

Australian

skydiver

magazine



Feature:
GET FLOCKED
Wingsuiting 101
Going for Speed & Distance

Aussie's win Silver & Bronze
WORLD CHAMPS MEDALS

Safety **MATTERS**
Incidents & Accidents Explained
Feel the Winds of Change

POPS are at it again
Italiano style

ISSN 1444-2256

06

ISSUE 52

Volume 4/2010

AUST \$7.95 inc GST

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



G2

NEW COOKIE G2 FLIP UP FULL-FACE HELMET

2mm Polycarbonate
Injection Molded Visor
with Anti-Fog Coating



Through helmet
ventilation for those long,
hot tunnel sessions

Cookie's New
V-Lock Mechanism:

- Push forward and
Rotate into the open
position
- Rotate the Visor down
& it will automatically
lock closed

Available in Carbon Fiber, Matte Black
& Custom Colors

Sizes XSmall, Small, Medium, Large.

Others sizes available in December 2010.

Secure helmet cinching
system and fastener

FIRST TO BRING MOTORCYCLE HELMET VISOR TECHNOLOGY TO SKYDIVING - COMING SOON!



CRAIG GIRARD

I have been jumping the new G2 Helmet for the last 6 months and used it in the 2010 Bedford competition. The vision on the new helmet is even better than the original GAS helmet. I feel like the new hardware and the latching system is the best on the planet for sure! Simple, easy to use and my favorite helmet so far!

*Photo taken by Benjamin Ford

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

Cookie



Ride him cow girl! Wingsuiter John Funk (aka Funky) is loving being rodeo ridden by his better half Louise, over Willowbank drop zone, QLD.
Photographer: Hayden Galvin



Wally celebrating his 13,000th jump with Tania (Toots) Teeuwissen, Adrian Mills and Steve Thomas over York drop zone, WA.
Photographer: Ellen Coenra

- p>5 Mail Chute
p>8 Directors Direction
p>9 World Champs Canopy Formation
p>15 World Champs Canopy Piloting
p>21 Arch You Bitch
p>27 Canopy Course
p>33 Meet The Flockers
p>40 POPS
p>46 Club Record
p>48 BAM Fun Days
p>50 Power Play - Todd Squad
p>54 Dogs & Flockers
p>56 E-Judging
p>60 Safety Matters
p>62 Reporting An Incident
p>65 DZ Dayz
p>72 Ring The Bell
p>74 DZ Directory

[asm details]

[Publisher]

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

[Design & Layout]

LED Design
Paul Sheavils
Ph: 07 5474 2202
paul@leddesign.com.au

[Subscriptions]

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

[Printing House]

Peninsula Colour
Ph: 07 3633 0566

[Advertising]

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

[Distributors]

Gordon & Gotch Ph: 02 9972 8841

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

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

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

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

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

The parameters of the Australian Parachute Federation lie in sport

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

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

What's in a Skydiving Club?

Since the dawn of skydiving time, our Australian Skydiving Clubs have always boasted something special. Combine the jumping with the jumpers and bingo, we've got a wonderful and powerful energy force. We've labeled it Club 'spirit' and 'camaraderie'. Whatever you want to call it, it's incredible!

Clubs are generally made up of a mixture of personalities and it's usually the head strong, heart strong and vocal kind of members that are the long-time staunch supporters and the 'doers' who make things happen – they are the ones who willingly give much of their time and love, to do the good jobs and the bad, and in essence keep the Club going. Many people have come and gone in this sport over the years and on the flipside there are many Club members who are just another piece of DZ furniture, so to speak.

Over the years I've often thought that the Club spirit was on the decline as well as participation and volunteer help. Apparently this is a common trend in all groups and organisations around the world, not just ours.

Lately though, I've been thinking the opposite - that the Club spirit is alive, or at least livening up, perhaps even making a resurgence! Australia's two oldest skydiving Clubs, Commandos and Newcastle, have proven that longevity is possible plus there are more than a handful of other quality clubs around the nation, many of which have been active for decades. Close to home, Chris and Kate Rose have fired up the South East Queensland Skydivers Club (SECS for short!), which is modeled on the highly successful Relworkers Club. The Roses have gathered under their wing a large number of jumpers from this region and have proven in a very short time that it doesn't matter which drop zone you call home, that together we can have fun, compete and learn from each other, all with a sense of purpose. It's refreshing.

I've come to understand that most people just want to 'belong'. Skydiving has both the sport and the social outlets for people to tap into and usually it doesn't take long for new jumpers to be absorbed into the fun and games. But for some new jumpers who are starting out their skydiving journey on more commercially oriented drop zones, it might be hard for them to see the light and get drawn in.

If that is you reading this right now, my message is if you don't feel like you belong anywhere in this skydiving world, go looking. When you find it you will know and then don't stop there - get involved, give your time, open your heart and keep the Club spirit alive. There are no negatives!

To those already engaged in a Club, great, but don't stop there – get more involved, work harder at welcoming new faces and helping them to belong. Perhaps keeping the Club spirit alive is part of the key to the sport's longevity.

If you haven't checked out the new ASM website have a gander. The magazines are online and there are free services to use such as classifieds and a calendar, get into it! www.skydiver.com.au

Susie Mc
Editor

Next Deadlines

5th November, 2010

5th January, 2011

Contributors

Craig Bennett
Susan Bostock
Nigel Brennan
Lynda Brown
Scott Brown
Tessa Cameron
Jarno Cordia
Louise Cross
Hayden Galvin
Stu Gough
Kim Hardwick
Cameron Jarrett
Mia Jennings
Brian Kirkham
Frank Klaus
Elisabeth Ladi
Jules McConnel
Amy McDermott
Fiona McEachern
Robbie McMillan
Derek Murphy
Luke Oliver
Paul Osborne
Ian Robertson
Craig Trimble
Brad Turner
Michael Vaughan
Emma Wald
Lindy Williams

Photographers

Adrian Acquado
Stu Barton
Craig Bennett
David Brown
Lynda Brown
Scott Brown
Bulan
Ellen Coenra
Wade Edwards
Hayden Galvin
Gem
Stu Gough
Adrienne Hannaford
Matty Hyland
Nellie Johnstone
Brian Kirkham
Elisabeth Ladi
Tommaso Liccoli
Jules McConnel
Curtis Morton
Jessie Mulvey
Tom Murphy
Neang
Luke Oliver
Cameron Rolfe
Shorty
Debbie Sommers
Dylan Tempest
Thornmas
Paul Tozer

NZ Aerosports Ltd
+64 9 3600045

attila@nzaerosports.com
www.nzaerosports.com

Also available from Parachutes Australia
+61 2 9829 5355



Icarus Canopies by NZ Aerosports

Come to Good Vibes 2011
lisa@skydive.co.nz



Icarus
CANOPIES

Daedalus
PROJECT^{NZ}

MAIL CHUTE

Hi ASM readers,

Re: Next Years Style & Accuracy Nationals

I would like to get the message around that it would be preferable if the focus could be on this Nationals event held in June next year, and not compete for jumpers tempted to go to another event. To explain, this year's Nationals at Caloundra clashed with the Club record attempt at Toogoolawah held at the same time, which I understand almost certainly reduced the numbers attending Caloundra, mainly in Sport Accuracy I would think. The numbers may not have been all that many, but every extra jumper we can get at a Style and Accuracy Nationals is that much more exposure to these disciplines and goes toward retention, not to mention the attraction as a public spectacle.

I obviously can't, and wouldn't even think of trying to, dictate what happens at DZs, or what jumpers want to do. However I think it is in the best interests of the sport overall if we can give jumpers the opportunity to participate at a Nationals. Especially where we are offering a relatively new discipline that has broad appeal to all levels and where they can win medals, cash [fingers crossed] and national recognition.

I have in mind getting info out about the disciplines and encouraging DZs to try out Sport Accuracy comps, impromptu or planned, in the months leading up to the June Nationals, to raise awareness and demonstrate the relatively simple setting up, judging and scoring which is involved. A link to the Sporting Code, which is being updated to provide the option of a team category for Sport Accuracy [along similar lines to current Precision team arrangements], would be a good idea I think.

Cheers, Ian "Robbo" Robertson

Susie,

Thanks. My copy of the Mag arrived today. I'm really, really proud of that shot. The 112 skydivers in frame all have their story of how they got there. I can look at all 112 slots and honestly say I'd rather be watching from the camera slot I was granted.



I love the dichotomy that comes from the artistic freedom given to cameraflyers, contrasted with the reasonability of ensuring the job gets done, the photo and video are shot as close to perfectly as possible, and all the technology you're carrying works.

As a part time skydiver, it wasn't easy getting to where I was considered qualified, competent, equipped and trusted enough to take that shot. The P3 camera team embraced an Aussie part-timer and made me feel part of the team. You've absolutely validated my belief and the journey it took to take it by putting it on the cover.

As payoff for effort goes, that's one of the nicest rewards I've got from skydiving. I've had a Rambling On cover, but never an ASM. Seems I owe beer!

Craig Trimble

Dear ASM,

In light of recent events around the country, I believe that it's time for everyone to stop and take stock of their personal action plan when they go jumping.

Sadly, we have seen an increasing number of incidents where a loss of height awareness has been a major contributing factor where some of our colleges and friends have just managed to dodge a bullet!

Some questions for you to ponder...

1. Do you make a plan before you go jumping & do you jump that plan?
2. Does this plan include an absolute hard deck by which you must have a good canopy over your head?
3. Do you get side tracked after opening removing boosters, opening your visor etc. instead of looking out for traffic?
4. Do you look into the direction before you make a turn?

We cannot enforce "common sense" so it is up to individuals to protect themselves and their friends by being very aware when they are in the sky. Be safe up there.

Blue skies,
Nigel Brennan, ASO - Vic/Tas

Spirit

www.spiritskysports.com

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

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

• don't be disappointed with an inferior jumpsuit



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

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

DIRECTORS DIRECTION

CEO

As we move into the 4th quarter, it is pleasing to report that the implementation of the requirements of CAR 405/09 has gone smoothly and all APF Operations are to be congratulated on their efforts. As this goes to print we have over 230 duly authorized Jump Pilots conducting Parachuting Operations at APF Training Clubs around Australia and 35 new Jump Pilot Examiners. With the introduction of a course syllabus and the accompanying written examination, the entire process has proven a learning curve with a number of Operators reporting they were surprised to discover that not everyone was 'reading off the same sheet of music' and a number of inconsistencies in interpretation, opinion and belief were highlighted and subsequently addressed. The National Office now has a national registry of all Pilots, which will mean a greater level of oversight and control to ensure consistency in training, standards and compliance.

Additionally the transition to the Class B Charter Maintenance Schedule appears to have gone smoothly with just a few operators reporting that engineers were having some difficulty in interpreting how this schedule should be applied to parachuting aircraft.

An Integrated Risk Information System (IRIS), which is an online Incident Reporting System, has been under development and is now ready for trialing by APF Clubs. This system should greatly improve the APF's reporting process as well as assist with collation of statistics and identification of

trends. The IRIS forms part of the APF's Safety Management System.

The new Operational Regulations were released in May 2010 and have now been in use for over 3 months. A number of inconsistencies/anomalies have been identified since release and these are currently under review by the APF Statutes Committee. Upon completion of this review the document will be reissued and this should take place by year end.

The World Parachuting Championships 2010 have produced two new WPC Medals for Australia and on behalf of all APF members I extend resounding congratulations to our newest champions, Silver Medalists "Team Ookoonono" with Jules McConnel, Michael Vaughan and Craig 'Crash' Bennett and Bronze Medalist Robbie McMillan. Whilst this was our worst year on record for Australia in terms of participation, it is exciting to see the expertise and ability of our competitors remains high. It is 20 years since we have won a medal in CRW and Ookoonono were beaten only by their Coach and Mentor! I also extend my congratulations to all those APF Competitors who made the commitment and did the hard yards to represent Australia at these Championships, I trust the experience was unforgettable!

Stay safe
Brad Turner
Chief Executive Officer



COMPETITIONS

Congratulations to our medalists and all our international competitors who did an exceptional job in trying conditions at both World Championships in Russia. There is one remaining Championship for this year, which is the Classic events in Montenegro and it is about to begin as I write this.

Unfortunately we had few international representatives this year and none in Formation Skydiving, which is often our most contested event. The APF Board is keen to see that this does not happen again and we may need to make some changes to the way we select teams and support teams.

On the home front, the new Sporting Code is completed and up on the APF website. The changes reflect those made to the IPC Sporting Code so our competitions are similar to those overseas. There are a few other changes we made this year to ensure that our competitions are up to standard.

Competitions now will not begin unless the Controller is satisfied that the organisers and the Judges are ready.

Emma Wald (National Coach) and I are developing a survey to ensure we have the highest participation at future Nationals we can get and this will be available soon.

State Meets are being held and this is often where teams are formed for the future. Think about what goals you want as a person and as a team and choose people with like-minded goals to join you. Choose team mates who have a similar level of commitment and start competing. Competition experience is invaluable even in your very early days. Get coaching and get going!

Happy Competing!
Fiona McEachern,
APF Director Competitions



JUDGING

Our judging schedule is forever busy these days, which means that competition and events are also plentiful. It is exciting to be involved in so much activity and is an indicator that our sport is alive and well.

We currently have 25 qualified judges who are actively judging and six trainee judges. It is exciting to see the level of interest being shown toward this area of our sport.

Many of our APF Judges are also qualified FAI Judges and I am pleased to note these judges are held in high regard internationally for their standard of judging. Our most recent FAI Judge is Peta Holmes, who nervously travelled to Menzelinsk in Russia, to take part in the FAI Judge Training course for Formation Skydiving being held in conjunction with the World Parachuting Championships. Peta did herself proud, by successfully completing the course and passing her evaluation. Congratulations to Peta on her success. The experience is one that will stay with her forever and the Australian Skydiving community stands to benefit from Peta's success as she shares and practices what she learnt at future competitions at home here in Australia.

The Australian Parachute Federation supports our Trainee FAI Judges and I would like to acknowledge and thank the APF for supporting Peta.

Kirstie Sinclair was recently appointed to the position, Chairperson of Judging for the NSW State Parachuting Council. The NSW State Parachuting Council are one of four State Parachuting Councils who support a representative for judging within their structure. Congratulations to Kirstie and we wish her well in her new role.

Plans are being made for the 2011 National Championships taking place in the first half of next year. The judges plan on strongly supporting these events and hope that competitors do the same. We are looking forward to having lots of work to do and call on all competitors to make it a record year of attendance at our Nationals.

I am pleased to be able to say that our team of judges continues to grow and invite anyone who would like to become involved in the judging area of our sport to contact either myself at lindyr@austarnet.com.au or Emma Wald at the APF nationalcoach@apf.asn.au.

Big blue skies!
Lindy Williams,
APF Director Judging



[APF CONTACTS]



[APF OFFICE]

PO Box 1440 Springwood QLD 4127
Ph: 07 3457 0100
Fax: 07 3457 0150
Email: apf@apf.asn.au
Web: www.apf.asn.au

APF National Office - Ph: 07 3457 0100 Fax: 07 3457 0150

Chief Executive Officer

Brad Turner ceo@apf.asn.au

Operations Manager

Susan Bostock operations@apf.asn.au

Technical Officer

Kim Hardwick technical@apf.asn.au

Manager Training

Gary Myers training@apf.asn.au

National Coach / Development

Emma Wald nationalcoach@apf.asn.au

Accounts Officer

Craig Perrin accounts@apf.asn.au

Office Administrative Assistants

Julie Singh
Simone Bull

[OFFICE BEARERS]

President

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

Board Chairperson

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

Secretary & Public Officer

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

[BOARD MEMBERS]

South Queensland

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

New South Wales

Grahame Hill 0419 722 577 hihilly@optusnet.com.au
Mark Szulmayer 0414 684 740 mszulmayer@hotmail.com

Victoria

Carsten Boeving 0401 145 489 carsten.boeving@bigpond.com
John Kinton 0407 287 590 johnkinton@bigpond.com

South Australia

Allan Gray 0411 875 867 info@adelaideskydiving.com.au

Western Australia

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

Northern Territory

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

North Queensland

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

R.C.T.

Neil Fergie 0401 736 920 neilandsharan@fergiefamily.com

[HONORARY BOARD OF MANAGEMENT]

Brad Turner 0417 550 077 ceo@apf.asn.au
Jack Cross 0418 774 163 xjac@bigpond.net.au
Graham Hill 0419 722 577 hihilly@optusnet.com.au
Dave Smith 0419 464 112 dave@airsafetysolutions.com.au

[TECHNICAL DIRECTORS]

Safety

Paul Osborne 0417 713 166 p1953@bigpond.com

Instructors

Don Cross 0412 289 103 didon@internode.on.net

Competition

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

Rigging

Rory Hatchett 0412 908 071 roryh@pobox.com

Judging

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

Aircraft Operations

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

National Development

Vacant



Downward Trend
PARACHUTE RIGGING SERVICES

*Where innovation and design
come together.*



*All the best gear at the
best prices... check it out!*

**www.downwardtrend.com.au
0400 011 331**



FAI World Parachuting Championships 2010

MENZELINSK, RUSSIA

BY TEAM OOKOONONO
MICHAEL VAUGHAN
JULES MCCONNEL
CRAIG BENNETT (CAMERA)



AUSTRALIA'S ONLY COMPETITORS AT THIS YEAR'S WORLD CHAMPIONSHIPS OF FORMATION SKYDIVING, CANOPY FORMATION AND ARTISTIC EVENTS, WERE 2-WAY CANOPY FORMATION TEAM "OOKOONONO". THIS SMALL CONTINGENT MADE A BIG IMPRESSION THOUGH, BRINGING HOME THE SILVER MEDAL. HERE IS THEIR STORY.

"Freefall is so old school, Aussies don't even do it anymore"



38

hours travelling time from takeoff in Sydney to arriving at our hotel in Naberezhnye Chelny, Russia. Four flights, four countries, lots of airline food and movies, overweight bags,

doggy GPSs, four hours in the rental car, complete carnage on Russian roads and then getting lost five minutes from the hotel. Phew! A mammoth trip followed by as good a night's sleep as you can have after travelling that long and changing time zones by 6 hours.

After acclimatising for a day or two we head to the drop zone to get in the air. The Russian heatwave of 35+ degree days make the air quite soupy to fly in – everything felt slower which is great for competition! Lakes and rivers surround the whole place making a great view from the plane on the way to height. Everyone is burning off their paddocks of stubble and there is not much wind around. I am so getting over the smell of smoke. This is, however, nothing compared to what was yet to come in Kolomna!

The AN28 is our competition plane for the 2-way CF event. It feels a bit strange getting out of the AN28 – a bit like you're stepping backwards in a narrow hallway, as you're still a long way inside the fuselage of the plane – not at all like a Skyvan, and about half the width.



The dinky fold back kitchen cabinet doors fixed with latches to keep them shut makes it feel like you're stepping out of grandma's closet on exit!

DZ manager (Sergie) is a little shocked checking our gear when we tell him we are the Aussie Freefly team. He points at exposed brake toggles, escaping canopies and other normal CrW stuff and says "no, not Freefly gear!". As there is no Aussie freefall representation at this World Meet, we thought we should show the flag in as many disciplines as possible...

They have volunteer interpreting staff (mostly university language students wanting to practise their language skills) at the DZ, so we have about three interpreters each. Approximately half the Russian jumpers have some limited English, but almost no locals do as we are miles out in the country. I don't think we'll ever get used to Russian driving. It seems the number of lanes is optional unless there's a signpost saying only one lane each way. Because of the amount of slow trucks on the road, passing in the face of oncoming traffic is quite normal!



On the Podium – Team Ookoonoono receiving their silver medals



Ookoonoono Freestyle Team & Ookoonoono Freefly Team

The Belgian 4-way team did not feel like superstars when they received some special attention after flying into Kazan. A couple hours into their drive from the airport, they were pulled over by the police who made up some indiscretion and tried to secure a 400 euro bribe. Misunderstanding them, the Belgians thought it was 40 euros, shrugged and decided to pay rather than drag it out. The police were not impressed – 40 was not enough. Some negotiations later it was 200 euros. The Belgians started talking about ringing their embassy in Moscow to assist with sorting out the problem. The police then decided it would be better to let them go on their way.

We work out a training routine with the Russian CF teams. Jump from 8am to 11am, doing three to four jumps, then have a break for a few hours to go for a swim in the lake/river or do some shopping in town, catch up on some reading, or whatever. We are then back again at 5 to do a couple more jumps before finishing for the day. According to the Russian teams this will be the schedule for competition, so we decided that we might as well go with that.

Each morning before jumping we have to visit the DZ medic for a quick check up to make sure we are fit to jump. On the

first morning this involves a blood pressure check and weigh in. Jules has naturally low blood pressure and the medic is a little concerned. Jules explains through the interpreter that it is normal for it to be that low. The medic then suggests coffee or whiskey to bring it up a little! Just like the Russians to suggest that.

We take a day off in the middle of our training week, and we're utterly amazed by Russia and what it has to offer – a ten minute swim with the dolphins for 1,000 roubles (which equates to \$AUD 35) over 1,000kms from any ocean! ... and yet again... the road rules...

Lesson for "Getting out of fines in Russia - 101"

- **Smile and act like nothing has happened.**
- **Speak only in English and repeat "nyet ruski", meaning I don't speak Russian.**
- **Politely hand the officers your paperwork for car and driver's license.**
- **Continue to say "nyet ruski" along with "English" or "I am Australian".**
- **Continue to smile whilst shrugging shoulders.**
- **After approximately ten minutes, the police should hand back your paperwork with frustration, shrug their shoulders and tell you to be on your way (in Russian of course)!**

Lindy Williams, Faye Cox and Peta Holmes are here representing Australia on the judging teams, and Graham Windsor is also here in his FAI capacity. Every time we look around there's another familiar face from another country to catch up with and the loads are cranking all day. Fiona McEachern is here doing her controller job magnificently and helping us with last minute registration hiccups. Eileen Stones is due to arrive any minute to manage us and any problems we have – her main problem is getting to us though with late arriving aircraft, language and pickup issues along the way – a 2am arrival at the drop zone is the result!

It is the day before competition starts and the DZ has filled up. Everywhere you look you can see teams from all the disciplines and countries creeping and debriefing, judges lurking, managers managing, and everyone sweating. I feel like we have a bit of an advantage given that the current heatwave is really just the same as the hot part of an Aussie summer. Most of the people here are sweating their butt off and walking around with bright red faces.

The Opening ceremony put on by the small town of Menzelinsk is very impressive. The locals have been very busy all week painting the sidewalks and fixing roads – prettying up the town for this huge international affair! Last night people drove all the way from Kazan (5 hours away) to attend. Our adoring fans were woohooing – yes Mitch, they were! – whilst capturing pictures of their favourite international athletes... and the Russians.

The display jumps were definitely the highlight of the event with the first couple of local jumpers from the drop zone to land face-planting in front of the huge crowd.

Team Oookoonono do four jumps on the first day of competition – putting solid scores on the board including a NEW Australian record of 19 points! 2-way CRW is off for the second competition day with everything else going full noise all day. Third day of the competition and another four rounds with another Aussie record – 22 points! The Aussies finish in second place behind USA and in front of Russia – according to plan! Now... where's that Vodka?

Little did we think on our first CRW jump together at Equinox '06 where we managed to get together under canopy once from 14,000 feet – how cool did we think we were then! – that we would be here less than four years later. Just goes to show that a lot of perseverance and a little bit of talent goes a long way!



№	Имя	Время	Скорость
1	Александр Павлович Павлов	00:00	0000
2	Татьяна Александровна Александрова	00:00	0000
3	Владимир Владимирович Владимиров	00:00	0000
4	Ирина Владимировна Владимирова	00:00	0000
5	Сергей Владимирович Владимиров	00:00	0000
6	Елена Владимировна Владимирова	00:00	0000
7	Александр Владимирович Владимиров	00:00	0000
8	Татьяна Владимировна Владимирова	00:00	0000
9	Владимир Владимирович Владимиров	00:00	0000
10	Ирина Владимировна Владимирова	00:00	0000
11	Сергей Владимирович Владимиров	00:00	0000
12	Елена Владимировна Владимирова	00:00	0000
13	Александр Владимирович Владимиров	00:00	0000



We would like to take this opportunity to thank our sponsors:

Firstly,

the APF Team Trust, the APF Sport Development Fund and NSW State Council.

The financial support we have received to assist us with training, coaching, and travel expenses has been invaluable. Jules has already said that we may possibly have been able to do it without that support BUT "the debt collectors would be banging on our doors when we arrived home!". That means a lot less stress, and can only help our performance not just now but in the future.

Secondly,

Performance Designs and Parachutes Australia.

Both have given us discounts (sometimes large discounts) on top quality equipment and services, again reducing the financial burden on us, and providing the team with the equipment required to give our best performance. Thank you for supporting Australian athletes.

Thirdly,

Skydive Surfside, Ramblers and Brisbane Skydivers.

For providing facilities, support staff, aircraft and pilots and everything else we needed for our training camps. Especially Skydive Surfside who gave us amazing discounts on jump tickets, and the absolutely best ever team training environment - you guys ROCK!!!

Fourthly,

Webbartz, Downward Trend Rigging.

For fantastic and unique helmet designs and our last minute rigging needs.

Fifthly,

our number one supporters **Ken and Feral, and Peej** for your awesome T-shirt design

Finally,

and most importantly, all the people who bought calendars, shirts and hoodies, and supported us with fan mail during the event.

We love you's all! See you at the bar - it's your shout!!!



▲ Ookoono and Russians - With our new nemesis team the Russians (the French are old news - we hope!)



▲ Jules enhancing the Aussie flag with an Ookoono sticker
▼ Pam swimming with the dolphins, \$40 Aussie for 7-8 minutes ▼



▼ Russian Igor - 30th birthday for Igor from the Russian 2 way CF team
"We sang happy birthday to him in Russian, he was very embarrassed. I don't think he wants to beat us anymore, he likes us too much!"

Quote of the Day

"You swim like a tree trunk!"



The Lake Meet

Freestyle Swoop Competition
Wingsuit & Freefly Boogie

November 13-14,
Hunter Valley Vineyards



AUSTRALIA'S FIRST FREESTYLE SWOOP MEET

LOAD ORGANISERS • HEAPS OF CAMPING • ON SITE BAR

GET READY TO GET WET, AS JUST JUMP SKYDIVE OPENS ITS MASSIVE LAKE TO SWOOPERS FOR AUSTRALIA'S FIRST FREESTYLE SWOOP MEET. HUGE CASH PRIZES UP FOR GRABS. A FREEFLY AND WINGSUIT BOOGIE WILL ALSO BE RUNNING WITH ORGANISERS.

REGISTER AT JUSTJUMPSKYDIVE.COM.AU
AND YOU COULD WIN:
50% OFF AN ICARUS CANOPY
SPIRIT FREEFLY PANTS
PHOENIX FLY WINGSUIT DISCOUNT
30% OFF TALON FS





NEW spacer foam on the backpad and inside leg pads for added comfort. In-set horizontal backstrap, hip ring and comfort pad results in superior stabilization with maximum comfort.



Main riser covers - designed for maximum holding power. The backpad is shaped and contoured to fit the shoulders and upper body and stay in place.



The V-Flex upper hip strap and Multi-Flex fitness configurations with chest and hip rings allow for maximum comfort and flexibility. Fitness focused - standard for live profile.



Upward main closing flap and integrated side flap with buckle cover for maximum closing pin and snitch protection.

TALON^{FS}

for all forms of flight

www.parachutesaustralia.com

The Talon FS has been developed in response to the exacting demands of today's skydiving, from Formation Skydiving, Freely and VFS to Wingsuiting and CRW. No matter what your passion, this container responds to it all.



3rd FAI WORLD CANOPY PILOTING PARACHUTING CHAMPIONSHIPS RUSSIA 2010

Training Camp? That never happened!

By Robbie McMillan

Every two years, Canopy Pilots from all corners of the globe gather to put their abilities to the test in the World Championships of Canopy Piloting. This year it was Russia's turn to host the Championships and we were all excited to soak up some new culture and good times. Cameron Rolfe, Shane Price, Robbie McMillan, Cameron Jarrett, Alex Nelson and Gary Hamilton of the Aussie Canopy Piloting team arrived in Russia early to prepare at Aerograd Kolomna, an hour south east of Moscow. The DZ is the busiest in Europe, boasting 7 Turbo Let aircraft and three helicopters for the winter months when they aren't able to use the runway. With a large diamond shaped pond to play on we were well prepared to do lots of swooping.

B

efore arriving in Russia, we were told that Moscow is a smoggy place and that there were a few bushfires around. Being relatively accustomed to fires in Australia we didn't think that the conditions would be too bad. Team Oookoonono had already been in Russia for a few weeks and had told us of the heat wave (35-40 degree) conditions. There are large areas of peat bog in Russia and they had dried out and also caught fire due to numerous forest fires. A lot of fires were centred around Moscow, however at one stage the smoke had spread for over 1,000 miles across the vast Russian landscape. We had arrived in the middle of the worst natural disaster in Russia for 150 years.

Aussie Team member, Cameron Jarrett, started his European tour a few weeks earlier to relax and check out some cool new places. "I love it in Europe but nothing was going to prepare us for Russia. Absolutely nothing is written in English and you can't even half ass sound out the words. Their alphabet is Cyrillic, so if you could decipher the letters, which was tough, you could work out a few words. Let's just say we had a lot of fun dealing with the language barrier. Not only is their language difficult to understand, but so is their driving." Lets just say every moment in the car; we were on edge and had to have eyes in the back of our heads, as the Russians are crazy drivers. "Little did we know that the next week would be spent training our livers and not our canopy piloting skills." However, the Russian people are very hospitable and friendly people, once you got to know them.

When we arrived at the DZ to check in, the crazy Russian tandem masters were jumping and they could only see the ground once they reached about 400- 500 feet. The next few days we could only see 50-100 metres horizontally, so training was completely out of the question. We confined ourselves to the hotel which wasn't air conditioned, though we managed to scam a few fans for our rooms. We only ventured outside when we had to as it was like smoking a packet of ciggies every hour that you spent in the smoke.

For Gary Hamilton, it was the first time that he would represent Australia and compete at the World Canopy Piloting Championships. "I felt both honoured and privileged to get this opportunity. With such terrible smoke conditions



St Basil's Cathedral



Jae Moledzki and Putz



Cameron Rolfe, running speed

THE AUSSIE SPIRIT

By Michael Vaughan

The Aussies were drawn on the first two out of three loads, which meant that there was plenty of Aussies cheering both inside and out of the aircraft to kick the competition off. We always manage to get the loads pulse rate up and heart rates synchronised by clapping and cheering on take off. Once airborne every competitor adopts their own mantra, ready for the games to begin.

Every competitor was kept on their toes as the competition had its fair share of changing conditions. Sometimes in between passes conditions varied between cross winds and strong head winds. The competition was

slowed with some re-jumps in the Speed competition due to malfunctioning sensors on the gates. Competitors were pushing for some big scores and if you are going big then you might just tread over the line, so there were a host of zero scores sifted through all levels of performance.

Once again consistency payed off and Jay Moledski of Canada, earned the Gold medal Podium followed by Nick Batsch (USA) and closely followed by Shannon Pilcher (USA) in third. There are many highlights of the Meet, including seeing the French finally being allowed to swoop, enjoying the competitive spirit of many new swoopers. Most importantly to their credit, the Russians pulled off a World Meet in record time in the middle of their worst natural disaster.

Not to forget that Australia has world-class canopy pilots! Every 2 years we get to show the world how good we are and a couple of the Aussies always stand up to be counted. In 2010 Rob McMillan is the superstar of the team finishing in 8th place overall and winning a Bronze medal in the Zone Accuracy event.



Gary, true Aussie spirit



Russian cheer squad

from all the peat fires it was very hard for anyone to be able to get any training jumps in. Miraculously most of the team managed to get six jumps in which was far less than any of us had planned. With the weather clearing enough for the competition it felt great being a part of such an international sporting event and not only watching some of the worlds best competing, but competing myself. I had a great time, learnt heaps and met some fantastic people."

Michael Vaughan, Jules McConnel (Team Manager) and Craig 'Crash' Bennett (Event judge) arrived a few days before the meet after their assault on the 2-way Canopy Formation Championships in Menzelinsk. Tired but exhilarated after their silver medal performance they quickly tuned into their new roles. Ashleigh Gorman and Eileen Stones were our team cheer leaders, supporting the Aussies every step of the way. Kaz Sheekey arrived a few days before the opening ceremony, feeling glad that she had missed most of the smoke, though eager to get a few training jumps in. The Aussie Contingent was completed when Faye Cox and Ray Williams arrived to fulfil their roles as Judge and Jury member.

After a smoke filled Opening Ceremony we were pleasantly surprised to wake to see a clearing morning sky. The plan for the comp was to try to do a round of each event first so we could at least declare a champion for Speed, Distance and Accuracy. The competition started with Distance, though the Meet Director decided because of improving weather to do two rounds of each. As always the wind conditions would always be our biggest adversary. Cameron Jarrett recalls that, "the comp was awesome fun with some tricky wind conditions thrown in too. It's not enough to get 9 scores anymore, it has to be 9 great scores, and going big attracts zeros. The lesson I learned this time was I'd rather get a zero going big than a crappy score just to get a score. But that's just my approach, everyone uses slightly different tactics."

Go Rob!! His year started with winning the Aussie Nationals in Feb and has finished with a World Championships medal. Cameron Rolfe, silver medal winner in Distance at the 2008 World Championships, rounded out the overall top 10 this year and also finishing 5th in the Speed event. Another outstanding performance by the Aussies!

Now that the Aussie CF and CP teams have both won medals at the World Championships we are waiting for the Aussie Accuracy team to do the same in a couple of weeks time. Good luck Tibor, Janine, Don, Graeme, Dave and Andy.

Every year since 2006 the APF Sport Development fund has provided financial assistance to bring world-class coaches to Australia. These coaches are invaluable for improving the performances of not only our world-class athletes but also for developing new talent for the future. This year Jay Moledzki (twice World Champion

2008/10, twice World Cup winner 2007/9) came to Sydney to coach prior to the National Championships in February. Each World Championships year our top athletes also receive financial assistance from the Team Trust to cover training and coaching expenses. All of this support ensures that we continue to be a strong nation in this discipline. It also reduces the financial burden for our athletes and allows them to continue to perform at the top level year after year.

Thank you to the APF Sport Development Fund and the Team Trust. A huge thanks to the massive support from the Aussie jumpers supporting us via email, facebook and skysurfer.com.au



Jay Moledzki, the champion



Alex, accuracy



Robbie, running accuracy



South Africans



Michael, accuracy



Kaz Sheekey



Aussies, opening ceremony

Michael leading the judges

THE AFTERMATH

By Cameron Jarrett

Even a devastating natural disaster couldn't stop the comp from being completed in record time. The owner, Roman Lednev, shouted some free loads so those keen for some Freestyle action could bust some moves. I thought I would sit out this year and watch exactly what the best in the world were doing. There were some impressive approaches and several competitors managing to fly multiple moves and land standing up on dry land. Some of the more memorable ones included Nick Batsch winging over and then busting a Blindman. Curt Bartholomew was on fire, stringing three moves in a row. The biggest crowd pleaser was Norwegian Daniel Erikson who managed to bust out a new move called the 'Face Grind' which involved skidding on his face at blinding speeds through the water. It was impressive stuff, and you know what? We better get on this train now people because we are seriously getting our asses smoked, from now on Freestyle is definitely where my focus will be.

The after parties, there were two of them, or maybe we were just seeing double, involved many messy competitors. The bar ran out of cold beer very early and didn't have any ice for any other drinks. I think it was a Russian ploy to make us drink more Vodka. Unfortunately it worked. Pranks were played and fortunately the



Gary Hamilton, accuracy



Gary Hamilton, accuracy



Team Belgium



Michael, accuracy



Parade of nations



Robbie



Americans are finally getting used to our Aussie humour. A Russian Pop band 'Mamma's Boys' rocked the night away until the discothèque kept the party rolling into the early hours. The second party started back at the hotel when Alex and I started a duelling match with Bee-bee guns against Pricey. Lines were drawn five paces apart in the hallways of our hotel and yes we all were sporting welts for the next few days.

The next day we all struggled to get to Moscow in the Rental cars. Thank god we don't have to drive in Russia anymore. Everyone enjoyed a day or two exploring Moscow before either heading home or moving on to explore other parts of Europe. We love coming to World Meets to compete against people who are the best from all over the world. It's a great vibe and always a great learning experience. So many friends are made and it's great to see everyone again. Russia was a great World Meet and a bloody awesome time. I'll be back for sure.

POS	NATION	COMPETITOR	ACCURACY	DISTANCE	SPEED	TOTAL
			POINTS	POINTS	POINTS	
1	CAN	JASON MOLEDZKI	269.112	267.731	278.567	815.410
2	USA	NICHOLAS BATSCH	265.307	267.994	234.626	768.927
3	USA	SHANNON PILCHER	244.805	243.844	275.788	764.437
4	AUT	CHRISTIAN WAGNER	216.152	288.280	242.456	746.888
5	USA	CURTIS BARTHLOMEW	246.687	234.107	216.005	696.799
6	RUS	ALEXANDER GOLOVINKIN	263.186	213.656	217.265	694.107
7	BRA	MARAT LEIRAS	173.428	262.532	247.860	683.820
8	AUS	ROBERT MCMILLAN	265.095	218.682	196.054	679.831
9	USA	BRIAN MCNENNEY	253.615	241.632	177.091	672.338
10	AUS	CAMERON ROLFE	192.288	213.296	247.784	653.368
11	ISL	SCOTT ROBERTS	201.116	211.541	217.682	630.339
12	BEL	GRIM SWINNEN	194.853	227.758	204.733	627.344
13	ESP	PABLO HERNANDOZ MOLL	169.000	226.935	225.259	621.194
14	USA	JONATHAN TAGLE	245.252	264.804	96.976	607.032
15	NED	ERWIN BAATENBURG DE JONG	120.764	231.215	252.476	604.455
16	USA	GREG WINDMILLER	73.000	259.055	271.143	603.198
17	RSA	ROBERT SCOTT KRUGER	180.200	209.969	206.341	596.510
18	ITA	ARMANDO FATTORUSO	212.956	181.486	188.259	582.701
19	USA	HANS PAULSEN	192.222	226.027	162.503	580.752
20	RUS	SERGEI ROMANYUK	182.395	210.740	181.624	574.759
21	FRA	CEDRIC HOURDE	159.633	213.872	172.919	546.424
22	UKR	VSEVOLOD BEDRIN	180.185	158.113	207.548	545.846
23	DEN	PETER KALLE HAVE	119.116	207.487	193.412	520.015
24	RUS	SERGEI KUZNETSOV	128.479	193.641	196.143	518.263
25	GBR	ALASTAIR MACARTNEY	227.698	178.067	108.969	514.734
26	GER	MARKUS SCHEUERMANN	199.684	142.046	167.657	509.387
27	BRA	CARLOS RIBEIRO MARQUES	140.479	192.481	164.296	497.256
28	AUS	KAREN SHEEKEY	128.212	218.977	149.026	496.215
29	FRA	JULIEN GUIHO	75.659	238.512	180.713	494.884
30	USA	CRAIG SAUCIER	201.387	128.867	158.986	489.240
31	RUS	ANDREY SLYSHANIKOV	207.396	131.193	125.517	464.046
32	BEL	STEVE BRAFF	164.564	186.401	112.735	463.700
33	NOR	DANIEL ERICSEN	195.497	177.021	88.298	460.816
34	AUS	CAMERON JARRETT	158.380	200.713	81.679	440.772
35	AUS	MICHAEL VAUGHAN	125.095	175.929	134.153	435.177
36	BEL	NICOLAS TOMBARI	166.336	150.205	74.817	391.358
37	GER	MAIK SUPTITZ	167.615	150.550	69.056	387.221
38	GER	OLIVER JUNGER	94.857	180.322	111.206	386.385
39	GER	MIKE KLEIST	102.197	176.331	103.628	382.156
40	BEL	ERWIN VANLOMMEL	204.347	175.143	0.000	379.490
41	RSA	TIMOTHY MACE	55.000	158.066	157.293	370.359
42	RUS	ALEXANDER KHOROSHILOV	95.420	126.661	129.565	351.646
43	AUS	GARY HAMILTON	93.138	151.863	91.785	336.786
44	BRA	MARCELO RICCI	158.801	62.130	112.442	333.373
45	RSA	ANDRE FOURIE	0.000	214.763	115.977	330.740
46	UKR	YURY CHERNYSHOV	120.787	149.044	42.014	311.845
47	RUS	VLADISLAV SINYUTIN	128.032	113.360	44.701	286.093
48	AUS	ALEX NELSON	191.152	0.000	92.703	283.855
49	DEN	CHRISTIAN W. JENSEN	96.611	151.665	33.215	281.491
50	RSA	SELWYN JOHNSON	77.241	125.234	59.820	262.295
51	RUS	RINAT GATIATULLIN	67.714	132.276	58.789	268.779
52	AUS	SHANE PRICE	121.152	56.622	66.096	243.870
53	ITA	MIRKO DI SIENA	35.164	130.807	75.126	241.097
54	ITA	MARIO FATTORUSO	89.747	73.081	56.464	219.292
55	GER	NINA ENGEL	0.000	148.740	65.963	214.703
56	BEL	RONALD EMONTS	37.000	65.662	74.729	177.391
57	UKR	ANDRII STALNYI	79.761	0.000	65.468	145.229
58	UKR	DMITRO MOSCHINSKY	0.000	95.037	0.000	95.037
59	RUS	ANDREI RAZUVAEV	0.000	47.622	0.000	47.622
60	UKR	DMITRO KARPEKOV	0.000	0.000	0.000	0.000



Speed medalists



Aussies, opening ceremony



Aussies, closing ceremony

Great Value
BOXING DAY 26TH DEC 2010
TO NEW YEARS DAY 1ST JAN 2011

**SYDNEY
SKYDIVERS**

www.sydney skydivers.com.au



SYDNEY - CAIRNS - FRASER COAST - BRISBANE

TURBINE AIRCRAFT...
Skyvan, XL 750
Beaver >>850HP motor

Get ready... it's going to be **AWESOME!**

XMAS BOOGIE

\$50 rego and \$30 jumps >> Rego by Monday 13th December
www.sydney skydivers.com.au/rego.htm

HEAPS of Load Organisers!
Freefly, Flat RW and more!

CALENDAR OF EVENTS

2010

2nd - 4th October
State Championships
- 2 Way Novice FS & VFS
- 4 Way FS & VFS
- 8 Way FS

9th - 10th October
NSW State Championships
Canopy Piloting

25th Dec - 1st Jan
Xmas Boogie
\$30 Slots!
\$50 Rego by 14th Dec
- Super Caravan 900HP
- Skyvan
- XL
- Beaver
National Championships
10 Way Speed & 16 way FS
during Xmas boogie

2011

16th - 20th February
National Championships
- Canopy Piloting

12th - 21st March
National Championships
- 4 way FS
- 8 way FS
- VFS
- CF

And apart from the thrilling list of aircraft we've lined up...

GREAT HIRED ENTERTAINMENT IS INCLUDED IN REGO

We will have a range of activities and nightlife planned. Some of the favorites we hope to have back from previous years include: Bungee Run, Rock Climbing Wall, Giant Slide into Swoop Pond and MECHANICAL BULL!

BUT WAIT, THERE'S MORE... last load of each day will be a "Swoop 'n' Chug" competition.

Always a great spectators' event if you're not willing to risk swimming!

The BBQ and Pizza nights will be approximately \$15 pp each night and the favorites pasta, ribs, nachos will be back.

FANCY DRESS DINNER at Picton Bowling Club Buffet dinner at approx \$25 pp includes hot and cold selection with seafood, carvery, hot dishes, variety of salads, fresh fruit and desserts.



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

Arch you BITCH



PART 1: My Learning Curve - The Beginning of My Skydiving Experiences

NB: Mia's Phobia's – Planes, heights and spiders.

May 2008

Peter Jennings (AKA PeeJay, PJ, PeeJ, Pete, Petey, Oy) is my husband. He is a skydiver of 8 years and I think he is as mad as a damn hatter. However, it had never been an issue as he had not jumped for the duration of our courtship and marriage.

He happens to start going up to the DZ (Drop Zone, York, Western Australia) on occasions. He gets his Reserve parachute repacked. Blah, blah, blah. Whatever. He had had a break for a little while (Apparently this was while wooing me; couldn't freak out the prospective wife now, could we?) and was now ready to ignore my plea's for sanity and safety. Grrrrr.

So, he jumps a bit. GOOD ON YOU, MATE! Big fat WHATEVER.

I feel terribly uncomfortable with the whole scenario, imagining (perhaps fantasizing?) horrific and body mangling tragedies involving the death of my loved one. Please note - I am a Mortuary Technician, I have seen it all before. I foresaw the music I would play at his funeral, the superbly worded eulogies and the stunning array of floral arrangements. The tears, the pain, the sheer enormity of grief; I saw it all.

So, he is hammering me by this stage to come and join him at the DZ and watch. Ha, ha, ha... are you in your right mind? Go and WATCH you frap in? You must be stark raving bloody mad. I see enough damn death every damn day, Dodo-Head. I ain't gonna watch you play chicken with the bloody reaper. Fool.

He is tenacious though and sees this as incentive to push, push, push until I cave and say yes.

After a particularly eloquent speech involving the use of phrases such as, 'You need to conquer your fear of death!'; 'Honey, it's such a buzz.'; 'It will change you.'; 'When I started jumping...' – Blah, blah, blah, AGAIN... I really let him have a piece of my mind. 'Right, you... (Insert preferred choice of insult here)...

don't you EVER...' (Perhaps we will leave my response until a more appropriate time.) Needless to say, he drops it. NEVER mentions ME jumping again. He talks endlessly about his stupid sport though, which I pretty much ignore and/or roll my eyes at any time he mentions DZ, Hacky Sack, Exit, Canopy, Packing, Cessna, AFF, 'C' Licence, Nude Jump etc. but realizes I am, in no way, under no circumstances, EVER going to cave. Final. Done. Dusted.

Well, apparently not.

By AUGUST, he was back in full voice, 'You need to try it, You need to 'this', You need to 'that'.' (What he needs is a good clip upside the head and he is going the right way for a smacked bottom!)

I was working for another company by this stage and the 'Dungeon' as I had lovingly renamed my office, was a stark difference from the comfort I had found in my mortuary. There was virtually no mental stimulation. I was feeling fairly desperate for any kind of fun. Then the Phone Call happened. It was a Friday.

PJ: 'Hey Babe... Are you going to come up to the DZ with me this weekend?'

Mia: 'You are a lunatic! Hell NO!'

PJ: 'C'mon Hun, it will be fun. Just come and see.'

Mia: 'Are we going to have to go through this again, Dear?'

PJ: 'Just come up. Try it. I am sure you will love it!'

Mia: 'What? Like a Tandem or something equally hideous?'

PJ: 'Would you do a Tandem hun? Just one?'

Mia, resignation heavily voiced: 'Fine. I'll do a tandem then.'

PeeJ promptly hung up and rang back 3.5 minutes later informing me everything was booked, paid for and I was lined up for a Tandem the following day.

I cried the rest of the day. No, really - sobbed like a baby, in the foetal position in the corner of my office, completely inconsolable, nervous twitch in my right eye and rocking back and forth like a true maniac. I felt the inevitability of death that fateful day.

I also rang my lawyer and started outlining my position in preparation for divorce proceedings.

Arch you Bitch



PART 2 : I Really Don't Want To. Still.

OK. So brief re-cap of story so far: PeeJ (Awful, soon-to-be-divorced Husband, maniacal freak of great magnitude and completely compassionless aberration of nature) has convinced me, Mia (Cara-Mia, sweet, darling, innocent and totally unassuming lover of life) to suffer the traumatic experience of a Tandem Skydive. However, you must be made aware that I only agreed to this under duress and in its own way, it was like torture. The incessant demanding and obnoxious arrogance that preceded this deranged agreement was too much for one gal to bare! I had to shut him up! I tell you! I had no other option!

I was, in no uncertain terms, completely terrified.

The terrible ordeal was booked for the day directly proceeding the day of the phone call, to which I, stupidly and without true thought, agreed to succumb.

So, the morning breaks cold and clear. Dammit.

I am bundled into the car, sans children, hair un-brushed and unaware of the general direction of the final destination. I had tried everything in my power to be late; unable to go, sick, sore and generally unprepared. PeeJ did not care a whit. He threw me in the car, uncaring of how I looked, how I felt or the state of my mental health.

I tried not to think too hard on anything. I tried not to think. I refused to look at the sky on principal.

Halfway there, I start to notice the beauty surrounding us; awesome crops of canola, trees and country living. It reminded me how much I missed the country life. I had lived as a farmer in Victoria and the stunning drive to York from Perth was so wonderful! I was chatting away about 'The Good 'Ole Days' on the farm and praising the scenery with 'Oh Wow, isn't this drive wonderful!'.
It was at this point, happily voicing my love of nature, chirping like a bird and speaking with such enthusiasm, that we rounded the bend and found ourselves entering the Historic Township of York. Caught between the angst one feels when one senses one's impending doom and the joy one feels on seeing the aged architecture and unspoken stories in places dripping with history, I promptly shut up.

The last 8 minutes of that drive felt like a lifetime of anxiety. I swear, any Psychiatrist at this point would have admitted me to Graylands, hooked me up on IV Valium and left me for at least 3 years in a semi-comatose state.

We arrive at some tin shed in the middle of a great big paddock with a few VERY small planes parked out back, an 'interesting' looking trailer park and car park filled with cars. Oh G-R-E-A-T. This is going to be fab-u-lous. I want to go home. NOW. No, I don't want to do this now. Please take me home. I hate you. I am divorcing you the next working day. Peter, I loathe and abhor everything that you are, TAKE ME HOME DAMMIT.

He didn't. I hated him for a while, but he didn't.

So, walking into this tin shed, through to some place called Manifest (At this point I am assuming that this is the place the demons appear to drag you into the abyss of Hell) to have my Soon-To-Be-EX-Husband introduce me, have my name put on a WHITEBOARD of all things and then sent off to do... NOTHING. No really. NOTHING. For ages. Waiting, waiting, waiting. Slowly becoming delusional that an angel or knight or groups of fairies are going to come save me from this torment and I can fade into obscurity in peace.

I meet a few people, who smile knowingly. FREAKS!

Everything is a blur. There is a plane that goes up and down and up and down with people who willingly jump out of it each time! There are all the colours of the rainbow and some that surely are not, that blare from deployed canopies. There are parachutes laid out, somewhat like the dead, on a large carpeted area inside the huge tin shed and people walking here, there and everywhere. To my mind, it was sheer bedlam.

There was a small consolation I found refuge in – she was a slight little thing with a huge smile and an easy nature. She was such a gem to me that day, making the BEST lattés and keeping me hooked up all day! I loved this woman on sight. Bless Toots! (Note to self: How much of the shaking was ME and how much was the caffeine?)

Eventually, after waiting longer than I could bear, the voice spoke. The voice that called MY name over the PA. It was Manifest and apparently my Demon was there and ready to take me to Hell itself.

I arrive, to those smiles again and am assigned to some bloke called Thommo. He is my 'Tandem-Master' for the jump. I was already scared half to bits, but NOW I have this guy, this towering hulk of a guy, who is supposed to be making this a NICE experience, virtually commando style training me into something I don't even want to be a part of! On the floor, off the floor, arch your back, get in this harness-thing and hang from the metal-thing that looks like it would blow over in a stiff breeze. Put your head back, arms out, arms in, legs up, now relax and enjoy yourself! (Are you mad???)

Enter Dixie. This man, who seemed on first impression to be completely sane, yet, was supposedly in charge of this operation, has at this point now taken charge over my clothing apparel. He diplomatically advises me to don a certain size of hideous and unflattering 'Jumpsuit' – let's not revisit that experience again – which is apparently meant to go OVER the clothing I am already wearing. After pulling, pushing, squeezing, sweating and sucking in, I am finally confined

– let's not revisit that experience again – which is apparently meant to go OVER the clothing I am already wearing. After pulling, pushing, squeezing, sweating and sucking in, I am finally confined

I am already wearing. After pulling, pushing, squeezing, sweating and sucking in, I am finally confined



in one of the most God-Awful inventions known to mankind. Certainly, not having the figure of a 12 year old boy, I am convinced that I really should have starved for a month before attempting this ridiculous feat. Albeit, I am also convinced that after this one experience I will never again show my disgraced face at this place again. I had already budgeted for a complete relocation to Botswana – Sans Husband.

Now, as the final call's echo fades from the rafters, I dutifully step towards 'The Scary Thommo', whose smile now seems somewhat predatory. Holding a harness out towards me, I inch my way closer. Silent and terrified, I step into the leg straps and undergo further humiliation as he not only brings it up to my shoulders and places it over my arms, but rapidly tightens everything, including the straps between my legs (the ones constricted to numbness by the sheer tightness of the suit!).

As this awful degrading experience is occurring, PeeJ is watching, with joy spread all over his face. Grinning stupidly, he winks repeatedly at me to the point I think he may have had something in his eye – but no, he is just sooo 'proud'. Ergh.

The insanity continues as he explains how he is going to jump out of the rickety little plane first and I can watch him! Won't that be exciting? 'Oh, sorry Honey, am I supposed to be conscious for this am I?' I mutter... Dear God.

So, all geared up and only one place to go, we head down to the loading area. The plane is ready, my Tandem Master is ready, my PeeJ is ready, everyone is ready and I am standing there thinking I will never be ready.

We make our way to the plane, climb up some steps and then I sit on the floor of this plane between Thommo's legs, with someone else wedged tightly between mine. Mighty strange sport. Then they shut the door – it's a roller door, of clear plastic... PLASTIC?? The plane starts to taxi. It takes off. We ascend. Oh crap. It's real and I can't get out without jumping. Thommo is a damn chatterbox and does not cease to talk about everything and nothing and stuff. I really have no idea what he said about anything except height. He fiddles with things and bits on my harness and then we were there. We got high FAST. Before I had much of a chance to absorb anything we had reached height.

14000ft. It's a LONG way down, let me tell you.

People are shuffling forwards and the door is wrenched up. Next thing I know I watch my husband fall out of that door and everyone else is gone and it's just Thommo and I and the Pilot. My body is forced to shuffle to the door. My legs fold under the door, the air rushes past my face. It's so cold; I feel the stinging in my hands. My head is resting back on Thommo's shoulder and... Hang on... I am looking at the ceiling of the plane! I can't see out of the door at all, as my head has to be up and back and I have to prepare to leave the security of the little, little rickety Cessna Caravan.

I feel the tilt forward as we rock and as one, exit that little Cessna Caravan.

I don't want to. Still.

PART 3 : You lot are damn CRAZY!

Brief recap here – I am currently falling from a plane, attached to some guy who I only know as 'Thommo'. This is at my Husband's insistence. I am in NO WAY impressed as yet.

I feel the pitch forward and my entire body is pounded by air as we hit freefall. The charming little goggles I was forced to wear weren't as fogged up anymore and I can see most of everything. I don't actually want to see everything, so I close them for a bit.

My mind is reeling from the absolute stupidity of what I am currently experiencing and trying to understand why this could be seen as an enjoyable sport. Nope, can't see the joy, thanks.



The air is hitting me at a million miles an hour, my body is arching like a bitch (How am I capable of remembering to do that?). Mr. Psycho Predator Thommo taps me on the arm signaling that my arms can now fling out and feel it even more. Dutifully, I do so. This is still not fun. I don't feel the love.

My mouth catches air (Pretty hard not to when it is being forced into your face at 200km an hour). Oh, this experience is UNPLEASANT. It has suddenly become drier than the Sahara, my brand new piercing, of 6 days, in my labrette, has hooked itself onto my front bottom teeth; my tongue is desperately trying to push it off and failing dismally. My cheeks, in my attempt to dislodge the steel post, have caught the air and wrapped around the back side of my head. Most of my face, in fact, has been re-arranged to the back of my head by the air. Again, is this supposed to be the fun part yet?

As my tongue fights aggressively against all odds, it finally succeeds in unhooking said piercing, only to taste the coppery tang of blood as the inside of my bottom lip tears from the piercing centre. NOT happy Jan. My face, still located towards the back of my head, now has an unfamiliar grin attached to it and my body is responding willingly to the buffeting of the air. NO, I am determined to not enjoy this on damn principal! I will NOT have fun DAMMIT! My eyes search the land before us. I notice landmarks; I sense Thommo's body behind mine, can taste the sweet tang of the cold clear air.

It is stunning up here! I can see everything! My body relaxing into the breeze and... Tap on the arm?? Oh, crap, gotta bring my arms back in and OH MY GOD... We are under canopy! That was a tad abrupt love, I was just getting into it – NO NO NO, I mean... It was fabulous... NO NO NO, I mean... It was hot... NO NO NO, I mean... Dammit. It was bloody awesome and I really can't deny it at all! No matter how much I try.

That large, superb canopy (Hello Beautiful – Have we met? I am Mia... I love you!) above us in all its glory, slowing my buzzing body into a graceful descent as Thommo takes down the steering things and glides purposefully through that immense and perfectly blue sky. Turning left, turning right and turning in 360 degree circles which make me want to vomit. He lets me hold those steering things for a bit, which I willingly choose else he may find the need to do another 360 degree turn, which I could well do without. Thank you, you adrenaline freak.

He asks me to bring up my legs (Okay, hold up – I am not into acrobatics, let alone in mid air, thanks! Do I look like I am some kind of contortionist?) which, after lengthy consideration and strategy finally occurs by pulling on my leg grippy bits of The Unflattering Bright Blue Jumpsuit of Which We Do Not Speak. He then grabs them in turn and I, in horror, am expected to now lower the leg straps of the harnessy thing to my mid-thigh so that I may sit comfortably by hanging my posterior in the breeze. (Those of you who know me well will understand my demurs of this act.) Glad this will be the one and only time I ever try this.



It is a horribly degrading and psyche destroying experience. Was my therapist back from his honeymoon in Fiji yet? Perhaps he will accept just one tiny call from me if he isn't. Do I have his mobile number?

However, I am astounded by the clarity of the air and Thommo, yet again rabbiting on about WHATEVER, is as clear as if we were sitting at a table discussing much more mundane things such as... nope, I have nothing. All I can think of is the sky, the air, my body, the goggles which I tear down my face, successfully tearing at that bloody steel post again!

I don't care anymore. It is beautiful and wonderful and the view is simply marvelous. I may have sworn just a little in my admiration of such beauty, but I am sure it was considered acceptable.

I pull harder on the right toggle and take us into a fabulous turn, which surprisingly doesn't make me want to hurl anymore. It does however, bring my body much closer to earth than I had realized and I am starting to concern myself with the possibility that it may in fact HURT when I actually get there.

It is at this point I discover a rather unusual occurrence, of biological nature, that my body has just decided to activate – drooling. Yes my friends, I drool under canopy. Right sided, just slightly and cooling very quickly. Okay, I am not having fun again. The mob of people who do this almost daily are a Damn Crazy Lot!

My brain, now tuned back in to reality, has discovered that it can now comprehend the distance to ground and this height is in fact, terrifying. Somewhat lower than previously experienced, but far more understandable and the Drop Zone well and truly within my sights. We are heading towards it, drool dripping from the right corner of my mouth, my big bottom hanging out, my legs ram-rod straight in front of me, the appalling blue material of the hideous apparel stretching to almost tearing point.

Thommo is still talking about whatever.

Closer, closer and closer still to the VERY hard ground. Okay, I want off now. I don't want to do this anymore. I want to go home. Quick thrill overridden by ingrained fear of pain. Can't we just stop here for a bit, have a smoke and think about our landing? Perhaps discuss it a little before doing it? No? Not even a pause for a bit? Oh far-out...!

I see my feet in front of me and the ground rising up to meet us at a phenomenal speed. We turn slightly again and come in for landing. This of course happens on my large, well covered bottom. My eyes spring open in a vain hope that nobody is standing close enough to notice my grass stained bottom, my heavy breathing or my manic drying of the right side of my face.

Good luck! Everyone watches everything and PeeJ (I remember all the reasons for leaving his sorry arse now) is still grinning

maniacally as he saunters towards us. I am vaguely aware that I am, in fact, on the ground, blessed Terra Firma and have the ability to stand. My harnessy doo-dad is now unclipped from Mr Talks-Too-Much Thommo and I wonder about how I will find the strength to raise my poor, traumatized body from the land.

Needless to say, nothing to worry about; I am yanked unceremoniously and rather ungracefully from my bottom by Thommo and PeeJ both. Both smiling and waiting with baited breathe to hear my ravings of such shenanigans and fun had by me in such a wonderful and exciting experience. HA! No.

I am quiet. I am virtually silent. I am unsure as to correct protocol. I hug, thank and escape from Thommo as quickly as possible. I look at PeeJ with hatred for the next little while – It won't last long... only 3 or 4 years. Then the court case will be over, we both go our separate ways, never to see each other/lay hating eyes upon one another again.

Legs shaking, I re-enter that tin shed, strip myself of anything even remotely skydiving related and head to the sanctuary of Toots Cafe. I need coffee. I need a cigarette. I need a double shot valium smoothie.

It was a hot (ish) experience, to be sure. One which could last you a lifetime, perhaps more, depending on the success of your therapy. I was relieved it was over. It was over and done and PeeJ could leave me the hell alone now. I had done it and shut him up finally. I smiled, slightly, as would be expected and voiced, quietly, all the words he wished to hear. He was sated, at last and my body was very much back to belonging to me. Firmly planted in true 'Whuffo' style – on the ground!

Eventually, the shaking subsiding, I was able to converse with other people. They all seemed to be really lovely people. Really lovely people, who, in sheer insanity, threw themselves out of perfectly good aircraft. Sure, a few cans short of a six-pack, but all in all, they were nice enough bunch. I figured, nice enough to chat to, but I ain't ever coming back. That lot was damn crazy!

As the day progressed, PeeJ, in true idiot fashion, jumped a few more times. WHATEVER. I didn't care. I didn't want to care. I tried not to watch. More people talking, more meeting new people, more skydiving (These people are incapable of general conversation, unless skydiving is the topic) chit-chat. Blah, blah, blah. Whatever. Boredom kicking in. Hard core.

Oh Bugger it, I may as well do another tandem while I am here, right? There is nothing much else to do here, right? Right on, girlfriend! FOOL, WOMAN!

Needless to say, I did it again, Of Course! I may have proposed to Thommo a few times here and there during that 2nd jump. I just had to know if I really did like it. Oddly enough, I actually did. It was a buzz and a half and not nearly as scary the 2nd time around!

And then the 3rd time was the clincher. Yet again, Thank you Thommo! I had to be sure and I am! I am definitely sure you lot are damn crazy, but jumping is an awesome experience! One I intend to dabble in a little more often and with a lot less skepticism!

Yes, you read right - 3 tandems in one day. That was what I did. Mental as anything, but what a rush! It is HOT! If you haven't done it... Just give it a go, please! It may be a little out of the comfort zone, but it really does change your perspective!

Who would have thought my trip to Hell would have taken me closer to Heaven than I could ever have hoped! PeeJ may have been maniacally smiling in the morning, but come the request for a 4th Tandem in the same day (Which would have been great, but the bank balance would be dismal), he put his foot down... as did Thommo. NO more tandems for YOU. You jump again; it is as an AFF student. Well guys, I think I might. I think I might.

Thank you Dixie, Thommo, Shirley, Toots, Johnno and all you lovely crew and Skydive Express!

Para Gear

EQUIPMENT COMPANY



PARA GEAR'S
**GOT IT
IN STOCK
READY
TO SHIP**



OXYGN A3 FULL-FACE HEADBEAR VARIOUS COLORS AVAILABLE #L4316
BH MAMBA FULL-FACE HEADBEAR CARBON FIBER STANDARD #L6163
COOKIE GAS FULL-FACE HEADBEAR CARBON FIBER FINISH STANDARD #L6701
BH GUNNER OPEN-FACE HEADBEAR #L6168
BH ECHO OPEN-FACE BY BONEHEAD AVAILABLE IN BLACK OR WHITE #L6138
COOKIE ATOMIC CAMERA HEADBEAR CAMERA MOUNTS AVAILABLE #L6708



NVERTIGO V OPEN-FACED HEADBEAR STANDARD COLORS #L4326
HR2 OPEN-FACED HEADBEAR STANDARD COLORS #L4336
COOKIE OZONE OPEN-FACE HEADBEAR CARBON FIBER FINISH STANDARD #L6706
COOKIE M1 FREELY HEADBEAR CARBON FIBER FINISH #L6710
COOKIE ROK OPEN-FACED HEADBEAR CARBON FIBER FINISH #L6706
OPTIK ILLUSION CAMERA HEADBEAR CAMERA MOUNTS AVAILABLE #L6180



BH MANTLE CAMERA HEADBEAR CAMERA MOUNTS AVAILABLE #L6186
FLAT-TOP PRO CAMERA HEADBEAR VARIOUS COLORS AVAILABLE #L6146
BENNY OPEN-FACE BY SKY SYSTEMS REPLACEABLE LINER - BOBBLE CHANNEL #L4360
SONIC CAMERA HEADBEAR CAMERA MOUNTS AVAILABLE #L1242
SIDEWINDER II CAMERA HEADBEAR VARIOUS COLORS AVAILABLE PC STYLE #L1330 HC STYLE #L1326
BH ALL-SPORT OPEN-FACE HEADBEAR #L6128

Royal Lens THE ORIGINAL LOW-PROFILE

ROYAL LENS USES THE STRONGEST GLASS ON THE MARKET FOR LENSES IN THEIR CLASS. *NO VIGNETTE* ON SINGLE CCD AND HD CAMCORDERS NOT USING A STEP-UP ADAPTER RING.

WIDE *Crystal Lens* **Crystal 6x**™ LOW-PROFILE 0.5X LENS 25.30 30.30 35.30 40.30 45.30 #L1318 #L31843 #L31840.5 SPEEDY 25, 30, 37, 40, 45 OR 43MM THREAD

WIDER *Crystal Lens* **Diamond 3x**™ LOW-PROFILE 0.3X LENS 25.22 30.22 35.22 40.22 45.22 #L1316 #L131640.5 SPEEDY 25, 27, 30, 30.5, 37MM THREAD

WIDEST *Crystal Lens* **Platinum 2x**™ LOW-PROFILE 0.2X LENS 25.14 30.14 35.14 40.14 45.14 #L1320 #L131640.5 SPEEDY 25, 30 OR 37MM THREAD

RED HOT & NEW!

BH OPTIK 210 CAMERA HEADBEAR FLAT SIDES AND TOP W/ SPOT FOR HYPOXIC OR CAMEYE BUTTON #L6177

BH HELL'S HALO HD HELMET HERO FLAT SIDES AND TOP FOR MOUNTING UNIQUE TIGHTENING SYSTEM #L6168

BH 'L' BRACKET CAMERA MOUNT FITS MOST HANDYCAM STYLE CAMERAS #L6116

BH D-BOX PROTECTIVE BOX PLEASE SPECIFY CAMERA #L61190

SORZ BOBBLES CLEAR AMBER, SMOKE MIRROR OR MIRROR BLUE #B1147

CRUISER 2 BOBBLES COMES WITH INTERCHANGEABLE LENSES AND CARRYING CASE. COMES WITH CLEAR, SMOKE AND AMBER LENSES. #B11076

LEARNING TO FREELY NTSC VIDEO DVD LEARN THE ART OF FLYING HEADDOWN FROM SKYDIVE UNIVERSITY #V 90105

NEUMANN SKYDIVING GLOVES BLACK, WHITE, RED, BLUE OR GRAY SPECIFY SIZE #B1120

AKANDO SKYDIVING GLOVES SPECIFY S-M-L-XL #B1112

60 PRO HD HELMET HERO DIGITAL HEADBEAR CAMERA, MULTIPLE MOUNT WITH MULTIPLE PLACEMENT/ANGLES #L12601

PRECISION 500 SKYDIVER'S LOGBOOK SAME SIZE AS ORIGINAL PRECISION LOG BOOK WITH 500 ENTRY SPACES #B1776

CONTOUR HD 1080P COMPACT HD VIDEO CAMERA SMALL, LIGHTWEIGHT HD CAMERA FOR PLACING JUST ABOUT ANYWHERE #L12701

CONTOUR HD BOX WATERPROOF ENCLOSURE A MOUNTABLE WATERPROOF BOX FOR THE CONTOUR HD FOR 60 PRO HD, CARBON FIBER CONSTRUCTION #L12702

COOKIE HANDMOUNT FOR HD HELMET HERO FINALLY A STURDY HANDMOUNT FOR 60 PRO HD, CARBON FIBER CONSTRUCTION #L6724

ZKULLS HERO OVERKILL HERO & STILL MOUNT ALUMINUM & CARBON FIBER MOUNT FOR HD HERO & STILL #L6827

AEROJACK SAFETY KNIFE NEON YELLOW NYLON W/ DUAL BLADE #K2003

CARBON BLACK HOOK KNIVES ALL CARBON FIBER JACK THE RIPPER OR CAPTAIN HOOK (WITH FINGER HOLES) JACK THE RIPPER #K18606 CAPTAIN HOOK #K13506

INSTRUMENTS

ALITRACK FREEFALL COMPUTER & VISUAL ALTIMETER DIGITAL ACCURACY W/ ANALOG FACE #110610 ACCESSORIES AVAILABLE

ALTIMASTER III GALAXY MODEL VISUAL ALTIMETER #111815 (SPECIES: BLACK, POPPER, RED, YELLOW, ORANGE, POPPER, RED, GREEN AND BLUE SKIN COLORS)

SOLO II ADVANCED AUDIBLE ALTIMETER ACCESSORIES AVAILABLE #110620

OPTIMA II ADVANCED AUDIBLE ALTIMETER PROGRAMMABLE W/ SWOOP ALARMS #110600

N3-NEPTUNE 3 VISUAL & AUDIBLE ALTIMETER ALUMINUM CASE NEW RECHARGEABLE #11423

NEPTUNE 2 FREEFALL COMPUTER & AUDIBLE ALTIMETER ACCESSORIES AVAILABLE #11405 (NEPTUNE COMES IN BLACK, BLUE, GREEN, NEON GREEN, RED OR SMOKE)

2010-2011 CATALOG

GIFT CERTIFICATES AVAILABLE FOR ALL OCCASIONS AND FOR ANY AMOUNT! FOR YOUR FAVORITE SKYDIVER!



CONTAINERS | CANOPIES | ACCESSORIES | RIGGING | HARDWARE

WWW.PARAGEAR.COM

3839 West Oakton Street
Skokie, Illinois 60076 USA
PHONE: 847-679-5905
FAX: 847-679-8644



SERVING THE WORLD FOR OVER 50 YEARS!

Para Gear

EQUIPMENT COMPANY

All Major Credit Cards Accepted.



JAVELIN
Odyssey



Make every jump
an Odyssey and
do it in 10 weeks!

Yes, you read that right! 10 week delivery for
a custom Javelin Odyssey!

FC: Jean Loic Albert

2011 will be the 10th anniversary of the Javelin Odyssey and we need a logo to commemorate the year. Sun Path Products Inc. is now accepting submissions to our 10th anniversary logo contest.

The designer of the winning logo will receive a free Javelin Odyssey harness container system. For complete rules and logo requirements go to www.sunpath.com or email contest@sunpath.com



FC: Daniel Jacobs

Find us on:
facebook

www.sunpath.com

Come visit us at the 2011 PIA Symposium www.pia.com

CANOPY COURSES

VAUGHANY COMES TO TOWN

A week of worry; the weather was threatening and low cloud and showers was the forecast. We had been waiting for Friday to roll around and I was convinced that the possibility of arriving at Picton after the two hour drive from the Blue Mountains was going to be a waste of time. But as I passed through Richmond at 6am, the day was promising to be a beauty. Blue skies from the moment I headed south towards the DZ with a slight breeze foretold of wonders to come.

The hint of attending a canopy flight course with Michael Vaughan had us all off and running. The 10 course slots filled within hours of the 1st email going out with enough numbers to do a second course and still a few missed out.

Arriving at the DZ with 30 minutes to spare, I found that most of the participants were already congregating at Groundrush Cafe, getting that first cup of coffee just to peak the nerves and get the blood running.

We started off with the normal round of questions, who we were, what our experience level was, what we were flying, wing loadings, what we had already attempted and what we wanted to achieve/learn from the course. It was great to see that we had people with less than 30 jumps and others with over 360 jumps, all with differing reasons for attending, ages ranging from 20 to me the oldest at 50. Some off the young bucks were after swooping skills, others ways to fly safely, how to build speed on landings, more awareness of what our canopies were capable of and for myself, an interest in being able to coach students and novices in basic canopy skills.

It was at this point that some of our own preconceived ideas started to surface and bad habits were revealed. Michael went through with each individual what they had attempted in the past and why and looking at the incredulous look on Michael's face at some of the confessions there were more than a few self-taught dodgy habits. Michael politely explained the reasons



Written by Derek Murphy with a lot of help from his friends

that the habits were bad, i.e. low toggle turns to build up speed on approach doesn't give us any reserve to flare and reduces lift. I think Michael sensed that at this stage we wanted to fly, so we jumped in the XL and quickly arrived at 5,000ft.

Prior to emplaning, we had been sorted into groups with a landing order based on our experience, wing loadings, whether we wanted to deploy immediately as we left

the XL or have a bit of a delay. To give us a chance to land in the correct order we had been coached in the various ways to slow our descents or get down quicker to maintain our landing order. We also had to check our brake lines, how much slack was in them when we were in full drive, how much we had to pull down to start the tail of our canopies to act as brakes and whether our brake lines were twisted.

We knew we were going to be caught on video for all of our landings during the day and this led to a mix of feelings - what a great way of being debriefed and a worry that we would do a toes-knees-nose landing in front of our peers and be immortalised on video for all to see. Most of us of being camera shy, yeah, had never seen any of our landings as no one ever bothers with this. And as they say, the camera doesn't lie and there's nowhere to hide.

With some traffic cones to provide a target out in the intermediate pit we exited and were under canopy in a very short time. Everybody later commented on how soft the slow speed openings were and how much time we had under canopy



CANOPY COURSES

with all of us open by 4,000ft. At this stage many of us hadn't done a hop'n'pop since our Stage 9 AFF so it was a bit of a reminder how different they feel.

With a few seconds delay in between each pilot on exit, the spread in the sky for both distance and height was great, but things started to get a bit complicated with different pilots with different priorities. Some of us had never bothered in the past to collapse our sliders and even fewer pulled them down and stowed them. So after getting on rear risers and then checking we had a good canopy over us, having a good look around to avoid other pilots, we went through our drills. For me, I collapsed and stowed my slider, after finding that one of my toggles had come out of its keeper, so I needed to slip it through the slider grommet. After trying to stick my slider behind and under the bottom edge of my helmet I got on my toggles and started to run through the drills that Michael had given us for the first jump. My brake lines had about 10 cms of slack in them and I needed to pull all this down to really get my tail to dip and start affecting the flight of the canopy. The break lines had at least 30 twists in them and I made a mental note to sort this out before packing.

With all this going on I still had to be conscious of the other members of my line up and keep an appropriate check on safety, was I clear of other pilots, was I maintaining the correct order for landing, had I entered the landing circuit at the right spot, did I need to hold up wind, when should I start my downwind leg, crosswind leg, finals and would I blow the landing and be forever immortalised as the only one to land on my face. The pressure was on. I don't think I had put so much effort in to a landing since I was a student.

Eventually we all landed with only a couple of less than perfect touchdowns. Straight to the packing shed and get ready for the next briefing with Michael wandering amongst us with little individual corrections being quietly fed into an attentive ear.

Down to the plane and a new set of drills to work on. This time Michael asked us how we used our toggles, did we use all our fingers through the steering toggles and did we use the same set up in our front riser toggles. Not one of us could confidently give an answer so this was part of the new drills, did our brake lines effect our tail when we were using front risers and how far could we pull down on our fronts before this started.

Back in the XL and back to 5 grand and out we went. A slightly different exit order as we had started to sort out our relative wing loadings, the door went up and in quick succession out we went. This time our spacing was good and due to the first jump our processes went smoothly. Pull down the slider after checking my canopy and sky around us. Collapse it and straight to toggles and start the new drills. After checking I used all fingers through the steering toggles and same again through my fronts, I then progressed into front riser turns, starting with both fronts and seeing how long I could hold them down before the lift forces on my canopy compelled me to let them up. Then alternating directions I checked how far I could pull each down and what effect it had on my canopy, direction, speed and altitude. At 2,000ft we then started setting up for our landing circuit. Get to our holding area, start our downwind leg and so on, being mindful that we were trying to give our video person time to swap between each pilot and get all of our landings. Even better

landings this time.

After this we retired to the relative safety of the debriefing room where the only danger was the image of ourselves landing. Michael reviewed each landing and then with a very positive vibe critiqued each person with tips to improve our general piloting and landings. Where we should be holding, what height to start our circuit, tips to improve our accuracy, how to get speed without sacrificing safety.

After a quick bite to eat it was back to the XL and back to 5,000ft. We changed our slots to make us think a little harder; new drills whilst flying; what input on our rears to make our canopy stall; a little less input if we needed to land on rears; how to visualise our runway and not over shoot our target; tricks to gather information on how far out to set up. Every jump building on the last in a sequence that was easy to understand and practice. Another quick pack and up for the 4th jump. It was to be our last of the day due to wind but still the fun/learning didn't end. Back to the classroom to sort out our circuits. How high to set up for a 90 degree turn and land, what about a 180 turn. When to transition onto rears or toggles.

We wrapped it up about 4 before total brain burnout from information overload. The group sat around for a while after the wrap up and had a little informal debrief of our own. We all agreed that a higher degree of safety was instilled in us and that none of us were anywhere near pushing the limits of our existing gear. What had amazed us was Michael's statement that he had remained on a very large canopy for 1,000 jumps before he downsized, that we all needed far more time getting to know what we don't know.

JULES RULES

Once again unseasonable Picton weather had us waiting at the DZ with showers coming and going. The motley crew that were course participants were anxiously staring at the low clouds and quietly praying to whatever God they believed in to chase the clouds away. It must have worked as during the introduction session with Jules the weather and our spirits slowly improved. I was back on the 2nd course to help out with video and observe Jules put the pilots through their paces.

It was a similar start with Jules going through the group, eight guys and two ladies, getting to the reasons why each individual was attending, their experience level, what style of landing they were already attempting, jump numbers, canopy size and



“WE ALL NEEDED FAR MORE TIME GETTING TO KNOW WHAT WE DON'T KNOW”



model, wing loadings etc. The overall feeling was similar with the first course but the landings style was a bit broader with some participants already doing 270s and others just wanting to do stand up landings and improve their accuracy as students.

Jules spent a bit more time on theory at first due to the weather and really honed in on individual concerns about landing patterns, how to recover from a bad spot, at what height to flare, factors affecting our canopies on different wind approaches etc. Then the weather came good.

Gear up was the call and down to the XL for the first load. As with the previous course the pilots each had their drills to go through. How much tension in their brake lines, what fingers are used in what toggles, circuit practice and away they went.

The XL was quickly on jump run and the first pass exited with good separation. The pilots quickly got into their drills and orientated themselves to fly their circuits. Everybody landed safely, with only a few bruised egos and muddy bums and knees. A few had a bit of a walk after landing as the circuit brought most of them over the trees and tandem packing and this caused a little nervousness and resulted in their final leg being a bit high, causing overshooting of the target. The second pass had a similar outcome but generally, good landings were achieved by everybody.

A quick pack and a few tips from Jules and they were all rearing to go. Back on the XL and this time some more drills. Front riser turns, double fronts to build up speed, getting used to letting go of the fronts and letting the canopy plane out with increased speed. Figuring out what height to start their approaches with different styles, more height with bigger turns, when to transition onto rears. The second load went smoothly with noticeably better circuits, slightly lower finals over the trees and more accuracy. Even my camera work improved.

No rest for the wicked and back into the packing shed to prepare for the next load. More tips for improvement and more drills to work on; Jules circulating and giving from her wealth of knowledge and encouraging individuals to try different techniques. Harness turns for minor corrections when landing or larger inputs whilst at height. Into the XL and up they went. The weather by this time was fantastic and the winds were light and steady and this allowed the pilots to really progress.

This was the order of the day with only a quick break for lunch and with each participant getting between 4 and 6 jumps with a quick debrief between jumps and video reviews for each landing.

The ladies, not being jump hogs, retired gracefully after 4 or 5 whilst the boys pigged out and got at least 6 jumps. This time, fatigue got the better of everybody before conditions intervened.

A similar outcome was achieved with everybody gaining increased knowledge of their preferred style of landings, drills to work on, accuracy tips to try and once

again everybody was steered away from premature downsizing until they had wrung the neck out of their current canopy.

We would like to thank Michael Vaughan and Jules McConnel for the excellence of their instruction and for their time, the NSW Parachute Council for funding Michael, Jules and ourselves, this course cost us a huge \$10 each and our jump tickets. Phil Onis and Sydney Skydivers for \$28 jump tickets and for letting us loose with the XL with the run of the drop zone and for each other for the enthusiasm shown by everybody.



FACTS

Ages ranged between 21 and 50

Jumps numbers ranged from between 33 and 460

Canopies sizes from 150 to 230

A to D licences



**SKYSISTERS COACHES****Great All-rounders**

Wendy Smith (NZ)
Melanie Curtis (USA)

FlatFly

Kate Cooper-Jensen (USA)
Fiona McEachern (AUS)
Simone Bambach (AUS)
Lisa Perdichizzi (AUS)
Tanya Cale (AUS)
Elise Hill (AUS)

Freefly

Amy Chmelecki (USA)
Melissa Nelson (USA)
Melanie Curtis (USA)
Isobel Dore (AUS)

Freestyle

Naomi Adam (AUS)

Atmonauti

Gigliola Borgnis (ITA)

CRW

Jules McConnel (AUS)

Canopy Piloting

Melanie Curtis (USA)
Jules McConnel (AUS)

Wingsuiting

Linn Mikkleborg (NOR)
Elaine Cox (AUS)

Style & Accuracy

Janine Hayes (AUS)
Jonny Goss (AUS)

Regional Support Sisters

Jill Grantham (VIC)
Riss Anderson (S.QLD)
Ellen Coenra (WA)
Katie Fluin (SA)
Megan Leadle (NT)
Sonnica van Zijl (NSW)



Skysisters **Warm Up Weekends** are being organised all around the country in the lead up to the main event. They are a great way for girls to jump together, get ready for the records, meet new faces and run riot at the dz with FUNdraising food and games.

Blokes please come and support the Sisterhood by coaching or videoing their jumps, eating their food, drinking their jelly shots, purchasing a collector's set of wine and buying their wares!

60-way Record

- Kate Cooper-Jensen & Fiona McEachern are planning the formation with the help of key State/Regional Sisters and Slaves. They are starting to allocate slots, so let Fiona or one of the regional sisters know you want in or register on the website.

- At SS the plan is to start the 60-way record attempts early in the event (Sun 24th) so that we can celebrate and move on to other incredible things.

- If you want in, even if you haven't done a Star Crest or have a 'B' Licence yet, you can be on this record if you want to be.

- Go to Warm-Up Weekends leading up to SS to get coached or get current. If you want Warm Up Weekends to come to your dz, just ask or help make it happen yourself. You don't need many to have fun

- Formation loads with load organisers will be running throughout the Pre-SS camp. Kate will also be running Four Days of Big Ways starting the weekend before SS (blokes welcome too!)

Rumour: *The Skysisters 60-way record and the camp with Kate pre-Skysisters may also be a selection camp for the upcoming World Record Attempt! Boys and girls, if you want to get noticed or just want to do lots of big-ways, please register your interest on the website.*

CRW Record

- Jules McConnel is writing her list of CRW girls for SS and the new National record. Will it be a 9-way or 16-way diamond? If you want in, let her know so she can prepare with gear and coaching.

- Check the calendar for when & where Jules is organising SS Warm-Up CRW weekends and hassle your local CRW Dogs to be your slaves.

Wingsuit Record

- Linn Mikkleborg and Hayden Galvin are super excited about the SS flocking action, opportunities and planned world record attempt.

- Does the 2007 Skysisters World Record still stand?

- They want to be organised with enough small suits, design a 2-way comp and plan the record. To do this, they need to know who's keen. If you want in, even if you haven't done a wingsuit jump in your life, let them know.

- Hayden has slaved himself out from now onwards so run him hard, he loves it. Hit him up for First Flight Courses and flocking weekends at your dz.

SKYSISTERS**2011 Countdown**

225

Friday 22nd April 2011 to Saturday 30th April 2011

[Register here](#)

Freefly & Atmonauti Records

- Isobel Dore in the north and Jill Grantham down south would like to know who is interested in Freefly and Atmo.
- Queen of the Atmonauts, Gi Borgnis, realises that we want to beat the female World Record they set at her recent Pink Power boogie in Italy and is totally up for the challenge. If you want in, just let any of these Sisters know.

Jumping Wish List

- Special jumps like spelling out the word LOVE in colour coordinated suits and aerial fashion photo shoots with Slave Steve Fitchett.
- You might like to hook up to Barry Calver's Power Play group for challenging formation skydives.
- Maybe there are jumps we haven't thought of so put your jumping wish list on the SS Forum so we can prepare, plan and make it happen!

Are you Attending?

- All ladies, females, chicks, nanas, mums and sisters are definitely invited!
- Guys can come too, just like a regular boogie, register online and layby the package.
- Supportive fun-loving guys are wanted/welcome to surrender themselves to the Sisterhood. Let us know what you have to offer the girls/event or what talents we should accept. (It's all in good fun, don't take it or yourself too seriously!) Slaves are encouraged to apply so we can have fun in the forum. Husbands, boyfriends, lovers, fathers and sons have automatic acceptance!
- Please register early so the super organisers can be super organised and we can all make this the amazingly spirited event it is destined to be.

Fundraising

- It's still very alive & happening! The most successful Sisters so far are those who have joined forces and having fun fundraising together. The Northern Sisters in Cairns are releasing their Calendar at Go Troppo! That's the Skysisters Spirit we're on about!
- There are now \$2,000 and \$3,000 entry levels to make it more achievable and the incentives are still as incredible as ever. Simply register online for a free fundraising kit supplied with pens, wine labels and plenty of ideas to help achieve your goals.
- Fundraising can also be in the form of gaining small or large sponsorship/funding for the event. Go to the SS Forum for ideas and download the sponsorship proposal forms from the website.

Don't want to Fundraise?

- That's OK, there is now no requirement to fundraise to attend SS. The object is for Sisters to attend and if having to fundraise means you won't, then don't fundraise and please come and join in the Sisterhood!
- There is the option of rego and jump tax etc. or choose the package. Register now and you can lay-by the package.

Supported by



CYPRES 2

SIMPLY SAFER SKYDIVING

Every year 8,000 skydivers choose CYPRES - more than 140,000 in the world know why.

www.cypres.cc



Facebook is a registered trademark of Facebook, Inc.

Photo: Jana Eisold

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



Aussie dealer Motzi at Ramblers D.Z.

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

MEET THE FLOCKERS

WINGSUITING AS A SKYDIVING DISCIPLINE HAS ALWAYS BEEN A FANCY OF AUSTRALIAN SKYDIVERS. IT IS DEFINITELY ALIVE AND KICKING AROUND THE GLOBE WITH WORLD RECORD FLOCKS, A VARIETY SPEED AND DISTANCE COMPETITIONS PLUS THE RELATIVELY NEW ARTISTIC 2-WAY COMPETITION GAINING MUCH POPULARITY. HAYDEN GALVIN'S PASSION FOR WINGSUITS IS RUBBING OFF ALL OVER THE COUNTRY AND HERE IN ASM HE AND JARNO CORDIA OF PHEONIX SUITS SPREAD THE LOVE WITH SOME USEFUL INFORMATION FOR WINGSUIT ENTHUSIASTS AND OBSERVERS.

Where to after your First Flight Course?

By Hayden Galvin, 5D

It is a good time to be flying. Wingsuiting has evolved from the old classic Birdman days to the bigger and faster suits of today. These new suits are giving us more lift, control and drive, with flights able to be maintained at a 3 to 1 ratio (3 metres forward to 1 metre down).

How do we achieve such flight once we have completed our First Flight Course?

Once the First Flight Course has been successfully undertaken, there is a tendency to want to immediately pursue the urge to fly in larger groups. Like most skydiving disciplines, to participate in more advanced flying it is best to first focus on some of the more basic skills like driving and braking etc. A great way to learn these skills is by doing 2 or 3-ways. The potential to improve wingsuiting skills in a 2 or 3-way jump is far higher than what you might learn chasing a large flock around the sky, not to mention a lot safer. Flying in a big formation takes a lot of practice. Every suit's speed and braking ability is different, and the input required to fly your slot is different.

Then there are other skills learnt over time and with practice:

- Knowing your distance and speed for an approach on a flock.
- The time it takes you to level out and brake after a dive.
- Knowing where the burbles are from other wingsuiters.
- Knowing where you are in the sky at all times, especially after tumbling on exit.
- And the ability to predict the person's movements in front of you to where the flocking is heading.

Wingsuiting is dangerous but if we take our time learning how to fly the wingsuit instead of the wingsuit flying us, there are no limits or restrictions on what we can do in the air.



WINGSUIT COMPETITIONS

PHOENIX-FLY



Louise riding her rodeoman Funky while running herself on handcam!
Photo: Hayden Galvin



Shaun Otto with Hayden. Photo: Paul Tozer



Head-down Hayden Photo: Brett Newman of Downward Trend

2-way Wingsuit Competitions

By Hayden Galvin, 5D

A great, organised way of learning these skills while keeping it fun are 2-way wingsuit competitions. We held one a few months ago and it was a great success with 7 teams from around Australia competing. The layout of the comp was simple - 2 people exiting the plane side-by-side and then performing different points while maintaining a heading. An example of one of the points was a side dock, followed by one person flying over the top, then another side dock... simple? WELL, so we thought!

The skills required to do these manoeuvres are quite hard. First you have to fly relative to your partner, matching their forward speed and decent, then fly in and dock hand-in-hand, once the dock has been maintained for one second they let go. Then the fun begins. One person then maintains a heading while sinking down a little to help the other person fly over the top. The other person drives to produce lift, flies over the top and then sinks down to dock, all while maintaining a heading and not landing off. Easy? Not!

Some of the focus of 2-way competitions:

- **Heading** - With other non-wingsuit groups going out before us and with up to 3 wingsuit groups exiting on a jump run, it is important for the groups to fly their flight path they are given, so as to not come in contact with other groups. A point is awarded for heading performance.
- **Height awareness** - We get distracted easily and with so many things going on, height awareness is easily lost. Competitors have from 14,000ft to 5,500ft of working altitude, to give the groups time to break off and open safely. This also makes people fly their suits ie. the better you fly your suit the more working time you get.
- **Safely moving around other people in the sky** With so much range in wingsuiting, especially with the big suits, there is the chance of a high-speed collision with other wingsuiters. Also burbles are a pretty big concern while wingsuiting and depending on the type of wingsuit and the forward movement, the position of the burble can change and also how far it extends away from the wingsuter.
- **Land on drop zone** - We all know how bad of a reputation wingsuiters have for landing off.

The skills learnt by doing these 2-way competition exercises are immense, not just how to fly your suit, but also:

- How to exit with another person,
- Not to attack a flock head, but rather to side slide into position,
- After going low, to move to the side before driving up on a flock, instead of driving straight up from under a flock, and
- To maintain a heading so as not to come in contact with other jumpers such as tandems and other tracking groups.

World Wingsuiting Competition

By Hayden Galvin, 5D

"The Artistic Wingsuit Comp" is a World Competition that has been running since 2007. It started with 4 teams and has grown to 10 teams from all around the world. Over the coming years we are going to start seeing a lot more teams competing. It would be great to have a team representing Australia. Wind tunnels and wingsuits don't go together and we are not blessed with a wind tunnel in our back yard anyway, so I believe wingsuiting is a discipline that we can be competitive in on the world stage.

World Artistic Wingsuit Competition Rules & Judging

- All competitors must use a wingsuit ie. no tracking suits, or other attire that are not clearly defined as a wingsuit.
- All competitors must have a functional AAD.
- All competitors must wear a helmet.

Judging

- 3 Judges.
- Video will be accepted via analogue input (PAL). (Conversion options for NTSC will be present, but PAL is preferred).
- A Dock should be held for a minimum of 1 second (25 frames PAL, 30 frames NTSC).
- Video will be downloaded to DVD for judging (MPEG2, Broadcast SD resolution).
- Each round will be judged as soon as all teams have completed it.
- Footage of all jumps must be submitted from exit until cameraman opening.
- Only the freefall is judged.
- Attributes or actions outside of the normal freefall are not judged.
- No props.

General rules

- Re-jump awarded in case of suit malfunction
- Re-jump awarded in case of clouds/fog or camera malfunction.
- Re-jump awarded in case of lower exit altitude
- The competition is valid when a minimum of 3 rounds has been jumped.
- In case of a dispute, the judges will vote. Judges decision is final and cannot be challenged.
- 12,000ft exit, 4,500ft separation, so exactly 7,500ft of working altitude.
- Cameraman deploys at separation, other flyers deploy at 3,000ft.
- All cameramen must have a logging device (AltiTrack provided onsite if needed).
- In case of doubt, judges can do a video overlay to check correct separation altitude.
- In case of violation, judges decide penalty (subtracting the last point and/or awarding yellow or red card)
- Deliberate or indeliberate safety violations will result in a yellow card or red card depending on the severity of the violation.
- A red card disqualifies a team from the competition.
- Two yellow cards for any team member disqualify a team from the competition.

Flight Rules

- Jump run is 90 degrees (crosswind).
- All team members do a non-gripped, unlinked exit.
- All teams make parallel flights with a defined target/opening spot.
- There is a maximum of 4 teams per jump run for the sequential competition rounds.

- There is a maximum of 3 teams per jump run for the free competition round(s).

Compulsories

- Performers within the team are defined as Jumper A and Jumper B.
- Figures may be mirrored, switching position A to B. The direction set locks that position for that round.
- Direction of rotation for barrel rolls is free.
- A hand-dock is to be made via hand-to-hand contact. No loops or grippers.
- A dock not on video, or dock not held long enough will result in a bust.
- A bust results in no new points counted until the missed point is correctly shown/made again.
- All points/docks have to be made in sequence.
- Transitions (barrel rolls/overs) partially out of frame, but definable as 'complete' by the judges are allowed.

Dive Pool

- 5 rounds of compulsory figures from the competition dive pool (Check the website for a complete listing of the dive pool).
- 1 free round
- Front loops and barrel rolls may be made separately, or included in the transition for each figure.

Judging - Score

The score for each round is based on:

- Total Points - number of docks made.
- Camerawork - artistic rating 1 > 10.
- Flying Style - artistic rating 1 > 10.

The total of these 3 forms the score for each round.

Judging - Camera flying

Rating system 0 to 10 (0 = bad, 10 = good). The following rough guide will be used in terms of awarding a score for the camera work:

- 1 = Unusable:** no performers visible during the jump.
- 3 = Bad:** far away, bad framing, missed points.
- 4 = Poor:** judgeable, far away, bad framing, going low, no missed points.
- 6 = Okay:** not always perfectly in frame but fully judgeable, no missed points.
- 8 = Good:** creative angles, centered and in frame, fully judgeable, no missed points.
- 10 = Outstanding:** flawless, creative angles, back flying, etc.

Judging - Flying style

Rating system 0 to 10 (0 = bad, 10 = good). The following points will be observed visually in terms of scoring the flying style:

- Forward/ground movement
- Fall rate
- Legs stretched
- Good arm position
- Navigation
- Safety (approach speed)
- Smooth docking

Judging - Free round

- No score for docks.
- Rated on camerawork and flying style



Going for Time or Distance

By Jarno Cordia, Phoenix Suits

To improve your performance requires refining your body position and a lot of practice. It is a good idea to practice with another wingsuiter so as to provide a reference point. External video is invaluable to review your body position after each flight. Tools such as a GPS unit (for distance), Alti-2 Neptune freefall computer (for freefall time) and Para log software (for glide ratio and all flight data) are very useful to help track your progression. Helmet video can also be used to obtain freefall time.

Maximum Distance

To fly for maximum distance you will need to fly the wingsuit slightly head low compared to the horizon. Keep your wings completely open but do not stretch the suit. Stretching the suit will prevent the arm and leg wings from inflating into their correct shape (like the cells of a ram air canopy).

The main features of the maximum distance body position:

- Spread your wings but do not stretch them
- Roll your shoulders forward slightly
- Roll your elbows forward so they are at the leading edge of the arm wings
- Straighten your legs and lock your knees
- Point your toes
- Slightly bend at hips
- Most importantly, head bent forward with your chin on your chest

The first few times you try this body position it may feel strange, some people feel like they are flying very steep/head down when in fact they are only slightly head low. Keep practicing; this is a sign you are on the right track.

To get your suit to glide efficiently you need lots of horizontal speed. The head low body position described previously will maintain a high horizontal speed but you need to use the relative wind after exit or a steep dive to accelerate the suit and achieve an efficient glide. Once you're gliding efficiently you must remember to keep your head down. This is the most important feature of the maximum glide body position. Raising your head will cause you to lose horizontal speed and ruin your glide ratio. So keep your head down and look with your eyes. Try to feel the air flying over your neck and back. As with full size aircraft, a lot of the lift from a wingsuit comes from the fuselage (i.e. the torso of the body). Raising your head disrupts the airflow over your back and torso! Raising your head for a quick glance is OK though.

A maximum distance flight is best performed by flying in a single straight line as your glide performance during a turn will drop significantly. Make sure you exit the aircraft in a suitable position relative to the drop zone so that you can fly directly to your desired opening point without interfering with any other airspace users. Communicate with the pilot so that you have the latest wind information.

The secret to maximizing your distance is to perform a good exit. Let the suit dive and accelerate. Then transition into your maximum distance body position and hold it, resisting the urge to raise your head! It will take a lot of practice, patience and stamina to be able to hold the position from exit to pull time.



Pom from Coffs Harbour Photo: Paul Tozer

It is wise to pull slightly higher than usual as your arms will be tired and it could take you slightly longer to locate your pilot chute and deploy. Looking at your altimeter may also be tricky in the maximum glide position so an audible altimeter is strongly recommended.

Maximum Time

To fly for maximum time involves adopting a body position that creates a huge amount of drag, putting the suit in a stall that gives you a slow decent rate to achieve the longest delay possible from a given altitude. Flying for maximum time sacrifices your forward speed and hence the horizontal distance you will cover.

The body position to achieve maximum time involves spreading the wings of the suit and applying tension to all the surface area. At the same time you must push your wings "down" against the relative wind. The resulting body position will be slightly head high compared to the horizon and with a pronounced bend (de-arch) at the hips.

The main features of the maximum time body position are:

- Spread your wings; stretch them and at the same time push them down against the relative wind
- Roll your elbows forward so they are at the leading edge of the arm wings
- Straighten your legs and lock your knees
- Point your toes
- Pronounced bend at hips
- Head neutral, inline with body

When flying in this position you'll have a moderate forward speed and a slow vertical speed. You'll cover less horizontal distance but your freefall delay will be longer.

Maximum Distance:

Head low to horizon, chin on chest, wings open but not stretched.

Maximum Time:

Head high to horizon, pronounced bend at hips, wings stretched and pushing down against relative wind.

Warning:

When focusing on performance do not sacrifice your personal safety flying below your normal break off altitude in order to gain a few more seconds or meters.

Wingsuit Safety Checks Information for Non-Wingsuit Flyers

By Jarno Cordia

Giving a wingsuit flyer a gear-check is close to identical to a normal gear check. On top of the customary checks of main/reserve pin, switched on/calibrated AAD, three-ring circus, chest strap, leg straps and presence of helmet, goggles and altimeter and/or dytter, a Pin check for a wingsuit flyer has a few extra key points that deserve your attention.

- The leg straps are not visible on most wingsuits. By lifting the rig slightly by the shoulder, it's fairly easy to check if the leg straps are on and fastened. But a full visual inspection before closing the suit, and thus hiding the leg straps from view, is recommended.
- As a rule, the zippers of a suit should never be closed if the leg straps aren't properly worn and fastened, even when it's just for a dirt dive, briefing or trying on someone else's wingsuit.
- Depending on the type of wingsuit used, there will be zippers and/or (yellow) rigging cables on the wings to attach it to the rig. On the front and back of the wing, there will be a hole or skipped 'tab' where the webbing and leg straps of the rig pass through the suit. The rigging cables or zippers should always run in a smooth line, without them being tensed up or bulging in any part touching the cutaway and/or reserve handle. Simply ask a wingsuit flyer to spread the arms and legs into a flying position so you can visually see and check how the suit is rigged.
- Most wingsuits have a small loop attached to the end of the arm-sleeve. This loop wraps around the thumb or hand to assist in tensing up the arming for flying and closing and opening the zippers on the sleeve. Make sure this thumb or hand-loop is worn over

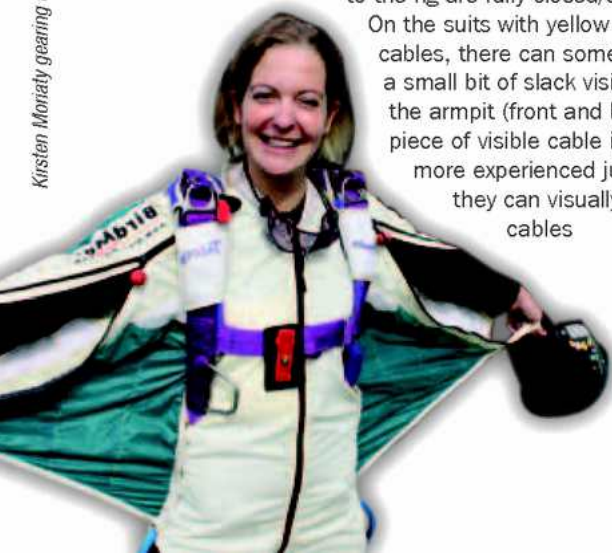
the altimeter and not underneath. Thus preventing the jumper from having to take off

his altimeter (or use the secondary cutaway system) to free his arms so the risers and/or toggles are within reach.

There are a lot of extra things to think about while gearing up for a wingsuit jump. Especially for newer wingsuit flyers, this can cause them to focus so much on the wingsuit and new aspects of their gear-up sequence, that they forget really basic things such as goggles or gloves. Make sure you don't skip even the most basic elements of a normal gear-check.

- Check if the cables and/or zippers that connect the wingsuit to the rig are fully closed/done up. On the suits with yellow rigging cables, there can sometimes be a small bit of slack visible near the armpit (front and back). This piece of visible cable is used by more experienced jumpers so they can visually check the cables

Kirsten Moriarty gearing up



Project: Team III Vision CRW Fly By over Lodi, California

Photo: Jhonathan Florez of Team III Vision
CRW: Bart Stonestreet, April Schuldt, Sean Jones, Don Dojo Johnson, Mike Muscat, Eric Gallan, Jason Smith, Chad Neidigh, John Bechtel
Wing Suiters: Brian Drake, Ed Pawlowski, Jhonathan Florez, Mikhail Markin.

themselves for correct rigging. But this is not mandatory (or even possible on all types of wingsuits) and is just based on personal preference.

- Using an aggressive or small main canopy for wingsuit flying is commonly regarded a bad idea. Also make sure nobody uses anything but a normal BOC/Throw-out opening system (no pull-out!)
- Ask an unknown wingsuit pilot for his experience, so you know for sure he or she is in full accordance with the common safety requirements and/or manufacturers recommendations for making a wingsuit jump. A minimum of 200 jumps, and having received a proper briefing from a coach or experienced wingsuit flyer with a good background in instruction, is also an important factor to check.

When allowing inexperienced jumpers up in a plane flying a wingsuit, they are not just a danger to themselves, but to everyone else on the load.

- Ask the wingsuit pilot if he informed manifest and pilot about his wingsuit jump. This is to prevent people on the ground from panicking due to not immediately seeing the correct number of canopies after a drop and to let the pilot know he should mind the wingsuit flyer who is still in freefall and moving about when he starts his descent.
- Wingsuit flyers are always last out in the exit order. Putting them out in front of normal freefallers introduces a lot of extra risks, such as the 'normal' jumpers on the load accidentally passing the wingsuit flyer in freefall if he or she didn't fly a perfect pattern (or the pilot of the plane slightly turned/changed the direction of jump run).



*Ready for the big step ?
Your "Guardian Angel"
is watching over you...*



Photo & artwork Willy Boeykens

www.vigil.aero



SKYDIVE RAMBLERS
PRESENTS

Queensland
Events
Regional Development Program

EQUINOX ROCKS

EXTREME
SKYDIVING
& MUSIC
FESTIVAL

SAT 16 OCT

RAMBLERS PARACHUTE
DROP ZONE TOOGOOLOWAH

ANGRY ANDERSON

DALLAS FRASCA

LEGLESS TRUTH SERUM

THE ON FIRES L.U.S.T

ROBERT CARL BLANK

THE CITY SHAKE UP

PIN THAT PUPPY GREEN THIEF

URBAN PROPHETZ BROKEN VISION

BIXBY CANYON

LIVE MUSIC ALL DAY
SKYDIVING/PARACHUTING/AEROPLANES
SPECTACULAR NIGHT JUMPS

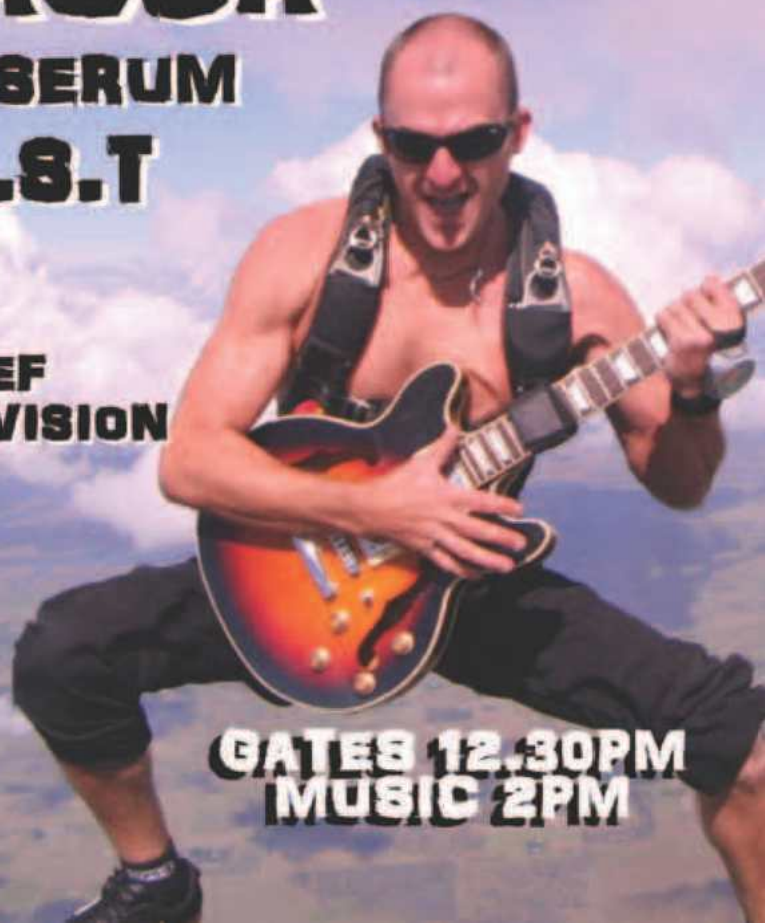
TICKETS \$49.50 ONLINE

(INCLUDES GST P&H)

\$65 AT THE GATE

BOOK ONLINE NOW AT

WWW.EQUINOXROCKS.COM



**GATES 12.30PM
MUSIC 2PM**

POPS



Parachutists Over Phorty Society

POPS World Meet & Championships Reggio Emilia, Northern Italy, June 2010

By Lynda Brown with Robbo

Photos by David Brown, Lynda Brown, Adrienne Hannaford, Nellie Johnstone, Debbie Sommers and local camera people

The 2010 POPS World Meet & Championships was held at a town called Reggio Emilia, near Bologna, in Northern Italy in June 2010.

Parachutists over Phorty Society (POPS) participants came from all over the world for 9 days of friendly competition and socialising during the European early summer. And it was hot! Temperatures at the local drop zone – Body Fly University – were often in the mid-30s. But of course older skydivers are a tough breed. The heat was irrelevant as all participants thoroughly enjoyed the skydiving in beautiful Italy.

Local host, World Top POP Lamberto Serrenelli, welcomed everyone and took charge of organising both the skydiving and the local tourism excursions. Lots of Italian beer was consumed after the daily events and many participants took advantage of the above ground pool at the drop zone. The drop zone canteen was excellent and sold great espresso coffee as well as excellent hot meals for lunch and dinner.

The Italian event put on a reliable and very fast Beech 99 aircraft and also a Pilatus Porter. Spectacular views of the picturesque Italian countryside and the Reggio Emilia Old Town thrilled skydivers every day. A patchwork quilt of crops was visible from the air. The Reggio area is intensely farmed with wheat, corn and vines and of course it is famous for the best Reggio Parmigiano cheese.

The Australian contingent, the largest ever Aussie POPS group to travel to a World Champs overseas, was led by Top POP Australia and Immediate Past World Top POP Ian Robertson, aged 63. The festivities began for the Aussies with a Welcome Drinks & Nibbles function at the Hotel Airone [pronounced air-ohney, it's a type of bird!] where most of the Aussies were staying. The function was courtesy of POPS Australia and although gate-crashed by a couple of Kiwis and some Yankees, it was a pleasant way to begin proceedings. It also gave Robbo an opportunity to address the troops and fire them up [sort of] for the competition ahead. It was also the first of 10 nights of socialising and sampling the beer, wine, food and hospitality of the region.

There was one Aussie POPS 4-way team and three Aussie SOS (Skydivers over Sixty) 4-way teams. The Aussie POPS team came second! The three SOS teams also did well, Robbo's team just missing out on bronze, coming 4th. Graeme Windsor showed his skill and experience in the Sport Accuracy Event by coming second. Graeme also did well in Classic Accuracy.

Aussies also competed in the 8-way Speed Star event. The object of this event is to build a star formation of eight skydivers in the shortest possible time. Teams comprised of participants from different countries, a total of thirteen teams competed. Australians in the three placed teams were:

- 1st Place - Don Biggins
- 2nd Place - Alan White, Les Facer,
Elvon King
- 3rd Place - Geoff Gordon

For non-jumpers, there were excursions to a local cheese factory and also to the Torrechiara Medieval Castle and Abbey near the nearby town of Parma. The Parma Valley was beautiful and provided many photo opportunities. The Abbey

of St Maria of the Snow was historically impressive with its original sixteenth century frescos. But the best day out was to Venice. Several bus loads of skydivers and their partners travelled firstly to Chioggia just south of Venice. Everyone boarded a ferry and travelled the last leg of the trip by sea, a different and fascinating sight coming into the harbour, then into the famous St Marks' square in Venice. Some of the group also toured the Murano Glass factory on a nearby island. Others toured churches, museums and squares or just enjoyed the shopping. Robbo and Debbie managed to get lost and almost missed the boat – literally; their water taxi pulled up alongside as the gangplank was about to be raised... it was Robbo's fault, of course.

Nightlife at POPS 2010 consisted of very late dinners at the local restaurants. The European summer sun didn't set until 9pm so the days were long but the energetic Aussies and other nationalities came alive at 9:30pm – ready for the Italian food and wine experience! The food was predictably excellent - whatever was ordered! Favourites were the huge flat based pizzas, pasta with mussels and the local house wine. Top quality restaurants were within short walking distance of the Hotel Airone, fortunate for many after sampling the local brew and wine after a hot day at the DZ, which was also a relatively short walk from the Hotel – about 700 metres.

Many regular Aussie POPS participants renewed their friendships with jumpers from other countries. American, Austrian, Canadian, Danish, German, Italian [of course], Polish, Swiss, Czech, Dutch, French, Russian, NZ and English teams participated; jumpers from Ukraine, Bellarus, Israel and Belgium competed, in all there were 19 countries represented.

What will the Aussies remember about their time at POPS in Italy? Well, the excellent skydiving and socialising of course! But many will also remember the half glasses of beer, the waiters asking if aqua (water) was required "with gas or without?", the tempting hotel pool that was "not ready for swimming" and the largest and flattest pizzas imaginable!

By the end of the week most Aussies were sprouting "Buonasera" and "Grazie" like a local. Everyone was happily exhausted, if not from the skydiving, then from the relentless heat. Some packed up to go home after the event and others continued on to tour other parts of Europe. But all agreed it was a successful and enjoyable event. The next World POPS Champs will be held in the Netherlands in 2012. See you there Aussie POPS!



SOS National 4-way - 12 Teams

RANK	TEAM	ROUND 1	ROUND 2	ROUND 3	TOTAL
1	USA S.O.S. XP	12	14	14	40
2	ITALY S.O.S.	10	9	12	31
3	GERMANY S.O.S.	7	4	8	19
4	AUSTRALIA S.O.S. 2	5	2	6	13
8	AUSTRALIA S.O.S. 1	1	1	1	3
9	AUSTRALIA S.O.S. 3	1	0	1	2



POPS National 4-way - 10 Teams

RANK	TEAM	ROUND 1	ROUND 2	ROUND 3	TOTAL
1	CARPE DIEM GERMANY	9	8	11	28
2	AUSTRALIA POPS	7	7	8	22
3	SWISS 40 GRUYERE	9	5	6	20



National 4-way - (POPS & SOS) - 10 Teams

RANK	TEAM	ROUND 1	ROUND 2	ROUND 3	TOTAL
1	USA S.O.S. XP	12	14	14	40
2	ITALY S.O.S.	10	9	12	31
3	CARPE DIEM GERMANY	9	8	11	28
4	AUSTRALIA POPS	7	7	8	22
9	AUSTRALIA S.O.S. 2	5	2	6	13



4-way Scrambles - 26 Teams

1	Perrin Joelle France Thomas Francis France Cullen Gary New Zealand Franz Erica Switzerland	6	Gledhill Richard Australia Stockings Ross Australia Windsor Graeme Australia Callegari Franco Switzerland	15	Brown David Australia Gasser Jean Marie France Cornils Volker Germany Ulmi Reto Switzerland
2	King Elvon Australia Pare Dominique France Odinstova Olga Russia Mauchle Hedwig Switzerland	7	Biggins Don Australia Cacciari Gianni Italy Peter Eric Switzerland Wolfe John USA	17	Betts David Australia Melchior Stephen Australia Steinlehner Walter Germany McKee Mal New Zealand
3	Alata Gilles France Gamble Dave New Zealand Crivelli Laurent Switzerland Harrison James Usa	10	Gordon Geoff Australia Hannaford Peter Australia Belletti Fausto Italy Riedel Ruth Switzerland	22	Robertson Ian Australia Leech Ron New Zealand Gomez Henri Switzerland Plummer Clive United Kingdom
4	Edgerton Brian Australia Kinton John Australia Gfeller Beatrice Switzerland Barton Dick United Kingdom	10	White Alan Australia Hansen Helge Denmark Schmid Hans Peter Switzerland Wälchli Tom Switzerland	23	Facer Les Australia Hocking Norman Australia Jones John-Paul Australia Hansen Niels United Kingdom
5	McKenzie Peter Australia Pandelus Steve Australia Humbert Christian France Hewitt John New Zealand	14	Hill Greg Australia Skov Jorgen Denmark Sarti Giancarlo Italy Chrzan Calen Usa		





8-way SPEED STAR - 13 Teams

1 Odinstova Olga *Russia*
 Mckee Mal *New Zealand*
 Huhs Valentin *Austria*
 Gomez Henri *Switzerland*
 Krahl Martin *Germany*
 Muller Anita *Switzerland*
 Biggins Don *Australia*
 Callegari Franco *Switzerland*

5 Brzezinski Jacek *Poland*
 Gamble Dave *New Zealand*
 Schmidt Hans-Peter *Germany*
 Humbert Christian *France*
 Klaudtky Jens *Germany*
 Belletti Fausto *Italy*
 Hannaford Peter *Australia*
 Wolfe John *USA*

10 Franz Erica *Switzerland*
 Probst Tom *Switzerland*
 Waterfiel Susan *USA*
 Prip Erik *Denmark*
 Flower John *UK*
 Windsor Graeme *Australia*
 Hopkins Harry *USA*
 Ulmi Reto *Switzerland*

2 Crivelli Laurent *Switzerland*
 Moorehead Alicia *USA*
 Dittman Heike *Germany*
 King Elvon *Australia*
 Facer Les *Australia*
 Berger Bruno *Switzerland*
 Franck Yoh *France*
 White Alan *Australia*

6 Wiesner Bernd *Germany*
 Huhs Angelika *Austria*
 Zigerlig Hilmar *Switzerland*
 Edgerton Brian *Australia*
 DeMan Freddy *UK*
 Matczuk Zbigniew *Poland*
 Franz Andi *Switzerland*
 Gomez Jose *France*

11 Knabe Andreas *Switzerland*
 Spaan Victor *Netherlands*
 Spijkerbosh Hank *New Zealand*
 Sarti Giancarlo *Italy*
 Knoght John *UK*
 Pandelus Steve *Australia*
 Hocking Norman *Australia*
 Betts David *Australia*

3 Martizia Steve *USA*
 Picard Alain *France*
 Ramseyer Christian *Switzerland*
 Gordon Geoff *Australia*
 Schmid Hans Peter *Switzerland*
 Fromentin Pierre *France*
 Balcon Mario *Switzerland*
 Hage Dieter *Germany*

7 Reisel Kurt *Switzerland*
 Melchior Stephen *Australia*
 Pare Dominique *France*
 Brown David *Australia*
 Gasser Jean Marie *France*
 Thomas Francis *France*
 Mc Kenzie Peter *Australia*
 Steinlehner Walter *Germany*

12 Cornils Volker *Germany*
 Cappelletti Cipriano *Italy*
 Ilengo Alberto *Italy*
 Kinton John *Australia*
 Whyborn Mike *UK*
 Cullen Gary *New Zealand*
 Hansen Helge *Denmark*
 Leroy Philippe *France*

4 Skov Jorgen *Denmark*
 Cacciari Gianni *Italy*
 French Paul *UK*
 Monin Mireille *France*
 Mobbs Len *UK*
 Luscher Berger Susanne *Switzerland*
 Hill Greg *Australia*
 Guillot-Patrique Georges *France*

9 Barton Dick *UK*
 Gfeller Beatrice *Switzerland*
 Hausler Siegfried *Germany*
 Hansen Niels *UK*
 Fliieger Horst *Germany*
 Hewitt John *New Zealand*
 Mc Mahon John *Australia*
 Rizzetto Aldo *France*

13 Jones Jane *Australia*
 Plummer Clive *UK*
 Chandler Jeff *UK*
 Kramer Rolf *Germany*
 Robertson Ian *Australia*
 Luczak Richard *USA*
 Peter Eric *Switzerland*
 Homuth Ralf *Germany*





Sport Accuracy

RANK	NAME	COUNTRY	RD 1	RD 2	RD 3	TOTAL
1	Cullen Gary	New Zealand	0,00	0,00	0,93	0,93
2	Windsor Graeme	Australia	0,00	0,98	0,00	0,98
3	Moorehead Pat	USA	2,77	2,90	0,00	5,67
8	Robertson Ian	Australia	0,00	15,34	0,27	15,61
12	Biggins Don	Australia	0,00	0,66	16,95	17,61
16	Edgerton Brian	Australia	3,61	1,86	16,16	21,63
17	White Alan	Australia	0,96	16,29	15,80	33,05
19	Gordon Geoff	Australia	9,66	15,00	19,21	43,87
20	Hannaford Peter	Australia	3,07	20,27	24,16	47,50
25	McKenzie Peter	Australia	10,53	12,86	32,85	56,24
29	Jones John-Paul	Australia	45,00	45,00	30,00	120,00

Classic Accuracy

RANK	NAME	COUNTRY	RD 1	RD 2	RD 3	TOTAL
1	Franz Erica	Switzerland	0,01	0,01	0,01	0,00
2	Gachin Alexander	Russia	0,01	0,03	0,04	0,01
2	Podchivalov Sergey	Russia	0,03	0,06	0,00	0,03
8	Windsor Graeme	Australia	0,00	0,03	0,07	0,17
70	Jones John-Paul	Australia	0,16	0,16	0,16	0,80



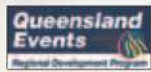
Australia was not represented in the 2 Way Canopy Formation competition event.

Hit n'Rock

RANK	NAME	COUNTRY	SECONDS	RANK	NAME	COUNTRY	SECONDS
1	Wolfe John	USA	5,45	93	Gordon Geoff	Australia	19,00
2	Zaripov Vadim	Russia	5,49	99	Jones John-Paul	Australia	20,02
3	Podchivalov Sergey	Russia	5,73	108	Pandelus Steve	Australia	22,73
38	Hannaford Peter	Australia	10,39	112	Brown David	Australia	23,57
41	Robertson Ian	Australia	10,69	118	McKenzie Peter	Australia	27,24
45	Windsor Graeme	Australia	11,13	124	Facer Les	Australia	29,44
79	Stockings Ross	Australia	16,64	127	Hocking Norman	Australia	31,20
82	Edgerton Brian	Australia	17,39	133	Biggins Don	Australia	35,92
87	Kinton John	Australia	17,90	137	White Alan	Australia	47,21
88	Hill Greg	Australia	18,16				
90	Melchior Stephen	Australia	18,75				



POPS



AUSTRALIA'S 2010



EQUINOX BOOGIE

SKYDIVING MUSIC FESTIVAL

RAMBLERS DROP ZONE TOOGOOLOWAH

15-23 OCTOBER

Load Organisers

Dave Morris (UK)
 Marco Tiezzi (IT)
 Chris 'Crikey' Cosgrove
 Fiona McEachern
 Barry Calver
 Hayden Galvin
 Grim Swinnen (BEL)
 Gert Michiels (BEL)

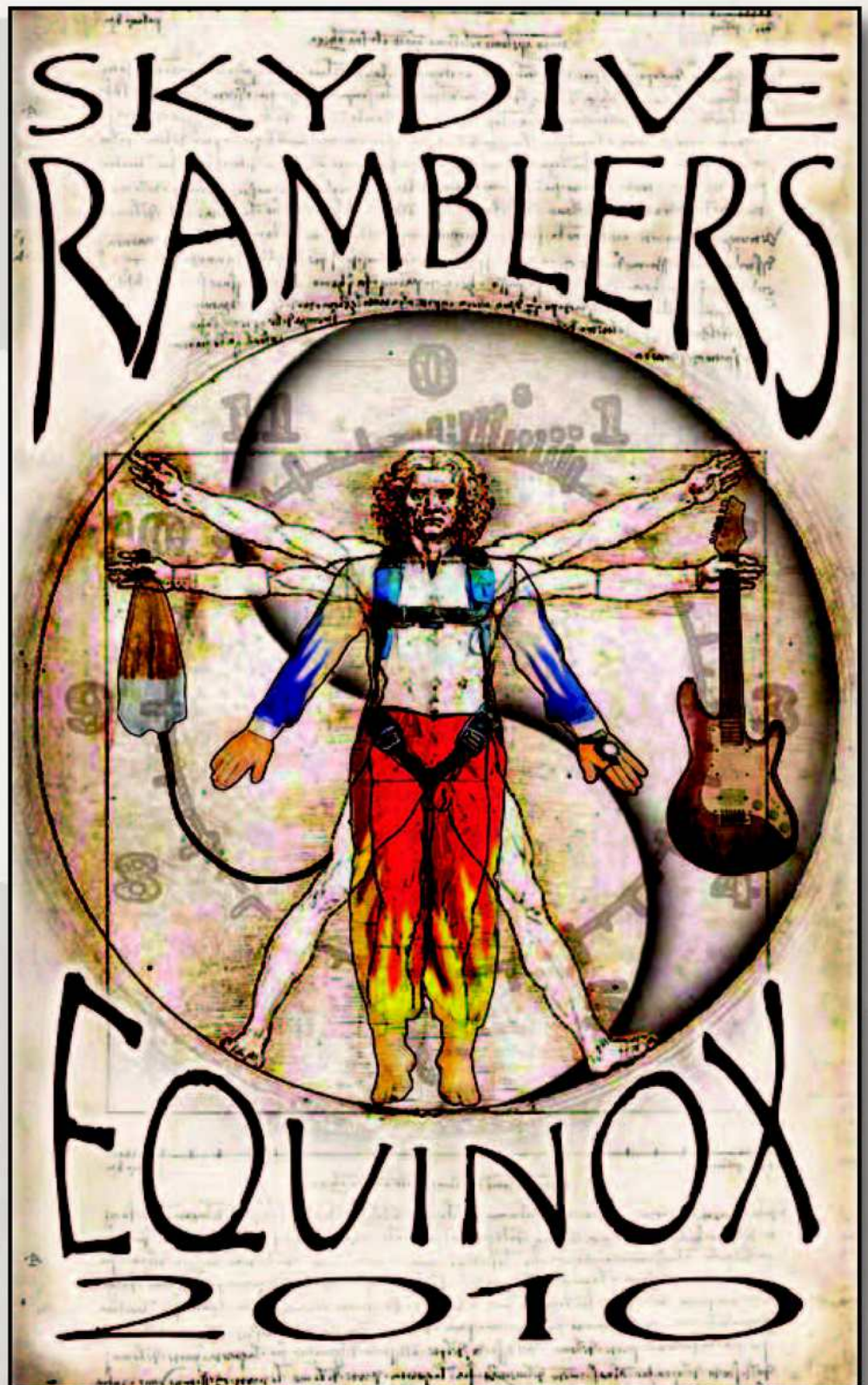
Big Ways
 Freely
 CRW
 Atmonauti
 Birdmen
 Coaching
 Night jumps
 Formation loads
 Novelty aircraft

All loads 14,000'
 SKYVAN & CARAVAN
 Nightly Entertainment
 Raffles
 Day Tape
 Talent Night

ROCK CONCERT
 Saturday 16th



Check our website...



www.ramblers.com.au



THE 2010 PIA SYMPOSIUM IS FAST APPROACHING!

FC: Tom Sanders

FC: Bruno Broken



The Parachute Industry Association is comprised of businesses and individuals united by a common desire to improve business opportunities in this segment of the aviation industry.

**Join us February
14th - 18th 2011
in Reno and get to
know the industry
behind the sport
we all love!**

**Silver Legacy Resort
and Casino Reno Nevada**



www.pia.com

Go to www.pia.com for information on how to join the Parachute Industry Association and pre-register for the 2011 Symposium.



club RECORD

By Frank Klaus Photos by Wade Edwards

“ The first attempt of the day was not great, so a few got ceremoniously knee-capped & replaced by lurking individuals ”

This is the story of an idea which eventually came true. Steven “Belgy” Geens had a plan, to get as many Club Members together as possible on the same day at the drop zone, to join as a large group and perform perfectly to achieve the biggest flat formation in Australia, Club Members only.

On the Labour Day long weekend in May things started to go to plan. We had the planes, Club Members at the ready, weather looking good and so we began the tryouts on Saturday morning. We started with getting the jumpers comfortable with formation loads. The first two jumps had groups of 12-14 split up onto 2 planes to get the feel of formation loads, exits and approaching the base.

Formation load #3 was the first live load, Belgy chose a 32-way with camera, picking the best performing people from the initial loads. He weaved his magic, putting the right people in the slots of the formation. After a few dirt dives the green light was given and the record attempt was on. The result wasn't a record though. Exits needed some attention, approaches were generally OK and the finish was a bit loose. I did OK like the majority of people, but we had a few under-performers.

After some re-selections and reshuffling of slots, a second attempt was announced and so after dirt diving a few times we headed to the plane. A bit of pressure had started to make itself present - you do not want to be the one who stuffs up the Club Record attempt, if you know what I mean!

We reached 14,000ft, the door opened, we stacked it up, we concentrated and away we went. The formation slowly grew in size, everyone was there and one by one started to pick up grips. Then suddenly out of nowhere one person, who shall remain un-named, fell out of the formation diving away, while the other 31 looked on in disbelief. Man-oh-man, what a bummer - so close yet so far! Since it was late in the day we had to defer to the next day for a further attempt. The post mortem at the bar was very interesting as you can imagine.

Sunday was a new day. Belgy decided to up the formation to a 33-way plus camera and started to pick the Club Members for the new formation. With the positive energy of a new day we were off to dirt dive. The first attempt of the day was not great so a few got





“ I deployed with a good opening and I could hear yahooping from every angle. ”

Toogoolawah Skydivers Club Inc.



ceremoniously knee-capped and replaced by lurking individuals. The second attempt was almost there but again the axe was wielded. The third attempt was called as the clouds started to move in.

Before the weather inhibited our dream we spotted an opening and quickly got our formation load on it's way up. We needed a large enough opening in the cloud to safely execute this load and on jump run we eventually found that opening, though slightly over shooting the spot. We couldn't believe it - again we missed the record by just one or two people! In reviewing the footage later it was again the right hand side of the formation failing to complete.

Belgy started showing signs of resignation and frustration, most of us sharing the same sentiments. "Let's go again" was the call as it was only lunch time. We dirt dived, swapped a few slots and more replacements got a go, we put our gear on and headed off to the emplaning area. More dirt dives and a very sombre talk ensued to all the participants before we got into the planes that this was it - don't stuff it up!

Tensions were high, the climb to height seemed longer than usual, the weather improved and the clouds started to disappear, jump run

looked good, exit was perfect, the base built fast and strong, the second row was right there, they picked up their grips, all good so far, third row arrived, grips taken, but the right side still not completed! The last of the divers arrived and docked, the right side got hit and was loose again, aaahhh not again! I told myself to breathe and settle down and surprise, they managed to close it up again! I looked around quickly and the formation was breathing out perfectly, I started to scream, "we got it, we got it!" We were just under 8,000ft, I looked around again and yep we got it! The first wave broke off at 6,500ft, the rest at 4,500ft. There were nice tracks into clear space, I deployed with a good opening and I could hear yahooping from every angle as the jumpers descended safely to the landing area.

The smile on my face was immense and the feeling was indescribable. I prayed it was on video or at least that there were some photos we could use for verification. As it turns out we had both and yes, WE DID IT, yahooo! Needless to say the party started early and ended late. It was a day I will never forget, thank you Belgy. So now, we hope that another Australian Club will beat our record so that we have to do it all over again and with another plane!

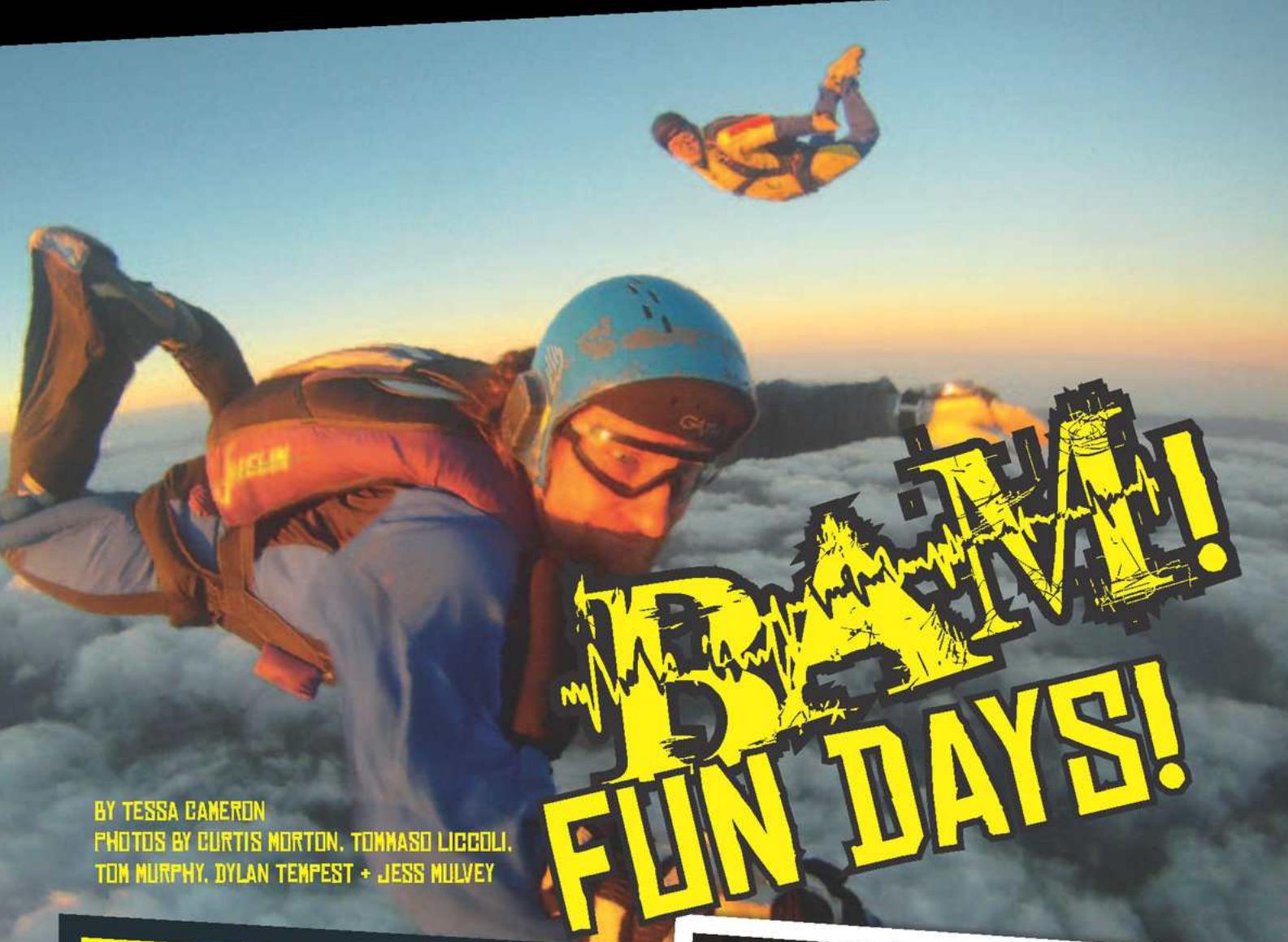
australian club record holders

1 # Steven Geens
 2 # Kate Rose
 3 # Chris Rose
 4 # Leanne Critchley
 5 # Milly Onis
 6 # Lloyd Sheffield
 7 # Robert McCulloch
 8 # Frank "Solmann" Klaus
 9 # Justin De Waard

10 # Susie McLachlan
 11 # David McEvoy
 12 # Ben Nordkamp
 13 # Riss Anderson
 14 # Suzanne Bourke
 15 # Andy Clarke
 16 # Jonathan Orr
 17 # Al White
 18 # John Leach

19 # Dom Hardy
 20 # Tim Ragdale
 21 # Mai Chaumont-Fitzsimmons
 22 # Stephane Derenzio
 23 # Pritt Vosu
 24 # Lisa Perdichizzi
 25 # Peter "Ebony" Etherton
 26 # Kathrine Mettler
 27 # Wayne Gannon

28 # Michel "Froggy" Cona
 29 # Chaz Gutman
 30 # Michael Parsons
 31 # Jo Parsons
 32 # Dave Brown
 33 # Dale Findley
 Camera # Wade Edwards
 Pilots # Al McVinish & James Capper



AM! FUN DAYS!

BY TESSA CAMERON
PHOTOS BY CURTIS MORTON, TOMMASO LICCOLI,
TOM MURPHY, DYLAN TEMPEST + JESS MULVEY

BAM! Fun Days! have started in South Australia. Each month a SASPC sponsored event, organised by new and too overly enthusiastic jumper, yours truly, Tessa Cameron, is putting the fun back into the realm of Fun Jumping, with sponsored slots for coaching and camera and jump ticket deals by nagging the DZ Operators.

The first official SASPC funded Fun Day was a massive success at Goolwa DZ with a turnout of 20 Fun jumpers who were ranging in experience levels from B-Rel novices to 'E' Licence holders. The focus of this particular Fun Day was free coaching to SASPC members for 2 or 4-way Formation Skydiving, including coach camera on each jump. The day allowed the fun jumpers to form 3 x 4-way teams for the day as well as the occasional B-Rel and odd solo visitor. They were coached by past national champions Tom Murphy, Matt Palmer, Marcus Priem and Mark Gazley.

Once the clouds broke, teams were able push out load after load of jumps where the concept of hot-loading was an understatement, putting to the test the dedicated fun-jumper only plane. It was a fantastic sight to have Goolwa DZ packed with fun jumpers and fill a staggering 22 loads for the day, a true feat considering the morning cloud got us off to a slow start.

Blue skies had jumpers pulling off point after point and making remarkable improvements over the short day. Sights are set on SA finally having another successful 4-way RW team.



BAM Foos



The day's finale had the bell ringing and everyone's performances put to the audience on a big screen projector over a cold one. Big thanks to Mark at Skydive Goolwa, the SASPC, coaches and everyone for coming along and supporting the Fun Day event.

BAM! FUN DAYS 2-WAY RW + ACCURACY COMPETITION

Rain, hail or shine we are out to jump in SA. Another smashing BAM! Fun Day event went off like a frog in a (occasionally soggy) sock, with 11 x 2-way teams smashing out RW points and everyone watching with gritted teeth as jumpers scored points for style and accuracy landings. It was incredible to see over 30 jumpers out to compete or just offer support through judging, beer and camera. Jumper's skills ranged from apparent novices (humph Jed Smith) to tunnel sluts (humph Pete Anderson), all of them getting out in the weather and having fun.

Rain may have had us on weather hold for part of the day, but two rounds of competition had points soon climbing, especially with the addition of bonus points awarded and subtracted for skill, stupidity, costumes and character. I can't say well done enough to all the novice jumpers out there on the day, several of whom are fresh out of 'A' and 'B' Licences who pulled off points. You all know who you are. MAD STUFF!

The final jump of the day was a hop'n'pop'n'accuracy landing'n'chug race, scored with an interesting new judging method titled 'Gay' by Jason Ellul. With people cutting away and cheating to the bottom of the bottle, the day ended with Tommaso Liccioli receiving top 'Not Gay' for a perfectly executed accuracy chug race in 15.8 seconds. A huge success with no injuries or incidents but more importantly, everyone had a great time and learnt lots.

Huge thanks need to be given to all the fun jumpers who came out for the weekend's celebration. Without you guys these days can't continue. Big thanks to the SASPC, State Council, Miff and Miffland, the Camera Jumpers, Judges and hard-at-work pilots. BAM! Fun Days are here to stay!

BAM! FREEFLYING WEEKEND AT LOWER LIGHT

A dozen jumpers came to soak up the skills and knowledge of the local talents of Jess Mulvey, Dylan Tempest, Marcus Priem and Mark Gazley, who kindly provided 34 coached freefly jumps.

Most jumpers on the day were inexperienced in freeflying and found themselves imitating break dancing bugs in the sky, yet it was great to get the theory and feedback to continue working on our skills. Everyone came to appreciate the talents of the coaches and how highly skilled this style of skydiving truly is.

Nonetheless lots of praise and congratulations goes to those who made excellent improvements, namely Jon Norman, Dale Hooper, Shakey and Callum Hunter in sit. Well done Dave Telfar and Mike Salvesson, both getting their heads down and bums up. Keep up the good work guys and good luck in the tunnel Mike. Congrats to myself Tess for reaching my 100th.

Huge thanks go out to Al & Co. for supplying the plane and DZ, Luke the pilot for hotloading the lil' Cessna like a demon, the skilled coaches who gave up their weekend for 'us' and the combined efforts of SASPC, State Council and myself for organising this event. BAM! Fun Days! here to stay. Look out in October - it's Miffland's Pond 1st Birthday.



Tommaso and Medyan



Tess Cameron coached by Dylan Tempest



Ess Dylan Marcus 3way image by Marcus Priem



Pete and Jed



Dale and Chris



Mike Salvesson coached by Dylan Tempest

FILL YOUR CALENDARS JUMPERS!
For more info or to register interest in events contact Tessa 0413 436 000 or tcexposed@gmail.com or befriend the Facebook page SA Funjumpers.





BARRY CALVER'S AUSTRALIAN

AUGUST 2010 // Article & Photos by Luke Oliver

Todd Hawkins: "So, does anyone want to creeper it?"
[silence, apart from the shuffling of feet]
...and away we went.



Todd Hawkins is one of this country's most prized exports, and a living legend in more ways than one. No longer a Penrith lad, he now hails from the USA – specifically, Arizona, where he has competed as part of the legendary "Arizona Airspeed" 8-way team.

Just short of the World Meet in 2004, an incident on an Eloy 96 way saw him injured all-but-fatally; breaking practically every bone in his body, in a coma, and requiring months of rehabilitation. His mental toughness aided his physical recovery; which to look at him today, you would say is complete.

Barry Calver has been running the Australian "PowerPlay" event at Picton for a while now: Intricate, complex sequential skydives demanding high discipline and skill levels. When the word went out that Todd had accepted an invitation to coach the weekend, the event was promptly oversubscribed; and when the Skyvan was lost to the schedule, it became Todd, Barry and ten very lucky players who turned up on Saturday for a twelve-way fiesta.

Strong winds resulted in the first load landing in the plane, but no-one wanted to call it a day; come 1pm, the winds eased and the party started.

It was clear from the beginning that these skydives were something a little different, yet familiar. For example, whilst taking many cues from the eight way pool, we could now have four three-way pieces to turn... and turn they did.

Jump one involved building pods on a four way base, then turning four three-way pieces into a donut flake of sorts; split here and here, and it became something that looked like a bear trap. When the first skydive easily rattled into the second page prior to break-off, I knew I was looking at something special.



We performed ten jumps over the weekend: five designs, with the training camp discipline of repeating each skydive before moving on, allowing the group to get a little more technical and building on the jump before. No-one felt rushed; no-one was hurried; and the pace of the two days was... just right. I probably could have counted points, but with each skydive being a puzzle in itself it was sufficient to observe the transition back to the top of the page and have a quiet "wow" to myself under canopy.

Of the myriad points, two stand out: a twelve-way open accordion that built from the centre out in a straight line, and the twelve way sidebodies that did the same. Favourite transition was probably the Bone-like formation which involved the wings becoming the centre and the centre the wings, creating the same formation at ninety degrees to the original. And the "wish that was me" move of the weekend had to be watching Melissa Harvie and Kate Rogers back onto the front of the 12-way diamond. Wow.

Todd's calming style fit like a glove - many of the players were fresh back from the Aussie 100-way, confidence and skill levels were high.

In fact, it was intriguing to observe the effect that the Aussie 100-way has already had at a local level. A re-assessment of freefall weights, for example; "skill will get you to the formation, weights will keep you there". Levels throughout the weekend were seldom an issue, with everyone knowing what was required. Exit styles were refreshed as well; with everyone obviously capable of exiting the aircraft, substantial attention went into sequencing and super-positioning of the exit frame. There's scope to improve some of the techniques we take for granted in this country, and there's about a hundred Aussies with some fresh thinking out there now.

Thanks to Todd, of course, and Barry; also to Jonny Mc and the crew at Picton for working hard to ensure our needs were met. And you, the players, for providing such a visual spectacle over two days - too good to not share!

POWER PLAY AKA THE TODD SQUAD!

THE PLAYERS

Todd Hawkins

Barry Calver

Lea Critchley

Stretch

Jonny Mc

Kate Rogers

Andrew Barker

Bill Bor

Igor

Melissa Harvie

Sean Walsh

Stretch

Paul Borlase

Trent Petters filled in for Jonny Mc on a couple of loads. Big shoes to fill, nice work Trent.





FULL MOON BOOGIE

19th - 22nd November 2010

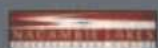
The **FULL MOON BOOGIE** is back!
PAC 750XL and the SKYVAN to
14 grand everyday!

Load Organisers:
Free Fly - Dingo & Scatty
Flat Flying - Sas & Fiona
Wingsuit - Hayden Galvin

Fully stocked bar, great vibes and
some rockin' jumps - you cant go
wrong!!



Proudly Sponsored by



Rego essential - Ph: +61 (03) 5794 1466 e-mail: Jump@skydivenagamble.com

ESCAPE THE WINTER IN 2011

- BEAUTIFUL WEATHER
- FANTASTIC TUTORS
- NOVELTY AIRCRAFT
- GREAT PARTIES
- MORE THAN JUST A BOOGIE...

REL WEEK 2011

SAT JULY 24TH - SAT 30TH

SEE OUR WEBSITE FOR INFORMATION ON OUR
T-SHIRT DESIGN COMP.
YOU CAN ALSO REGISTER NOW ON THE WEBSITE.



WWW.SKYDIVETERRITORY.COM.AU

AUSTRALIAN NATIONAL CHAMPIONSHIPS 2011

A LITTLE EARLY TO START THINKING ABOUT THAT? I HEAR YOU SAY?

If you don't start thinking about it now, then when? You need time to get your team together, start training and set some goals in order to make it happen.

"I DON'T HAVE A LOT OF JUMPS AND I'M PRETTY NEW TO THE SPORT!"

There is so much more to competing than just winning medals! All you need is the desire to improve your skills and have some fun and becoming part of a team is the best way to learn from others whilst sharing the excitement of skydiving with your friends and teammates!

I HAVE A TEAM BUT WE PROBABLY WON'T WIN – WHY SHOULD WE GO?

Everybody has to start somewhere! The experience will be amazing and you will have the opportunity to learn from all those Aussie legends. Get some practise by participating in local competitions & state championships & jump with tutors wherever possible.

NOT SURE WHAT'S INVOLVED? NEED HELP TO PUT A TEAM TOGETHER?

Talk to the experienced skydivers on your D.Z, talk to your CI, your state or national coach and visit the APF Website.

VISIT OTHER DZ'S, JUMP OUT OF A DIFFERENT PLANE, MEET SOME NEW FRIENDS, GET SOME COMPETITION EXPERIENCE. WHO KNOWS, YOU JUST MIGHT BECOME THE NEXT AUSTRALIAN CHAMPION ON YOUR WAY TO COMPETING AT THE WORLD PARACHUTING CHAMPIONSHIPS IN 2012!



CANOPY PILOTING

16 – 20 FEB, 2011

SYDNEY SKYDIVERS, PICTON

4 & 8WAY FS, VFS, CF & AE

12 – 21 MAR, 2011

SYDNEY SKYDIVERS, PICTON

16WAY FS & 10WAY SPEED STAR

29 – 31 DEC, 2010

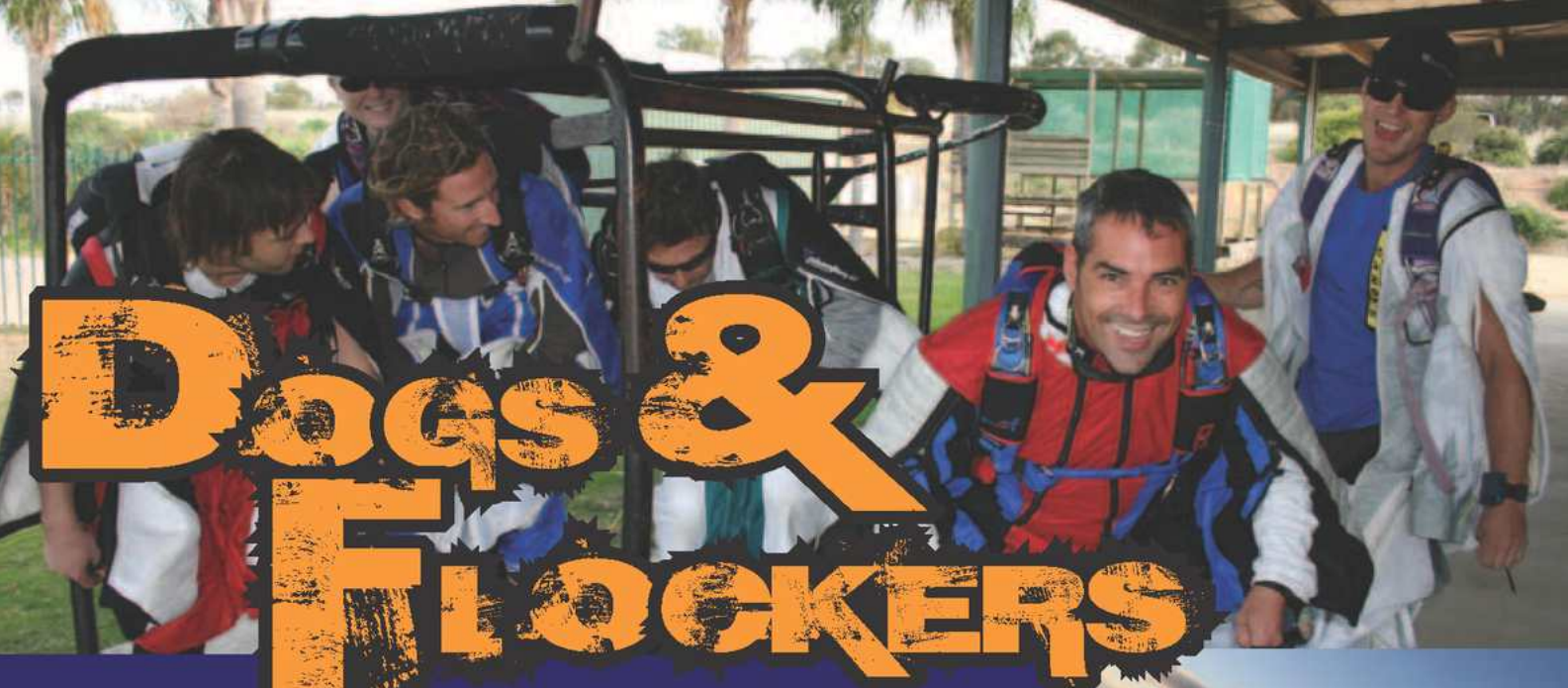
SYDNEY SKYDIVERS, PICTON

STYLE & ACCURACY

JUNE 2011

COASTAL SKYDIVERS

PORT MACQUARIE NSW



Dogs & Flockers

Western Australia CRW and Wingsuit Weekend

Story by Amy McDermott & Scott 'Split' Brown

Photos by Split, Adrian Acquado, Hayden Galvin & Cam Rolfe

Western Australian fun jumping is making a comeback with another boogie being added to the calendar. This June was the inaugural Dogs and Flockers Long Weekend at Skydive Express. Local lads Adrian and Split, in the hopes of getting more people to jump with, organised expert coaches Hayden Galvin and Jules McConnel over to the west side for a wingsuiting and CReW development weekend. The four day event was focused around introducing skydivers into untried disciplines and enhancing the skills of current wingsuit and CReW participants

Friday kicked off with great excitement as experienced and novice jumpers, all keen enough to take a day off work, descended on the DZ. Hayden was straight into coaching some eager first flight students and Jules similarly took some fresh CreW blood under her capable arms. Nerves were rife but the smiles on everyone's faces when they landed said it all. The boys got in a sunset flock before the day was out and we all prayed to the Weather Gods that the impending clouds would head elsewhere.

Saturday morning brought many more jumpers but unfortunately our prayers had been less than successful. Weather holds however did mean lots of ground time for briefing. Hayden seemed to be running one First Flight Course after another while Jules proved she really is a role model, attracting all the girls on the DZ into CReW. The anticipation built until mercifully there were some decent breaks in the weather that saw the trusty Caravan run hot. The plane was packed every load with a combination of first flights, flocks, CReW dogs and CReW pups. The atmosphere was great, everybody was so enthusiastic about their jumps with a friendly rivalry developing between the two codes. The CReW girls did enjoy watching the wingsuiting boy's attempts to put on their wingsuits for the first time, quite a hilarious sight. But the wingsuiters got the last laugh. After a couple of visits to some local farms checking up on the livestock a few of us fresh CReW pups were learning a valuable lesson about the need to jump with mobile phones. A huge thank you to our search parties!

With many a 'first' carton and far too much footage from the day (who doesn't have a camera these days?) Saturday night continued amidst a haze of beer and excitement. Adrian established that little men can hold their liquor whilst I learnt a lesson on why blondes shouldn't play noughts and crosses in the sauna. Later that evening



“

It was time for the first of the First flight students to experience flying a wingsuit. The excitement and anticipation was felt on the ground. Nervous looks, comedic gearing up and frequent practicing of opening procedures would be a continuing theme for the weekend

”

Franky tried to impress Hayden with his mad helmet throwing skills, only to split his head open before asking to get on a First Flight Course the next day.

Sunday morning we awoke to great weather and with some Toots amazing cooked breakfasts, the boogie was back in full swing in no time. It was great to see everyone out in the air for a full day of jumping. Jules and Hayden were a great influence with even some staff pumping out fun jumps. Jules gathered up the CReW dogs and pups alike, to take up a 9 stack. We were all so excited it built and the CReW pups Amy, Tracey and Richie all became officially hooked. With CRW Crest applications in hand we headed straight for the bar, after we got some cars to come pick us up from the farm again, of course! But what's another off drop zone landing matter as long as the formation built? After a huge day everyone was a little worse for wear, CReW and flocking proving to work muscles we were unaware existed! With more cartons and everyone wanting to share their jumps from the day, we drowned our aches and were dancing on the tables in no time. Jules unfortunately had to leave us early but was seen off in style with some streaking fireworks displays from Split, Adrian and Franky.



WINGSUITING PARTICIPANTS

Kristian Markovic
 Scott Brown
 Ryan Bartlett
 Paul Tait
 Francis Szabo
 Lucas Oliver
 Craig Cook
 Adrian Acquado
 Andrew Gromek
 Karl Morris
 Peta Holmes
 Caitlin Campbell
 Steven Thommas
 Hayden Galvin
 Dion and Al
 Craig Romeo
 Jody Blunden
 Graham Cook
 David Kilgariff



Monday saw the eager jumpers troop on. Hayden's wingsuits were claimed quickly, with more first flights and flocks getting underway. Not to be outdone by the CReW dog's 9 stack, Hayden rallied the flockers for an end of day 9-way flock. This was the largest number of wingsuit pilots in the air ever seen in WA! The weekend came to an end with more liquid based celebrations. The weekend was a huge success with 14 x first wingsuit flights, 8 x first CRW flights and 4 x CRW Crests issued. It was a great weekend and a huge thanks to all those who got involved. See you all next year!

Thank You

Skydive Express for hosting this event;
 Split and Adrian for organising it all;
 Hayden and Jules for making the trip;
 Toots for the amazing food and the flow of beer;
 Manifesters Amy and Peta; and the West Australian Skydiving Council.

CREW PARTICIPANTS

Amy McDermott
 Amy Barker
 Tracey Hodsen
 Richie Dronow
 Craig Romeo
 Jen Jenspersion
 Lucas Oliver
 Jenette Mannon-Savage
 Scott Brown
 Matthew Stitt
 Carl Jefferis
 Jody Blunden
 Cameron Rolfe
 Don Woodland
 Jules McConnel



E-JUDGING

Judging the new Australian Records via electronic mail

By Lindy Williams

METHOD

The method of E-judging involves judges being on standby to judge the event, via electronic mail, from anywhere on the globe. It requires, as a minimum, one judge to be present at the event who observes that the organisation of the event is being run according to the requirements of the Sporting Code. The other judges go about their normal routine until called to judge when a record formation has been presented for judgment. Their computers then become the judging room.

BACKGROUND

The method of E-judging began with an idea I had after the first Skysisters convention. Sporting Code rules no longer require a record formation be held for a number of seconds and therefore judging is done from a selection of still images of the formation being presented as a new record. Thinking outside the square, this opened the possibility of transmitting the images to judges via electronic mail. This method was trialed and made its debut at the Australian 17-way Head Down record at Picton in 2005. Craig Bennett, Ray Williams and myself pioneered the method with the help of IT expert and event organizer, Ash Crick. Back then we called it "Remote Judging", moving forward it has been renamed E-judging.

To date we have used the E-judging method in Australia now for a combination of ten Australian records and notable events, and it has been used for one State record. The new Australian records which took place in Perris Valley, USA took it into a new dimension with communication travelling between both sides of the Pacific Ocean and judges committing themselves to be woken in the early hours of the morning.

Moving forward I feel it is timely to look at fine tuning some areas and setting a minimum standard. Guidelines available to both organisers and judges would be a useful tool. Whether this involves implementing standard requirements into the sporting code and/or making guidelines available on the APF website will be determined by the course it takes.

The choice still remains between having all judges present at a record event or using the E-judge method. E-judging doesn't suit all types of performance records however, for most events, E-judging is proving a popular choice for organisers and judges alike because of its cost and time effectiveness.

PREPARATION

When it was decided to use the E-judging method to judge the Australian Record attempts in Perris Valley, I contacted all of our APF judges to ask for expressions of interest to judge this historic event. Eleven judges, including myself, volunteered their time. We also had four APF judges who were in Perris as participants in the Australian Record attempts, which made fifteen judges in total.

We divided these fifteen judges into the following three teams and each team was assigned a set of duties:

Team Perris: Chief Observing Judge - Deb Hobbs (NSW) with Shirley Cowcher (WA), Fiona McEachern (NSW) and Kate Langley (NSW)

These four judges were also participants in the record attempts and were tasked to observe that preparations were being conducted according to the requirements of the APF Sporting Code and to assist with selection of images to be electronically mailed to the E-judges.

Team E-Judges: Chief E-judge – Lindy Williams (QLD) with Gail Bradley (VIC), Ray Williams (VIC), Peta Holmes (WA), Erika Wiszniewski (SA), Faye Cox (QLD)

These judges are all APF judges endorsed for Formation Skydiving and formed the official judging panel for the record attempts.

Support Judges: Chief of Support - Bruce Towers (VIC) with Peter de Jeney (NSW), Sofia Giusanni (NSW), Corey Harrison (QLD), Karen McEvoy (QLD)

These judges are currently not endorsed to judge Formation Skydiving and were our heroes back home. This team took the Night Watch shift for four days, waiting for the signal from Perris and then woke the judging panel by phone as the records began to unfold.

THE PLAN

Once our teams were established, a "JUDGE INFORMATION SHEET" was circulated to all judges and the organiser. This component of our plan was a vital tool for good communication and preparation amongst the judges. The sheet detailed the name, phone and email contact details, for every judge. It also contained a roster of each judge's availability and duties for the four days.

Other information on the sheet included:

Time Zone Indicator [Possible hours when we could be called to judge]

Australia	24:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00
Perris	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00

PROCESS

- Bruce will give daily updates to the group.
- Night Watch judges will receive a text message and/or email from Perris when there is an image to judge.
- Night Watch will then awaken the E-judges rostered on duty to judge.
- Chief E-Judge will arrange circulation of the diagram and images and begin the process of judging.

Note: E-judges may confer within the E-judge group during the process of judging.

- When E-judges have confirmed a result, the Chief E-judge will advise the organiser of the result.

Note: It is imperative that confidentiality is maintained within the judges group until an official result is reached and advised to the organiser and participants.

I would like to conclude by extending a very special thank you to all judges who gave their time in the freezing wee hours of that magic day. In particular, I wish to acknowledge the contribution made by the Support Team, lead by Bruce Towers, who manned the Night Watch for four nights straight, and to Bruce in particular who kept us updated with reports from manifest in Perris Valley.

Lastly, we the Judges extend our CONGRATULATIONS to the team of committed skydivers who embarked on their magical journey and exceeded their goal by completing three new Australian Records in one truly historic day.

EMAIL SNIPPETS FROM THE JUDGES OF THE NATIONAL RECORD



Bruce Towers to Fiona...

Morning Fi, don't stress, what's the plan for today? I am up and standing by, everyone is sleeping here but I will wake them if a great leap occurs. I am on mobile, txt or email and I'll be phoning in to Rollins Perris manifest so leave any messages there. Did you have any joy with better resolution on picture quality and how many camera recording people on the loads? Are there more than one? Give it heaps,
Towers | 12.20am Friday Australia.



Gail Bradley...

Confirming 112 in correctly completed formation and all grips correct. GO AUSSIES GO! What an exciting night, and it's 3 degrees in Melbourne. It's been a pleasure working with you all. Great work and very exciting to see your diligence Judges at 3.30 in the morning! Convenient for doing it on a night when I could also watch Australia being thrashed by Germany 4-0. California a happier place than South Africa right now.
Gail



Ray Williams...

Require another image to clarify three grips in '112-image-1' frontman, right grip onto outer loop in whacker-3. Same grip in whacker-6. In whacker-5, last two on last string. Count of 112 is correct.
Raymondo



Erika Wiszniewski...

Thanks for the 2nd image Lindy, it helped to eliminate the 13 grip queries I had from the 1st image. Would now like to confirm all grips taken, 112 participants as per the Plan provided! Yipee!! Time for that second latte!
Erika



Faye Cox...

OK second image is good for me. I can confirm 112-way is complete and correct. Yahoo. Go Ozzies. Going to have brekky now. Will be standing by.
Faye



Peta Holmes...

Thanks Lindy. I confirm the formation grips are correct and as depicted by the plan. Thanks for being a fantastic CJ.
Peta



Lindy Williams...

Hi everyone, Later today we will debrief. For now relax, resume your normal routine, and enjoy your day. Thank you all for your effort. In particular a special thank you to our support judges who kept night watch for us for four nights. Signing off for now. Sigh! ZZZzzzzzz... Lindy



Karen McEvoy

Thank you for allowing me to be a part of the your support team for this event, I felt very fortunate in having an opportunity to be included... waking every morning knowing your emails would be coming through was exciting... wishing and hoping for favourable outcomes for all involved... understanding all the effort involved to bring such an event to fruition...



Corey Harrison

I was extremely honoured to be able to contribute a small part in this process. It was especially emotional for me as I had wanted to actually be a participant on the attempts, but various life issues and medical ups and downs dictated otherwise... there's always next time. After receiving messages early in the morning that the team had to land in the fleet of aircraft after going all the way to height, the best bit was to then be "on watch" and receive THE message I had been waiting for... oh, wow, the neck hair on end spine tingling rush of that was just amazing.



Kate Langley

After a day and half on the ground due to cloud and six 100+ non-completions on the Saturday, the first jump of the day on Sunday felt 'quiet'. The whacker I was in felt smoother and seemed to be flying more easily. On landing we could all feel that something was different, maybe we had got it? Lots of smiles from everyone as we headed to the packing area... I noticed a few members of the P3 team, smiling and shaking hands... could it be?

The Aussie judges were called to the camera room to review images... the picture matched the planned jump and we could see all grips in place... time to wake up Lindy! Excitement grew by the minute as we were called to the debrief room and the image paused to see our completion.

Immediately the energy spurred us on to go again and a number of our teammates who were not on the first jump were invited back. We all wanted to make it happen for them and they all gave 109% to that one jump to try for a further record.

On landing, another completion! People were getting tired after a few days of hard work and O2 but the P3 team laid the gauntlet... never had a group successfully beaten a record on three consecutive jumps. It was impossible to say no!

Again, that still feeling in the air. This time the cheers in the debrief room were totally deafening :O)



Deb Hobbs



Peter De Jeney



Shirley Cowcher



Sofia Guisianni

SIMPLE BRILLIANCE

SOLC II

AUDIBLE ALTIMETER



Photo: Norman Kent

Combine with L&B's Altitrack for total altitude awareness!

FEATURES:

- Audible Altimeter
- Digital accuracy
- 1, 2 or 3 alarms
- ~~Water Resistant~~
- Small, compact, comfortable
- Accessories available
- Easy to use
- Reliable altitude awareness
- Loud alarm sound
- State-of-the-art components and firmware
- Set & forget technology

FLIGHT PERFORMANCE



LARSEN & BRUSGAARD
www.L-and-B.dk

Ledreborg Alle 28 • 4000 Roskilde • Denmark • +45 46 48 24 80 • Fax » +45 46 48 24 90 • l-and-b@L-and-B.dk

Come on a Walking Journey Across the Simpson Desert.



A Once in a lifetime Adventure...Challenge Yourself.. 21 days, 440 km, 1100 Sand Dunes, walk the mighty Simpson Deserts "French Line".

A small group of 12 or so people will meet in Alice Springs on May 1st 2011, from here we head off the next day in four wheel drives to Dalhousie Springs in South Australia to start the walk.

18 leisurely days later finishing on the biggest dune in the desert "Big Red" just to the west of Birdsville in Queensland.

May 2nd to May 23rd 2011...
Cost.. \$4850. Per person.

Find out more at
www.paddymchugh.com
Phone.. Paddy on
0427 216720



AIR SUITS

AUSTRALIAN JUMPSUIT MANUFACTURERS

PO BOX 141
Toogoolawah
QLD 4313

Phone: 07 5423 2733
Fax: 07 5423 0015
Email: info@airsuits.com

www.airsuits.com

Visit our factory at Ramblers DZ

jump start your career...



with a DIPLOMA in
COMMERCIAL SKYDIVING

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

Work Placements Available in SPAIN, USA, AUSTRALIA & NZ

Subsidised Course Fees available for Australian Students*

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



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

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

nzskydivingschool.com

SIZES 205 - 215 - 225 - 235 - 245 - 255 - 265 - 275 - 285 - 295 - 305

**PERFORMANCE
DESIGNS**



Cheryl Stearns
NSM Hall of Fame Inductee 2010

"The ZERO performs to my expectations in all weather conditions. ZERO's slow closure rate, in no wind conditions, gives me soft landings. In high winds, I get great penetration and stability. If I think it - the ZERO does it." Cheryl Stearns



Find us on
Facebook

For more information on Cheryl and the ZERO
Visit www.performancedesigns.com/zero.asp





[SAFETY MATTERS]

Compiled by Kim Hardwick



"A chance is what you take before you think about it. A calculated risk is what you take after you have evaluated all possible factors and have determined that risk." Craig Elliot

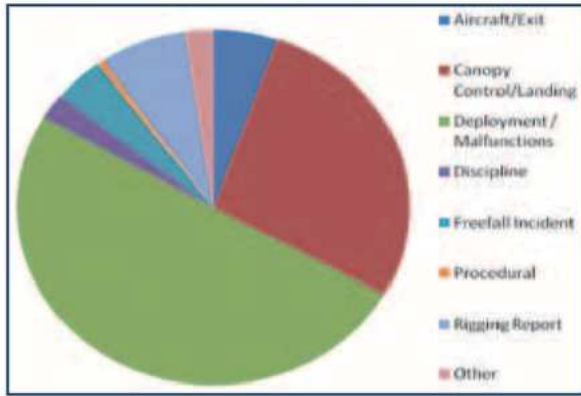


Table 1. Breakdown of total reported incidents (169). 2nd quarter 2010.

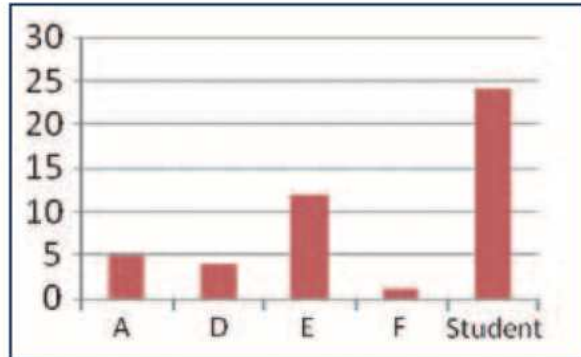


Table 2. 47 Incidents resulting in injury by APF Certificate - 2nd quarter 2010.

The following are taken verbatim from a selection of incidents of Certificated Members from the 2010 2nd quarter, 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 – Technical Officer.

EXITS/FREEFALL

'D' Certificate. Wing-suiter exited the C182 from too far back in the a/c, hitting the step on his dive. Action: Brief from instructors. Slow down; take time to prepare appropriately for exit.

'F' Certificate. Pilot chute hang-up on suspended frap hat in corner of plane, resulting in p/c deployment but no pin dislodgement. Door closed, p/c re-packed and jump went on as planned. Action: More care on movement in a/c. Frap hat removed.

'C' Certificate. ASTRA AAD fired in aircraft on ascent at 7000ft. jumper had turned AAD on in aircraft - contrary to manual's instructions, upon noticing had forgotten it before explaining. Action: Better gear check procedures before explaining. NB - Astra unit is easily accessible when geared up by the user.

'E' Certificate. Freely jumper collided with another - reaching out to break his hit and cutting finger on other jumper's helmet. Action: Jumper grounded himself. Discussed dangers of freeflying and collisions.

'E' & 'F' Certificates. 3 way freely. Collision with a lot of force causing one jumper (J1) to tumble, who then regained stability and deployed. Injury – Compressed vertebrae. J2 sustained a cut finger when putting hand out to fend off collision.

ATTENTION!

A PREMATURE OPENING CAN PROVE FATAL

A premature opening is hazardous at any time. It can be extremely hazardous if it occurs with an open door or during exit. The result can be major aircraft damage and serious, if not fatal, injury to the jumper.

SOME OF THE CAUSES OF PREMATURE DEPLOYMENT ARE:

- Excessive movement in the aircraft
- Loose closing loops
- Poorly planned or careless climb outs
- Worn velcro
- Badly maintained equipment
- Worn pack closing loops

THE SAFETY OF EVERYONE ON BOARD DEPENDS ON YOUR CARE & AWARENESS

Action: Jumper 2 grounded himself. Dangers of freeflying and collisions discussed.

'E' Certificate. Freely jump of 12 people. Went vertical first 5-6000ft, then started tracking. Following the leader, had slight collision with another jumper, resulting in a bruised rib. Action: More awareness of flyers around. Don't fixate on the leader.

The inherent risks involved in freeflying (FF) are far less forgiving than those associated with belly-to-earth flying. With most FF positions, the skydiver is falling at an average of 30-50% faster than belly-to-earth. And with extreme vertical positions, speeds can be in excess of 400+ kph.

During the skydive, make moves cautiously. Understand the effects of 'corking' (making radical transitions from high-speed vertical positions to belly-to-earth) When diving into formations approach them with caution and control. Horizontal speeds in a dive can be greater than 160kph.

- Let your skills develop from experience.
- Know and jump within your limits.
- Plan the dive and dive the plan.

DEPLOYMENT/MALFUNCTIONS

'D' Certificate. (Excerpt from the Area Safety Officer's Report)

The Jump: Uneventful eight way FS skydive, until deployment. During main canopy deployment (Sabre 190 with wing loading of 1.39), the pilot chute went over the front of the canopy and through the suspension lines causing a perfect bowtie with 8-9 line twists.

The Jumper fixated on the line twists and concentrated on kicking out of them not noticing the canopy malfunction

although the bowtie is clearly visible from the footage captured by his side mounted camera.

He stated that he was concentrating on kicking out of lines twists and lost height awareness. He also stated that when he did see his altimeter it read 800 feet and he thought it was too low to cut away so continued to kick out of line twists until he impacted heavily in a wet, recently plowed paddock.

His solid build coupled with the state of the ground are believed to be major contributors in preventing this incident being catastrophic.

Conclusion: This jumper is in the first of the historical danger areas (200-300 jumps). He demonstrated a very "relaxed" attitude to dealing with an incident and when confronted with a genuine malfunction experienced "tunnel vision" which had him concentrating on the line twists and not seeing the big picture. He claimed to not be able to see the bowtie malfunction because the slider was in the way.

Other considerations: It became abundantly clear during debrief that this situation got out of control, nearly claiming a life because this jumper did not have an action plan.

His "she'll be right" attitude left him with nothing left by way of survival skills after he lost height awareness by having tunnel vision in dealing with his line twists.

This jumper did not have a "hard deck" at which, if he did not have a good canopy, he would commence his emergency procedures.

If you do not have an action plan and stick to it, lines twists can create a non survivable situation and cannot ever be taken lightly.

Action: This jumper must be signed off by his chief instructor as having demonstrated a thorough understanding of emergencies and how to deal with them, plus he must show that he has formulated an action plan before he can start jumping again. Then, he is required to conduct the first twelve jumps under the direct supervision of the CI or DZSO.

Director Safety Comment.

"This incident is remarkably similar to a fatal incident last November. In the times of docile canopies it was usually possible to kick out of line twists within the first few seconds after opening. With the canopies in use today this is not necessarily so and combined with a turn, can eat up valuable height at a speed that surprises most.

Line twists can be and often are a malfunction requiring cutaway and reserve activation.

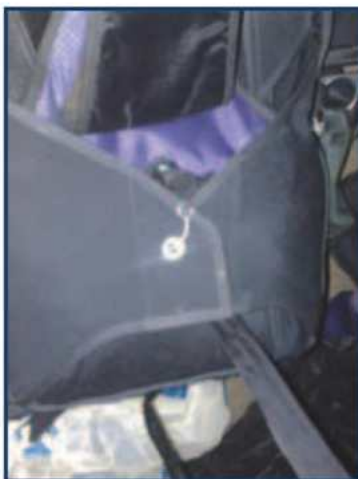
They are a common and dangerous occurrence as focus is often placed on the canopy, with ground proximity reference being lost.

Jumpers should review their response plan for a line twist occurrence and speak with their CI to ensure that their response plan is appropriate."

'D' Certificate. After break-off at 4k, deployed at 3k. Pilot chute in tow. Hard pull on cutaway, deployed reserve and open by 900ft. Cause – Incorrect routing of bridle under the flap (see pic) when closing the rig. Contributing factors – lack of packing currency; closed container with the pilot chute already stowed; didn't ask for a pin check.

'F' Certificate. Jumper (wearing camera wings) tumbled after exit at 2000ft. Taking time to get stable, AAD fired as deployed main resulting in a two parachute out situation. Canopies developed to downplane. No attempt to cutaway main and jumper impacted heavy onto road. Three broken vertebrae, two broken heels, broken left arm, broken ribs. Action: Raise of minimum exit height by CI. No wings for low exits. Club member brief of drills.

'B' Certificate. Freely solo jump. Threw pilot chute, counted to 3 seconds, checked & noticed p/c



had wrapped around leg. Elected to cutaway & deploy reserve. NB: Had misrouted bridle during packing by himself. Action: Be very careful when packing & more awareness on gear checks.

UNDER CANOPY/LANDING

'D' Certificate. Landed off DZ. Elected to land in clear paddock with minimal obstacles. Clipped tree on landing and landed hard on left leg resulting in a broken ankle. Action: Debriefed about his responsibility to check spot prior to exit and during freefall.

'B' Certificate. Jumper was part of a dawn load, exiting at 14000ft. Jumper landed ~1 mile West of DZ. Canopy hit a single strand power line. Difficulty in seeing P/L due to dawn light. Canopy suffered some damage. Action: jumper to re-sit ground briefing for DZ. Jumper was aware of power line due to previous collision.

'A' Certificate. Set up to close and overshot landing area. Turned back into tight corner near trees. Possibly some turbulence off trees. Did not complete flare, landing hard resulting in sprained ankle. Action: more training on landing set-ups.

'E' Certificate. New canopy, less familiar with performance characteristics. Landed too fast & too close to other jumpers, who had just landed, sliding into one member's canopy and yanking her off her feet, straining her neck. Action: land further away from other people whilst learning new canopy's characteristics.

'A' Certificate. Turned crosswind to avoid only tree in the paddock. Late flare possibly uneven. Possibly some turbulence from tree. Heavy landing in freshly plowed paddock. Sore back. Action: further canopy training provided.

'E' Certificate. Normal landing approach, slightly uphill. Caught foot on uneven ground & twisted foot. Suffered fractured tibia.

On every jump, decide above 2000ft AGL where you will land. That keeps you in control. Don't wait until the last 1000ft or lower to make choices as this will more likely lead to poor options for landing areas, the execution of low turns or the negotiation of dangerous obstacles.

Identify common obstacles whilst high enough to avoid them without doing a dangerous low turn. Common obstacles (especially off DZ) include power lines, trees, bushes, tall grass, buildings, roads, parked or moving cars, people, open bodies of water, fences, etc. The best place to land is usually an open flat field with low cut grass – and paddocks weren't cleared for aerial landings.

Lower limb injuries happen regularly landing on unexpected uneven ground – preparing for a PLF could reduce the chance of injury.

APF Technical Directives

Over the years there has sometimes been occasion for the APF to promulgate some sort of Safety Notice or Advisory – outside of the well documented/recorded Service Bulletin / Rigging Advisory Circulars system. However there has not been any method of recording these.

At the recent APF Board meeting in May, the Board agreed to name interim directives 'Technical Directives' and these directives are to be promulgated to the membership and will be located on the APF web site. A definition of the Technical Directives will be added to the Op Regs in due course.

The Board also approved the formation of a 'Technical Advisory Group' (TAG) comprising Directors Safety, Aircraft Operations. Instructors, Riggers, plus the APF Chairman and Chief Executive Officer and other experts as required. One of this group's responsibilities will be to formulate Technical Directives for promulgation to the membership.

Previously issued APF Safety Notices/Advisories have been redesigned as Technical Directives and also placed on the web site in retrospect.

To locate all, type Technical Directives into the Search

INVESTIGATING AN INCIDENT

By Director Safety, Paul Osborne, Aug 2010.

In a recent webinar I attended, Heather Fitzpatrick from Aerosafe hit the nail on the head when she said "Every event is an opportunity to learn valuable safety lessons".

The APF is placing an ever increasing importance on incident reporting and investigation in an effort to increase our learning and work towards prevention of similar occurrences in the future. The APF "Safety Team", made up of your ASOs and the Director Safety with office backup in the Technical officer, not only investigates serious incidents and fatalities but also serious near misses.

Let's have a look at this process so you can see how it works and can better participate in the future.

An incident occurred and a report was submitted together with a supplementary incident report as is required when there is an injury. The cameraman felt this incident was serious enough to warrant further investigation and brought it to the attention of the ASO.

THE INCIDENT AS REPORTED

It is reported that on a Star Crest weekend organised from forming Cessnas, 10 jumpers attempting a Star Crest were at about 5,000ft with the cameraman filming from above when the cameraman was hit from above by one of the Star Cresters.

The report goes on to say that the cameraman possibly suffered a brief loss of consciousness and was disorientated as he fell through the formation and deployed his main as a survival reaction. The canopy deployed through the jumpers and actually brushed one of the jumpers.

The report states that the main issue here is the lack of an AAD on the cameraman may have contributed to the survival reaction of deploying beneath other jumpers.

The jumper landed off the DZ and was assisted by jumpers until ambulance arrived. The cameraman was the only one injured and suffered a fractured skull and bruising to his back and neck.

INVESTIGATION

Professor James Reason came up with an investigation model based around slices of swiss cheese with each factor leading to an outcome being represented by a hole in a slice of the cheese. (Sounds like he spent a few nights around the bar with jumpers). Anyway the theory is when a number of, or all the holes line up, the result is the outcome. The investigation examines each factor and its relationship to the outcome.

A written report often inadequately describes the event in such a way as to give a reader who wasn't at the scene a clear and detailed picture of what happened. An investigation then interviews witnesses and participants to gain a viewpoint from differing perspectives.

Statements may be taken and all

information is then compiled to complete a more thorough report by a neutral party and commentary is made as to what can be learnt from the incident. This is then promulgated to jumpers through whatever media is deemed appropriate with the intention of educating jumpers and prevention of a similar reoccurrence.

BACK TO THE INCIDENT

INFORMATION THAT CAME FROM SUBSEQUENT INTERVIEWS AND STATEMENTS

There were initially only two Star Cresters on the load and a third was added late in the planning. The Star Cresters were in the chase plane. The jumper who collided with the cameraman had around 150 jumps and the other two less than 100.

There was at least one go around at height as one aircraft was slow to climb and the aircraft had difficulty getting in close proximity for the exit. One statement says three go-arounds were made. There was a significant amount of time above 10,000ft. The exit eventually occurred at 11,000ft, which is lower than planned. The aircraft were much further apart for the exit than planned, one statement said 200m.

The jumpers were satisfied that the jump was well briefed and they were told to not take out anyone, especially the cameraman.

There are conflicting reports whether the cameraman adequately dirt dived his position and flight plan in the practice as all jumpers did not have a full understanding of his plans for positioning relative to the formation.

There are differing views between the cameraman and the jumpers as to participant's awareness of the cameraman's flight plans.

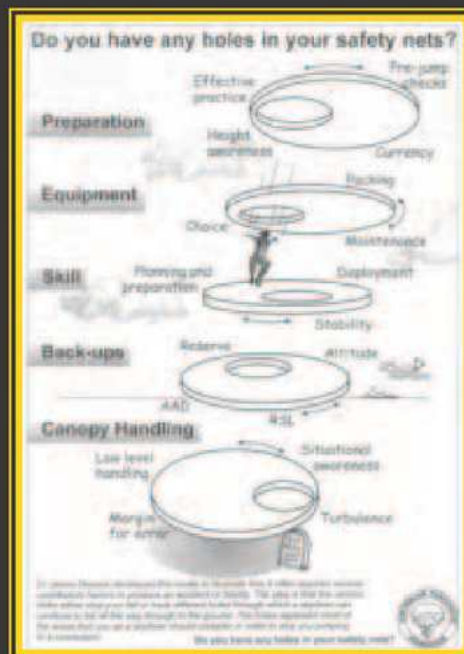
The colliding jumper states that during his approach, the cameraman was in his approach path much closer than anticipated and he consciously planned a different approach path to clear the cameraman.

He also states that the extra separation at exit and the lower exit altitude caused difficulties for him in gaining a level approach to the formation. He was high and unprepared for this which caused a certain amount of "panic and rush factor". He also has not ruled out that he may have suffered a degree of hypoxia.

The cameraman states that at around 5,000ft there were five people in the formation and he closed in. At the planned breakoff height of 4,500ft he became concerned that no one had indicated break off and he rose above the formation with the intention of deploying from above.

At this time the colliding jumper was traversing around the formation above the cameraman and inadvertently entered the cameraman's burble and fell into him.

The cameraman states that he doesn't remember anything until he saw other jumpers falling past his deploying canopy. He was in great pain and couldn't move his legs.



All jumpers landed off the DZ and the colliding jumper ran to the DZ to raise help while the injured jumper was attended to at the landing site.

COMMENTARY

Any jumper who has been in the sport for a reasonable amount of time will have seen all these slices of cheese and none of them are unusual for this type of jump but it is easily seen how, put together in a certain combination, they could easily become catastrophic.

Although hypoxia cannot be ascertained to be a factor, it cannot be ruled out. Hypoxia manifests itself differently in different persons and in varying degrees. Persons suffering from hypoxia rarely realize it. The most common symptom that affects skydiving is in coordination and decision making. All jumpers should be aware of the time spent above 10,000ft and exercise due care accordingly.

There are differences of opinion as to the degree of understanding of the cameraman's position and maneuvering. It may be good practice, especially in lower experienced skydives for camerapersons to establish their planned position relative to the formation/sun/ground feature/distance/etc. so as to eliminate jumpers having to plan around the cameraperson on the fly.

There is a greater likelihood of injury in an off DZ landing (not that the injury was caused by one). This and a few other recent events has highlighted the need for all jumpers to land in close proximity and the carriage of a mobile phone would certainly help in communication should there be an incident.

This incident again highlights that situations can occur beyond the control of the individual that can put the lives of themselves and others at serious risk. Whilst we can't ascertain whether the cameraman not wearing an AAD played any part in the reactive decision making that lead to the deployment below the formation, the incident does show that not wearing an AAD is not as cool as it used to be. The cameraman now advocates mandating their use.

One of the respondents has suggested that a Star Crest Manual be made available that assists both organisers and candidates. This may be a great and useful body of work to be submitted for an IA exam.

Load organisers should carefully examine the experience level and number of lower experienced jumpers on the load. With so many disciplines available now the experience level in formation flying competence must be considered in actual formation flying experience and not just number of jumps.

The jumpers involved in this incident are very "lucky" that the last hole in the cheese didn't line up.

THE CONCLUSION

So, you can see how an incident report can raise many questions and by seeking clarification and comments from the participants, a great deal can be learnt from the exercise.

The APF is undergoing much change in its "Safety Culture".

We will continue to educate jumpers on the importance of filing comprehensive incident reports and bringing an identified risk to the attention of your APF Safety Team.

WINDS OF CHANGE

Nigel Brennan, Deputy
Director Safety



Historically, the APF has been known for a punitive discipline system where, if you sin, the system disciplines you. Well, "the times, they are a changin'!"

The APF is committed to the introduction and encouragement of 'no blame' incident reporting as part of a total organisational shake up where jumpers are not afraid to own up to mistakes they've made. It is all in the interest of educating each other in a bid to prevent the same mistakes recurring time after time after time.

This 'no blame' system is one part of the APF's charter to demonstrate to CASA and the jumping population that it is serious about managing risks and improving the accepted cultural behaviour patterns that are associated with our sport.

The 'no blame' reporting concept has been used quite effectively by CASA to educate all airspace users in an attempt to make the skies safer. Now, the APF needs your help to make our sport safer. We need your incident data.

No blame reporting affects every level of our sport. From the general membership to aircraft operators to commercial operations and grass roots clubs, everyone's input is needed.

Jumpers must put their hands up when they've made a genuine mistake without the fear of being thumped by the punitive side of the discipline system. Some things don't change though. Flagrant breaches of the regulations will still be dealt with the old fashioned way!

This no blame reporting concept is one element of the APF's pursuit of a sustainable Safety Management System that encompasses everything from governance to risk analysis, training to communications and incident management to safety training.

It is all about creating a cultural change in our sport. A change where jumpers at drop zone level take responsibility for their own actions and through peer group pressure determine what is acceptable behaviour on their drop zone.

All in all, this no blame reporting culture reflects an upside down pyramid. The change in grass root culture is guided along by local level coaching groups, who in turn are offered oversight by the technical advisory groups. These groups receive guidance from the APF Board of Directors.

Cultural change is going to affect you. Please get involved and be part of your future.

Be safe up there,

High Adventure Paragliding



- 2 day FREE Introductory course
- HGFA Certified
- Skydiver to Paraglider, Paramotor and Speedwing conversions
- Group discounts available
- 3 Hours north of Sydney

Dealer of;



Contact:
Tim
0414 642 412
www.highadventure.com.au
Pilots must be licenced and insured to fly paragliding sites



MOST ORDERS DISPATCHED SAME DAY
LET US KNOW IF YOU FIND CHEAPER



TERMINAL SPORTS SELLING QUALITY PRODUCTS AT GREAT LOW PRICES!



**TERMINAL
SPORTS**
.COM.AU
SKYDIVING EQUIPMENT ONLINE

Go to terminalsports.com.au

DZ DAYZ

BYRON BAY

By Stu Gough Photos by Stu, Shorty, Thommas, Gem & Bulan

It's been lots of fun in Byron Bay since our last update, most notably would be the balloon jumps - one guy quit his job after his first one and now works at the DZ. "I love your commitment Helmy!"

Flying up through a misty valley to be greeted by a beautiful sunrise is definitely a highlight and tends to make everyone go quiet and take it all in, but getting close to the exit point the excitement grows, adrenaline starts to flow and the nervous tension I felt took me back to when I was a student. The buzz around the DZ after the jumps were great, even the tandem students stayed to watch the videos. Thanks to all the jumpers for being safe and I'm looking forward to the next one when we get two balloons to jump from!

Welcome to the guys and girls who have joined us at Byron and goodbye to those who have left, congratulations to everyone who's progressed with their skydiving - keep up the good work and don't forget. "you're all good kids!"

So much is happening here at the moment i can't fit it all in so if you want the full story drop in for a beer some time.

ACHEIVEMENTS

'A' Licenses for Senan, Jesse, Joel, Timon, Geoff, Tara and Ben. 'B' Licence for Gem. Tandem Rating for Gabe and Paul.



Pic by Bulan



Bulan Terry



Gem, Mum, Col, Elise, Paul & Tallip

AUSTRALIA'S HIGHEST

SKYDIVE AUSTRALIA

www.australiaskydiver.com

TANDEM MASTER & CAMERA FLYER POSITIONS NOW AVAILABLE

We are looking for people who LOVE what they do and pride themselves on giving each and every customer a sensational skydive experience

THIS COULD BE THE OPPORTUNITY YOU HAVE BEEN LOOKING FOR!

Great conditions for the right people

For more info email: carlieirons@australiaskydiver.com

By Elisabeth Ladi

Well winter has well and truly set in but that hasn't deterred the Bridgy Crew from taking to the skies. Mid July saw us hosting a Rel Work/Star Crest weekend and though the weather Gods didn't want to play, it was a good turn out.

The veterans from "Freefall United" showed us what skydivers from yesterday are made of, taking to the sky with gusto, exuberance and the mischief of 19 yr olds. They showed us you're never too old to jump out of a plane!

The same weekend we got to see some jumpers of the future make their first decent - with Natasha Sinderberry (12 year old daughter of our cameraman extraordinaire John Sinderberry) and Ryan Blakiston (9 year old Son of Bridgy's pilot Glenn Blakiston) doing what most adults fear to do by doing their first tandem jump! Surrounded by family and friends (who were far more nervous than they were) both landed with smiles from ear to ear and eager to jump again. (We've created two more monsters!) They both made the local paper and young Ryan and his dad also got to make a guest appearance on the Today Show!

Bridgy also hosted an AFF week with 5 students jetting down from Sydney to complete their AFF course. All were successful and now are only left with their 'A' Licence exam to do. Special thanks to Cory Harrison who left sunny QLD to assist with tutoring and dragging the AFFies out of the plane.

There have been some great achievements over the past few months with:

- Matty Hyland racking up his 200th jump and 'D' Licence
- Michael Young completing getting his 'B' Licence and congrats on all the new gear (Gay pride he bought off Matty)
- Corey Betts also getting his 200th jump and 'D' Licence in before going under the knife for a bit of slice and dice on his shoulder. We wish him a fast recovery (and it might happen if people stop slapping his shoulder... Matty!)

We've have seen the return of the prodigal son, Ash Armstrong, who took off to sunny Brisbane and after only a 12 month stint realised there's no place like Bridgy. Welcome home Ash, what took you soooo long "Cheese Boy"

Congratulations to our newly discovered artist Tam Rac, who debuted her "Jumpig" design for T-shirts and stubbie holders. It has taken off to a flying start (excuse the pun) and is a super cool design so think we will soon be known as the "Bridgy Jumpigs"

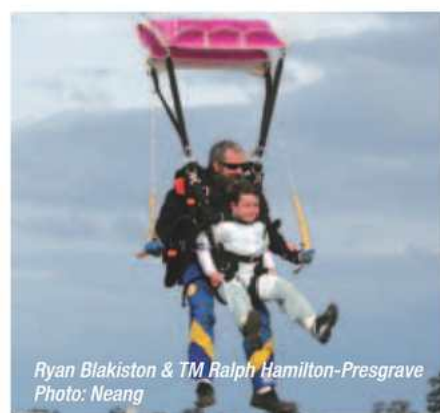
The Bar's revamp is now pretty much complete and it looks GREAT! Big thanks to Cory and Ralph for all their hard work and everyone else who chipped in. We also have had more improvements made



Natasha Sinderberry & TM Ralph Hamilton-Presgrave Photo: Elisabeth Ladi



Cam White Photo: Matty Hyland



Ryan Blakiston & TM Ralph Hamilton-Presgrave Photo: Neang

Matty Hyland & Michael Young in the 2way horny gorilla with Cam White, Doan Vu and Corey Betts in a 3-way below them. Photo Matty Hyland.



to the swoop pond with lovely turf surrounding it now. (So when are the palm trees arriving Ralph?)

Some of the smarter members (ha ha ha) of the Bridgy crew attended the Commando's trivia nite which was a huge success and saw us walk away with the highly sought after "wooden spoon" (wasn't that the aim of it?). If nothing else we provided plenty of entertainment with the highlight being Ash eating a 500g block of cheese as a dare, things we will do for \$50!

All in all a pretty action packed few months and, I for one, am looking forward to the next few with a promise of bluer skies, warmer air and lots of jumps, jumps and more jumps...



John Sinderberry Photo: Matty Hyland

NAGAMBIE

By Louise Cross

With the appearance of longer and brighter days it gives us southern skydivers' hope that winter is nearly over and we can rejoice in the warmer days that spring provides us. Not that we have been idle over these past months as the drop zone has continued to see large numbers of tandems, students and sport skydivers brave the colder conditions and partake in the sport we all love.

The 'swoop and chug' has even been resurrected with shearer Wayne blitzing all who stood in his path between beer and the glory of winning!

Instructor B, C and D courses have been occurring on a regular basis with participants from all around the country. Over the month of May for some reason Don decided to run consecutive courses. "Never again" were the last words we heard from him as he rang the bell

on his way home for a well-deserved sleep. Sas was a little disappointed that after being the first IC to be awarded the rating, he wasn't given IC # 1 as his new instructor number!

Shannon Straubinger has been conducting canopy courses for beginner to intermediate canopy pilots. Although there were issues with weather on one occasion, the participants all agreed they had learned tremendous amounts.

Over Easter an invitational Freely Event organised by Jono and Clayton brought Brad & Sonnica down. It proved to be a great success with 12 eager participants from Nagambie and Lilydale taking advantage of the knowledge and experience Brad and Sonnica had to impart, the three days of the camp flew by.

Anzac Weekend saw a B-Rel and beginning 4-way weekend organised by Steph Bensley and Gary Nemirovsky from "Rotor Out" which was well attended.

Earlier this year we saw the arrival of a new catering van, with Kaye and Jim at the helm. Greasy Greg has moved on to a maintenance job at a school camp. Our arteries (and cardiologists) are having a well-deserved rest!

Maddy Cross did another tandem skydive and hasn't stopped hassling her parents

since about doing more. As a result of being told she needs to get a job, she has been seen helping mum out occasionally (very!) at Manifest. Hamish is willing himself to grow so as to safely fit in the harness so he can beat her age record!

We farewelled Damo, Sara, and Mike Willy who are now up in sunny QLD and Chips who has headed off to Canada.

'A' Licence courses have been conducted on a monthly basis over the warmer months with all participants completing the requirements. On one course, five of the guys finished the requirements within 4 days and are now racing through their B-Rels. It's great to see so many people interested in doing AFF courses and maybe continuing on in the sport. Congratulations, may you all continue on to 'F' Licences!



CYPRES 2
Made in Germany



WAY COOL INDUSTRIES PTY LTD

SKYDIVING EQUIPMENT | CAMERA & VIDEO ACCESSORIES | SALES | MANUFACTURE | SERVICE | QUALITY

THE BEST BRANDS - THE BEST SERVICE - THE BEST PRICE!
LARGE RANGE OF USED GEAR IN STOCK - WE BUY AND SELL GEAR

Performance Designs Inc.

UNITED PARACHUTE TECHNOLOGIES



MIRAGE SYSTEMS

flyaerodyne

THE BIG MAIL ORDER SHOP WITH FULL TIME FRIENDLY STAFF & PHONE SUPPORT!

HAND-CAM GLOVES & LENSES FROM WAY COOL THE ORIGINAL & STILL THE BEST!



HC PRO
 NEW HIGH DEFINITION MODELS

GO TO WAYCOOL.COM.AU FOR WAY MORE!

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



waycool INDUSTRIES

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



* CYPRES AND ARGUS ALWAYS ON OUR SHELVES AND HIRE AADS AVAILABLE * * DEMO PD CANOPIES IN COMPLETE RIGS *

PROTRACK

AUDIBLE ALTIMETER & FREEFALL COMPUTER

Skydiver Trusted Since 1998

Combine with L&B's Alttrack for total altitude awareness!

FEATURES:

- Audible altimeter
- Freefall computer
- Digital accuracy
- holds 9,999 jumps
- Detailed freefall info for the last 200 jumps
- Compatible with JumpTrack Software
- Long lasting batteries
- 1, 2 or 3 warning alarms
- Logs exit & deployment altitudes
- Calculates freefall speeds
- Sensitivity settings for wingsuit & BASE

FLIGHT PERFORMANCE

LARSEN & BRUSGAARD
 www.L-and-B.dk

Ledreborg Alle 28 • 4000 Roskilde • Denmark • +45 46 48 24 80 • Fax » +45 46 48 24 90 • l-and-b@L-and-B.dk

→ skydive

the beach sydney

sydney's only beach skydive!

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

Must be:

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

Good remuneration package

Contact tim@skydivethebeach.com or call 02 4221 1404

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

www.skydivethebeach.com 1300 663 634

SKYDIVE EXPRESS

By Amy McDermott Photos by Stu Barton,
Ellen Coenra & Cam Rolfe.



CAFMS

Richies Nudie 100th



York has had a busy past few months. Over the June Long weekend Adrian & Split organised an epic Dogs and Flockers weekend. It was great to have Jules and Hayden over teaching our fresh blood. The enthusiasm generated from that weekend has carried on with CRW and Flock loads on the increase.

Aussie Team members Don Woodland and Cameron Rolfe have been busy training at the DZ over the past month or so. Punters and regulars alike have enjoyed the spectacle of Don's accuracy and excitement of Cam's swoops. We all hope they both do well in competition.

York has seen some regular jumper's clock over big milestones recently. Legend of the skies, Wally, showed he still has enormous enthusiasm for the sport after all these years, rounding up everyone from fresh 'B' licensees to fellow veterans to celebrate his 13, 000th. Fellow York TM Thommo celebrated his 10, 000th in style, getting all the staff together for an end of day big way (including cafe & manifest).

There has been many a cartons from fresh AFF instructors with Split, Mark, Red, Jonesy and Kristin all now finished their course, luckily the students have been making them look good.

The Western Australian State 4-way meet is coming up at the end of September and has seen the keen kids of CAFMS out training already. With a 4-way seminar with Wally coming up on the 18/09, we are hoping to have a strong Inter comp this year.

Congratulations to the many local York jumpers who participated in the Aussie 100 and more ways.

The bell hasn't stopped ringing with a few notable offenses and some people (Richie) powering through so fast they can't seem to stop buying us all beer:

Joce, Kara, Troy & Quinsee - Finished AFF
Millsy & Richie - 100ths, both celebrated in style
with a lack of traditional clothing.

Amy & Crumb & PeeJ - 'D' Licence

Dan - 'B' Licence

Franky - 'E' Licence

Mia - 'A' Licence

Russ - Finished B-Rels

CYPRES 2
highest reliability

Amy's 200th Skydive

COMMANDOS

Story & Photos by Brian Kirkham

Commando Skydivers has been really busy this year, but in the best possible way. We've had Students, students and more students. I don't think there has been a day at the DZ where I haven't been asked to do a B-Rel. This is a really great thing, it means we've had a heap of students going right through to getting their 'A' Licence. I hear stories of so many people who go to a DZ, do one jump, and never come back. But at Commando Skydivers there are a huge number of people who do one jump and never look back. The social scene is great, the loads are running hot and thanks to Orlando, the rigs are getting packed. We are on track.

It's great to see a "small DZ" produce such big achievements. We had a large group of CSD regulars attended the Australian 100-way record over in Perris. Well done to all involved, you did us proud.

Phil Hope has been flat chat with his static line rating and is at the DZ every weekend getting his students geared up and on a load. Phil also joined the social club and has since put on some cracking keg parties! Jeremy Bourne gained his Birdman instructor rating while Daniel Cross and Michael Collins got their AFF rating. Well done, guys.

Club members dipped into their wallets for a successful fundraising Trivia night in July. Fantastic goodies from Airsuits, Cookie and Downward Trend helped the night along. So too did the exuberance of our friends from Bridgewater. Ash even managed to munch his way through an entire 500g block of cheese for the occasion, raising a few extra bucks for the kitty in the process. It was all part of our 50th anniversary celebrations, which will culminate in a huge dinner and weekend boogie next February.

The students have been real stars over the last few months: 'A' Licences for Matt Hobson, Chris Chat, Cameron Davey and Hugh Francis. 'B' Licences for Bec Renton, Rob Clarke and Rob Bell. And special mention to Goran, Rochelle, Emmie, Ryan, Neville, Luke, Shannon, Emma, and anyone I've missed, who will no doubt have an 'A' or 'B' Licence by the time this goes to print.



Pilot Murray and Son Josh



Luke, Emmie and Neville



Louie Schena



Michael and Brian Aff stage 1



Keg Party



Mr Social Club



Phil, Daniel and Jeremy

Got Questions? Get Answers!

Come and jump out of our brand new Caravan "Homer"



2010 Camps

Pre Nox October 11th to 14th
December 6th to 10th

skydive
ramblers.com

Learning Curve Camps

Caption: Photograph by Steve Fitchett www.fitchimages.com



TOTAL SkydiveGear CONTROL



...It's Simple...

GREAT service...

LOW prices...

on ALL SKYDIVE GEAR

Guaranteed, try us!

All the best Brands!

NEWS FLASH!

The AU\$ is still strong!

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

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

*Excludes minimal local shipping

The "ONLINE GEAR SPECIALIST"

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

Best shipping prices in Australia!

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

Shop online with Total Control and SAVE!

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

RED HOT!!! prices on a complete
Wings system, Canopies
and AAD \$7980
Subject to exchange rate variations

CERTIFICATE A

ALEC ADSETT
 SCOTT BLAIR
 MARTIN BOWEN
 PETER BRENNAN
 PHILLIP BREY
 CLINTON BROOKER
 CAMERON BROWN
 NICK CARROLL
 BENJAMIN COLE
 ROSS COLLEY
 DANIEL COOPER
 ANDREW CORRONE
 MILES COTTMAN
 CHRISTOPHER COULSON
 CAMERON DAVEY
 JINDY DEBNEY
 MARK DONALDSON
 ADAM EASTOUGH
 ARNAUD ESNAULT
 JASON FARNHAM
 ADAM FIANNACA
 OLIVER FONG
 NATHAN FOOTE
 DANIEL FREED
 BENJAMIN GARRARD
 BARTOSZ GLADYSZ
 MAX GLUKHORTSEV
 CHRISTOPHER GRIME
 OLLI HAMALAINEN
 CLINTON HAMMOND
 ADAM HARRINGTON
 LAWRENCE HARRINGTON
 MATTHEW HART
 PASI HAVANA
 MARK HAY
 BRETT HEARFIELD
 TROY HENWOOD
 MARK HIGGINS
 DAVID HODGE
 ANDREW HUDSON
 ROBERT JACKSON
 CARA-MIA JENNINGS
 CHRISTOPHER KALNINS
 LAWRENCE KERSTEN
 KATIE KLOSE
 ELISABETH LADI
 MARK LAING
 DEBORAH LEHNE
 DANIELLA LIARIS
 TIMOTHY LOWNDES
 DANIEL MAJOR
 CRAIG MARTIN
 QUENTIN MASSON
 DENYER MCCAULEY
 ANDREW MCLEAN
 BEN MOFFAT
 IAN MOIR
 LACHLAN MUDDLE
 ZACHARY OATES
 CLINTON O'CONNOR
 SIMON OGNEW
 EMMA PEARSON
 GENE PEPENE
 GABRIEL PHILLIPS
 CHARLES PICKERING
 MICHAEL PRESCOTT
 TYSON RICHARDSON
 DANIEL ROGERS
 AARON ROWLEY
 SONNY ROWORTH
 JORDAN SCHOTT
 DAVID SEMERY
 BRANDON SHORTLAND
 JASON SIENKIEWICZ
 ISRAEL SIMPSON
 JASON SINGH
 MATTHEW SMITH
 STEVE SMITH
 SAM SWADLING
 GARY TAYLER
 LAUREN TAYLOR
 PETER THIELE
 MARK THOMPSON
 GORAN TURK
 KOICHI WAKI

REECE WALLACE
 LUKE WATSON
 JASON WELFORD
 ANDREW WIGNEY
 RUSSELL WILSON
 JOSH WOODS
 ANDREW WRIGHT
 AMIT YAHAV

CERTIFICATE B

JARROD ANSELL
 RJAMES ALEXANDER
 ALEXANDER BIRD
 GARY BIRD
 SARAH BROWN
 CASEY BUTLER
 TESSA CAMERON
 JOSHUA CHESTER-MASTER
 ROBERT CLARKE
 CHERIE CLOTHIER
 JONATHAN CLULOW
 DANIEL COOPER
 WADE DAVEY
 DAVID DE VILLIERS
 PETER DUFF
 DANNY ECHOLS
 GARRY FAVRE
 PHILIPP GASSNER
 DAVID GIBLIN
 BEAU GORA
 CAMERON GORRIE
 GREG HAYWARD
 KYLIE HIGGINS
 SOPHIE HOLDFORTH
 ANDREW HUDSON
 RYAN INGRAM
 RYAN ISAIAH
 STEVE KELLY
 BENJAMIN LEE
 STEVEN LULI
 CIELO MARCHESI
 QUENTIN MASSON
 SIMON MAXWELL
 TALEP MCFADZEAN
 ADRIAN MILLS
 ANTHONY MOFFITT
 REBECCA MORRIS
 LACHLAN MUDDLE
 JAN NEJEDLY
 GEMMA NICHOLSON
 CESAR NICOLLIER
 BENJAMIN PICARD
 RAFAEL PINHEIRO
 TAMMY RAC
 REBECCA RENTON
 DAVID ROSE
 MARTINA ROUDENSKA
 DAVID SEDDON
 JAMES SHEEHAN
 JED SMITH
 MICHAEL STEERS
 DAVID STEINER
 ROBERT STEVENS
 GLEN STEWART
 MEAGAN THORPE
 ANDREW WRIGHT
 MICHAEL YOUNG

CERTIFICATE C

CHRISTOPHER BAIN
 PAUL BEAHAN
 NICK BEECROFT
 TRISTAN BIRCH
 KELLY CAMERON
 IAN CARTER
 LAUREN D'ARCY
 WADE DAVEY
 BRENDAN DAVIE
 PETER DUFF
 KATE FURNESS
 DAVID GIBLIN
 KNUT MAGNUS GJERTSEN NORBYE
 NEIL GRIME
 ROGER HUGELSHOFER
 SARAH HUGHES

TOMMASO LICCIOLI
 RAUL MARTINEZ
 SIMON MAXWELL
 CHRISTINE MCCOUGHTRY
 TALEP MCFADZEAN
 MARTIN MCINNES
 GAVIN MCKINNON
 MATTHEW MCLEOD
 JULIO MEIER
 ANTHONY MOFFITT
 ANDREW MURPHY
 DALE POLGLASE
 BOW PUGH
 FLORIAN REITER
 REBECCA RENTON
 PAUL SIMPSON
 CHELSEA STEVENS
 JOHN STYLES
 MARIKA TAUMOLI
 JENNY THORNTON
 GREG WHITE

CERTIFICATE D

TRISTAN BIRCH
 JATRE CAMPION
 ADRIAN CHAPMAN
 Scott Crawford-Hill
 RYAN DALY
 LAUREN D'ARCY
 JASON DOS REMEDIOS
 RYAN DUDDERIDGE
 PETER DUFF
 DECLAN FITZPATRICK
 ANDREW FULTON
 DARREN HARVEY
 MYLES HEWITT-TREADWELL
 TRACEY HODSON
 STEVEN HORD
 CALUM HUNTER
 MATTHEW HYLAND
 PETER JENNINGS
 KRIS KLEIN
 AMY MCDERMOTT
 BENJAMIN MILHAM-MARKS
 KIRSTEN MORIARTY
 KATHRYN OATS
 DAN PIERCE
 KRIS REISER
 BRETT SHERIDAN
 NIELS STEEMAN
 JOHN STYLES
 REGINA TEMPLER
 ANDY VUKOVICH
 ARNON ZMORA

CERTIFICATE E

JOHN AITKEN
 NATHAN BECKINGHAM
 PHILIP BROWN
 JULIAN BRUNT
 Scott Crawford-Hill
 JAY CRISTAUDO
 CYNTHIA CURRIE
 PETER DUFF
 PAUL EASTERBROOK
 IVAN FOMENKO
 PHILLIP GORDON
 LINTON HART
 DION HUDSON
 KATHRYN OATS
 DAN PIERCE
 MICHAEL SCHWACH
 BRETT SHERIDAN
 FRANCIS SZABO
 RUDOLF WOERNLE

CERTIFICATE F

JEAN HEYDENRYCH
 SUSAN McLACHLAN

STAR CREST

TRISTAN BIRCH
 AUSTIN BRUNT
 JATRE CAMPION
 JOHN CLARETE

LAUREN D'ARCY
 TIMON DIK
 PETER DUFF
 PAUL EASTERBROOK
 HAYDEN GALVIN
 CRISTIANO GARIBALDI
 PHILLIP GORDON
 NEIL GRIME
 STUART HARGRAVE
 DANNY HELMY
 ROGER HUGELSHOFER
 PETER JENNINGS
 JESSIE MULVEY
 TONY ROKOV
 DAN ROSSI
 JOHN SHEPHERD
 BRETT SHERIDAN
 MEAGAN THORPE
 LAURA WATSON

CANOPY CREST

RICHIE DRONOW
 TRACEY HODSON
 AMY MCDERMOTT

FREEFLY CREST

NAOMI ADAM
 DAMIAN ATKINSON
 SAMY BAHUR
 ANDREW BAIN
 TYLER BAIRD
 RICHARD BRADLEY
 RICHARD BROOKS
 STEVEN BURNIE
 JASON CAMPLIN
 SIMON CHOPPING
 ELLEN COENRA
 RYAN CONNON
 CHRIS COSGROVE
 ASH CRICK
 PETE DABINETT
 NIR DAVIDSON
 CRAIG DONOVAN
 BRIAN DORE
 ISOBEL DORE
 PAUL DREDGE
 JAMES EVERED
 ANTHONY FITZGERALD
 LINSEY FITZPATRICK
 IVAN FOMENKO
 MICK FORREST
 MARK GAZLEY
 EVAN GEORGIADIS
 JOAKIM HALLIN
 GARY HAMILTON
 MATT HARRIS
 SIMON HAYTER
 JAMES HENSMAN
 SCOTT HISCOE
 KIM HOPWOOD
 MARTIN HUTCHINSON
 KIEREN JAMES
 WAYNE JONES
 OSSIE KHAN
 JONATHAN KING
 STEPHANIE LAFLEUR
 ANDREW LIPINSKI
 SHONA LLOYD
 ADRIAN LLOYD
 ADAM LONG
 MATTHEW LONGHURST
 JAMIE LYVER
 MARK McCOLGAN
 LEIGH MCCORMACK
 DEBBIE MCEVOY
 MICHAEL McGRATH
 ROBERT McMILLAN
 CECILIA MORTON
 ROGER MULCKEY
 JESSIE MULVEY
 TIM MUNN
 GLEN NUTTALL
 DAVID O'BRIEN
 BRADLEY POKROY
 MARCUS PRIEM

BUCK ROGERS
 CRAIG SANDER
 NATHAN SCOTFORD
 REBECCA SCOTT
 ALLAN SCOTT
 BRETT SHERIDAN
 ALEX SKALA
 DANIEL SMITH
 WAYNE STALDER
 ERICA TADOKORO
 PETER TEALE
 DYLAN TEMPEST
 SONNICA VAN ZIJL
 AKI WATANABE
 CLAYTON WERNER
 GREG WEST

INSTRUCTOR 'D'

CMASON CORBY
 PHILLIP GORDON
 DION HUDSON
 KRISTIN MITCHELL
 SAMUEL PARKER
 PAUL TAYLOR

INSTRUCTOR 'C'

DAN BARKER
 DAVID BOULTER
 GARTH CAMAC
 NATHAN KEENAN
 WARREN KEOGH
 YOSSI STEIN

INSTRUCTOR 'B'

GARY RYNBOUT

INSTRUCTOR 'A'

ARCHIE JAMIESON

TUTOR FREEFLY

TYLER BAIRD
 CATHERINE COMYNS
 JONATHAN DE WET
 LINSEY FITZPATRICK
 HASAN HERBERT
 CLAYTON WERNER

TUTOR RW

TYLER BAIRD
 GEORGE TANG

ENDORSEMENT AFF

DANIEL ALDRIDGE
 KRISTIN MITCHELL

ENDORSEMENT TANDEM

MASON CORBY
 STEVE COWAN
 BEN DALGLISH
 PHILLIP GORDON
 DION HUDSON
 SAMUEL PARKER
 PAUL TAYLOR

TANDEM SUB-ENDORSEMENT RACER

LUKE OLIVER
 PAUL TURNER
 RONALD PERRY

TANDEM SUB-ENDORSEMENT STRONG

DOUG BALL
 STEVE COWAN
 PHILLIP GORDON
 WARWICK JONES

TANDEM SUB-ENDORSEMENT VECTOR/SIGMA

DION HUDSON
 MASON CORBY
 WADE CHALLENGOR
 PHILLIP GORDON

SAMUEL PARKER
PAUL TAYLOR

TANDEM SUPERVISOR

GARY RYNBOUT
STEVE SMEDLEY

PACKER 'B'

ROBERT CLARKE
RYAN DUDDERIDGE
TIMOTHY ENGLISH
PHILLIP GORDON
DION HUDSON
RYAN JENKIN
JOHN MARTIN
SUSANNAH MORROW
DEREK MURPHY
TRENT PETERS
BENJAMIN PICARD
CHRISTOPHER POOLE
TOM RYAN
REGINA TEMPLER

PACKER 'A'

LESLIE ALDRIDGE
AARON CHALK
MASON CORBY
SIMON GUTHRIE
RICHARD MCGUIRE
TALIS STEELE

DISPLAY 'D'

TOM BOOTH
CASEY BUTLER
GAVAN COOK
CYNTHIA CURRIE
RYAN DALY
GLEN DOCHERTY
DAVID GIBLIN
TIM GOLSBY-SMITH
MYLES HEWITT-TREADWELL
LANCE MARTENS
GEMMA NICHOLSON
RIA PECK
DAN PIERCE
LINDSAY RICH
EMMA WALD
DEBBIE WHITE

DISPLAY 'C'

PENELOPE BARRETT
MICHAEL CRUSH

DISPLAY 'B'

JULIAN BRUNT
STEVE GARRARD
JEAN HEYDENRYCH
JACQUELINE ROOTMAN

DISPLAY ORGANISER'S LICENCE

LUKE BIGGS
KIP FROST

JUMP PILOT AUTHORISATION

ROSS ANDERSON
RORY BAARTZ
ADAM BAKER
JAMES BARKELL
JAMES BARLEY
ROBERT BARNETT
CHRIS BARRY
CARL BAYLY
ANDREW BIGGS
REUBEN BLACK
GLENN BLAKISTON
PAUL BOLAND
ADAM BOOKER
ANTHONY BOUCAUT

NIGEL BRENNAN
MARK BRODY
PETER BROWN
STEFAN BROWN
GUY BRYANT
ALAN CAMPBELL
KIRK CAMPBELL
TREVOR CANNELL
JAMES CAPPER
MARK CARTWRIGHT
JESSICA CASSEBOHM
JASE CHANDLER
LES CHARD
CHRIS CLARK
JASON CLARK
JOHN CLEMENTS
LLOYD COFIELD
BENJAMIN COLE
ALEX COLMAN
GRAHAM COOK
DON CROSS
MICHAEL CUMMING
PETER CURREY
RAY CURRY
PAUL DALLOW
TIM DALTON
BARRY DAWSON
PHILLIP DELANEY
ANDREW DERRICK
MARTIN DICKER
MARC DUMKE
GERARD DUNNING
WILLIAM DYER
MARK EDWARDS
STACEY EDWARDS
TONY EDWARDS
TIMON EHRET
MICHAEL ELLEM
PETER ELLERY
RICHARD EWING
LES FACER
ERROL FEATHERSTONE
ROB FICKLING
JOCK FOLAN
BEN FORKNALL
JOHN FRISWELL
SAM FULLER
ROBBIE GALLAGHER
BILLIE GARBUTT
ANDREW GARDNER
JOHN GARLICK
DAVID GARRETTY
ANDREW GARRIOCK
MURRAY GERRATY
ADRIAN GIESEMANN
DON GORDON
JONNY GOSS
CALEB GOTTS
NATHAN GRAHAM
ALLAN GRAY
DAMIAN HART
RORY HATCHETT
KELLIE HAVENAN
MAT HAWKINS
JANINE HAYES
DAVID HENDERSON
GRAHAME HILL
BRUCE HODGENS
GEOFF HUNTER
CHRIS HUTTER
KYLE HYNES
DREW INNES
TRAVIS IVENS
CHRIS JILLEY
CRAIG JONES
TREVOR JONES
ADAM KEMP
ADHEESH KHAJURIA
ADAM KING
BRETT KITELEY

ALISTAIR KLEIN
BRENDAN KOSMER
BEN LAPPIN
GERARD LAPPIN
HAROLD LAPPIN
RICHARD LARKIN
DEAN LEA
MATTHEW LEWINSOHN
PETE LEWIS
GRANT LONNON
CHRIS LOWE
DAVID MAHONEY
KEVIN MARTIN
LUKE MASSEY
SHANNON MAYER
RICHARD MAZELIS
JOHN MCCABE
IAN MCCOOEY
CHRIS MCEVOY
ANDREW MCFADDEN
CHRIS MCGOUGH
CHRIS MCINTOSH
CHRIS MCKEOWN
CHRIS MCNEILL
STEVEN MCNICHOL
CHRIS MCQUADE
AL MCVINISH
BILL MCVINISH
CAROL MCVINISH
JON McWILLIAM
RODNEY MILLER
ANTHONY MOOR
CHRISTOPHER MOSCA
BEN MOSS
ROGER MULCKEY
ANDY MULHOLLAND
DEAN MUNSIE
MICK MURTAGH
ROBERT NADEBAUM
HUGHIE NGUYEN
GAVIN NORSWORTHY
GEORGE NORTHY
JOSH NORWOOD
MICHAEL O'BRIEN
RICHARD OGILVIE
ROBIN O'NEILL
PHIL ONIS
MIKE OULTON
VATCHE PAILAGIAN
JOHN PERKINS
PHILLIP PERKINS
BENJAMIN PICARD
AUSSIE POWER
KRIS REISER
TERRY RIDDLE
GRAEME RINGROSE
JOHN ROBERTSON
MARK ROB.JOHN
RYAN ROCHE
BUCK ROGERS
MICHAEL ROGERS
ALAN ROSE
MARKHAM ROSS
TRISTAN ROULSTON
DAVID SANDERSON
LINDSAY SARGEANT
MICHAEL SAXBY
BRIAN SCHILLER
JOHN SCOFFELL
CAMERON SEMAN
ALAN SHERRINGTON
ASHLEY SMITH
BARRY SMITH
GREG SMITH
JEREMY SMITH
MATT SMITH
PAUL SNETLON
RUSSELL SPEAR
ROBERT

ROGER SPINKS
PETER STAEBNER
JOHN STOKES
IOAN SZELES
MELRYN TAYLOR
THEO THOMAS
CHRIS TIBBETTS
ANDREW TREZISE
BILL TUDDENHAM
TIM URQUHART
ANDREW WADE
CAMPBELL WAGSTAFF
JOSHUA WALES
NICHOLAS WALLACE
RANDY WALSH
ROSS WALZ
STEVEN WARD
CHRIS WARREN
JOHN WATKINS
DEE WATSON
KEITH WATTS
RONALD WESTON
MISCHA WHITFIELD
JAMES WHITTAKER
DARREL WILDE
DAVID WILSON
RICHARD WINDSOR
GRAEME WISE
SHANE WOLK
MATTIAS ZANGERL
JUSTIN

Timing The BELL

Compiled by the APF at
AGM deadline time.





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

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

FAR NORTH FREEFALL INC.

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

MACKAY PARACHUTE CENTRE

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

PAUL'S PARACHUTING

PO BOX 90N, CAIRNS QLD 4870
 CHIEF INSTRUCTOR: GLENN BOLTON
 Club Phone: 07 4051 8855
 Drop Zone Phone: 0418 770 250
 Email: skydivethereefcairns@australianskydive.com
 Drop Zone Location:
 EDMONTON - CAIRNS & MISSION BEACH
 Web: www.australianskydive.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 BYRON BAY

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

SKYDIVE CAIRNS

PO BOX 105, NORTH CAIRNS QLD 4870
 CHIEF INSTRUCTOR: STEPHEN LEWIS
 Club Phone: 07 4031 5499
 Drop Zone Phone: 07 4068 3801

Email: reservations@skydivecairns.com.au
 DROP ZONE LOCATION: PAGE ROAD, EDMONTON,
 MISSION BEACH & TULLY
 Web: www.skydivecairns.com.au/
 Aircraft: Cresco 750, Cessna Caravan & Cessna 182

SKYDIVE THE WHITSUNDAYS

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

SKYDIVE TOWNSVILLE

PO BOX 1786, TOWNSVILLE QLD 4810
 CHIEF INSTRUCTOR: ALAN MOSS
 Club Phone: 07 47214721
 Drop Zone Phone: 0412 889 154
 Email: info@skydivetownsville.com
 Drop Zone Location: AYR AIRPORT, AERODROME RD
 BRANDON & THE STRAND, TOWNSVILLE
 Web: www.skydivetownsville.com
 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

AUSTRALIAN PARARESCUE TEAM

PO BOX 86, SOUTHPORT QLD 4215
 Non Training
 Club Phone: 0416 611 499
 Email: paulweir56@yahoo.com.au
 Web: www.ipsgonline.com

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: admin@brisbaneskydive.com.au
 Drop Zone Location: WILLOW BANK
 Web: www.brisbaneskydive.com.au/
 Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD

PO BOX 332, COOLANGAITA QLD 4225
 CHIEF INSTRUCTOR (Temporary): Stephen Fickling
 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

QUEENSLAND ADRENALIN SKYDIVERS

PO BOX 166, GEEBUNG QLD 4034
 CHIEF INSTRUCTOR: Jim Czerwinski
 Club Phone: 07 3314 3664
 Drop Zone Phone: 0417 079 460
 Email: tandemjump@optusnet.com.au
 Drop Zone Location: WOORIM BEACH BRIBIE ISLAND
 Web: http://www.adrenskydivers.com.au
 Aircraft: C182 & C-206

RAMBLERS PARACHUTE CENTRE

PO BOX 136, TOOGOOLOOWAH QLD 4313
 CHIEF INSTRUCTOR: DAVID McEVOY
 Club Phone: 07 5423 1159
 Email: skydive@ramblers.com.au
 Drop Zone Location: TOOGOOLOOWAH and COOLUM BEACH
 Web: www.ramblers.com.au/
 Aircraft: Cessna Caravan and Cessna 182s

REDCLIFFE CITY SKYDIVING

PO BOX 105, REDCLIFFE QLD 4020
 CHIEF INSTRUCTOR: JOHN COOK
 Club Phone: 07 3283 8911
 Email: angela@skydiveredcliffe.com.au
 Drop Zone Location: SUTTONS BEACH (REDCLIFFE)
 Web: www.skydiveredcliffe.com.au/
 Aircraft: C182 & PA31 Navajo

RIPCORD SKYDIVERS

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

RIPCORD SKYDIVERS ASSOCIATION

2 Curtain Road, Glenmore Grove Gatton QLD 4343
 Non Training Operation

Club Phone: 07 5466 5630
 Email: ripcordskydiversinc@hotmail.com
 Drop Zone Location: GATTON
 Web: www.ripcord-skydivers.com.au/
 Aircraft: C-206 & C-182

SKYDIVE CABOOLTURE

PO BOX 268, GLASS HOUSE MOUNTAINS QLD 4518
 CHIEF INSTRUCTOR: IAN MCGREGOR
 Club Phone: 07 5496 9562
 Drop Zone Phone: 0414 704 415
 Email: imc@big.net.au
 Drop Zone Location: CABOOLTURE AIRFIELD
 Web: www.skydivecaboolture.com
 Aircraft: Cessna 182 Cessna 206

SKYDIVE RAINBOW BEACH

PO BOX 7, RAINBOW BEACH QLD 4581
 CHIEF INSTRUCTOR: ROB CARBERY
 Club Phone: 0418 218 358
 Email: info@skydiverainbowbeach.com
 Drop Zone Location: RAINBOW BEACH
 Web: www.skydiverainbowbeach.com/
 Aircraft: C-182

SOUTH EAST QUEENSLAND SKYDIVERS INC

PO BOX 928, REDCLIFFE QLD 4020
 Non Training
 Club Phone: 0429 020 865
 Email: seqsclub@gmail.com
 Web: www.seqsclub.com.au

SUNSHINE COAST SKYDIVERS

PO BOX 1079, CALOUNDRA QLD 4551
 CHIEF INSTRUCTOR: TIBOR GLESK
 Club Phone: 07 5437 0211
 Email: info@jumpscs.com
 Drop Zone Location: CALOUNDRA & VARIOUS BEACHES
 Web: www.jumpscs.com/
 Aircraft: Cessna Caravan, C182 & C206

TOOGOOLOOWAH SKYDIVERS CLUB INC.

18 DESERT FALLS CRES, PARKWOOD QLD 4214
 Non Training Operation
 Club Phone: 0418 154 119
 Email: tsqld@gmail.com
 Drop Zone Location: TOOGOOLOOWAH
 Aircraft: Cessna Caravan

SKYDIVE HERVEY BAY

NEW SOUTH WALES

ADRENALIN SKYDIVE

4 RADFORD STREET, HEDDON GRETA NSW 2321
 CHIEF INSTRUCTOR: BILL TUDDENHAM
 Club Phone: 02 49364955
 Drop Zone Phone: 0419 297 014
 Email: skydive@pacific.net.au
 Drop Zone Location: LUSKINTYRE AIRFIELD,
 HEXHAM AIRFIELD, NSW
 Web: www.askskydive.com
 Aircraft: Cessna 182, 206

COASTAL SKYDIVERS

15 WEISMANLIE 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: LAWRENCE HILL
 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

PO Box 843, BYRON BAY NSW 2481
 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: HOPE ESTATE, CESSNOCK &
 WHITTINGHAM AIRFIELD, SINGLETON
 Web: www.justjumpskydive.com.au/
 Aircraft: Cessna 206 & XL750

*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.

NEWCASTLE SPORT PARACHUTE CLUB
PO BOX 116 BRANXTON, NSW 2335
CHIEF INSTRUCTOR: TONY MAURER
Club & Drop Zone Phone: 02 4938 1040
Email: info@skydivenewcastle.com.au
Drop Zone Location: MOORES LANE ELDERSLIE & WITTINGHAM AIRFIELD, SINGLETON
Web: www.skydivenewcastle.com/
Aircraft: Cessna 182

SIMPLY SKYDIVE - PENRITH LAKES SKYDIVING CENTRE
12 Perth Street, Oxley Park, Sydney NSW 2760
CHIEF INSTRUCTOR: DONOVAN CASEY
Club Phone: 02 9223 8444
Drop Zone Phone: 0403 088 697
Email: info@simplyskydive.com.au
Drop Zone Location: PENRITH LAKES, West White Water Stadium
Web: www.simplyskydive.com.au/
Aircraft: Piper Navajo, C-207, C-210, HELIO COURIER

SKYDIVE COFFS HARBOUR
PO Box 351, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: MARK BRODY
Club Phone: 0403 871 451
Drop Zone Phone: 0433 254 438
Email: skydivecoffsharbour@australianskydive.com
Drop Zone Location: PARK BEACH & ENGLANDS PARK OVAL & COFFS HARBOUR AIRPORT
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@skydivemaitland.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: http://www.shoal.net.au/~skydivenowra/
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
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
Drop Zone Location: STUART PARK WOLLONGONG
Web: www.skydivethebeach.com/
Aircraft: Navajo, Cessnas 206 & 182 and Caravan 208

SKYDIVING NSW DROP ZONE
PO BOX 764, TAREE NSW 2430
CHIEF INSTRUCTOR: MARK BRODY
Club & Drop Zone Phone: 0418 730 741
Email: skydiving@westnet.com.au
Drop Zone Location: TAREE AIRPORT
Aircraft: C182

SYDNEY PARACHUTE & SKYDIVING CENTRE
PO BOX 4274 Milperra Bc 1891
CHIEF INSTRUCTOR: GRAHAME HILL
Club Phone: 1800 805 997
Drop Zone Phone: 02 97919155
Email: admin@sydneysskydivers.com.au
Drop Zone Location: PICTON
Web: www.sydneysskydivers.com.au/
Aircraft: Skyvan, 750 XL & Beaver

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

TANDEM SKYDIVING
37 SEGENHOE ST, ARNCLIFFE NSW 2205
CHIEF INSTRUCTOR: DICK PETTERS
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
PO BOX 172 DUBBO NSW 2830
CHIEF INSTRUCTOR: MIKE CARRE
Club Phone: 02 6884 8266
Drop Zone Phone: 02 6852 3845
Email: lyndon.p@optusnet.com.au
Drop Zone Location: FORBES AIRPORT
Web: www.wdpc.info/
Aircraft: Cessna 182

ACT

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

SKYDIVE CANBERRA
4 BADGER PL, OXLEY ACT 2903
CHIEF INSTRUCTOR: TERRY RIDDLE
Club Phone: 02 6296 1911 (BH)
Drop Zone Phone: 0458 736 920
Email: neilandsharan@fergiefamily.com
Drop Zone Location: CANBERRA - MINT OVAL, DEAKIN
Web: www.skydivecanberra.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@aerielskydives.com
Drop Zone Location: LATROBE REGIONAL AIRPORT, TRARALGON
Web: www.aerielskydives.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: jump@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
L10/50 Lonsdale Street Melbourne VIC 3000
Non Training Operation
Drop Zone Location: No fixed DZ
Web: www.relworkers.org/

SKYDIVE NAGAMBIE
PO BOX 311, NAGAMBIE VIC 3608
CHIEF INSTRUCTOR: DON CROSS
Club Phone: 03 5794 1466
Drop Zone Phone: 03 5794 2626
Email: jump@skydivenagambie.com
Drop Zone Location: NAGAMBIE & PHILLIP ISLAND
Web: www.skydivenagambie.com/
Aircraft: XL 750 & Cessna 185

SKYDIVE VICTORIA
PO BOX 16, COROWA NSW 2646
CHIEF INSTRUCTOR: FRANK SMITH
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
678 North East Road Holden Hill SA 5088
CHIEF INSTRUCTOR: ALLAN GRAY
Club Phone: 08 8261 4161
Email: info@adelaideskydiving.com.au
Drop Zone Location: Port Wakefield Road Lower Light
Web: www.adelaideskydiving.com.au/
Aircraft: C-182

ADVENTURE AIR SKYDIVING PTY LTD
PO BOX 571, GOODWOOD SA 5034
CHIEF INSTRUCTOR: SCOTT GRIST
Club Phone: 08 8322 7788
Email: info@skydivegoolwa.com.au
Drop Zone Location: GOOLWA AIRFIELD, AIRPORT RD, CURRENCY CREEK
Web: www.skydivegoolwa.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: greg@skydiving.com.au
Drop Zone Location: LANGHORNE CREEK AIRFIELD, SKELDON ROAD
Web: www.skydiving.com.au/
Aircraft: Cessna 206 & 182

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC
PO. BOX 884, NORTH ADELAIDE SA 5006
Non Training Operation
Club 0422 469 608
Email: skydive@saspc.asn.au
Drop Zone Location: LOWER LIGHT, LANGHORNE CREEK, GOOLWA
Web: www.saspc.asn.au/

WESTERN AUSTRALIA

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

KAMBALDA SKYSPOrts
PO BOX 79, KAMBALDA WEST WA 6444
CHIEF INSTRUCTOR: MICK MURTAGH
Club Phone: 08 9027 1043
Drop Zone Phone: 0419 853 193
Email: murtagh@bigpond.net.au
Drop Zone Location: KAMBALDA WEST AIRSTRIP
Aircraft: C-182

PETE'S PARACHUTING (NW) PTY LTD
PO BOX 810, JURIE BAY WA 6516
CHIEF INSTRUCTOR: PETE LONNON
Club Phone: 08 9652 1350
Email: jumpnow@bigpond.net.au
Drop Zone Location: WICKHAM AIRSTRIP & JURIE BAY
Web: and www.skydivejuriembay.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 EXPRESS
PO BOX 151, LEEDERVILLE WA 6903
CHIEF INSTRUCTOR: DON WOODLAND
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: 0439 979 897
Email: annkerrawn@gmail.com
Drop Zone Location: BUSSELTON REGIONAL AIRPORT
WEB: www.southernskydivers.com.au
Aircraft: BN2A Islander, Cessna 182

SPORTING SKYDIVERS CLUB OF WA
10 VALENCIA GROVE, MOUNT NASURA WA 6112
Non training Operation
Club Phone: 08 9399 7333
Email: cbenco@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
Email: wasac@inet.net.au
Drop Zone Location: PINJARRA
Web: www.waskydiving.com.au/
Aircraft: 2 X Cessna 182s, PA 31-30 Navajo

TASMANIA

SKYDIVE TASMANIA
20 MCVILLY DRIVE, HOBART TAS 7000
CHIEF INSTRUCTOR: KEN HIGGINS
Club Phone: 0400 500 123
Email: info@skydivetasmantia.com.au
Drop Zone Location: SWANSEA & HOBART REGATTA GROUNDS
Aircraft: C-182
Web: www.skydivetasmantia.com.au

