week delay  
He was kinda happy  
Was written on his face

And since I have run out of time  
for rhyming (and I dare anyone out  
there to come up with something  
sensible to rhyme with 'licence'),  
this will come in normal sentences:  
We also congratulate Territory on  
his tandem rating! Three people  
have achieved their 'A' Licence:  
Amanda, Emma and Rodger. Well  
done to you and Great Work to  
Tyrone on finishing his AFF, despite  
his knack for picking almost only  
bad weather days to come jumping.

Ten way for Andrews 100th



So long Jon



Jon going for a Scambo at Main Beach



Gabes first tandem with Steve



Chris swooping the cross at Main Beach



Nothing bothers Toggles



t's a great time of the year to be jumping at Commando Skydivers. Club members can now make the most of this years summer holidays with the DZ operating right through the Christmas and New Year break. CSD will be doing mid week jumping starting from 19th December! So come on down and make the most of the warm summer weather while it lasts. We also have our Christmas party scheduled in for the 12th December, which is set to be big! Swoop and chug, hit and rock, a gladiator ring and more. Pop on down and make the most of the fun and games. We'll also be serving up plenty of delicious food and beverages.

Congratulations to Darius and Narelle on the birth of their gorgeous baby boy Lachlan Warren Caulfield. Rumour has it Lachlan is already booked in for his first jump course starting in 2025. Michelle and Heath Fox also had a beautiful baby boy named Ashton Heath Fox. I'm thinking at this rate we might need to start up a DZ crèche!

Congratulations to Jim Brierley who recently celebrated his 85th birthday. After a bit of research it was discovered that Jim is now the oldest active skydiver in the world! As part of the celebrations Jim was presented with a Deepseed gift voucher for a brand new custom made jumpsuit. Unfortunately weather put a hold on the planned formation loads but Jim still managed to secure a birthday slot to 4,000ft.

The club recently received a stack of brand new red jumpsuits for the students. The suits look fantastic and have really improved the appearance of the clubs operations. We also have a brand new packing shed for the members which allow more than 10 people to pack inside all at the same time. Darren Morgan has continued to organise some great displays. Among many was a jump into the Cranbourne Cup to kick of Melbourne's Spring Racing Carnival.

On a final note congratulations to Peter Knights who has been appointed to the position of chief instructor at CSD. And a BIG thank you to Greg Hill for his role as CI over the last three years.



Jake's 100th



Adam's 100th



Louie's 100th



Ward Clements



Jim with the students



Baby Lachlan Caulfield



Jim Brierly 85th Birthday Jump

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 GREG BLANCHARD  
 TIM BRICKELL  
 JESSIE BYRAM  
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 ADRIAN CHAPMAN  
 ALEX CHILDS  
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 LUKE CLEMENTS  
 DAVID CLERKIN  
 RODGER COOKSLEY  
 CAIO CORREA  
 IAIN DEAS  
 JARED DERANJA  
 KENNITH ENRIGHT  
 AMANDA FARLEY  
 GARRY FAVRE  
 BRETT FORD  
 BENJAMIN FUTTERLEIB  
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 GLEN GARRAHY  
 JAY HOILE  
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 CAMPBELL KING  
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 NIINA SAARI  
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 JAMES SPARKES  
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 WAH TAN  
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SCHEMA SMART  
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 TINKER  
 TOMLINSON  
 TSAI  
 VASILYEVA  
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ACQUADO ANTHONY  
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 RICHARDS  
 RIDLEY  
 SALMON  
 STEVENSON  
 TAFT  
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 VUKOVICH  
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 SHANI DARLING  
 ANDREW KILLEN  
 JULES McCONNEL

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 JULIAN BRUNT  
 BULAN CASLEY  
 SCOTT CLARK  
 JAMES COOPER  
 BRIAN CRICHTON  
 REBECCA CRUTCHLEY  
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 GORDON PHARO  
 GRANT RAEDEL  
 ANTHONY REDFORD REDFORD  
 RICK THOMPSON  
 BRAD TREVENA  
 DANIEL WILLETT

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 DARREN MORGAN  
 JOE TUPPEN

**DISPLAY 'B'**

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 SHEA CONVERY  
 BARTON EDWARDS  
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 PAUL TAYLOR  
 CHRISTOPHER THORNTON  
 MIKE TIBBITTS  
 PRIIT VOSU

**'F' LICENCE**

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 DARREN GRIGGS  
 MICHAEL MILTON  
 SHANE PIESCHEL

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 NATHAN BECKINGHAM  
 JULIAN BRUNT  
 MATT CARR  
 BULAN CASLEY  
 GRANT DUNNE  
 MARK DUNSTAN  
 EYAL EREZ  
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 VUKOVICH WAINWRIGHT  
 WALD WARDLE  
 WHITE WHITE

AINSWORTH BARKER  
 ANDREW COWAN  
 STEVE CRYER  
 MATHEW DALGLISH  
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 DAVID PETER  
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 GEROME SLATER  
 PAT WAHLEN  
 TERRY

KNIGHTS MULCKEY  
 BOKAY BRETT  
 HUTCHINSON LANSDOWNE  
 GEORGIADIS BARKER  
 COWAN DALGLISH  
 EREZ GOSS  
 LOCH O'CALLAGHAN  
 RAGDALE

AINSWORTH CRYER  
 ELLUL FLANAGAN  
 HARDACRE LEWIS  
 KERRY

# Timing the BEEL

Compiled by the APF at  
 ASM deadline time.

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 SHANE CHRISTOPHER  
 LUKE

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 KOBİ BOKAY  
 STEPHEN BRETT  
 EVAN GEORGIADIS

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 LEIGH ANDREW  
 STEVE MATHEW

BEN EYAL  
 MIKE ADAM  
 EVAN KERRY  
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 BRIAN MITCHELL  
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INSTRUCTOR 'A'  
 PETER ROGER

RW ENDORSEMENT  
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 LORI HUTCHINSON  
 EVAN LANSDOWNE

FREEFLY ENDORSEMENT  
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 AFF ENDORSEMENT  
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 STEVE COWAN  
 BEN DALGLISH  
 EYAL EREZ  
 JONNY GOSS  
 FRANK LOCH  
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 LEIGH CRYER  
 MATHEW ELLUL  
 JASON FLANAGAN  
 MIKE HARDACRE  
 ADAM LEWIS  
 KERRY

MILTON MOORE  
 PIESCHEL THORNTON  
 OLIVER

DISPLAY ORGANISER'S LICENCE  
 LUKE

AINSWORTH BARKER  
 ANDREW COWAN  
 STEVE CRYER  
 MATHEW DALGLISH  
 BEN EREZ  
 EYAL FLANAGAN  
 MIKE HARDACRE  
 ADAM LANSDOWNE  
 EVAN LEWIS  
 KERRY O'CALLAGHAN  
 DAVID PETER  
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CHAPMAN McMARTIN  
 RICH SLATER  
 WAHLEN

KNIGHTS MULCKEY  
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 HUTCHINSON LANSDOWNE  
 GEORGIADIS BARKER  
 COWAN DALGLISH  
 EREZ GOSS  
 LOCH O'CALLAGHAN  
 RAGDALE

AINSWORTH CRYER  
 ELLUL FLANAGAN  
 HARDACRE LEWIS  
 KERRY

AINSWORTH BLACK  
 PHILIP HANSEN  
 ANDRE HARDACRE  
 ADAM LEWIS  
 KERRY NEWBERY  
 PAUL PETER  
 SVEN ROBINSON  
 CRAIG SPREADBOROUGH  
 RYAN

PACKER 'B'  
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PACKER 'A'  
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 JOHN COOK

TANDEM SUB-ENDORSEMENT - RACER  
 PAUL SMITH

TANDEM SUB-ENDORSEMENT - STRONG  
 SHANE PIESCHEL  
 ADAM HARDACRE  
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TANDEM SUB-ENDORSEMENT - VECTOR/SIGMA  
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 PHILIP BLACK  
 ANDRE HANSEN  
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 KERRY LEWIS  
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PACKER 'A'  
 SAM MCKAY  
 BRADLEY MERRITT

RIGGER 'B'  
 STEPHANIE BENSLEY

## BOYS'N'TOYS

**ROSS STOCKING** landing in the Corowa Pog in style with past president **TONY EDWARDS**.



## I JUMPED! (Well really I was pushed)

By *Kerry Fulton*

(TM Passenger at Commandos, VIC)

The pilot rushed as the sun starts to fall  
Straight into take off - no time for withdrawal  
The cameraman was jogging beside  
He quickly jumped up and we started the ride  
Now he was poised with the door up still  
So I was a sandwich between Brian and Will  
And I must say for as long as that went  
I was reasonably cool with the planes ascent

The two guys going first gave a tap with their wrist  
A practiced routine with their thumb and their fist  
This seemed to say 'good jump' and 'good luck'  
At that precise moment I thought my first \*\*\*\*!

They hovered a second in the open door  
Stepped out and then they were no more  
I had to ask Will if the clips were on tight  
Brian went out next to capture my flight

I crossed my arms, then laid back my head  
Tried to listen to all that Will said  
My hearts in my throat, my pulse is so quick  
Oh my God! I think I'm going to be sick

In a second he pushes us off from the side  
The wind rushes past on our downward glide  
Our headfirst free fall was the worst part for me  
I feel out of control, hope it's over quickly

Then Brian appears with the camera atop  
We smile for the photo - time seems to stop  
We stretch our arms out as we continue to fall  
I give a thumbs up - I'm not scared at all

Will pulls on the cord of the parachute pack  
With a violent jolt it takes up the slack  
The canopy opens, the wind makes it flap  
I stand on his feet to adjust my strap

The ride is all done, the ground comes up fast  
I find the strength to pull my feet up at last  
I think I've dug twin furrows in the grass  
With a two point landing on my arse!

## SO YOU WANNA BE AN INSTRUCTOR

Recent photo of a 56Kg AFF 1st jumper **JOE** throwing instructors **CHRIS KELLY & GREG HILL** all over the place.

*"It turned out OK but we earned our money that day!"*

*Photo by Eric Meachem*



## JUMP PIG

One of Australia's most experienced female jumpers, **ANGELA HEISLER**, celebrated her **10,000TH JUMP** with friends at Redcliffe doing a fun jump, happy to be drogueless! *Photos by Gary Hamilton*





## SCENES FROM NORTH QUEENSLAND

Photo by Todd Hunter



Adam Hardacre surfing TM Nathan Gough



Todd landing at Beaver Cay

## LUCKY GUY

### OLIVIER BERLENGER

of Belgium was the lucky winner of the **50,000TH VECTOR 3 COMPETITION!** Olivier ordered his Vector 3 through the dealership Fly Your Body based in Gap, France and received the serial number 50,000. UPT invited Olivier to travel to Deland to pick up his new rig and spend some time with Bill Booth.



## SCENES FROM WICKHAM SKYDIVERS, WA

Photos by Wayne McLachlan



## METEOR MEN

Ramblers Display Team, The Meteor Men, kept the Sunshine Coast astronomers guessing on this night of the Coolum Beach Kite Festival.

Photo by John Donatju (JD) [www.donatju.com](http://www.donatju.com)



# DROP ZONE DIRECTORY

Source: APF Database as at deadline time.

## AIRCRAFT LEGEND

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

## NORTHERN TERRITORY

**DARWIN PARACHUTE CLUB INC.**  
PO BOX 3114, DARWIN NT 0801  
CHIEF INSTRUCTOR: TERRY KING  
Club Phone: 0412 442 745  
Drop Zone Phone: 08 8976 0036  
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 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 RICKLING  
Club Phone: 07 4772 4889  
Drop Zone Phone: 0409 185 228  
Email: ccs@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.

### MACKEY PARACHUTE CENTRE

9 ELAMANG ST, MACKEY QLD 4740  
CHIEF INSTRUCTOR: RAY MAKIN  
Club Phone: 07 4957 6439  
Drop Zone Phone: 0408 703 554  
Email: ray@skydivemackey.com.au  
Drop Zone Location: MARIAN AIRFIELD  
Web: www.skydivemackey.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@australiaskydiver.com.au  
Drop Zone Location: EDMONTON - CAIRNS & MISSION BEACH  
Web: www.australiaskydiver.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 9115  
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@australiaskydivercompany.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: nppc@mackay.net.au  
Drop Zone Location: PROSERPINE/SHUTE HARBOUR  
Aircraft: Cessna 182

### SKYDIVE TOWNSVILLE

PO BOX 1786, TOWNSVILLE QLD 4810  
CHIEF INSTRUCTOR: ALAN MOSS  
Club/Drop Zone Phone: 0412 889 154  
Email: info@skydivetownsville.com  
Drop Zone Location: AYR AIRPORT  
Aircraft: C-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 INNISFAIL  
Web: www.tandemcairns.com.au  
Aircraft: Cessna 185

## QUEENSLAND - SOUTH

### BRISBANE SKYDIVING CENTRE

PO BOX 29, 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

### GOLD COAST SKYDIVE

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

### 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

### RIPC ORD 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@ripord-skydivers.com.au  
Drop Zone Location: GATTON  
Web: www.ripord-skydivers.com.au  
Aircraft: C-182 and C-206

### RIPC ORD 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.ripord-skydivers.com.au  
Aircraft: C-206 & C-182

### SKYDIVE CABOOLTURE

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518  
CHIEF INSTRUCTOR: IAN MCGREGOR  
Club Phone: 07 5496 9562  
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 DC 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

### 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: tsqclld@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  
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: ROGER MULCKEY  
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  
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

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

#### SKYDIVE BYRON BAY

PO BOX 1615, BYRON BAY NSW 2481  
CHIEF INSTRUCTOR: STEPHEN EDWARDS  
Club & Drop Zone Phone: 02 6684 1323  
Email: info@skydivebyronbay.com  
Drop Zone Location: TYAGARAH AIRFIELD  
Web: www.skydivebyronbay.com  
Aircraft: Caravan

#### SKYDIVE COFFS HARBOUR

PO Box 351, COFFS HARBOUR NSW 2450  
CHIEF INSTRUCTOR: Mark Brody  
Club Phone: 1800 800 840  
Drop Zone Phone: 0433 254 438  
Email: skydivecoffsharbour@australianskydive.com  
Drop Zone Location: PARK BEACH & ENGLANDS PARK OVAL  
Web: www.skydivecoffs.com  
Aircraft: C-182

#### 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 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: GLENN HOGAN  
Club Phone: 02 4225 8444  
Drop Zone Phone: 1300 663 634  
Email: info@skydivethebeach.com.au  
Drop Zone Location: STUART PARK WOLLONGONG  
Web: www.skydivethebeach.com.au  
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: GRAHAM HILL  
Club Phone: 1800 805 997  
Drop Zone Phone: 02 97919155  
Email: admin@sydneykydivers.com.au  
Drop Zone Location: PICTON  
Web: www.sydneykydivers.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@sydneykydivers.com.au  
Drop Zone Location: PICTON  
Web: www.sydneykydivers.com.au  
Aircraft: Skyvan, Beaver & 750XL

#### TANDEM SKYDIVING

37 SEGENHOE ST, ARNCLIFFE NSW 2205  
CHIEF INSTRUCTOR: DICK PETERS  
Club Phone: 02 9597 5918  
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: aerielskydiving@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: neilandscharan@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: PETER KNIGHTS  
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: http://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

30 A ROODING STREET, BRIGHTON VIC 3186  
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 2466  
CHIEF INSTRUCTOR: FRANK SMITH  
Club Phone: 0415 704 748  
Drop Zone Phone: 02 6033 2435  
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@skydivepoolwa.com.au  
Drop Zone Location: GOOLWA AIRFIELD, AIRPORT RD,

#### CURRENCY CREEK

Web: www.skydivepoolwa.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

P.O. 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: lwilthshir@inet.net.au  
Drop Zone Location: HILLMAN FARM  
Aircraft: Cessna 182

#### KAMBALDA SKYSPOOTS

PO BOX 79, KAMBALDA WEST WA 6444  
CHIEF INSTRUCTOR: MICK MURTAGH  
Club Phone: 08 9027 1043  
Drop Zone Phone: 0419 853 193  
Email: murttaghm@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

P.O. 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: YORK  
Web: www.skydive.com.au  
Aircraft: Cessna Caravan and Cessna 182

#### SOUTHERN SKYDIVERS

PO BOX 1478, BUSSELTON WA 6280  
CHIEF INSTRUCTOR: AUSSIE POWER  
Club Phone: 08 9753 1661  
Drop Zone Phone: 08 9791 979 897  
Email: annkerrawn@gmail.com  
Drop Zone Location: BUSSELTON REGIONAL AIRPORT  
WEB: www.southernkydivers.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.wasac.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 Ph: 0400 500 123  
Email: info@skydivetasmania.com.au  
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