

Australian

skydiver

magazine



ISSN 1444-2256

08



ISSUE 54

Volume 1/2011
AUST \$8.95 inc GST

ASM AUSTRALIAN SKYDIVER MAGAZINE

FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



9 771444 225007

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.



FRONT COVER



Fiona McEachern Memorial Jump, an 18-way phantom slot during the Equinox Boogie at Toogoolawah DZ, Queensland.
Photographer: Steve Fitchett
www.fitchimages.com

BACK COVER



Fiona McEachern Memorial Jump, Mark Gazley swooping the pond at Langhorne Creek DZ, South Australia
Photographer: Erika Wiszniewski

CONTENTS

- p>5 Coffs Afterlife Boogie
- p>13 nQ Champs - Go Troppo

EDITORIAL

Toughen Up Princess

Being the Christmas issue, here in this Editorial I wanted to wrap up the wonderful year we've had jumping and talk up all the great achievements and developments. I'll have to let the Happy silly season and wishing you all blue skies and 5 knots for 2011.

Susie Mc

Contributors
 Charlotte Bennett-Hill

[asm details]

[Publisher]

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

[Design & Layout] [Subscriptions]

iGraphix	5 issues per year	
Amanda Hutchison	Australia	\$44 (incl. GST)
Ph: 07 5444 1931	NZ & S.E. Asia	\$58 (airmail)
igraphix@hotmail.net.au	All other Overseas	\$75 (airmail)

[Printing House] [Advertising]

JT Press	Advertising rates, dimension specifications and artwork details supplied on request.
Peter Brown	
0411 728 980	

[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.

Next Deadlines

10th June, 2011 5th September, 2011

Welcome to tropical Tandem Cairns... Amazing New DZ!

Come to the WINTER ESCAPE BOOGIE CAIRNS 4TH - 10TH JUNE 2011

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

Michael Vaughan - Coaching & Canopy Course
Barry Calver - Big Ways
Brad & Sonica - Freely

14000ft. - \$40 jumps
TURBINE AIRCRAFT...
Skyvan & Beaver

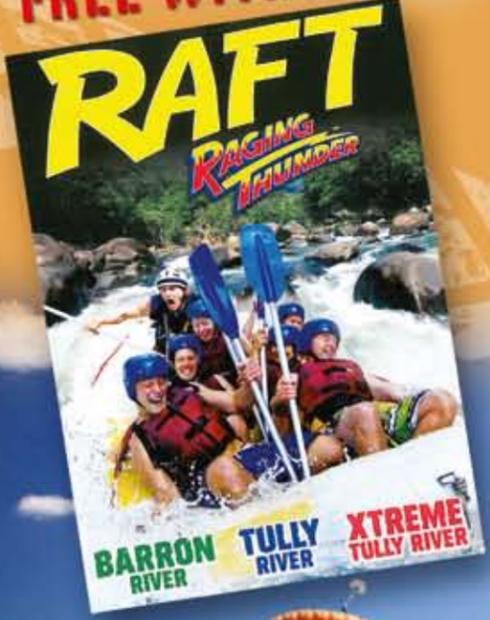
TANDEM CAIRNS

www.tandem Cairns.com.au

CAIRNS - SYDNEY - HERVEY BAY - BRISBANE



FREE WITH REGO



\$100 REGISTRATION
INCLUDES WHITE WATER RAFTING WITH
RAGING THUNDER FREE!

*Day off on the 7th of June - registration includes
white water rafting on the Tully River with Raging
Thunder FREE!*

NO DZ FEES

BUNKHOUSE AVAILABLE - LIMITED SLOTS

GREAT FACILITIES

*Huge lush green landing areas, Catering, Bar,
Swimming Pool, Camping and more!*

BEACH JUMPS

...FOR QUALIFIED JUMPERS

ESCAPE WINTER!

DISCOUNT TOURS AVAILABLE

*Discount Cairns tours and accomodation available
Ideal holiday... Come to sunny Queensland during
those chilly winter months.*

DISCOUNT FLIGHTS

AVAILABLE FROM SYDNEY AND MELBOURNE

FOR FURTHER INFORMATION
>> Tracy 1800 805 997 (Ext.141)
REGISTER AT THE WEB SITE BY MAY 2011

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

STYLE & ACCURACY
17 - 19 JUNE, 2011
COASTAL SKYDIVERS
PORT MACQUARIE NSW

16WAY FS & 10WAY SPEED STAR
29 - 31 DEC. 2010
SYDNEY SKYDIVERS, PICTON



manXmachine

LUIGI CANI (STUNT ATHLETE) AND DAVE RIGGS (STUNT PILOT) DECIDED TO TRY TO MAKE THE IMPOSSIBLE POSSIBLE:



Perform a stunt where a human body would fly formation with the Fighter Jet. After almost one year of planning and preparation in order to get the training, the funds and the professionals necessary to attempt the flights, this 2 "dreamers" got the opportunity to execute 3 days of flights attempts, performing 15 flights (jumps) together.

The minimum forward speed of the jet was way above the maximum forward speed of the wing-suit, so it was necessary to rig expensive carbon fiber speed breakers under jet.

It was a very challenging project - really hard to coordinate 4 elements in the air to be positioned and lined up perfectly so the stunt could be achieved and captured from the cameras:

At 10,000 feet AGL was a Pilatus Porter flying Luigi's jump run east > west - at 9,000 feet AGL was a Russian Jet approaching from bellow and far east the slower plane

(Pilatus) - at 8,000 feet AGL was a Gyro-Cam Helicopter hovering offset west-south - When Luigi from the Pilatus open door would get visual contact with the Jet coming from bellow and behind, he would jump and fly forward and down adjusting with the jet to meet up with Mr Riggs between 8,000 and 5,000 feet AGL.

Flight characteristics and speeds from a fighter to a chopper to a pilatus porter to a wing suit flyer are not the same and combining time and precision for everything to be safe and in place was not easy.

On the best formation flight attempts I came with in 15-20 feet from Mr Riggs wing tip - and the feeling and sensation to be in free fall that close to a fighter jet is amazing - all the hard work, training and dedication pays off when u materialize such a dream.

The stunt was produced for a popular national TV Show in Brazil and the footage will air in March, 2011.



AERIAL PHOTOS:
JEFF NEBELKOPF

STUNT PILOT:
DAVE RIGGS

STUNT ATHLETE:
LUIGI CANI

GROUND PHOTOS:
LYCURGO QUERIDO

PRODUCERS:
*DAVID THIES &
FREDERICO
LAPENDA*

20 YEARS

yesterday - today - tomorrow

CYPRES

50 YEARS

ANNIVERSARY BOOGIES 2011

April 22nd - 30th

Skysisters Australia
www.skysisters.com.au

May 31st - June 5th

Carolina Fest USA
www.carolinafestboogie.com

July 25th - 31st

Prostejov Czech Republic
www.falconair.cz

Come jump with world-class, CYPRES-sponsored athletes. Free load organising, free coaching, free fun! Pink parties, pink drinks, pink prizes & more. Come celebrate with CYPRES, 20 years and counting!

CYPRES 20th LIMITED EDITION

Specialized unit with refined finish - personally signed from the inventor Helmut Cloth

WEBSITE RAFFLE

CYPRES 20th LIMITED Edition unit -
CYPRES apparel - vouchers - jump tickets - goodies

www.cypres.cc/20years

Photo: Brian Buckland, Norman Kent



With a now familiar roar, the Skyvan announced its arrival at Nagambie DZ to herald the start of the much anticipated 4th annual Skydive Nagambie Full Moon Boogie.

The offer of a preregistration prize from NZ Aerosports for a 50% discount voucher for an Icarus canopy was incentive for those 80 skydivers who were organised enough to plan ahead for their trip to this year's Boogie.

Jumpers started arriving from both interstate and overseas on Wednesday to be greeted with a great weather forecast for the next 5 days. Wednesday night heralded the start of many party nights for the Boogie, with local camera guy Paul Easterbrook holding a party in town to celebrate his 30th birthday. Nothing like a pre-party to make sure you are ready for a boogie!

Unlike the first day of the Boogie in previous years, the weather gods favoured us with no rain, low cloud nor wind, which resulted in a record number of loads being done for a Full Moon Boogie first day.

Our sensational load organisers Dingo, Scatty, Sas, Ebone and Hayden had no trouble motivating jumpers to take to the skies with every type of skydive being catered for - Atmos, Tracking, 4-ways, Starcrests, Big ways, Wingsuit flocks, you name it and it was being attempted. The atmosphere was electric.

Highlights of the Boogie included the hybrid jumps coordinated by the Freely and Flat load organisers. Many different angles and points were turned. I am sure we will see more of these done at Nagambie on a regular basis. A few of the local boy's heads were turned when the "undie one hundie" jump was organised by NZ jumper Cherie for her 100th!

Hayden Galvin from 5D Wingsuiting was on hand to spread the Wingsuit gospel to those who had not had the chance to partake before with 22 first flights being undertaken. We think a few new wingsuits have been ordered as Christmas presents for the Wingsuit converts.

Paul "I'm off the grog" Smith was kept busy averaging 25 loads a day in Sydney Skydivers' Skyvan. Don and Poo scurried off the drop zone each evening in an effort to be clear minded the next day - in reality all they did was relocate drinking areas to tell each other stories of how good they were!

DZSO Don was kept busy over the weekend, when on one day, you would have been excused from thinking that we were experiencing a partial solar eclipse with all the freebags and main canopies cluttering the sky! Thankfully cutaways were the only incidents for the entire boogie.



BOOGIE STATS

115 jumpers registered

Jumpers from every state of Australia as well as NZ, France, Holland & Sweden

110 loads

1,650 slots

57 cartons on the bar

6 malfunctions

83 tandems

Rob Spears, our Icks-EI (XL in Ozzie speak) pilot snuck in a tandem jump over the Boogie with Jonny deWet. Rob ran down off the Skyvan ramp with Jonny strapped to his back much to the amusement of the load. Jonny was just an AAD along for the ride. We think Rob is pretty keen on doing his AFF course which he reckons would be "Choice Bro".

On-site rigger and one of the major sponsors, Brett Newman, was kept just as busy as the DZSO with all the reserve repacks required, but still found time to make quite a few jumps. One of the most memorable of his jumps was the first ever Wingsuit tandem skydive made in Australia and only the second in the World. This skydive attracted quite an amount of media coverage. Congratulations Bretto and Kath! Don't try this at home though folks – a lot of planning and experience went into making this happen.

This year the boogie DVD and day tape production was outsourced to a film company who specialises in sport films. The day tapes were quite spectacular, and we eagerly await the final production of the DVD.

Once again the boogie was a roaring success – Bring on Full Moon 2011.



The Awards

Prizes donated by Downward Trend Rigging were awarded for the best up and coming jumper in each discipline, as judged by the load organisers. Congratulations to the following jumpers on their awesome efforts during the boogie:

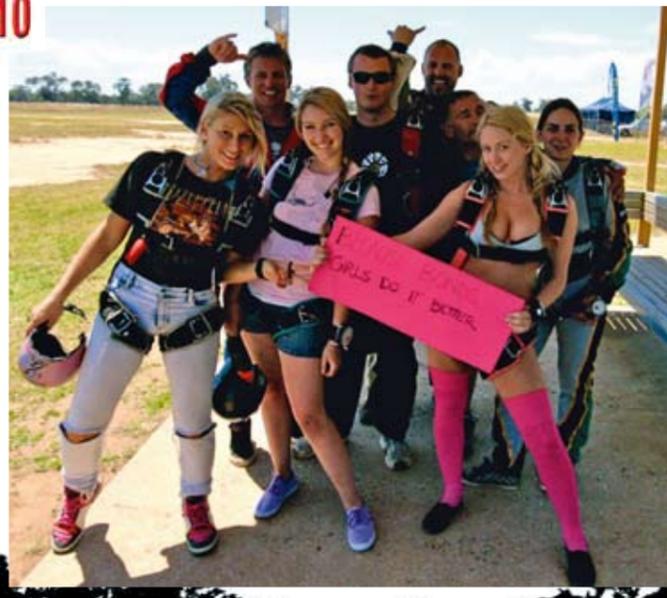
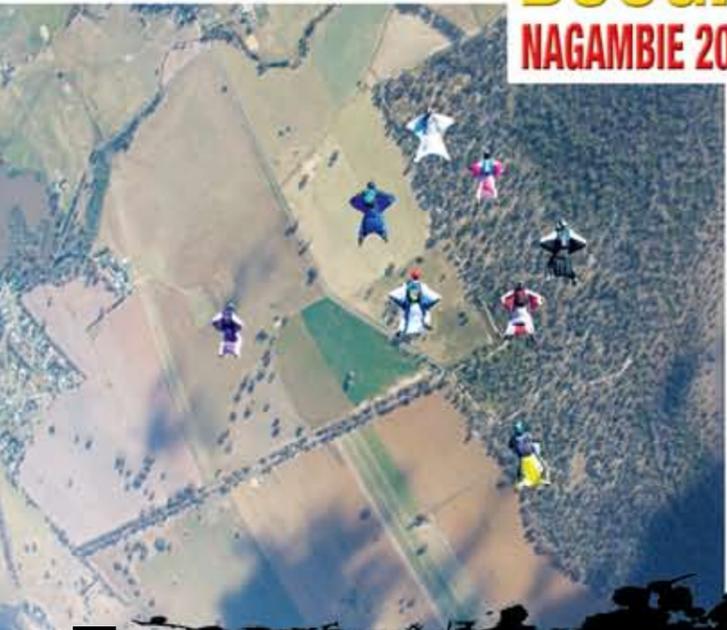
- Wingsuiter** – Jon Norman (South Australia)
- Flatflyer** – Helen Hayes (South Australia)
- Freeflyer** – Simon Hayter (Picton DZ)

Pre- Rego prize donated by NZ Aerosports of 50% voucher for an Icarus Canopy:

- Winner** – Warren "Silver Fox" Keogh (Nagambie DZ)



**FULL
MOON
BOOGIE
NAGAMBIE 2010**



Thanks to the following people for making the boogie possible:

Our awesome load organisers:

- Dingo - Freerfly
- Kim "Scatty" Hopwood
- SAS - Flatfly
- Ebone - Flatfly
- Hayden Galvin - Wingsuiting

Our fantastic sponsors, who provided loads of great prizes for the jumpers:

- Downward Trend
- NZ Aerosports
- Cookie Composites
- Deepseed
- Alti-2
- Tahbilk Winery
- Nagambie Lakes Entertainment Centre

Special thanks to the following organisations whose generous funding enabled the event to be such a success:

- Australian Parachute Federation
- Victorian Tasmanian Parachute Council

Our dedicated pilots, who kept us in the air:

- Poo Smith (Skyvan)
- Rob Spear (XL)

The camera guys who provided footage for the day tapes

And to Phil Onis and Sydney Skydivers who allowed the Skyvan to venture south once again!



JAVELIN
Odyssey
Manufacturers of Skydiving Equipment since 1987

What's your Odyssey?

Success with my teammates, great times with dear friends, and the knowledge that Sun Path is with me every step of the way. That's MY Odyssey, what is yours?

Eliana Rodriguez
Arizona Airspeed



Find us on: **facebook.**

www.sunpath.com



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



Photo & artwork Willy Boeykens

www.vigil.aero

Australian National Championships

Picton DZ, December 2011



"We planned to kick off formation loads at the Picton Christmas boogie on the Monday but unfortunately the clouds managed to get in the way, so unfortunate after such sunshine on Christmas day. Tuesday started off much better with some patchy cloud so we cracked on with a couple of 32-ways. The plan was to start easy with a couple of points and then develop some more challenging skydives as the day went on. But as the clock marched on, so did the clouds. The last big way took off as a planned 32-way and was promptly re-planned into 2 single aircraft loads due to the evident cloud base. The caravan got some 10-way speed practice in for the following day, where as the Skyvan was big enough for the group to re-dirt dive.

Low and behold once the 10-way Speed Stars commenced on the Wednesday, the clouds had all but disappeared. So after a close run competition of 3 rounds of 10-way speed, we put up a 32-way formation load. The dive consisted of an 8-way in-out as the base, a pin on each outward facing slot and then lines connecting the pins. On exit, the Caravan as the trail plane, managed to get a lot of distance from the Skyvan so the jumpers did really well to get to the formation in time. However, the point was built really well and we almost had time to complete the second point, which was an 8-way base with whackers.

The 16-way comp took place on Thursday. This time, we put together a list of 32 jumpers of varying abilities and organised them into two 16-way teams (a bit like a scrambles comp). This equally shared the experience levels across the teams for a better competition. After the 16-way comp, we put together a sneaky 14-way to do some really complex points, the photo shot being the fourth point. It was unfortunate the weather precluded us from doing as many big ways as we had planned but combined with the 10-way Speed and the 16-way competition, it turned out to be a very enjoyable week." **Barry Calver**





10-way Speed

A Judge's Perspective

By Kate Langley

You know it's going to be an interesting competition when the Chief Judge rocks up at 9am in dark shades with a bucket of coffee and the food bribes start... cookies, sandwiches, coffee, chips, you name it, they tried it!

The Nationals for 10-way Speed and 16-way Formation Skydiving took place on 29 and 30 December during Picton's Christmas boogie. It was my first taste of FS judging plus the first Nationals event to trial e-judging and I was excited!

So were the competitors... in 10-way there were four teams keen for carnage. Three cameramen, two who had never filmed 10-way speed camera before. Stu Ware was going to have a busy day covering two teams!

Picton was buzzing with excited competitors as they ran around to finalise and register teams and fight over slots. There were lots of discussions on strategy for the best exit from Sydney Skydivers' new (warp-speed!) Caravan, whilst making sure no body parts or equipment crossed the exit line before intended. This aspect of the 10-way competition rules certainly made for some interesting exits as people were pushed, pulled and jostled out of the aircraft!

As the DZ was light on FS-rated judges (being a holiday period), Deb Hobbs took her place as Chief Judge for the first time, on about 3 hours sleep, post night-shift. She rose to the challenge in her own, inimitable fashion. Bruce Towers and myself assisted on site as trainee FS judges. Jon McWilliam was both Meet Director and competitor. Liz Siedlecka was our competition dubber and general star, sorting out the judge's viewing system, whipping cameramen into shape, all the normal dubbing duties and this time, uploading footage to Youtube for the six e-judges scattered across the country.

The 10-way speed was a fun and safe event, with a few hilarious funnels and also some fantastic times. The winning team, "First Place", achieved a 10-way completion in only xxx on their third and final round to take the gold. Very close behind were "Throne Together", their lofty team name perhaps not bringing them the luck they had hoped for! And in third place, the "Budgie Smugglers" with some valiant efforts all round and a clear improvement on each jump.

In general the e-judging trial went very well. Once all e-judges were logged into the judges' Youtube channel we had a few brilliant turnaround times from some. Technical issues with internet connections at home prevented one from contributing, but we still had plenty of support. This new method resulted in a small delay for eager competitors wanting to see their scores posted as we needed slightly longer to consolidate scores as they came back to us on email, but it worked pretty well for a first try!

16-way FS

A Competitor's Perspective

By Adriel Kind

I don't exactly know why I got asked to join a Nationals 16-way team. It's either my sublime natural talent or the fact that no one else was available, still not sure which. At any rate I jumped at the opportunity.

Being by far the least experienced person in the team and never having done 16-way I didn't know what to expect. But at least I had a brand new silver and orange jumpsuit for the occasion. After dirt diving the first jump I felt pretty confident. It wasn't that

complicated after all, just had to remember "grab the blue leg grip, lunge for the white arm grip, look across at the guy with the black rig, try not to fall through the middle of the formation". Easy.

My rear float exit felt smooth and everything was going really well for a second or two. Then the centre of the formation was getting further away, then there was a beautiful 15-way formation way above me. Huh? Usually I'm floaty - never seen that picture before. I remembered Fiona's "arms on ears" advice and worked really hard for what seemed like forever, and eventually got back up. Somehow we managed a few points just in time, so it could have been worse, but I was still struggling with fall rate.

Feeling pretty stupid for being "that guy" back on the ground, the team was really good about it. I ditched most of my maxed out weight belt as obviously the new suit was pretty slick. The turn around was fast and before I knew it we were on the way to height again. Exiting in rear float position again I was really worried, but to my relief the fall rate was perfect as we built the first point. I then had a great opportunity to

test out my huge new boosters - my old rel suit had boosters made of duct tape that didn't really do much. Anyway I attempted to turn 90 degrees into a donut kind of thing and nearly did

a 360. I tried to stop the turn and ended up back where I started... whoah, crazy boosters! I finally gained some kind of vague control, we turned a few points and the jump turned out great. Best 16-way I'd ever done!

It was so good in fact I had a sudden urge to "go big" over the swoop pond, but of course stuffed it up totally and ended up completely drenched in the middle of the pond. Again! Having now firmly cemented my place as the team idiot, I didn't want to be late for the third and last dirt dive so just shook all the water and weeds out of my canopy and packed it wet.

AB engineered the last jump as an amazing but complex eight-move slot swapping sequence. It was fun even to dirt dive! Shivering my way to height on the back bench of the caravan in a wet jumpsuit, I went over the jump again and again in my mind, desperately not wanting to be the one who forgot the sequence mid-jump. It turned

out fantastic. We made it a fair way through the sequence, and the whole thing was just pure awesome flat flying fun. And then the big surprise, we won! We all got this huge stonking medal which I'm pretty sure is made of solid gold, and now I'm one of the best 16 skydivers in Australia. Huge thanks to Barry, Andrew and the Dream Team, and Stu.

And the moral of the story? Not really sure, but if you compete in a Nationals team I'd recommend wearing a brand new suit. Worked for me.





16 Way Formation Skydiving

Gold - Dream Team

- Andrew Barker
- Dave Loncasty
- Paul Borlaise
- Jon McWilliam
- Tracey Basman
- Glenn Farrell
- Kate Rogers
- Adriel Kind
- Heath Millard
- Trent Petters
- Calder Chernoff
- John Winkler
- Andy Mulholland
- Albert Basson
- Rob McIntosh
- Elise Hill
- Stu Ware (Video)

Silver - You Wish

- Barry Calver
- Mark Szulmayer
- Nicole Hannan
- Phil Onis
- Clayton Gill
- Greg Jack
- Shane Pieschel
- Sam Munn
- Bill Harris
- Laurence Garceau
- Michelle Dods
- Guy Taylor
- Matt Chambers
- Cindi Hemmila
- Kate Gibson
- Bokay (Kobi) Yakov
- Stu Ware (Video)

Bronze - Nationals Medallists

- Michael Vaughan
- Gary Nemirovsky
- Dave Ruckert
- Ben Witchalls
- Russ Wilson
- Peter Hobbs
- Leanne Woods
- Derek Murphy
- Jun
- Tyler Baird
- Saiid
- Tim Kolln
- Simon Hayter
- Candice Workman
- Ryan Isaiah
- Cameron Gorrie
- Winston Taylor
- Tom Gilmartin (Video)

10 Way Speed Star

Rejects

- Ricky Smith
- Winston Taylor
- Christiano Garibaldi
- Wade Davey
- Miles Treadwell
- Joe McCosker
- Victoria Martin
- Sam Munn
- Sarah Coleman
- Adrian Chapman
- Ben Witchalls (Video)

Gold - First Place

- Barry Calver
- Dave Loncasty
- Andrew Mulholland
- John Winkler
- Bill Harris
- Craig McNee
- Trent Petters
- Clayton Gill
- Calder Chernoff
- Rob Macintosh
- Stu Ware (Video)

Silver -

Thrown Together

- Tim Kolln
- Michael Vaughan
- Russ Wilson
- Derek Murphy
- Glenn Farrell
- Kate Rogers
- Mark Szulmayer
- Phil Onis
- Jon McWilliam
- Jim Smith (Video)

Bronze -

Budgie Smugglers

- Guy Taylor
- Pat Slater
- Brian Chapman
- Albert Basson
- Tracey Basman
- Steve Hord
- Frank Marczan
- Michelle Dods
- Phil Crofsky
- Eric Schaecter
- Stu Ware (Video)



The JFX is an all round performer, consistent in every parameter. If you are participating in RW, Freely, Canopy Piloting and even Wingsuiting, the JFX is capable!

Brett Newman - Downward Trend



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



Downward Trend
PARACHUTE RIGGING SERVICES

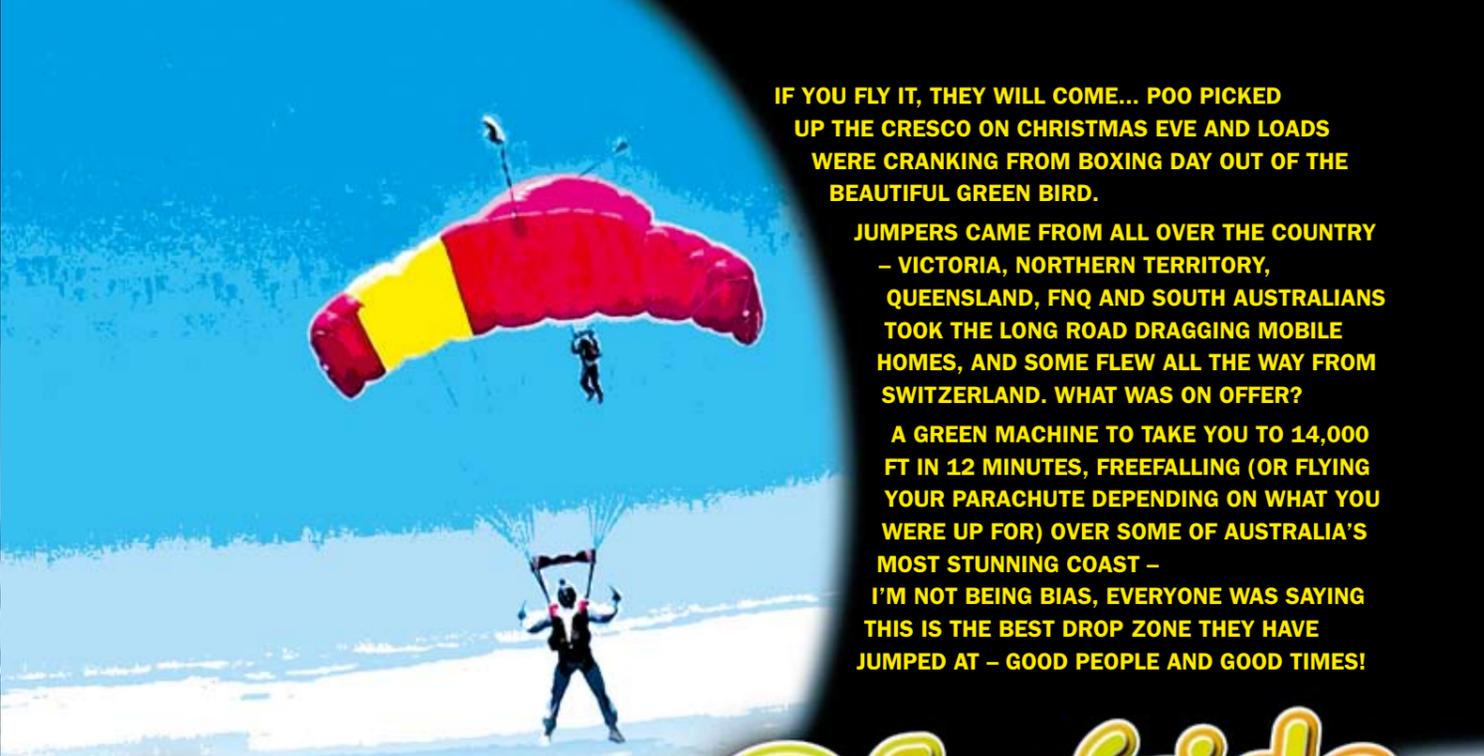
Where
innovation
and design
come together.



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

www.downwardtrend.com.au

0400 011 331



IF YOU FLY IT, THEY WILL COME... POO PICKED UP THE CRESCO ON CHRISTMAS EVE AND LOADS WERE CRANKING FROM BOXING DAY OUT OF THE BEAUTIFUL GREEN BIRD.

JUMPERS CAME FROM ALL OVER THE COUNTRY – VICTORIA, NORTHERN TERRITORY, QUEENSLAND, FNQ AND SOUTH AUSTRALIANS TOOK THE LONG ROAD DRAGGING MOBILE HOMES, AND SOME FLEW ALL THE WAY FROM SWITZERLAND. WHAT WAS ON OFFER?

A GREEN MACHINE TO TAKE YOU TO 14,000 FT IN 12 MINUTES, FREEFALLING (OR FLYING YOUR PARACHUTE DEPENDING ON WHAT YOU WERE UP FOR) OVER SOME OF AUSTRALIA'S MOST STUNNING COAST –

I'M NOT BEING BIAS, EVERYONE WAS SAYING THIS IS THE BEST DROP ZONE THEY HAVE JUMPED AT – GOOD PEOPLE AND GOOD TIMES!

Summer@Surfside

Poo had a bigger job than he thought flying the Cresco leading up to the official start day on 31 December, flying ten to fifteen loads a day. On the night of 30 December he let his hair down expecting the new pilot to rock up first thing – he didn't like the phone call he got that morning, so lucky for him he got to fly seventeen loads on the 31st after a rather large evening the night before! Does the eight hour rule apply to pilots too? He was stoked when Jimmy the pilot finally arrived so he got to enjoy the rest of the year in freefall!

New Years Eve went off with 21 Cresco loads and seven Cessna loads. Hayden Galvin had the most cases out of everyone doing first flight Wingsuits with all our local jumpers. Cath Comyns was rippin' it up with our local freeflyers – showing them how it's done. Michael Vaughan and Jules

McConnel did lots of CRW jumps with eager pups, and at the end of the day a three stack was built with intentions of bigger formations the next day. The night was just as big with people descending from Wollongong and Picton to make a massive party with over 215 people drinking and solving the world's problems. Even the dogs loved it!

Unfortunately, the weather wasn't on our side and the winds stopped us jumping after three Cessna loads on New Year's Day just as we were cranking over the Cresco for what was looking to be another big day of jumping. Lucky for us, a short walk across the road from the drop zone takes us to the Moruya River – so with eskies filled and gazebo erected, we enjoyed a relaxing New Years Day Skydive Surfside style.



Two more days of weather watching and beer drinking became very ground hog day like at the dz. Campsites disappeared and the drop zone slowly diminished to the die-hard stayers. The sun finally took pity on them and ten more Cresco loads were made on the 4th. Lots of happy jumpers finished their B-rels and Star Crests and MORE cartons were put on the bar!

Thanks to all the skydivers who came, whether you jumped or not it was an awesome experience! Thanks to everyone at Skydive Surfside – Poo for everything, Sally for doing the most jumps in the week, Jules for CRW and load organising, Ria for awesome manifestation, Ollie for all your time with the B-rel'ers, Kyle and Shane for packing your buns off, Pistons for flying, KC and Jed for cleaning and just being cool. Thanks also to Bowie for the green machine and the bar, Sarah for the cocktails and jelly shots, Jimmy for flying, the Moruya Aeroclub for the use of their facilities. Thanks Michael, Hayden and Cath for your amazing skills and enthusiasm coaching and load organising. Thank you to NSW State Parachute Council and APF Sport Development Fund for supporting this huge event.

Bring on 2011!!!

Summer@Surfside



CRW on the Coast

31-Dec-10 to 02-Jan-11 by Adam Struthers



About 200 skydivers descended on Moruya to usher in the New Year at Skydive Surfside's "Cresco on the Coast". The normally quiet DZ transformed into a tent city as people from all over the country, and even a few from overseas, came to enjoy a chance to learn and party together.

Cath Comyns was teaching Freefly while, for those bird men & women who wanted to enjoy the view a little longer, Hayden Galvin was running a first flight Wingsuit course. For those who wanted to spend even longer in the air, Jules McConnel and Michael Vaughan were offering a chance to become a CRW dog. It was a fantastic weekend proudly sponsored by the NSW State Parachute Council and APF Sport Development Fund.

Friday morning began with half a dozen excited CRW pups gathering into the office to learn from one of Australia's finest. Vaughany gave us a brief introduction to CRW then produced a pair of foam skydivers under canopy and began his highly educational puppet show. The little guys demonstrated how to fly relative to another canopy while the puppet master told us about the effect of front risers, rear risers, toggles, and sashays. They then docked on each other to illustrate how to aim ahead

of another canopy in order to hit a moving target in the right place. Finally the poor buggers succumbed to canopy wraps and line entanglements – getting untangled or chopping away so we would learn how to survive a similar situation.

Now that we all knew what to expect from the first jump, we matched wing loadings and sorted out our gear (with stuff hanging out everywhere like real CRW dogs) ... then took to the sky!

Poo sped us up to 14,000 ft in the much anticipated Cresco "Wicked" with mixed loads of freefallers and CRW dogs, while Pistons took dedicated CRW loads up to 10,000 ft in "Charlie" the C180. The first jump was simply familiarisation with how to move around the sky relative to another canopy, then docking on each other as many times as possible before break-off height. It was easy enough but still a bit daunting to intentionally run into someone with my canopy. It was also heaps of fun docking then sliding down the other person's lines to chat – not something I thought I'd ever do when I took up this great sport. After the first few docks it was just FUN and everyone landed buzzing with excitement and keen to get straight back in the air ... which we did!

Not one to be left out of the action while his team mates jumped, Crash joined in and built a 3-way stack with George and Dave – the first of the weekend and last of the year.

On New Year's Day the CRW dogs were on the first load of the year, determined not to let 35kt upper winds get in the way of some honest fun. First out the door was a 2-way which made it back to the DZ nicely. The 3-way that followed them was not so fortunate – landing about 3.5km from the DZ in the heart of tiger country ... an apt introduction to CRW. A local Congo resident was sitting on her front verandah with her baby when Jules touched down in a small patch of grass in front of her – trees on one side and power lines on the other. George decided to avoid the power lines, landing instead in the middle of the quiet road out front with his canopy barely missing the trees on either side. Not as brave as the other two, Adam opted for a nearby paddock and a 500m walk back to the house. Mark and Rebecca looked after the three wayward CRW dogs with glasses of ice cold water then drove us back to the DZ – if you're reading this ... THANKYOU!!!



CRW on the Coast

We planned a 4-way stack but were blown out as the wind picked up too much, so Pistons did touch-and-go's in Wicked finishing off his Cresco endorsement, while over a hundred skydivers prayed to the sky gods and entertained themselves at the beach or lying prostrate on the packing room floor, waiting for a southerly change to save us from the stifling heat. Alas we were out of luck as the winds cooled off but stayed strong all day and then the clouds rolled in overnight and drizzled all the next day.

Not willing to be beaten by the weather, Vaughany assembled the troops and showed a video of the 100-way diamond CRW world record that he and Jules were part of in 2007. He explained the logistics of getting multiple planes to meet the formation at the right point in the sky, and how to make a 100-way diamond fly fast and stable without imploding on itself in a dangerous mess of canopies. The photos are impressive but the video is truly inspiring!

The rain persisted so we continued by checking out some Oookoonono training videos while Vaughany explained the ins and outs of 2-way sequential CRW and how they've worked at improving their performance over the years from three points in an entire jump when they first started, to an average of over seventeen points in 60 seconds at last year's World Canopy Formation Championships in Russia. Once again the little foam skydivers made an appearance to demonstrate not only how to build the points but also how the formation turns through the air as it transitions from one point to another.

It was a great weekend and a pretty awesome introduction to an exciting discipline of skydiving, and now I'm keen to see if I can join in on the 50-way diamond CRW Aussie record planned for later this year or, since I'm probably too late for that, the 64-way planned for 2013. Am I being too ambitious? Possibly. Will it be a whole heap of fun? Definitely



KARNAGE KREW GEARSTORE

www.karnagekrew.com • picton@karnagekrew.com

Now located at

**SYDNEY
SKYDIVERS** 
www.sydneysskydivers.com.au
 SYDNEY - CAIRNS - FRASER COAST - BRISBANE

Special for Dropzone
owners 50 student
goggles for \$550

NITRO CIRCUS TOUR DATES 2011 - NZ & AUS REGIONAL

Nitro Circus - New Zealand 2011

1. Saturday, February 5th - North Harbour Stadium, Auckland
2. Wednesday, February 9th - Westpac Stadium, Wellington
3. Saturday, February 12th - Waikato Stadium, Hamilton
4. Wednesday, February 16th - AMI Stadium, Christchurch
5. Saturday, February 19th - Carisbrook Stadium, Dunedin

Nitro Circus - Australia Regional 2011

1. Wednesday, March 9th - Lavington Panthers Oval, Albury
2. Saturday, March 12th - Energy Australia Stadium, Newcastle
3. Wednesday, March 16th - Canberra Stadium, Canberra
4. Saturday, March 19th - Bluetongue Stadium, Gosford
5. Wednesday, March 23rd - WIN Stadium, Wollongong
6. Saturday, March 26th - Dairy Farmers Stadium, Townsville
7. Wednesday, March 30th - Mackay Show Grounds, Mackay
8. Saturday, April 2nd - Skilled Stadium, Gold Co

REL WEEK 2011

23rd JULY - 30th JULY



Turbine Engines -
CARAVAN

Novelty Aircrafts -
RUSSIAN YAK + AN2

BI PLANE + HELICOPTERS

**BOOK YOUR
FLIGHTS TODAY**

**also get involved
in our T-Shirt comp.**

*Check the website
for more info
and online REGO*

www.skydiveterritory.com.au

More than just a BOOGE



CYPRES 20 YEARS



University Students have a reputation for being somewhat egocentric and self-indulgent. A group of students from Curtin University Western Australia, however, is breaking the mould, having raised over \$11,000 for the Strike a Chord for Cancer Foundation with Skydiving fundraiser. Thirty-six people 'Dared to Dive', jumping out of a perfectly good aeroplane to support children with cancer.

The event was organised by members of the John Curtin Leadership Academy. This Curtin University initiative encourages students to get involved in community projects and develop practical leadership skills. Six students from the Leadership Academy have teamed up with local Perth skydiving organisation, Skydive Express, to support Strike a Chord for Cancer. The event was in aid of the Strike a Chord for Cancer which supports children who need inspiration and a distraction from their fight against cancer by giving them the gift of music. Children receive musical instruments and music lessons.

The day was meant to be a small 'amongst friends' event but soon gained momentum as more and more people seemed to want to throw themselves out of a plane. The record was set for most tandem skydives in a weekend in 2010 and the parachuting centre was a buzzing hive of activity as everyone either nervously anticipated their jump or celebrated the post skydive rush. Skydive Express donated all their profits from the 36 skydivers to Strike a Chord. Along with added sponsorship from friends and family, and raffle ticket and t-shirt sales, we were able to raise over \$11,000 for the kids who are beneficiaries of Strike a Chord for Cancer Foundation.



From the left: Strike a Chord for Cancer Foundation founder John Zaccaria with members of the John Curtin leadership Academy, Mellissa Werret, Anthony Ravi, Amy McDermott, Niki Ferreira, Molly Mackay and Jamie Cole.



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



BAM!

Lower Light Turbine Boogie

By Tessa Cameron Photos by Dave Giuliani, Travis Naughton & Braydon Wynne

Once a year, Al Gray treats the locals and robs the Victorians by bringing Don Cross's XL from Nagambie to Lower Light. Not only does it bring joy to us, it also draws old jumpers out from under their rocks even if no rigs were brought with them. This year was a special treat. SASPC celebrated with their Rubik's Cube Xmas party; not sure about Ben's choice of outfit, luckily Damo wasn't too drunk to mistake him for a real chick.

Firstly, big thanks has to go to Al and Co., the APF, SASPC and SAPC who all dug deep into their pockets to bring the local kids coaching and camera for this once a year spectacular.

We enjoyed sunshine and blue skies most of the weekend. An attendance of over 50 jumpers blessed our crops as manifest chicks put up a staggering 22 choc-a-block loads on Saturday alone – easily a record for us all. Luke Oliver helped the kids get their Star Crests and Ben Barclay celebrated his 300th with a perfect 16-way. Local teams smashed out 4 and 6-ways with supreme grace. Go Team Banana and Team BAM!

Awesome thanks to Travis Naughton for the camera work (and visuals) for our team, and keep up the good work Braydon.

The Tempests, Marcus and Gazley brought their east coast friends to play and coach Freefly for us (though rumour has it Scatty Flockfeather grew jealous of the other air traffic and tried to take down his airborne competitor with a flying headbutt! Neither walked away unscathed). Thanks heaps for giving up your mornings guys, and thanks even more for the chair and help kicking the night on with the HOLD ON chair. Jess, you put the boys to shame in that thing!

As the XL 750 spun its last South Australian revolution, milestones were reached, personal bests were beaten, loads of fun was had, headaches were endured and most of us lapsed back into turbine withdrawal significantly richer for the experience.

Till next time.

BAM! BAM! BAM! Can't wait till next year's!

BAM!

Lower Light Turbine Boogie



BAM BAM BAM!



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!

GO TO WAYCOOL.COM.AU FOR WAY MORE!

HC PRO
NEW HIGH DEFINITION MODELS

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

waycool INDUSTRIES

- 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

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

Spirit skysports

Superior jumpsuits for all disciplines

Comfortable
Technical
Durable

Competitive
Advanced
Unique

Come in to the studio to get measured and browse through the huge photo book and create your dream suit

23 Hackett st Ultimo NSW 2007 mickle1@iinet.net.au
Ph 02 9281 3558 Fx 02 9281 4224 Mob 0417 438 329

www.spiritskysports.com

SIMPLE BRILLIANCE SOLC II

AUDIBLE ALTIMETER

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

FEATURES:

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

FLIGHT PERFORMANCE

L&B 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

Womens Vertical World Record 41.0 x 2010

By Amy Chmelecki

When planning a world record, you never really know what you are going to get. There are so many factors that come into play. Will there be good weather? Will all the planes run without problem? Will there be enough talent to build a record? Will I make the right decisions to pull off the best record possible? Will people have a good time? Will the photographers get the shot? So, as an organiser, you put fear aside, trust in your abilities and just go for it.

As a participant wanting to make it on the attempts, you need to do the same, put all your doubt aside, trust in your abilities, and go for it.

In the end it was a GREAT, GREAT SUCCESS! We built a 41 way. That is double the last record plus one. It was pretty awesome to say the least.

Organisers
Melissa Nelson, Kimberly Winslow, Melanie Curtis, Sara Curtis and Amy Chmelecki
Preparation: Camps, Camps, Camps!

The record's success would not have been possible without all the camps held during the two years leading up to the record. We held four camps at Skydive Arizona, three camps in Europe, two camps at Skydive Lake Elsinore and one camp at Skydive Chicago.

As I type this, I can't help but get excited for the next record. I hope that Aussie All-Stars Erica Tadokoro and Cath Comyns hold a camp for us in the world's best continent, Australia! Erica, Cath, email me, let's do this!

Warm-up Days
On November 23 and 24, the two days preceding the official record attempts, we held warm up jumps. My jaw dropped as I watched woman after woman come into the hanger at Skydive Arizona with their gear hung over their shoulder and a look of determination in their eyes. It was so exciting and I am not going to lie, a little overwhelming. There were about fifteen more girls there than we had expected. Man, we were excited.

The warm-ups went well. We started with 20-ways, then quickly moved to 40-ways. For most of the women it was their first experience doing two plane shots. They were so brave and so fun to work with! Everyone was learning fast. It was great to watch.

There were a few women during the first few days that decided to step down from the record attempts. They knew they were not ready. This is one of my favourite things about working with women. They are, for the most part, honest with themselves.



Aussie Represent!

The night before the record, the organisers sat down and assigned every participant a number between one and three. Three were the girls that would definitely be on the B team for the first few attempts. One were the girls who were our solid, no brainers, we can put them anywhere girls; and two were the girls we knew could do it, but were not sure how they would perform under pressure or what slots they would fit best in.

Aussie girls Cath Comyns and Erica Tadoroko were both labelled a two. From the one and two girls we selected our 40-way team. Erica and Cath both made the cut. From the first jump to the last we did not have to take a second look at them. They both flew solid, confident and so smooth. Their presence was a key factor in the success of the record. What were we thinking those girls are total ones!

Record Jumps

First of all, I would like to make a very special thank you to Skydive Arizona for doing whatever it took for us to have three airplanes. We needed them. We could have fit all the girls into two planes, but a three plane shot was what we needed to make it happen and Skydive Arizona worked their butts off to give us what we needed. With three planes we were able to get everyone out of the aircraft and to the base fast. It was the only way to make it happen. Skydive AZ, I love you and that is why I call you home!

Day one of the attempts was challenging. The dives were safe, but rough. As organisers, we were still unsure as to how each person flew. Also, like every record I have ever been part of, people fly full of nerves during the first day. What it takes to build a record is so basic, fly your level, your slot, your dock – simple, simple, simple. However until everyone can get the first day jitters out of the way and focus on the basics, it is, well, pretty rough.

I did my best to stay positive. I have to admit that I let stress get the best of me from time to time. I know from experience that the first day is rough however, I wanted it to be good so bad, that I let the roughness get me down.

During the morning of day two my roommate, Lisa Mazetta, one of the record holders and all around bad ass, suggested I use more positive affirmations to lighten the mood and give encouragement. I almost put my coffee down and punched her in the face. Hehehe, instead I took a deep breath and her advice.

Thanks Mazetta! Her advice was exactly what I and the record needed.

During day two it was as if we were working with a new group of ladies. Everyone flew relaxed, focused and determined. From the first jump on day two I knew we would soon have a new record.



On jump four of day two and jump eight of the official record attempts we build 39 out of 40. It was so close and such a great skydive. Some of the girls made minor mistakes, but nothing axe-able. At the same time there was one girl on the bench that deserved a shot at the record. Jess Van D was amazing flying on the B team. We wanted to put her in so bad, but we just could not find a slot for her. The formation was fragile, some parts more than others. The organisers talked for about 25 minutes over what to do and finally Sara Curtis said, f—k it, let's just do a 41-way. The rest of the organisers instantly agreed.

With faith in our team and our decisions we took off at sunset. The sweet SDAZ pilots gave us an extra 1,500 feet. The extra altitude relaxed the participants. On that jump we killed it! We came together like ripples of water going in reverse – calm, peaceful and perfect. We held the record for about eight seconds if I remember correctly. It was magic.

I would like to take this opportunity to point something out. I know that the extra altitude was what made it happen for us. However, it was not because we needed the extra time. It was just because we needed to know we had it in order to relax. We built the record in plenty of time that if we jumped from the normal 16,000 feet we would have built it no problemo. However, the altitude made us relax and the relaxation is what made it build. Interesting right?

Not without regret

There were a few girls on the B team that could have been on the record. This is the most difficult part of organising a record. I cannot say for sure that as an organiser I did everything perfectly. I am human and make mistakes. What I can say is that I did the best I could and that we were successful. However, I see the faces of the talented B team girls and wish it could have been better for them. To those girls, please know that I have been on both sides of the bench. Please keep flying and loving it. Everything happens for a reason and you have every reason to be proud.

Special Thanks

During an event like this people come out of the wood work and give unconditionally to make the event a success. Steve Curtis organised and coached the B team. He did an amazing job keeping the ladies motivated and ready for when we needed them on the record jumps. Norman Kent, Greg Gasson, Jason Peters and Simon Bones did video for us. These guys were so flexible and easy to work with – not to mention very talented. Judges, Jami Pilasash, Anushka Gasson and Scott Smith were always professional and super easy to work with. Sponsors, Vigel, Firebird, Skydive Arizona and Performace Designs gave money and products to the event that sent the fun level through the roof. I already mentioned Skydive AZ, but for real, the staff and locals at my home DZ were absolutely amazing and supportive.

Next Time

At first I was not sure if I wanted to organise another record, but after a few weeks off I realized – of course without a doubt I want to. I love this stuff. I cannot wait to see all the new talent that develops over the next few years. So ladies, listen up! Get in the tunnel, go to Big Way camps, learn, train, have fun and help us make the next record a 60-way, 70-way, whatever. Let nothing hold you back. If you want it, you deserve it – put doubt aside and go for it!



by Erica Tadoroko

Initially, I wasn't going to attend the 2010 WWR attempts as I didn't have any remaining time off work, but when I realised there were no Aussie girls going I had a chat with Cath Comyns and we decided we had to go. My boss was very understanding and gave me a week off to do so!

Cath and I arrived in Eloy, USA a day before the warm-up camp as did 55 other girls from all over the world. Starting out, the organisers (Sara Curtis, Amy Chmelecki, Millissa Nelson and Kimberly Winslow) split us into two groups of 20+ ways which were almost successfully built. The next day, we moved closer to our goal by starting formation loads of 30+ ways. I believe we successfully built a few 24+ ways that day which was already more than the previous record!

The first morning of the actual record attempts, it was announced who would be participating on the formation and everyone was given a number. Cath and I were both assigned the position of second stingers off the base and in the same pod. We were attempting a 40-way from three planes and we were in the right trail plane. By the end of the day we had successfully built a 36-way.

Day 2 of the attempts saw a few more girls show up and slots were changed slightly. Luckily, Cath and my positions remained the same. On the ninth attempt we built a 39-way and the organisers decided to go for a 41-way on the tenth jump. It was a beautiful sunset jump from 17,500 ft and the new Women's Vertical World Record 41-way was built! This is more than double the old 20-way record! We knew when we landed we had built it – screams and tears everywhere. It didn't take long for the judges to announce that we had been successful in our attempt to build a new world record.

It was amazing to fly with such talented female freeflyers. Tunnels around the world have done amazing things for our sport and I hope one day soon we will have one in our own backyard.

**Women's Vertical
World Record
ELOY 2010**



- | | | |
|--|--|---|
| <p>Catriona Adam - UK
 Karlee Ayers - USA
 Rebecca Baird - USA
 Amy Benton - USA
 Jonna Berghäll - Finland
 Chazi Blacksher - USA
 Virginie Bouette - France
 Amy Chmelecki - USA
 Chaovalai Chulasawan - USA
 Catherine Comyns - Australia
 Melanie Curtis - USA
 Sara Curtis - Canada
 Camilla Hagen - Norway
 Kristin Hansen - Norway</p> | <p>Sharon Har Noy - Israel
 Penelope Howe - USA
 Anna Howerski - UK
 Angela Hsu - USA
 Melanie Johnson - USA
 Donagene Jones - USA
 Domitille Kiger-Hill - France
 Nancy Koreen - USA
 Karina Kuregian - Armenia
 Stefanie Liller - Germany
 Lisa Mazzetta - USA
 Meili Modini - USA
 Melissa Nelson - USA
 Gillian Parker - USA</p> | <p>Silvia Peccolo - Italy
 Melissa Pemberton - USA
 Eliana Rodriguez - USA
 Jennifer Schaben - USA
 Vonna Clair Sobba - USA
 Stephanie Soria - USA
 Stephanie Strange - USA
 Erica Tadokoro - Australia
 Melissa Torre - USA
 Jessica Vander Schauw - USA
 Laura Wagner - USA
 Angelica Williams - USA
 Kimberly Winslow - USA</p> |
|--|--|---|

APF SMS

'Taking Safety Seriously'



Bugger, unusual exit, that's gotta hurt!

I'll say! Strange lot these Skydivers, 'very unrestrained' and always getting themselves in the S...!

BE SMART, SHOW RESTRAINT & BUCKLE UP!

A Safety Message brought to you by the APF Safety Team



SQUARE ONE 200 WAY 2010

BACKGROUND:

Registration opened for the Square One 200-Way Sequential 2010 to join Tony Domenico, Kate Cooper-Jensen, Larry Henderson, Doug Forth, Tom Jenkins, Josh Hall, Pal Bergan, Dieter Kirsch, Milko Hodgkinson, Lesley Gale, Caroline Hughes, Roger Ponce de Leon, and Alia Veselova. Nine aircraft to fly in formation high above Skydive Arizona.

WHEN:

October 20-24, 2010

WHERE:

Skydive Arizona (Eloy, USA)

THE GOAL:

Build a complete 200-way and get the photo! THEN, complete a 2nd point!

ATTENDANCE:

Over 400 people applied for the event which boasted many of the best big way skydivers in the world on the roster. Eight Aussies were amongst 216 confirmed participants (including bench) making up 50 females and 166 males from 28 countries with experience ranging from 500 to 25,000 jumps.

The main contingents were from the U.S.A. (59), Russian Federation (39) and the UK (28). Then came Australia with eight. They were:

Dave O'Flynn
Heather Little
Dave Loncasty
Brett Gersekowski (Living in Canada)
Richard Wilkinson
Martin Koenig (living in Switzerland)
Nicole Hannan
Greg Jack

Our regular adopted Aussie from Japan Yukari Hashimoto was also there.

All of the Aussies (and Yukari) except for Dave O'Flynn were also on the recent highly successful Aussie 100-way record setting event in June at Perris Valley. Dave tried to get there but only made it as far as LA with his work!

Other Aussies lurking around Eloy either for the Halloween Boogie, work, or both, were Leigh Shepherd (also on the Aussie 100-way event) and Mark Stoddart.

SQUARE ONE 200 WAY 2010

THE EVENT:

Day 1 – Wednesday, 20 October

0800 Hrs sharp was the report time. By this time you needed to have registered, paid and completed DZ waivers etc.

We all showed up at the Hangar with gear ready to see seven tents set up inside – one for the Base Group and one for each of the six Whacker Groups. Each tent with their own TV/Video setup for post jump debriefing. Only problem was it was overcast with low cloud!

The plan for the day was Base 43+ ways and Whacker 50+ ways with the Bench group. There were some very formidable and intimidatingly skilled skydivers providing the base for the whackers to build on.

First we dirt dived the 200-way with everyone taking grips. Wow, that's a lot of people in one spot. Imagine what it will look like in the air, at track off, under canopy and on landing!

Then, the Base and Whacker groups broke up and commenced individual dirt diving for the days planned jumps. The Base group used a Skyvan as lead aircraft and an Otter as right trail. The Whacker groups used a Skyvan as lead aircraft and two Otters as left and right trail. All jumps were planned for an exit altitude of 15,000 ft AGL.

The dirt diving continued with the addition of jumpsuits and then again with full gear. Captains reinforcing all those things we had to know: Aircraft and seat number, stack up and exit order, aircraft signals and communication, present, identify and then intercept on exit, identify your quadrant, get onto your radial, get into the stadium, find all of your references and who your following into the formation, then sheep dog them in, watch for traffic... get close - don't be a spectator! Great emphasis was placed on break off and tracking groups separating away. At 7,500 ft, 6,500 ft, and 5,500 ft zippers to the Base 6 dumped out of the formation to initiate the three break off heights – what a view they had seeing 200+ people fall away from them in formation!

We dirt dived most of the day and finally the weather cleared enough for each group to make one jump – with two groups in the air at a time, it was an impressive display of DZ aircraft management at very short notice.

Day 2 – Thursday, 21 October

0800 Hrs start again and it was raining ... in Arizona?!

More dirt diving. By lunchtime the skies had cleared and each group went up for three jumps throughout the afternoon. The Base group managed a fourth jump right on sunset. The jumps on the whole were very encouraging with the Base group and several of the Whacker groups having completions.

Before we were dismissed from the event we once again dirt dived the 200-way (in the semi-dark) and left focussed on the fact that we would go to 18,000 ft AGL (19,500 ft AMSL) first jump tomorrow morning.

Day 3 – Friday, 22 October

0700 Hrs start with four jumps made between 16,500 ft AGL on the first to 18,000 ft AGL for the rest of the day. On the first jump, only the Base 42 was allowed to dock – with a key given from



the Base 6 for the anchors to the four way lines and the four way lines to dock – everyone else was simply to get into their quadrant, onto their radial, stay in the stadium and see the picture.

On the next two jumps, progressively more and more of the Whacker spine/helix and their lines were allowed to dock. On the last jump of the day everyone was given permission to dock and the formation was definitely taking shape and looking very positive.

Some cloud interrupted the day's proceedings – but as Kate says, we were on track! The axe was out, from the very first jump, and people from the bench started appearing in slots where there had been issues or problems, or where someone had experienced a bad jump or made a mistake.

Day 4 – Saturday, 23 October

0600 Hrs start (ouch!). Everyone bar one was ready to go in jumpsuits and on time – in came another one from the bench! Wow, don't be late. That's all I can say!

Five jumps were made – all to 18,000 ft AGL. With each jump, there were very visual signs of improvement in the debrief videos. On jump three, we had 197 in and only three out. Jump four produced the first completion, albeit for probably no more than a split second, but WE HAD DONE IT! There was no time to celebrate it as we had to build the formation again, more efficiently, to allow time for a second point. It was not to be, but ever so close with 199 in and only one out. A collision early in the jump, on approach, had put a few people low. Although they all got back up, time didn't allow them all to get back in.

Saturday night was the Event dinner at the Bent Prop café. Fantastic food – the ribs were awesome. There was not a lot of late partying however, tomorrow was another big day.



SQUARE ONE 200 WAY 2010

THE EVENT CONT:

Day 5 – Sunday, 24 October

Another 0600 Hrs start with the day's goal being to get that second point! No-one was late – all 200, plus bench, plus five camera people – how keen is everyone?!

Four jumps were made on this last day of the event. The first from 18,000 ft AGL and the remainder from 19,500 ft AGL (21,000 ft AMSL). We also had one sortie with a problem with the left trail Skyvan (D Plane) climbing through 17,500 ft when it experienced an electrical spike which mucked with the fuel system. It immediately shut down one engine and the other eight aircraft descended and landed. In the meantime D Plane was slowly descending and at 11,000 ft when the second engine shut down. The pilot glided over the DZ and politely asked everyone to "GET OUT!!". The other eight plane loads of skydivers witnessed from the ground as the pilot did a magnificent lob of dead, sticking the aircraft half-way down the runway and coming to a stop just off the sealed end of the runway!

So, back to the jumps. The first jump was a fantastic completion that flew quietly and was held for just over four seconds before break off. We then dirt dived to rehearse the second point and added 1,500 ft to the exit altitude.

The second jump, which was the first crack at the second point, was rehearsed so that at 9,500 ft AGL, Dan DC in the base would release a streamer trailing from his left hand which was the signal to move to the second point – two Whacker groups moving left or right to each other, and the outside moving inwards to close off the new formation which looked like a three bladed propeller. On this jump we had an issue in the build of one of the six Whackers. When the signal to move to the second point came, there was still ONE person not docked on the formation (i.e. 199 in). The second point was far from complete but was really taking shape when the first zipper dumped out to signal the break off commencement.

The third jump was a beauty. The formation had a completed 200-way and commenced the move to the second point on the signal from Dan BC. At break off, only two grips were missing from a completed second point – how close was that!

The last jump was not to be. A repeat perfect performance by everyone is the hardest thing to achieve on big way jumping. People were rushing to the formation and putting themselves a little low. A Whacker build issue here and there saw probably about seven or eight people not docked, or a little low at break off.



By then it was approaching dark and the event was over. Closing speeches were quite rightly full of praise for one and all, brilliant organising, awesome coaches and captains, fantastic DZ preparation and support, and the many other things required to make such an event successful. We didn't quite achieve our goal, but we came oh so close. We made three planned 200-way completions – something that has only been achieved a handful of times ever worldwide.

The Aussies (and Yukari of course) promptly headed to Dave Loncasty's Modest (?) Motor Home in the DZ RV car park with selected "foreign" friends and had a cook out (I mean BBQ). We celebrated our new personal achievements and talked about what could have been, and what is coming. Yes, a planned 500-way!



THE P3 TEAM Tom Begic very aptly described the P3 methodology, training regime, and how they contributed so much to the fantastic success of the Aussie 100-way event in Issue 51 of the ASM. This 200-way event is another example of their coaching ability and their record of success.

UPCOMING P3 EVENTS

In the journey to Dubai 500, P3 has packed our 2011 calendar with many events you won't want to miss! All upcoming P3 events will be considered Dubai 500 qualifying opportunities.

P3 40-way Meet – February 24-27, 2011 (Perris, CA) – ACCEPTING APPLICATIONS!

Canadian National Record – March 16-27, 2011 (Perris, CA) – ACCEPTING APPLICATIONS!

P3 Big Way Camp – April 28 - May 1, 2011 (Perris, CA) – Registration opens November 1st

P3 100-way Camp – May 5-8, 2011 (Perris, CA) – Registration opens November 1st

To apply for any of the above listed events, go to www.p3skydiving.com/apply.php. Feel free to contact Jen Domenico (jen@square1.com) if you have any questions regarding registration. Be sure to monitor our Events Calendar at <http://www.p3skydiving.com/calendar.php> for all remaining 2011 events.

500-way Dubai 2013

The P3 organising team has begun preparations to bring the next Formation Skydiving World Record to Dubai, U.A.E. In

Jan/Feb 2012 (exact dates to be announced). They will host a 253-way event, followed by the "Dubai 500" World Record event one year later in 2013. As you begin to think about your journey to be part of this team, know that they are looking for not only the most talented skydivers, but those skydivers they know to be current and have jumped with them recently. In other words, keep skydiving and keep jumping with the P3 organisers and coaches.

Aussie 120-150-way 2012

Planning is now underway for the next Aussie Big Way event. Already locked into the P3 and Perris Valley Calendar of Events is the Aussie 120-150-way to be conducted from 30 May to 12 June 2012. You will find more information on their website: www.Aussie100way.com where you can register your "Expression of Interest". So far they have received over 80 responses (with a little over 18 months to go!). Alternatively, contact me at gregorykjack@yahoo.com.au for further details.

So, another marvellous experience was had by all. Everyone disappeared back to the four corners of the globe from Arizona with new friendships made and old ones renewed. I'm already looking forward to the next event.



APF national office

Airmanship: What does it mean?

As Parachutists we are effectively 'pilots' with a wing above our heads! When one considers certain safety factors affecting the parachutist today, comparisons can be made to the issues that face aircraft pilots and the importance placed on one of the most fundamental basics - Airmanship.

One of the most significant factors in the formulation of safe skydiving habits and good airmanship is in the quality of ab-initio parachute training placing responsibility squarely on the shoulders of the Instructor. If the parachute instructor understands the fundamentals of airmanship he/she will be better able to shape the understanding of safe skydiving in the students and novices in their care.

Airmanship is difficult to define – but you 'know it when you see it'. Basically it is the consistent use of good judgement and well developed knowledge, skills and attitudes toward the activity of parachuting. It is that something, that state of mind, that separates the superior parachutist from the average parachutist. Not necessarily a measure of their skill level or how well they perform certain techniques, nor is it just a measure of their common sense, it is more the measure of the parachutists awareness of the parachute they are flying, it's flight characteristics and capabilities. It is also a measure of the parachutist own capabilities and characteristics, combined with sound judgement, sensible decision-making and self-control.

The following diagram is a model developed by Dr Tony Kern, a well known academic in this field. Represented by a Grecian Temple with a cornerstone, foundations, posts and capstones.

- The base principles of discipline, skill and proficiency are gained through experience and training.
- The pillars are the areas of expertise; representing those common areas which contribute to airmanship; knowledge of self, other skydivers, the 'wing' above one's head, the parachuting environment, risks and the actual activity.
- Airmanship is then "topped off" by situational awareness and judgement.

So how can we look at introducing airmanship? Whilst components are integrated into our existing instructor training courses, largely it is achieved through the Instructors of each organisation and through the actions of all members, particularly senior members of the organisation. Demonstrating by example is the best method of encouragement.

Undoubtedly the foundation of good airmanship begins with the parachute instructor as the impression an instructor has on a new student reverberates for their entire career as a skydiver. There are those instructors whom one only has to observe in action, teaching or instructing students and novices, to know exactly who trained them and on which DZ they were 'brought up' or at least spent considerable time. It reflects in their lesson delivery and general conduct with their students – sometimes positively and sometimes negatively!

The instructor has the opportunity to instill airmanship, not only through teaching the approved syllabus and addressing the skills and proficiency required, but also by introducing a safety culture, demonstrating good skydiving behaviours and enforcing high standards and expectations at all times. If these instructors are simply paying "lip service" they are undermining what they are saying. Attitudes to rules, regulations, standard procedures and discipline are conveyed to the student by the instructor, often in the most subtle of ways.

Actions or attitudes exhibited by instructors are absorbed by students and copied. Also it is easy to forget that your actions beyond the teaching environment also create a lasting impression on students. The need to always "walk the talk" is an attribute of good skydiving instructors.

It would be true to say that teaching airmanship is difficult at best and is a quality that is more likely to be 'caught then taught' however through example, encouragement and ongoing education, parachutists will "catch" airmanship from instructors and from those around them. Come on - let's share the love!

Susan Bostock, Operations Manager

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/Tasmania

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 sthrnsky@inet.net.au

Northern Territory

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

North Queensland

Jack Cross 0418 774 163 xjac@bigpond.net.au
Des Ewing 0402 156 139 dezewing@hotmail.com

A.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

Vacant

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



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

PROTRACK
AUDIBLE ALTIMETER & FREEFALL COMPUTER
Skydiver Trusted Since 1998

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

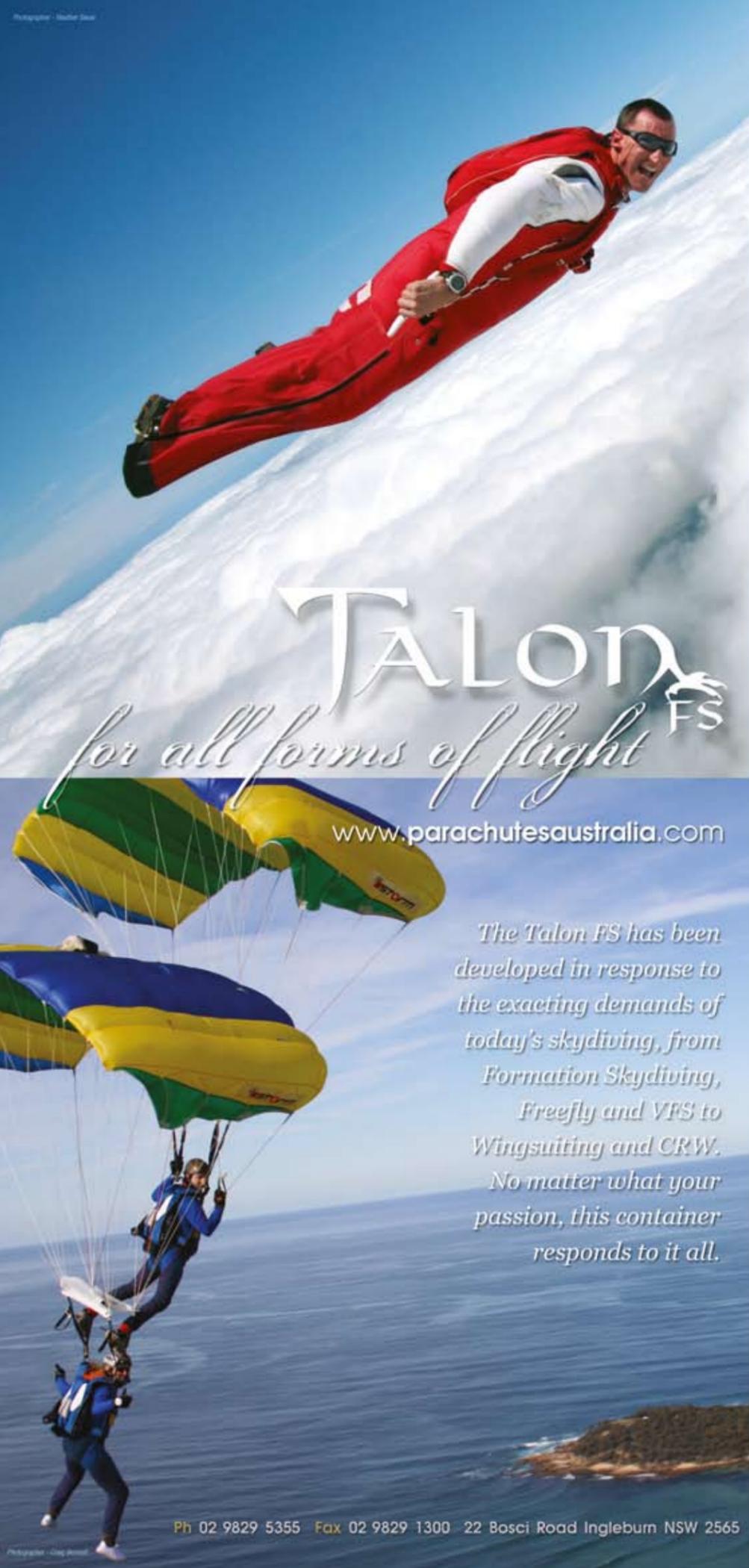
FEATURES:

- 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

L&B
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



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, Freefly and VFS to Wingsuiting and CRW. No matter what your passion, this container responds to it all.



NEW spacer foam on the backpad and inside leg pads for added comfort. In-set horizontal backstrap, hip ring and comfort pad results in unparalleled 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 leg strap and "Multi-Flex" harness configurations with chest and hip rings allows for maximum comfort and flexibility. Reserve ripcords - standard or low profile.



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

VFS

CAMERA

TRICKS AND TRAPS

by Niklas Daniel and Sara Curtis

Vertical Formation Skydiving (VFS) is a new and strongly emerging discipline, which combines the body-flight skills of freeflying and the mental skills of formation skydiving. In the past, very few skydivers have had the ability to take part in this discipline because it takes a certain level of proficiency of flight, and a complex understanding of formations. Today wind tunnels are springing up all over the globe, assisting skydivers in their quest for awesomeness.

Just as a traditional 4-way team that turns points on the horizontal axis, a VFS team has an equal amount of team members and a slot system, designed to help the team engineer their jumps. In this article we are going to take a closer look at the camera flyer. Even though there may be some similarities in the responsibilities between camera flyers on the horizontal and vertical axis, with the addition of a greater fall rate speed and added dimensions of the formations, filming VFS is probably one of the most difficult disciplines to shoot. Here we check out some tricks and traps of this fun and challenging position.



VFS

CAMERA

TRICKS AND TRAPS



JOB DESCRIPTION

The videographer's job on a formation team is very important. They present a direct link between the team's performance and the judges who score the team's performance. The judges are looking for proper grip demonstration, sequence, and placement. Each completed grip formation equals one point. In order for the team to receive all the points they have accumulated on their jump, the videographer has to record all the grips to make them count. The clearer and easier the grips are to see in the video, the better it will be for the judges. The camera must be at the proper distance, angle and steadiness throughout the entire jump to accomplish this.

Consider formation camera flying like the board gamer operation where you are not allowed to touch the sides. If a grip touches the edge of the frame, or worse, leaves the view of the camera, the team will not receive a score for that point.

I would highly recommend filming some traditional 4-way before immediately jumping into VFS, just to become familiar with sight pictures, framing, and grip anticipation.

GETTING STARTED

Before you can strap on a camera helmet and follow a VFS team, you must ensure that your flying skills are up to par. Participating on freefly and VFS jumps, and spending time in a wind tunnel while receiving the proper coaching can accomplish this. You must learn to fly on your head relative to a group and remain on level. On level means that your head is on the same plane as the rest of the team (you are not floating on the group looking down, or low looking up) Filming VFS is best done on your head. The time it takes to transition to your feet may cost the team valuable points, because during the transition the video may become blurry or you may miss a grip. Exit on your head and remain there until break off. Another good reason to remain on your head is that the picture will most likely be more steady. It is easier to fly without moving or shaking your head in head down than head up.

GEAR

Rig

Since you are participating in a freefly jump, you will need a freefly friendly rig. Meaning a rig that has adequate riser, bridal, and pin protection from the increased freefall speeds. You also want to make sure that before every exit you double-check your pilot chute. Since the camera person is flying below the formation at great speeds, a premature deployment would not only cause severe injury to yourself, but most likely your teammates since they are in the direct path of your oncoming main parachute. You can avoid this scenario by packing yourself a slightly "hard pull" – folding the pilot chute in such a way that it takes greater force to pull out of the BOC, and more importantly, so that no fabric is sticking out of the BOC before exit that could work its way out on a higher speed jump.

Suit

Used by traditional 4-way videographers, a camera jacket allows the camera flyer to make drastic changes to their fall rate. In VFS camera flyer must also have the ability to change their levels quickly. This can be accomplished by having additional drag on the legs (baggier suit). Also additional pockets for extra batteries, memory cards, and cleaning cloth are a must. Wing jackets are not recommended. A regular freefly suit, but more drag from the knee down should do the trick. If you are big and struggle with slower fall rates at all, add more drag to your arms as well.

Cameras and Lenses

Even though Go Pro's are extremely effective, they do not allow for instant playback, which a team may need for back-to-back jumps, and sighting this camera can also prove to be very difficult. The lack of being able to change lenses for different framing possibilities also makes it less desirable. However, it may still prove to be a great back up camera, since it does have a wider angle of view.

Your distance from the team will vary depending on what type of lens you use. A great lens to start with would be a .5. The focal length of this lens allows you to stay far enough away from the team as not to interrupt their jump, say approximately 15 – 20 feet. Once you gain more skill and are comfortable flying closer to the group, you can advance to a .3, which requires you to be within 15 feet of the team. If you fly outside of this range, the team will be very small on screen and the grips will be impossible to see. If you fly much closer than this you are more than likely going increasingly burble the team and distract them.

Helmet and Mounts

There are many choices when it comes to camera helmets. With cameras becoming smaller every day, this even opens the possibility of using helmets that were not originally designed to carry cameras, such as full-face helmets (which are great to have if you accidentally get kicked in the face on exit).

As you start to steepen your angle on the team, you will notice that your head position can become somewhat awkward. Rather than putting excess stress on your neck you can tilt your camera down slightly to compensate. If you are using a side-mounted camera this can be achieved by simply rotating your bracket down a couple of degrees. If however you are top mounting your cameras, you will want to create a custom made "wedge". As of right now, there are no wedges for sale. These can be home made out of metal, fiberglass, or even wood. Be careful here. It is easy to go overboard with the angle of the wedge. Even though you may experience some degree of neck strain flying a lot of jumps with your chin to your chest, you don't want your wedge too tall. If the wedge is so steep that your head is straight and the camera is pointing at your feet, you will not be able to look at the formation comfortably.

Eye Wear

As you become more proficient and start to fly below the formation, you will probably find that no matter where you go, the sun will be shining in your eyes. Make sure to bring eyewear that not only protects you from the wind, but also from the harmful rays of the sun. Invest in a good pair of sunglasses, and if you are flying a full-face helmet perhaps consider getting a tinted visor.

In addition you will also need a ring sight. A concentric ring sight has the advantage of emitting a glow when looking directly into the sun or when experiencing glare.

This glow will allow you to continue to keep the team centered in frame.





STEP ONE

Relative Positioning

Many have tried to immediately emulate VFS camera flyers that have been practicing their craft for thousands of jumps. Being able to fly underneath a formation is a skill that will come with time. If a videographer is not able to fly relative to or on level with a group, going underneath can be disastrous. Even though you are on level, it is still possible to view many points and still receive a scoring round. Your first goal should be to fly "still". There should be no excessive movement such as carving, level changes, or driving back and forth. By doing this, you will be able to de-brief your video footage later and make adjustments to your framing on later jumps. Learning these skill sets may take an entire season to learn.

A word of caution: If you are not able to perform the above, do not attempt to proceed to step two.

STEP TWO

Getting Steep and other Tricks

In order to start flying below the formation, inch your way down one jump at a time, becoming steep and keeping a consistent full framed shot. Given the awkward head position it is easy to cork or even drive into the formation on accident. Take your time! Next you will want to become aware of the formations individual grips. If a single grip leaves the frame, the team does not get awarded said point. For the most part you will find that staying behind the point flyer of the formation will prove to be most beneficial. The point flyer remains on their head for the majority of the time and therefore it is easier to look inside the formation over the point flyers head (well its actually under but feels like over). Certain formations have different vantage points and you will discover these with your team while you engineer the jumps. By participating in every dirt dive, walk through, and mock up exit with your team you will notice patterns emerge and learn to anticipate where the next formation is going to build. Also, by doing a little VFS yourself, you can educate yourself on how some of the formations fly. By visualizing the formation, being able to film the jump from the best vantage point becomes natural. The more understanding a videographer has of the formations, the easier it is to step up your anticipation to where it is you need to be.

EXITS

In most cases a front float exit will prove to be the best way to capture all the grips in frame as the team exits. Be aware that by exiting from the front float position you will already be slightly low on the formation as you leave the plane. Guard your altitude (fall slow) as you travel through

the hill and stay on level. However, since VFS is a fairly new discipline, don't be afraid to play with other exits, such as jumping from the camera step, from within the plane, or even being part of the formation for the first point. There are no set rules for the camera flyers exit, as long as all the grips are visible.

BREAK-OFF

In order to avoid a collision with the camera flyer, the inside flyers of the group should do a 180 degree turn to check the airspace behind them before tracking off on their backs, then barrel rolling or flipping to their bellies before they pull. Simply peeling out on your belly could cause a collision if the camera flyer happened to be more on level at that moment. As the camera flyer, you can speed up your fall rate a bit and increase your distance below the team just prior to breakoff to ensure that your teammates have space to leave. Once they have done so, take the center position by transitioning to your back or sit and then your belly. Another fun option is a planned track-off with one of the inside flyers as a "tracking buddy" then staging pull times.

VFS is a young and popular discipline that is still going through some growing pains. One being that there is a need to create more formations for a larger dive pool. As teams experiment with new ways to engineer their dives, the camera flyer plays an important role in documenting their progress as well as offering judgeable video in competition. Even though the videographer does not take grips, their job is equally important and should never be taken for granted.



ABOUT THE AUTHORS

Niklas Daniel (www.AxisFlightSchool.com) and Sara Curtis (www.AZArsenal.com) are professional skydivers with a background in coaching and competing at the world level. They are teammates on Arizona Drive as inside flyers and can be found at Skydive Arizona year round.

AUSTRALIAN PARACHUTE FEDERATION Annual Conference 2011

23 - 25th May, 2011

The Pullman Reef
Hotel Casino, Cairns

Minimizing risk,
Maximizing
Opportunity into the
Future!

Early bird registration
now open!

Early bird rates \$75 per day
Rate after 31st March - \$85

The APF Annual Conference is open to members from every experience level and provides an opportunity for Skydivers young and old, highly experienced or just getting started, to come together for three days of learning, information and fun!

Want to be motivated and inspired?

Keen to stay abreast of the latest developments?

Wish to learn more about advancing in this amazing sport?

Like to have your say in the future of this organisation?

Interested in becoming an Instructor?

Care to meet some of Australia's top Competitors?

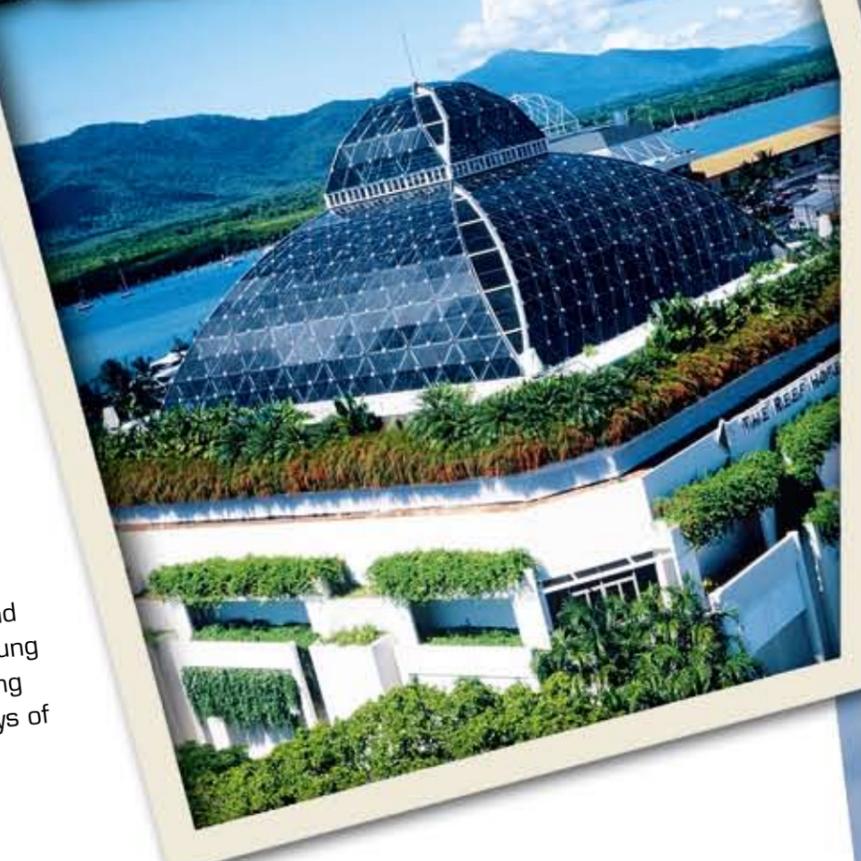
The APF Annual Conference has it all!



The Agenda

- Inspiration & Motivation** - hear from the 'movers & shakers' in our sport
- Safety & Technical updates** and presentations from our Technical Directors
- Strategic Planning** - Workshops to 'think tank' strategies for addressing challenges facing the sport & the APF today
- Risk Management** - Hear how likeminded industries and events embrace Risk Management strategies to manage and mitigate risk
- SMS** - how to implement and the benefits of a good SMS - short courses conducted over three days by a trained facilitator.

Party, party, party - 200 skydivers under one roof for 3 days - mmm!



Confirmed Presenters

- Jay Stokes, USPA President, World Record Holder - 640 Jumps in 24 hours!
- Paul Chivers, Risk Advisor Aerosafe
- Greg Jack, Military SMS

Exhibition Hall

Our Exhibitors Trade area is now in its third year and is fast becoming an event in itself showcasing a range of products and services for Skydivers, produced by Skydivers. If you are interested in exhibiting download our Exhibitors Prospectus here

Exhibitor benefits include inclusion in our conference marketing campaign which targets the entire National membership!

The Venue

Nestled alongside Trinity Inlet, the five star Pullman Reef Hotel Casino is tropical North Queensland's most prestigious hotel. Complete with a Wildlife Dome on the roof and a Casino in reception, the spacious rooms and superior features of the Pullman will ensure a memorable stay. However if you are looking for budget alternatives there are endless options close by.

Awards night event

Join us in a special night where we acknowledge our champions with a poolside Buffet under the stars overlooking Trinity Inlet. A welcome Cocktail awaits you as you enter the Awards Night function via the amazing Wildlife Dome that encompasses the entire top level of the Hotel. Step into a whole new world complete with a 4 metre Croc, Kangaroos, Possums and incredible bird life. 200+ Skydivers at the Zoo? What could possibly go wrong?

The Pullman Reef Hotel Casino complex is a world of fun, food and entertainment. It boasts one of Australia's finest boutique casinos, a multitude of dining experiences and bars, extensive conference and banqueting facilities, elite entertainment in Vertigo or the Casino Sportz Arena and the luxurious five star Pullman Hotel with 128 beautifully appointed rooms.

Expressions of Interest sought:

Master of Ceremonies: Interested in the role of MC for this Conference?

Presenters: Have someone in mind, from within our Industry or outside our industry, who you would like to hear from?

Conference Topics: Have a topic you would like to see explored?

Lodge your expressions of interests in any of the above items to operations@apf.asn.au

...an event not to be missed!!



The most fun you will have
with your suit unzipped!



Photo By: Nik Daniel



www.performancedesigns.com



As a wingsuiter, you know what you want from a canopy. You want smooth on heading openings with quicker inflation at slower air speeds. You want a canopy that is fun and predictable to fly with a responsive and powerful flare. The Storm has quickly become the choice for top wingsuiters around the world.



2011 Member Survey



2011 Member Survey

The 2011 Member Survey was open to all APF members for approximately two months and with the lure of one year's free APF membership, we received nearly 590 responses.

We received a couple of hundred comments on each section of the survey, and a few 'good, bad and ugly' comments have been chosen to illustrate opinions.

General survey questions:

The initial general survey questions were designed to get an idea of the demographics of the respondents. The majority of respondents held a 'D' licence or higher and considered Formation Skydiving as their primary skydiving discipline.

The survey then asked about respondent's perceived understanding of the products and services offered by – the APF, their local regional council and their club. The results here were quite definite, with the majority of people indicating that they had a good understanding relating to the APF and their club, however over half suggested that they lacked understanding of their regional council.

Do you think you have a good understanding of the products and services provided by the APF?

Do you think you have a good understanding of the services provided by your local council?

Do you think you have a good understanding of the products and services provided by your club?

National Office customer service:

The all important questions for us here at the office – do you really like us?! OK, but seriously when you call the National Office do we serve you well? Do we answer the phone quickly? Do we give you the answers you need, and if we don't have the answer immediately, do we find out and call you back? You seem to think so.

Excellent	153	26.5%
Above average	283	49%
Average	128	22%
Below average	13	2.2%
total	577	

How would you rate the customer service at the National Office?

Comments:

"What is national office?"

"I've been a member of parachute federations in a few countries and I've always found the APF stands out for providing excellent service and is very approachable, especially with the changes made in the last couple of years."

"You guys (APF) forget you are there to help us and often focus on problems but need to be more focussed on solutions."

Local councils:

Then the challenges really began – How well do you know your council representatives? The result was an underwhelming knowledge of our local councils...

(FYI: all of this information is available for you to view on the APF website APF Zone > Area Councils)

Do you know your local council...

...Board Representatives

...ASO

...IPC

Comments on Council representatives:

"Info is readily available on the website but rarely get to "see" my reps in the flesh at the dz."

"Not necessarily off the top of my head, when I need to know I usually look in the ASM or website."

"Should I....?"

Membership value for money:

The important money question. There is always going to be a direct correlation between understanding what you get for your membership dollar and the perception of value for money.

Excellent	64	11%
Above Average	174	29.9%
Average	281	48.3%
Below average	63	10.8%
total	582	

How would you rate your annual fee as value for money?

Website:

The APF website has undergone significant refurbishment over the last year and we are constantly updating it, conscious of conveying information to you in the easiest format possible.

Over half of respondents indicated that they access the website on a regular basis, over two thirds of respondents rated the websites content as above average or excellent, however there were mixed reviews about the ease of use of the website, with around one third of respondents rating the ease of use for the website as average.

Comments on the website:

"I'm pretty impressed with how I've seen the website develop over the past three years, it's encouraging that the sport is in sync with technological developments."

"It lacks spark! Wow factor"

"Difficult to navigate around the site."

Broadcast:

The Broadcast is the APF's primary way of getting information out to members on a fortnightly basis. It can include technical directives, info on competitions, media watch and other information as provided by the members.

Of the 589 respondents, 92% indicated that they read the Broadcast. Reports developed by the Broadcast software however, indicate that only around 50% of our membership base actually opens the emails. Of the respondents that open the emails, around two thirds rated the content, presentation and relevance of the Broadcast as above average.

Comments on the Broadcast:

"The layout of the broadcast has improved significantly this year, I find it much easier to read at a glance when I am pushed for time."

"Its kinda like reading meeting minutes, its not super exciting but its usually worthwhile."

"Too much repeated information. It would be better to have a smaller broadcast than repeating stuff week on end."

Safety:

The APF has a strong focus on safety, attempting to ensure every member gets the appropriate safety information and improving our safety strategies. It seems that while the vast majority (64% yes and 31% usually) do think that we convey safety messages quickly and effectively, and your feedback suggests that you want a more unedited and raw account of incidents (?).

Comments on safety information:

"All the mandatory stuff gets out there, but not all the more subtle stuff. I'd like to see a broad strokes 'lessons learned' available, rather than the same old Swiss cheese or low hook turns posters."

"APF are very quick to advise of new TD's, etc. Good job."

"I find that much pertinent information gets lost in the system and is not spread out to the members in a way that they are completely informed on rule changes and safety issues."

Instructors:

Instructors make up a large part of the APF's membership base, however only 31% of respondents held instructor ratings. 71% of instructors who responded to the survey implied that they considered that they received an appropriate amount of information and guidance from the APF.

Comprehensive & effective	120	55%
Average	71	32.6%
Needs Improvement	27	12.4%
total	218	

If you are an instructor, how would you rate the services provided to you by the APF?

Comprehensive & effective	316	57.8%
Average	131	23.9%
Needs improvement	100	18.3%
total	547	

How would you rate the APF instructional system?

National Championships:

Participation at the National Championships has been declining for many years now, and the survey posed a number of questions to try and established the answer to – WHY?! There was a strong push to bring the Nationals back to a single event inclusive of all disciplines, with over 81% of respondents indicating that as their preference. Responses to the question of what time of year is preferable for the National Championships to be held was difficult to distinguish, with no obvious preference standing out.

Yes	275	46.7%
No	314	53.5%
total	589	

Have you ever attended a National Championships?

Comments on the National Championships:

"Bring back a week long boogie organised for not only the serious competitor but every skydiver."

"The best way, I think, to encourage participation in these events is to start at the ground (DZ/Club) level and get people in teams. There are a lot of jumpers out there that haven't had much exposure to competition and hence do not know how much fun it can be and how much you can learn. Finding an experienced jumper to take the people at the novice level under their wing can also be difficult for some people. I have also encountered a few jumpers at the beginner level that want to participate in events but find it really difficult to find team members. They struggle so much sometimes that they lose interest by the time they have the experience to be asked into teams."

ASM:

The ASM, our glossy skydiving mag. Traditionally, people have very strong opinions on the ASM. There was an overwhelming response to keep the ASM on the shelves of newsagents, with nearly ¾ of respondents in favour. Here is what your peers think about the ASM:

How would you rate the ASM for general content?

How would you rate ASM for relevance of content?

How would you rate the ASM for general appeal?

How would you rate the ASM for presentation?

Comments on ASM:

"ASM got me started in skydiving."

"ASM is a great avenue for reaching non-skydivers - it has great 'street appeal' & anything that promotes the sport positively is a good thing."

"Isn't ASM a business? It should be selling it's mag on it own back. If you were trying to get more non skydiver to buy it, an article in each issue on how to get into the sport is needed, cause it's gibberish to non jumpers."

Thank you

The APF would like to thank you for participating in this survey, and will continue to develop our services based on your responses. The winner of the year's free APF membership was CVlive Meakins of WA, as announced in the APF Broadcast on 17th December, and while 99.8% of you did not win the free APF membership, we appreciate you taking the time to help us improve.

SKYSISTERS

SKYSISTERS

YOU ONLY LEARN TO SKYDIVE ONCE LEARN FROM THE

SOURCE



You'll be instructed by Geoff Mundy and his team of master skywalkers with over 15,000 AFF jumps between them.

PRICE INCLUDES*

- Video of all levels of Instructor assisted Solo Flight
- NZPIA AFF stages 1 to 9, all gear hire and instruction
- Transport to and from accommodation to dropzone
- Learn against the stunning backdrop of Lake Taupo – New Zealand's skydive capital in the Heart of the North Island.



PLUS
GET A FREE
JUMPSUIT FROM
Deepseed
And get the chance to meet the team and pimp out your suit at Deepseed's Taupo HQ

ALL FOR ONLY
\$2250 AUD

For more information contact Geoff
geoffmundy@clear.net.nz
www.skydivesource.co.nz

PH +64 (0) 27 280 5105 OR +64 (0) 7 377 0428 (Drop Zone)



* Payment must be made in full upfront, no refunds, and you are responsible for your own insurance.

Alex styling after his AFF Course.

Got Questions? Get Answers!

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

2011 Camps
January 24-28
May 16-20
August 15-19
November 14-18



Ph: 07 5423 1159
Email: skydive@ramblers.com.au
Web: www.ramblers.com.au
Drop Zone: Taogoolawah, Oid

earning Curve Camps



safety matters

You gotta be smarter than the equipment you're jumping. Anon

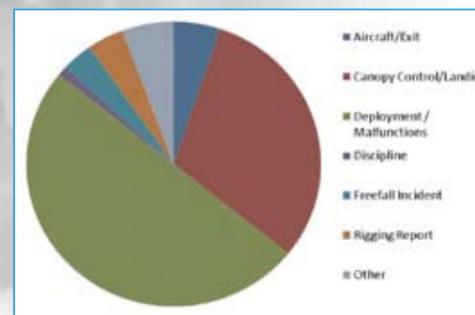


Table 1. Breakdown of total reported incidents (176), 4th quarter 2010.

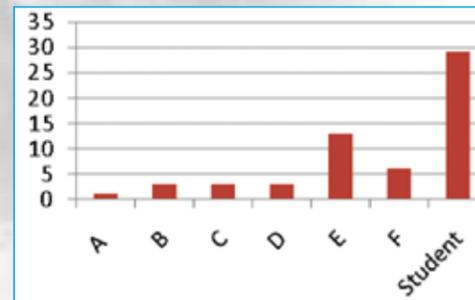


Table 2. 58 Incidents resulting in injury from 4th quarter 2010.

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

LEG STRAPS SLIPPAGE - INCIDENT REPORT DEC 2010

After an uneventful freefall and deployment, a tandem master using Sigma equipment decided to loosen his leg straps slightly. Under canopy, after loosening lateral quick ejectors, the instructor had lifted both left and right buckles to lighten tension in his own leg straps. After loosening the left one he then loosened the right, which loosened very rapidly and before he could arrest it, came undone completely leaving him suspended by only the left strap.

This incident was investigated by both the ASO and the Director of Safety, including attempts to recreate the situation – which was readily able to be done! The tests were made using the same rig involved in the incident.

Note it has the older style buckle design (PS22040-1). The results could not be replicated with the newer Sigma harness buckle.

A video is posted to show what could have occurred: www.youtube.com/user/Lowerlighter

Results were able to be recreated both in the loft and whilst suspended in the hanging harness.

These buckle types can be found pretty standard on ANY rig. All members are advised to take a look at their procedures.



Compiled by:
Kim Hardwick

AVIACOM ARGUS AAD'S

Aviacom have a list of approved equipment suitable for the fitting of their Argus AAD. This list can be found on Aviacom's web site www.argus-aad.com on the Download page.

The APF have reviewed the list and cannot confirm that the list is current or is available from the equipment manufacturers.

The fitting to equipment not listed should only be considered with written advice from the equipment manufacturer.

FITMENT OF AUTOMATIC ACTIVATION DEVICES

APF members and Riggers should consider that it is their responsibility to confirm with the equipment manufacturers, what, if any instructions are available for the correct installation of any AAD units installed on emergency parachutes.

VIGIL GROUND FIRE

On the 31st December 2010 an incident occurred where a Vigil1 (DoM Jan 2006) fired on the ground at a SQ DZ. The rig had been taken out of storage and the owner had taken the AAD unit through the start-up procedure. It was noticed 30 minutes later to have fired at some preceding point.

Downloaded electronic information from the AAD was forwarded to the manufacturer, Advanced Aerospace Designs, for their analysis and comment.

After analysis, the manufacturer responded that there has been some ground misfires on the 5,000 Vigil1 units in the field over the last six years.

"First, we want to confirm that those incidents are very exceptional in regards of the number of jumps done with all those Vigils I of that type in use.

The main reason is that on some of the printed circuit boards or PCB's of those Vigils I, the functionality of the crystal (which generates the operating frequency) could in some specific conditions (high ambient temperature and temperature variation) be influenced. This could exceptionally generate the cutter activation. We also state and confirm that this could only happen on the ground or exceptionally in the activation zone. Please be aware that this concerns only a very low percentage of those 5000 units. It makes the probability of this happening even less.

Important information:

We confirm that all Vigils I (serial number #6800 or higher) produced since November 2006 and all Vigils II (serial number #8000 or higher) have been adapted with new extra build-in software security parameters as well as hardware improvements to avoid this to happen on those units produced after September 2006!"

The manufacturer is making an offer to all owners of Vigil1s with serial numbers lower than #6600 made before August 2006, to upgrade to a new Vigil2 for a pro-rata price - dependant on the year of manufacturer of the Vigil 1. As the offer is software based, it stands for all units having a software version 1.36 and lower (Found in the [INFO] menu), regardless of the serial number.

For further details and assistance please contact Brett Newman of Downward Trend Parachute Rigging Services www.downwardtrend.com.au

SERIOUS INCIDENT REPORT – CANOPY COLLISION OCT 2010

Report compiled by the Acting ASO

After an 18 way (flat) formation load, two experienced skydivers collided after deploying their main parachutes, J1 a Crossfire 99, J2 a Triathlon 135. Both stated they had tracked in a straight line after break-off and checked their airspace before wave-off and deployment. J1 stated she saw J2 in front of her and higher still tracking. He was tracking from her right to her left. She elected to deploy immediately, thinking she would be open before J2 and therefore best avoid him.

After the collision and entanglement both jumpers executed Emergency Procedures, landing their reserves without further incident. Once of the jumpers suffered a dislocated shoulder, bruising to legs and line burns to the neck.

Equipment: All equipment was compliant and in good condition. The absence of any form of Lanyard on either jumper was a favorable situation in this type of circumstance/incident, allowing the jumpers the necessary time to gain separation prior to deploying their reserves without further steps in their emergency procedures being required.

Conclusion

With two other jumpers placed between them prior to break-off, J1 and J2 should have been tracking away from each other at about 60 degrees.

For the jumpers to collide there must have been some tracking that was not straight from the centre of the formation. Whether it was one or the other or a combination of the two is impossible to determine from the information provided. There must also have been a turn of about 90 degrees to the left during J2's canopy opening if we accept J1's statement.

It seems this collision arose because of a combination of:

1. Tracks being not straight from centre.
2. The uncertainty of the length of time of openings.
3. The uncertainty of the heading after opening.

As in similar situations, the precise requirements of timing and direction make these incidents generally result in near misses. This incident could easily have had a more serious outcome. J1 stated she was using her new Z1 helmet, not her normal camera helmet with its opportunities for catching lines. Both jumpers did not have lanyards, the presence of which could have altered the outcome for the worse.

Rectification and Remedial Action Taken.

Eliminating the steps that lead to this situation requires constant vigilance and wariness on the part of all participants. The DZSO of this operation is using this case locally to highlight the need to be constantly on guard and dirt diving jumps in their entirety through to separation.

Both jumpers have been counseled by their DZSO.

“It takes two people to cause a collision, but only one to prevent it”.

The DZSO further commented that he believed the majority of close calls like this one still go unreported unless there is actually contact and either injuries or cutaways. He will endeavour to change that on his DZ.

CANOPY CONTROL / LANDING

‘D’ Certificate. On last jump of canopy handling course, jumper made a “rash” last second decision to swoop the pond on his Icarus Beta 110. Unfortunately was not in a correct set up position nor a suitable altitude to execute safely. Landed heavily in the middle of the pond. Likely serious injuries would have been sustained if jumper had missed pond. Action: 1) Must obtain approval from DZSO prior to any pond approaches. 2) reminded of importance to have landing pattern squared away prior to landing.

‘B’ Certificate. Returning from a deep spot, jumper turned too low. With late flare, suffered a broken fibula and dislocated ankle. Action: Don't turn low. Make a decision earlier to land safely rather than keep on trying to get back to the DZ.

‘D’ Certificate. Whilst making a ‘cross country’ flight after deploying at 10,000ft, two jumpers decided to engage in some close contact canopy flight. Canopy wrapped around the other pilot's foot, collapsing. After communicating with each other, jumper cutaway, landing uneventfully under reserve. Both jumpers were using sports rigs and were counseled to use appropriate canopies for CRW and not fly in close proximity with sports rigs.

‘E’ Certificate. Jumper was practicing a ‘Blind Man’ manoeuvre during landing swoop (half twist in harness so a to face backwards) over uneven ground. Upon turning back on heading foot caught resulting in a broken foot. Note: Jumper had completed over 30 of these manoeuvres previously at a different DZ. Action: Recommend making these type of landings over water.

DEPLOYMENTS / MALFUNCTIONS

Emergency Priorities

Think about and review the seven priorities of skydiving:

- Pull - Open the parachute.
- Pull by the assigned altitude or higher - whether stable or not.
- Pull with stability - to improve canopy-opening reliability.
- During and on opening check for traffic and respond accordingly
- Check the canopy - promptly determine if the canopy has properly opened and is controllable.
- If necessary, activate the reserve - perform the appropriate emergency procedures if there is any doubt that the main canopy is open properly and is controllable.
- Land in a clear area - a long walk back is better than landing in a hazardous area.
- Land safely - be prepared to perform a PLF with the feet and knees together to avoid injury.

‘E’ Certificate X 2. Two of three wingsuit jumpers affixed stockings filled with flour to their right ankles. During deployments, both encountered entanglements, due to the stockings being in their burbles, resulting in the execution of emergency procedures.

J1's flour stocking became entangled with his main risers causing a spinning canopy with line twists. He used his legs to break the stocking loose to enable the cutaway, sustaining a sore leg requiring physio treatment.

J2's pilot chute and stocking entangled during deployment around right foot, with the main ‘D’ bag floating around the body in burble. After p/chute was freed from foot, canopy inflated into a spinning malfunction. Jumper cutaway and reserve deployed with line twists, which were cleared.

Action: Both jumpers acknowledged the stupidity of the jump and wouldn't be attempting again.

‘A’ Certificate. B rel stage 4. After an uneventful freefall, canopy deployed with a line over. Attempting to clear by flaring, canopy started a left spiral. Reading alti at 2000', jumper experienced a hard pull on cutaway, releasing on 3rd attempt. Pulled reserve handle instantly, deployment fine. Landed downwind. Action: Reassessed Emergency Procedures – re-enforced ‘peeling’ action for cutaway pad. Instructed to practice procedures prior to every jump.

AAD Activation. ‘D Cert. After performing a double gainer exit from 4200ft, jumper (on-heading) deployed ~3800. P/C was pitched and all was feeling normal. Then felt container get looser, looked up to see reserve deploying. Located handle and cutaway main, landing reserve safely on DZ.

Later gear inspection revealed that AAD (Vigil2) had activated, reserve loop had been cut resulting in a 2 canopy out situation.

An activation report was gained regarding the reason for the unit's firing.

It had been suspected that the unit had not been shut down prior to leaving the previous DZ at which it had been used and the report supported this conclusion. Prior to the jump that resulted in this incident, the unit had been turned on and jumped at another DZ – with a very different ground zero reference.

Note: The ‘D’ cert jumper who suffered this incident, maintains that prior to the jump in question, he ‘went through the normal start-up’ procedures.

The downloaded data (just like a black box) showed that the unit considered itself still airbourne all the time between the original DZ and the next DZ some days later. It just records pure data – and the data showed the incident jump occurred during the same ‘switch on’ session as the previous jumps – hence had not been shut down.

Therefore the unit worked according to the published information and user's manual for the product.

If a Vigil AAD is left turned on and it is not moved from the DZ at which this took place – it will turn off after 14 hours (if it does not register any pressure changes, which in effect makes it think it's airbourne).

If the unit feels it is airbourne due to recognising pressure changes – IT WILL NEVER TURN OFF without user input – until the battery runs out.

Page 21 of the Vigil owner's manual clearly states that the unit will not shut down in various operating conditions.

Members must take the time to read and understand the particular AAD they are using.

Various AAD's have different operating methods and it is vital that people know and understand the operational procedures for their unit.

If unsure please ask someone, do some research!

If you're an instructor or tutor, try to familiarise yourself with alternate gear to assist in the education of our members.

The following notice was provided by Advanced Aerospace Designs (Vigil) in 2009 and promulgated through APF publications.

NOTICE TO ALL VIGIL USERS

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

Vigil (Advanced Aerospace Designs) wishes to remind all users to switch off your Vigil after jumping, before leaving the DZ with your gear.

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

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

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

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

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

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

The Vigil team.


A Reminder to “Be Vigil-ant”!

Don't end up with two canopies out!!

Allow enough time to have a **fully open canopy** by the altitudes in **RED** below. Depending on body position, a Vigil AAD will activate between these ranges:

• PRO:	78 + mph	840	-	1,100 feet
• STUDENT:	45 + mph	1,040	-	1,300 feet
• TANDEM:	78 + mph	2,040	-	2,300 feet

Please take this information into consideration when determining your canopy deployment altitudes.

...The difference in pressure reading between a face to earth and a back to earth scenario¹, is equivalent to 260 feet. All activation altitudes are adjusted to + 260 feet to allow for this difference.

ALWAYS manually shut down your Vigil at the end of the day and before leaving the Drop Zone!

...The 14-hour automatic shut down feature will work only when the Vigil is left in the same location as when it was powered on².

ALWAYS check your display before each jump!³

NEVER switch your Vigil on in the plane!⁴

...A Vigil must always be powered on at ground level.

When in doubt about when or where your Vigil was powered on- ALWAYS REBOOT!

¹ See pp. 10-11 of the Vigil II Manual (version 11.0.3)
² See pp. 21 of the Vigil II Manual (version 11.0.3)
³ See pp. 22 of the Vigil II Manual (version 11.0.3)
⁴ See pp. 8 of the Vigil II Manual (version 11.0.3)

NEW PRODUCTS AVAILABLE

CHILDREN OF THE CORN 2 NTSC DVD #V92010

COOKIE BZ FULLFACE HEADBEAR NEW DESIGN FLIP UP LENS #L5712

GO PRO HD HELMET HERO DIGITAL HEADGEAR CAMERA MULTIPLE MOUNT WITH MULTIPLE PLACEMENT ANGLES #L12801

PRECISION 500 SKYDIVER'S LOGBOOK SAME SIZE AS ORIGINAL PRECISION LOG BOOK WITH 500 ENTRY SPACES #B1775

PARA GEAR'S GOT IT IN STOCK READY TO SHIP

Para Gear

SERVING THE WORLD FOR OVER 50 YEARS! **EQUIPMENT COMPANY**

BH OPTIK 210 CAMERA HEADGEAR FLAT SIDES AND TOP W/ OPTIC FOR W/PEYE OR CAMCYE BUTTON #L6177

BH HELL'S HALO CAMERA HEADGEAR FLAT SIDES AND TOP FOR MOUNTING UNIQUE TIGHTENING SYSTEM #L6188

BH O-BOX PROTECTIVE BOX PLEASE SPECIFY CAMERA #L61189

CONTOUR HD 80X WATERPROOF ENCLOSURE A MOUNTABLE WATERPROOF BOX FOR THE CONTOUR HD #L12702

CARBON BLACK HOOK KNIVES ALL CARBON FIBER JACK THE HUFFERER CAPTAIN HOOK WITH FINGER HOLES #K19505 #K19506

BH CHINCUP RATCHETING CHINCUP SYSTEM DESIGNED TO HOLD THE TOP OF THE LADDER STRAPS W/ HARDWARE #L6121

ZKULLS HERO OVERKILL HERO & STILLIS MOUNT ALUMINUM & CARBON FIBER MOUNT FOR HD HERO & STILLIS #L16827

COOKIE HANDMOUNT FOR GO PRO CAMERAS FINALLY A STURDY HANDMOUNT FOR GO PRO - CARBON FIBER CONSTRUCTION #L6724

HYPERE D PRO SWITCH / INDICATOR LIGHT AND SWITCH COMBO WILL FIT MOST GO PRO CAMERAS #L12430 D PRO EXPANSION KIT #L12431

SCHEMCHER QUICK SHOE CAMERA MOUNT FOR MOUNTING CAMERAS TO CAMERA HEADGEAR & PLATFORMS #L1368

MINDWARP PIMP DADDY HEADGEAR CAMERA MOUNTS AVAILABLE #L5126

OXYGN A3 FULL-FACE HEADBEAR VARIOUS COLORS AVAILABLE #L4315

NEPTUNE 2 FREEFALL COMPUTER & AUDIBLE ALTIMETER ACCESSORIES AVAILABLE #L1406

SOLO II AUDIBLE ALTIMETER ACCESSORIES AVAILABLE #L10520

SORZ BOBLES CLEAR ANKER SMOKE WIPERS OR WIPERS BLUE #B1147

LIQUID FLAT-LOCK CAMERA QUICK RELEASE SMALL, COMPACT CAMERA MOUNT #L5735

LEARNING TO FREELY NTSC VIDEO DVD LEARN THE ART OF FLYING HEADGEAR FROM OXLEYE UNIVERSITY #V B0105

MOUTH SWITCH TONGUE SWITCH MOUTH SWITCH FOR CANON DIGITAL PLUS & OTHER 2.5MM PLUG CAMERAS CANON DIGI-PLUG #L12801 2.5MM PLUG #L1276

ALTITRACK FREEFALL COMPUTER & VISUAL ALTIMETER DIGITAL ACCESSORY - ANALOG FACE #L10510 ACCESSORIES AVAILABLE

Royal Lens THE ORIGINAL LOW-PROFILE

WIDE WIDER WIDEST

BRILLIANT 5x LOW-PROFILE 0.5X LENS #L1318 #L131843 #L131840.5

DIAMOND 3x LOW-PROFILE 0.3X LENS #L1316 #L131643

PLATINUM 2x LOW-PROFILE 0.2X LENS #L1320 #L132043

PLEASE SPECIFY TYPE.

THESE LENSES WERE ORIGINALLY DESIGNED FOR THE SKYDIVER IN MIND WITH A LOW PROFILE PHYSICAL DESIGN CREATING LESS RISK OF LINE SNAGS, AND A LARGE IMAGE AREA WITH ABSOLUTELY NO VIGNETTE!

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.

CANOPIES & CONTAINERS

Icarus CANOPIES

PRECISION aerodyne

JAVELIN aerodyne

FLIGHT CONCEPTS Wings

Rigging Innovations, Inc.

infinity MICRON

Strong Enterprises

MIRAGE

DELPHIN

WE CARRY ALL MAJOR MANUFACTURERS' PRODUCTS! CONTAINERS - CANOPIES - ACCESSORIES - RIGGING - HARDWARE

ORDER ONE TODAY GIFT CERTIFICATES AVAILABLE FOR ALL OCCASIONS AND FOR ANY AMOUNT!

Para Gear 2010-2011 CATALOG

PIA FOUNDRING MEMBER

PARA GEAR'S GOT IT IN STOCK READY TO SHIP

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

EQUIPMENT COMPANY
www.PARAGEAR.COM

ALL MAJOR CREDIT CARDS ACCEPTED.



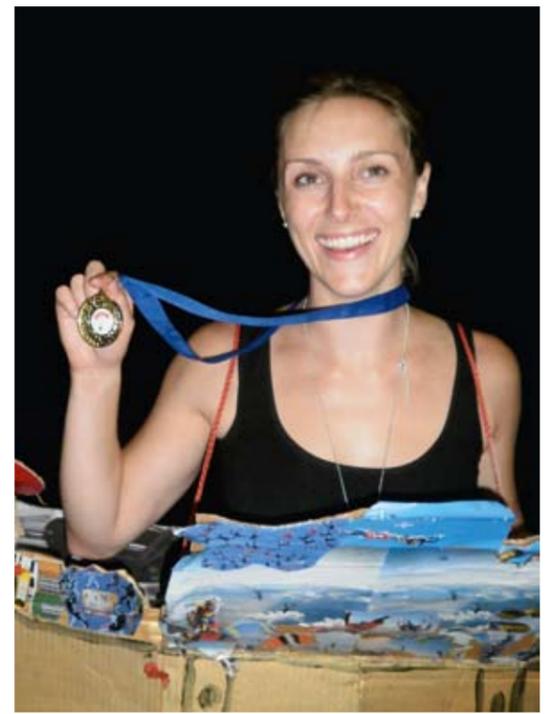
AROUND THE DZ WITH SKYDIVE TERRITORY
By Naomi Collier

Nothing like some competitions to get the blood pumping around the drop zone at Batchelor. Things were a little light with competitors but nevertheless, those who were there gave it their best. The 3-way teams were: "Can't Face" (Jim, Keith and Naomi) and "THD" (Tom, Heath and Dean). The 2-way Novice teams were: "Fat Air" (Foxy and Dan) and "Ol skool, New skool" (Blake and Nathan). The drop zone was kept busy with a lot of continuation students and tandems were also the rage that weekend - thanks Brad (TM) and Austin (Cam). Also, who doesn't love a day tape - thanks Captain! So there we had it, the NT Championships for 2010.

At the end of year Christmas break up weekend, we hosted an Accuracy competition with a little more interest. In the Novice competitors we had Nicole Wasinski take out the Gold - consistent landings for a new jumper just out of her AFF training, and what a party animal! Brett Ogden took the Silver - this was his first jump on his own gear, thanks for the carton. Matt Ernest took the Bronze and did a brilliant job of making the target area after completing AFF 4 and landing by himself.

In the Open competition we had Brad Delehta take out the Gold - nothing like a broken toe after kicking the target fireman's helmet three times in a row! Blake Palmer took the Silver - even Old Skool players get lucky! Naomi Collier (46 jumps) competitively took out the Bronze.

Thanks Terry for a great year, thanks Dan for all your support during the turbulent times and thanks to the new and old jumpers of DPC. Here's to the New Year!



YORK DZ

By Amy McDermott
Photos by Stu Barton, Ellen Coenra,
Amy McDermott & Mark Sillifant

While the rest of the country has been battered by storms and horrendously un-jumpable weather, in the west, in York, it has proved to be always sunny and the jumpers at Skydive Express have been making the most of the beautiful summer weather.

Hoofty and Tina have been powering through their AFF with a commitment rarely seen in these parts. Hoofty having purchased a caravan on site after only stage 2. The anticipation for the end of his AFF 9 has only made the carton taste sweeter. Tina has shown a natural talent for the sport and is soon to be flying circles around her better half – much to his and his credit card's dismay.

Will has appeared back on the drop zone, replacing his roommate Russ as the resident golden child. With a new rig and mad skills at co-piloting the Cessna Caravan, how could he not be so popular!

The drop zone has recently shown its charitable side with two fundraising weekends. The Curtin Uni. crew raised \$11,000+ for the Strike a Chord for Cancer Foundation, while Victoria and her team raised \$70,000 for the Princess Margret Hospital Foundation.

Other jumpers have also shown their not-too-charitable side with late night pranks on Franky's car. Although handsome, Franky did need to learn a lesson or two after taking Movember far too seriously, showing off his Hungarian beard growing skills.

The Skydive Express Christmas Party weekend was fun for all. It kicked off with a 2-way scramble competition with a twist. Jumpers were split into experienced and numpties. Rather than jump with the same person for both rounds, there were two draws and points were accumulated individually. Red took out the title with his skills at making his partners work as little as possible – proving unbeatable. Red and Russ also took out the title for most points on a single jump. On the overall tally, yours truly took out second place (Thanks Washy & Jonesy) and Crumb took out third (thanks a lot to Red).

Another highlight was number one manifester Nicole's first tandem at this DZ. She had quite a send off with a record breaking streaking procession. The Bollywood Christmas Party was a hit thanks to Toots and her merry band of helpers! Everyone looked the part, especially Jonesy and Dave, while many of the boys proved they cannot resist a chance to cross dress. The combination of curry and a plethora of red wine saw the celebrations carry on well into the evening.



The New Year was seen in with Split and Franky taking nuddle jumps to a new high of 18,000 ft sucking on the oxygen. Thankfully, not too many were around to witness that much fuzz (Hungarians). On a more positive note the New Year has seen the much anticipated return of the beloved camera chick, Mel – welcome home. Super Swoopers Cam, Wayne and Split have been scaring the spectators with their fast paced training for canopy nationals.

Other notable events include Greg Jack's 10,000th, Mark's 1,000th, Chris' 100th (and subsequent involuntary pool dunk), Spuds first chop in 20 years of jumping, the engagement of happy drop zone couple Red and Caitlin (big congratulations), and the announcement that Split and Thommo will also be tying the knot.



STRETCH'S WEEKEND

By Ellen Coenra

After a few emails and phone calls, it was confirmed that Stretch was coming to play in W.A. A long awaited opportunity for him to check out Skydive Express and do some jumps with us.

Friday morning saw the planned 12-way grow to sixteen with three people chasing Star Crests. Two 8-ways quickly formed, and we were off. Group one managed a nice six pointer and Group two did three points and turned the star for several thousand feet. Merry-go-round anyone? Not a bad way to start the day and knock some Star Crests out of the way. Jump two saw more of the same, and three keen jumpers had their paperwork filled in while waiting for the CI to arrive and sign off. With the Star Crests complete, the original 12-way re-formed with Spud having miraculously been cured of his illness which forced him to take the day off. Three multipoint 12-ways finished off Friday with some great points and the usual discovery that 2 x 6-way pieces, closing with momentum, DOES lead to carnage. Last load landed and Stretch was quick to ring the bell for his first jumps at York, closely followed by Dan and Millsy for their Star Crests (the forms were faxed off to the APF for an early morning issue of Crests – thanks APF!). Saturday with a 7am start, saw 21 jumpers ready to go – just waiting on Cookie and Crumb. A 14-way and 10-way dirt dive and we were off. The 14-way went ok and it was a nice way to celebrate Peta's 900th. The Star Crest didn't go as well, with Bevan discovering booties do make a difference if you're not used to them and probably should have left them off for his first Star Crest attempt. Round 2 had similar results, and plans were being put in motion to go bigger and have a few jump pigs go hard in both groups. Alas, the hot weather was not cooperating with slow climb rates and the multiple unexpected AFF students using up a few more slots. In the end, Round 3 went up as a 13-way and 9-way. Jump 4 saw Caitlin manage to grab Cheryl's slot in Group 1 as Cheryl had

a break – nice lurk Caitlin. Group 2 grew into a 15-way as the jump pigs finally had their way and a chance to show the newly Star Crested jumpers what a big way is all about by celebrating Red's 800th in style (congrats Red). A three point 15-way was the end result, with lots of smiles all around. Nice flying Russ, Dan and Adrian – and thanks for the beer! Saturday night more beer and wine – lots of cartons, including mine for my first ASM back cover.

Sunday, 7am, and despite some feeling a bit slow and tired, two 12-ways quickly formed to have another crack at the zipper jumps from Friday. Group 1 who had not seen the pictures did a great job. Group 2, who had experience with the formation, managed to funnel half the formation giving those of us below the 6-way piece a great view of what it should have looked like. The second attempt was more successful and we were happy to go bigger. Jump three was a nice attempt at a 16-way donut jewel, only missing one – who approached the formation only to have us turn and track away just as he arrived there. Question is, could he have stopped and docked? Last jump of the day was a nice 12-way and was a great way to finish an excellent weekend's jumping.

Thanks to the WA State Council for providing funding to cover flight and coach costs, Skydive Express for providing the plane, pilot and awesome facilities so we were able to get up in the air and improve our skills and have some fun, manifest for her amazing job at juggling the board, Toots for the great food, and everyone else involved for making it a great weekend!

Highlights for me:

- Instructors/Camera folk taking the weekend off from tandems and AFF to come and play.
- Frank's 600th, Tealeys 700th, Red's 800th and Peta's 900th
- 3 Star Crests completed and watching the grins on their faces as they completed a three point 15-way – all with less than 200 jumps (one with less than 60!)

FAR NORTH FREEFALL CHRISTMAS WEEKEND, TULLY

By Ronnie Perry

Thursday 16th December saw an 'unofficial' start to the FNF Christmas club weekend with another fully booked RPcanopyschool. The weather was finally on our side and all participants managed to get in the air with everyone improving and having some new, exciting learning experiences!

All crosswind legs/landings were videoed as usual and de-briefed on the clubs mega screen in between jumps. It was great to see a good turnout of the 'ladies' – their confidence and knowledge growing under canopy and being more active in their canopy flight. 'Flaring for the Children' worked a treat for the mums in the class who needed a little reminder about flying the landing all the way to the end!

A beautiful sunny Saturday in Tully rolled on and things started happening early. Star Crests seemed to be the most demanded of all disciplines with Adam Long doing the job of all jobs, helping to get six people their Star Crests over the weekend. Excellent work taking charge of that Longy!

The very local Freely coaches G Dore & Strop (high six boys) ran some great beginner one-on-ones with excellent big screen de-briefs. Some good progress was made for people working on their Freely Crests. Tracing jumps were also being worked on by some of the local freely 'hot shots'.

Hop'n'Pops were running out of the 182 all day with more canopy skills being developed and learnt. Accuracy for new Display licences were also being achieved.

Saturday night the beer was flowing with a multitude of cartons put on! FNF lay on 5kg of prawns and a couple of cartons to get things rolling. The night wasn't as big as it could've been with a few people keen to make the most of the good weather and get back to jumping on Sunday.

There was a lazy start to Sunday but it gave the 182 a chance to punch out a couple of loads before the Caravan got fired up. More of the same as Saturday with some reasonably fresh faces completing more well-organised jumps by the local coaches. By late afternoon everyone was keen to relax and enjoy a cold beer and reflect on what was achieved over the great weekend. A good effort by those who were still there on the tidy up of the club areas – ah, the club spirit!

Good work by Bec on Manifest and the random ground crew. Big, big thanks to the pilots, Benji, Timon, Matty and Bursty. Thanks also to the NQPC for funding the 'local coaches' G Dore, Strop & Longy. (www.NQPC.asn.au)

Weekend Stats

9 Caravan loads
8 182 Hop n Pops
6 New Star Crests!

Carton List

James Banner Smith – Reserve/1st Tully weekend
Nikki – Star Crest/1st Tully Weekend
Klem – Star Crest
Craig – Star Crest
Timon – Star Crest
Rory – Star Crest
Jamie – Star Crest
Ronnie - 1st jumps on new JVX
Fong – 100th
Longy – Chop
Val – Chop
Strop – packing a mal for Val!
Ben - 1st 182 jump
Dawson - 1st proper Headown
FNF Presidents Carton – Happy Christmas
FNF Secretaries carton – Happy Christmas



Canopy School Feedback

"Thanks for an awesome day of Hop n Pops! I learnt much more about flying my canopy and the exercises up high benefited a lot. Looking forward to the next one!"

Nikki Healy

"I'm feeling much more confident about my canopy, planning my canopy flight, and freefall seems a bit boring now! The format of the day was excellent and the food that was part of the package meant I could concentrate on what I was there for. I highly recommend Canopy School to everyone, whatever stage you are in your skydiving journey. Flaring for the Children works a treat!"

Susie Taylor

"The weather was perfect for some swooping! The four of us had six jumps to help improve our canopy skills and focus on our own goals. For me, turn dynamics and hitting gates were on the to-do list. The video de-briefs in between jumps were very helpful. Every canopy school weekend I put my name down as I know I will learn something new. I would like to thank the APF for helping get Ronnie up from Airlie Beach to coach us all and also thanks to Attila and the guys at Icarus canopies for my swoopalicious JVX."

Andy Woolf

RPcanopyschool would like to acknowledge the Level 1 funding from the APF for tutor's travel costs. Thanks APF! (www.apf.asn.au)

Facebook : RPcanopyschool





CERTIFICATE A
 CORRINA
 SALLY
 RUSSEL
 SIMON
 PHIL
 BRENDAN
 SYLVAIN
 JESSICA
 JESSICA
 MITCHELL
 JOSH
 LUKE
 JASPER
 RUJARRI
 ANTHONY
 AIDAN
 REBECCA
 ANTHONY
 LEE
 ARTHUR
 ALEXANDER
 CON
 DAKOTA
 CLAUDIA
 JAMES
 ANTIONETTE
 ANTON
 JAMES
 BENJAMIN
 BRETT
 TIM
 THOMAS
 NICOLAI
 JAMES
 MARK
 BRAD
 BEN
 ADAM
 ALEX
 WILLIAM
 GEOFF
 SHANE
 CANDICE
 NICOLE

ANDERSON
 BATES
 BLACKLOCK
 BODENSTEINER
 BUDGE
 BUELL
 CAPOT
 CASSEBOHM
 CHURCH
 CONNAUGHTON
 COSTA
 DARBYSHIRE-ROBERTS
 DE VOIJS
 FAIRWEATHER
 GRASSMAYR
 HALL
 HENDERSON
 HULBERT
 JACKSON
 JAGIELLO
 JOANNOU
 KARRAS
 KEANE
 KRALIK
 LANE
 LAWRENCE
 LOCK
 MCKEW
 MEERHAEGHE
 OGDEN
 PHIPPS
 PRICE
 RADAMM
 RAWLING
 SCHAFFER
 SHERIDAN
 STANTON
 STOTT
 TAYLOR
 VIGOR-BROWN
 WALKER
 WILLIS
 WORKMAN
 WOSINSKI

CERTIFICATE C
 MAURO
 HENRIETTE
 TESSA
 FRANCIS
 ROSS
 MADELEINE
 MARK
 DAVE
 KIT
 ANDREW
 CRISTIANO
 BEAU
 AARON
 CHRISTOPHER
 JOSHUA
 DANIELLA
 ROBIN
 ROBERT
 WILLIAM
 ALLISON
 KATE
 DAVID
 BRYCE
 JIM
 JED
 DAN
 PAUL
 CHRIS
 ALLANA
 REECE
 JASON
 ANDREW
 CANDICE
 ANDREW
 BRAYDON

CERTIFICATE D
 MAURO
 SARAH
 JOHN
 CASEY
 PETER
 RUSSEIGH
 LEON
 IAN
 DALE
 BRENDON
 BENI
 CRISTIANO
 DALE
 AMANDINE
 NEIL
 NADINE
 TIM
 ANTHONY
 ROGER
 NATHAN
 ROB
 JULIAN
 TOM
 ADRIAN
 EMIEL
 JON
 ARNSTEIN
 DAVID
 NILS ERIK
 RYAN
 VALERIE
 JOSH
 MARTIN
 HAMISH
 MEAGAN
 ANU
 LUCIO

CERTIFICATE E
 BAMPO
 BOLLINK
 CAMERON
 CHEN
 COLLEY
 CROWLEY
 DANGEL
 DOBSON
 DRURY
 EDEN
 GARIBALDI
 BEAU
 GRAY
 GRIME
 HOWLETT
 LIARIS
 LUSTENBERGER
 MCENTEE
 MCMAHON
 MITCHELL
 MONAGHAN
 SEDDON
 SELLICK
 SHEEHAN
 SMITH
 SMITH
 SWANN
 TAYLOR
 TYLER
 WALLACE
 WELFORD
 WHITWORTH
 WORKMAN
 WRIGHT
 WYNNE

CERTIFICATE F
 MASON
 NICOLAS
 PAUL
STAR CREST
 MAURO
 BEN
 JOHN
 MANUEL
 BRANDON
 FRANCIS
 NATALIE
 MARIOS
 CHERIE
 WADE
 BOB
 KLEMENS
 AARON
 SVEN
 TOM
 ADRIAN
 EMIEL
 DANIEL
 SHANNON
 HAMISH
 RORY
 LUDWIG
 ANDREW

CORBY
 MADEHEIM
 PHEGAN
 BAMPO
 BECKLEY
 BROWN
 CARAVANTES
 CHANCE
 CHEN
 CHINN
 CHRISTODOULOU
 CLOTHIER
 DAVEY
 DRAJER
 FISCHER
 GRAY
 HEALY
 HOOD
 HYLAND
 KANIS
 LUMB
 MILLS
 NOORLANDER
 RYAN
 SEYB
 STRATFORD
 SUTHERLAND
 WEBER
 WHITWORTH

FREEFLY CREST
 CHRIS
 BARNETT

DISPLAY D
 MAURO
 LUKE
 ADAM
 BOB
 OLIVER
 BENI
 TIM
 DION
 ALLISON
 PAUL
 ROB
 TOM
 REBECCA
 TONY
 TRACY
 JIM
 GEORGE
 CHRISTIAN
 LUDWIG
 GREG

ENDORSEMENT AFF
 RISS
 PHILIPPE
 NIGEL
 BULAN
 BRANDON
 SHEA
 MASON
 MARC
 BOB
 PAUL
 ROY
 PHILLIP
 YOSHI

ENDORSEMENT STATIC LINE
 SAM
 STEVEN

ENDORSEMENT TANDEM
 PAUL
 TYLER
 KOBI
 MANUEL
 BRANDON
 BOB
 RICHARD
 SVEN
 JOHN
 SAM
 LUDWIG

DISPLAY C
 PETER
 DAWSON

DISPLAY B
 MASON
 COREY
 DELPHINE
 PAUL

DISPLAY ORGANISER'S LICENCE
 SCOTT
 BROWN

INSTRUCTOR C
 PAUL
 TOM
 LUKE
 WAYNE
 NIR
 MARK
 GLENN
 JURAJ
 OSSIE
 PAUL
 TERRY
 IGOR
 RONALD
 FULLY

TUTOR FREEFLY
 CHRIS
 BARNETT

TUTOR RW
 DUNCAN
 FRENCH

INSTRUCTOR D
 PAUL
 RISS
 MANUEL
 BRANDON
 MARC
 BOB
 PAUL
 RICHARD

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 JULIAN
 ETIENNE
 PETER
 MATTHEW
 JURAJ
 PETER
 SCOTT
 MICHAEL
 CATHERINE
 LUKE
 RAWANDEEP
 RICHARD

TANDEM SUB-ENDORSEMENT - ATOM
 BOB
 DRAJER

TANDEM SUB-ENDORSEMENT - ECLIPSE
 BRANDON
 CHANCE

TANDEM SUB-ENDORSEMENT - STRONG
 PAUL
 TYLER
 KOBI
 MANUEL
 BOB
 SVEN
 JOHN
 SEAN

TANDEM SUB-ENDORSEMENT - VECTOR/SIGMA
 MANUEL
 BRANDON
 BOB
 RICHARD
 COREY
 SVEN
 SAM
 LUDWIG

PACKER B
 MARTINA
 MAURO
 SARAH
 MANUEL
 BRANDON
 KEVIN

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS
 ARRIGAULT
 BIRD
 DOUGHTY
 DUBOVINSKY
 HILL
 HOFFMANN
 MCGRATH
 MEDER
 O'MORE
 SINGH
 TOMLINSON

PACKER A
 LUKE
 THOMAS
 BOB
 MATTHEW
 LUDWIG
 DAVID

JUMP PILOT AUTHORIZATION
 ANNIS



adz directory

*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.

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 Ph 0412 442 745, DZ Ph 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 TANDEMS
 PO BOX 692, SANDERSON NT 0813
 CHIEF INSTRUCTOR: ASHLEY SMITH
 Club Ph 0417 190 140
 Email: topendtandems@bigpond.com
 Drop Zone Location: DARWIN - Lee Point Beach
 Web: www.topendtandems.com.au
 Aircraft: Cessna 182

QUEENSLAND - NORTH

AYRSports INCORPORATED
 35 ROBERTS ST, HERMIT PARK QLD 4812
 Non Training Operation
 Club Ph 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 Ph 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 Ph 07 4957 6439
 DZ Ph 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 Ph 07 4051 8855, DZ Ph 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 Ph 0418 762315, DZ Ph 07 4946 9115
 Email: info@skydiveairliebeach.com.au
 Drop Zone Location: WHITSUNDAY AIRPORT SHUTE HARBOUR
 Web: www.skydiveairliebeach.com.au
 Aircraft: Two Cessna 182s & GA8 Airvan

SKYDIVE CAIRNS
 PO BOX 105, NORTH CAIRNS QLD 4870
 CHIEF INSTRUCTOR: STEPHEN LEWIS
 Club Ph 07 4031 5499, DZ Ph 07 4068 3801
 Email: reservations@skydivercairns.com.au
 DROP ZONE LOCATION: PAGE ROAD, EDMONTON, MISSION BEACH & TULLY
 Web: www.skydivercairns.com.au
 Aircraft: Cresco 750, Cessna Caravan & Cessna 182

SKYDIVE THE WHITSUNDAYS
 PO BOX 291, CANNONVALE QLD 4802
 Non Training Operation
 Club Ph 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
 ClubPh 07 47214721
 DZ Ph 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 Ph 1800 805 997
 DZ Ph 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 Ph 0416 611 499
 Email: paulwehr56@yahoo.com.au
 Web: www.ipsgonline.com

BRISBANE SKYDIVING CENTRE
 PO BOX 29, IPSWICH QLD 4305
 CHIEF INSTRUCTOR: BRIAN SCOFFELL
 Club Ph 07 3333 2077
 DZ Ph 0438 734 845
 Email: admin@brisbaneskydivers.com.au
 Drop Zone Location: WILLOW BANK
 Web: www.brisbaneskydivers.com.au
 Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD
 PO BOX 332, COOLANGATTA QLD 4225
 CHIEF INSTRUCTOR: ARCHIE JAMIESON
 Club Ph 07 5599 1920
 Email: info@goldcoastskydive.com.au
 Drop Zone Location: KIRRA BEACH AND LEN PEAK OVAL
 Web: www.goldcoastskydive.com.au
 Aircraft: Cessna 182

QUEENSLAND ADRENALIN SKYDIVERS
 PO BOX 166, GEEBUNG QLD 4034
 CHIEF INSTRUCTOR: Jim Czerwinski
 Club Ph 07 3314 3664
 DZ Ph 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, TOOGLOOLAWH QLD 4313
 CHIEF INSTRUCTOR: DAVID McEVROY
 Club Ph 07 5423 1159
 Email: skydive@ramblers.com.au
 Drop Zone Location: TOOGLOOLAWH and COOLUM BEACH
 Web: www.ramblers.com.au
 Aircraft: Cessna Caravan and Cessna 182

REDCLIFFE CITY SKYDIVING
 PO BOX 105, REDCLIFFE QLD 4020
 CHIEF INSTRUCTOR: JOHN COOK
 Club Ph 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 Ph 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 Ph 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 Ph 07 5496 9562
 DZ Ph 0414 704 415
 Email: imc@big.net.au
 Drop Zone Location: CABOOLTURE AIRFIELD
 Web: www.skydivecaboolture.com
 Aircraft: Cessna 182 Cessna 206

SKYDIVE CENTRAL QUEENSLAND
 PO BOX 166, GEEBUNG QLD 4034
 Non Training
 Club Ph 0419 659 820
 Email: info@skydivecentralqueensland.com.au
 Web: www.skydivecentralqueensland.com.au

SKYDIVE HERVEY BAY
 c/o 677 TOWER ROAD, BANKSTOWN AERODROME, NSW 2200
 CHIEF INSTRUCTOR: RAY CURRY
 Club Ph 0488 707 402
 Club Fax 02 9791 9101
 Email: curry185@yahoo.com
 Drop Zone Location: HERVEY BAY AIRPORT
 Web: http://www.sydneyskydivers.com.au
 Aircraft: Cessna 185

SKYDIVE RAINBOW BEACH
 PO BOX 7, RAINBOW BEACH QLD 4581
 CHIEF INSTRUCTOR: ROB CARBERRY
 Club Ph 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 Ph 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 Ph 07 5437 0211
 Email: info@jumpscs.com
 Drop Zone Location: CALOUNDRA and VARIOUS BEACHES
 Web: www.jumpscs.com
 Aircraft: Cessna Caravan, C182 & C206

TOOGLOOLAWH SKYDIVERS CLUB INC.
 18 DESERT FALLS CRES, PARKWOOD QLD 4214
 Non Training Operation
 Club Ph 0418 154 119
 Email: tsoqld@gmail.com
 Drop Zone Location: TOOGLOOLAWH
 Aircraft: Cessna Caravan

NEW SOUTH WALES

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

COASTAL SKYDIVERS
 15 WEISMANTLE STREET, WAUCHOPE NSW 2446
 CHIEF INSTRUCTOR: TONY MAURER
 Club & DZ Ph 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 & DZ Ph 02 6651 1167
 Email: jump@coffsskydivers.com.au
 Drop Zone Location: COFFS HARBOUR AIRPORT
 Web: www.coffsskydivers.com.au/
 Aircraft: Cessna 182

FUNNY FARM SKYDIVING
 PO Box 843, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: ROGER MULCKEY
 Club Ph 0402 008 924
 DZ Ph 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 Ph 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 & XL-750

NEWCASTLE SPORT PARACHUTE CLUB
 PO BOX 116 BRANXTON, NSW 2335
 CHIEF INSTRUCTOR: TONY MAURER
 Club & DZ Ph 02 4938 1040
 Email: info@skydivenewcastle.com
 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 Ph 02 9223 8444, DZ Ph 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 BYRON BAY
 PO BOX 1615, BYRON BAY NSW 2481
 CHIEF INSTRUCTOR: STEPHEN EDWARDS
 Club & DZ Ph 02 6684 1323
 Email: info@australianskydive.com
 Drop Zone Location: TYAGARAH AIRFIELD
 Web: www.australianskydive.com
 Aircraft: Cessna Caravan

SKYDIVE COFFS HARBOUR
 PO Box 351, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: MARK BRODY
 Club Ph 0403 871 451, DZ Ph 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 Ph 0425 200 185, DZ Ph 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 Ph 0419 446 904, DZ Ph 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 Ph 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 Ph 02 6978 0137, DZ Ph 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 Ph 02 4225 8444, DZ Ph 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 & DZ Ph 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 Ph 1800 805 997, DZ Ph 02 97919155
 Email: admin@sydneyskydivers.com.au
 Drop Zone Location: PICTON
 Web: www.sydneyskydivers.com.au
 Aircraft: Skyvan, 750 XL & Beaver

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

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

WESTERN DISTRICTS PARACHUTE CLUB
 PO BOX 172 DUBBO NSW 2830

CHIEF INSTRUCTOR: MIKE CARRE
 Club Ph 02 6884 8266, DZ Ph 02 6852 3845
 Email: lyndon.p@optusnet.com.au
 Drop Zone Location: FORBES AIRPORT
 Web: www.wdpc.info
 Aircraft: Cessna 182

AUSTRALIAN CAPITAL TERRITORY

AERIAL SKYDIVING PTY LIMITED
 8 FRASER PL, YARRALUMLA ACT 2600
 CHIEF INSTRUCTOR: GRAEME WINDSOR
 Club Ph 02 6285 1453
 DZ Ph 0418 487 953
 Email: aerialskydiving@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 Ph 02 6296 1911 (BH)
 DZ Ph 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 Ph 0408 070 991
 Email: janine@aerialskydives.com
 Drop Zone Location: LATROBE REGIONAL AIRPORT, TRARALGON
 Web: www.aerialskydives.com
 Aircraft: Cessna 182

AUSTRALIAN SKYDIVE
 PO BOX 839, TORQUAY VIC 3228
 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
 Club Ph 1800 557 101
 DZ Ph 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 and C208

COMMANDO SKYDIVERS INCORPORATED
 PO BOX 2066, ROWVILLE VIC 3178
 CHIEF INSTRUCTOR: PETER KNIGHTS
 Club Ph 1300 555 956 DZ Ph 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 Ph 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 Ph 1300 734 471
 DZ Ph 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 Ph 03 5794 1466
 DZ Ph 03 5794 2626
 Email: jump@skydivenagambie.com
 Drop Zone Location: NAGAMBIE & PHILLIP ISLAND
 Web: www.skydivenagambie.com
 Aircraft: XL 750 & Cessna 185

SKYDIVE THE BEACH MELBOURNE
 PO BOX 5361, WOLLONGONG NSW 2500
 CHIEF INSTRUCTOR: GREG HAYS
 Club Ph 02 4225 8444
 Email: info@skydivethebeach.com.au
 Drop Zone Location: Moran Reserve, Elwood
 Web: www.skydivethebeach.com.au
 Aircraft: C-182

SKYDIVE VICTORIA
 PO BOX 16, COROWA NSW 2646
 CHIEF INSTRUCTOR: FRANK SMITH
 DZ Ph 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 Ph 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 Ph 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 Ph 08 8272 7888
 DZ Ph 08 8531 1516
 Email: greg@saskydiving.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 Ph 0415 714 585
 DZ Ph 08 9736 1386
 Email: lwithshire@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 Ph 08 9027 1043
 DZ Ph 0419 853 193
 Email: murtagh@bigpond.net.au
 Drop Zone Location: KAMBALDA WEST AIRSTRIP
 Aircraft: C-182

SKYDIVE JURIE BAY
 PO BOX 810, JURIE BAY WA 6516
 CHIEF INSTRUCTOR: PETE LONNON
 Club Ph 08 9652 1350
 Email: jumpnow@bigpond.net.au
 Drop Zone Location: JURIE BAY & WICKHAM AIRSTRIP
 Web: and www.skydivejuriembay.com
 Aircraft: Cessna 182

SKYDIVE ADVENTURE
 116 BLAIR ST, BUNBURY WA 6230
 CHIEF INSTRUCTOR: PETER SWANN
 Club Ph 08 9791 7311
 DZ Ph 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 Ph 08 9444 4199
 DZ Ph 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 Ph 08 9753 1661
 DZ 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 6

