

Australian

# skydiver

magazine



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**ASM AUSTRALIAN SKYDIVER MAGAZINE**  
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



# G2

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Photo taken by Benjamin Ford



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FRONT COVER



Superman Kim Hopwood (Scatty) exiting during the Canopy Piloting Nationals at Picton, NSW. Photographer: Jenny McRitchie

BACK COVER



Bernie Shaw's ashes being released by Bernie's son Brad and TM Gerard Lappin, over Latrobe Valley Airport, VIC. Photographer: Janine Hayes

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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 Production and mailing takes a total of 5 weeks, so some information may be out of date or superseded.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

5th November, 2011

5th January, 2011

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# SKYART

what's your style?



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It had been one year since the National Canopy Piloting Championships in Sydney at Sydney Skydivers. The efforts of Michael Vaughan in conjunction with the APF Sport Development Fund and the NSW State Council provided an opportunity for all skydivers to attend multiple coaching camps that were run during the week prior to competition by none other than the Scott Roberts (Splitstream), direct from the U.S.A. Scott was full of information and knowledge that helped everyone from Australia's elite all the way down to the intermediate swoopers such as myself. Scott found a way to talk to everyone. I know he helped me a lot and his coaching techniques had everyone eager and wanting more. Anyone wishing to attend future competitions, jump on these coaching opportunities, they are well worth it!



During the lead up training, Red Robbie "the cutaway master", ended up having to cutaway not once but twice! The result of both chops came to a total of: 1 x main canopy (red) and 1 x free bag – LOST! (If found please return to Red Robbie). John King, in his infinite wisdom decided that deployment bags create too much drag so, promptly upon opening, let his go somewhere into the gorge and possibly a friendly cow's belly. Andy Wolf, who made the journey from North Queensland, had an eventful lead up week. He started off by displaying his tumbling abilities by cart wheeling across the pond, followed by having a chop resulting in the loss of a freebag (main was FOUND!). Brad Jones completed his 7,000th jump and was rewarded by being thrown into the Sydney Skydivers Swoop Pond. Therefore in preparation for competition, losses totaled: 1 x main canopy, 2 x freebags, 1 x deployment bag, and 1 x Neptune (to the pond monster). Not a bad effort!

Surrounding the event were a number of birthdays, including the likes of Steve Ivin, Dean Brooke-Rerecich (Judge), and Koppel Solomon, who also became a SW.O.P (Swooper over 40)!

It was the day before competition and all was overcast. Not a single cloud was budging, not even for a swooper. Finally the weather changed and both Wildman and Matt Harris managed to get their jumps in under the watchful eye of Chief Judge, Crash (who watched many others on their qualifying jumps)! It was the morning of the first day of competition and it was slight down wind – perfect for the comp to start with the cloud rising just high enough! So it all begins!

# 2011 National Canopy Piloting Championships

By Stephen Cowan  
 Photos by Rosemary Smith,  
 Jules McConnel, Jenny McRitchie,  
 Adson Moura & Simon Martin.

# 2011 National Canopy Piloting Championships

Wind Meter - Watching Canopies



Koppel Solomon Freestyle



Steve Cowan



Kate Langley



## Day 1 - Friday

Speed is up first and everyone is pumped and ready to go! There were some blistering times set in Speed, most notably by Andy Wolf and Scott Brown and with local boys Simon Hayter and Ben Tucker right on their heels. In the Open category some quick times were happening.

Next on the agenda was distance. The Inter guys managed to get through two rounds while the Opens busted out a single round. George Tang, in his first National comp (BEER!), impressed everyone on his 150 Samurai by double fronting into the pond and walking away without a scratch! Unfortunately, the weather was not on our side which placed the rest of the rounds on hold until the following day.

## Day 2 - Saturday

It was a relief waking up with the knowledge that for once, being in Inter, I was not on first load. It was up to the Open guys to catch up in the Distance rounds and they got through one round. We managed to finish all our Distance rounds off, despite the winds being unfavourable.

Accuracy, "Drag the water, land in the box" (Putz) - let the fun begin! As we get into these rounds, the winds were picking up, however the Open guys were able to power on through and finish all of their Accuracy due to their wind limits being higher than those of us in Inter. This was great for the spectators. Many re-jumps were offered, not all were accepted, but Tom Gilmartin did accept all of his.

Later in the day we managed to get back in the air after watching the wind all morning. Scott "Splitty" Brown from W.A. was on fire - scoring a perfect 100 in his second round of Accuracy! With the wind stopping us yet again and with the day dragging on, right on sunset the wind stopped! All the competitors agreed to finish the last rounds the next morning - it had been a long day!

Nightfall saw the Skysisters put on a fundraising barbeque and raffle along with some entertainment in the form of California for everyone present at the DZ. Thank you Elizabeth, Sam and Kate.



## Day 3 - Sunday

One round of Accuracy left for Inter and one round of Distance for the Open guys. The wind was perfect for the jump. With some good runs had by all of us in Inter during our last round of the competition, everyone finished on a high. The men in Open finished their last round of Distance with some great runs. Matthew Harris set a new Australian record of 150.89m, taking it from Drew Lipinski who previously held the record three years running. Nice one Matty!

The unknown to dark horse, Andrew "Angry" Woolf from Mission Beach took out Inter as overall champ! Splitty from W.A. had a great competition, placing second overall. Simon Hater, the local boy, came out of nowhere to medal third overall! Open overall Champ was Matt Harris, followed closely by Michael Vaughan, and hot on his heels was Cameron Rolfe.

With the competition over and everyone feeling good, a lot of us were looking forward to a couple of rounds of Freestyle. Putz with his usual voice for Freestyle was unable to compete, but made for a great judge. Those competing pulled out some interesting moves and combinations. Splitty, being the only Inter, took on the boys from Open and won the Freestyle!

Throughout the competition we had four new people qualify for their judge's rating - Sam Munn, Liz Siedlecka, Ria Peck and Bruce Towers. Well done and a massive thank you to all the judges for all your help and for keeping us safe. A special thanks to Johnny Mack as the meet director, Phil Onis and Sydney Skydivers for holding the competition - we couldn't have done it without you all. Last but not least, Liam - thank you for being pond boy. Without all your hard work, setting and maintaining the course and helping us out when we chowed, we couldn't have gotten through like we did.

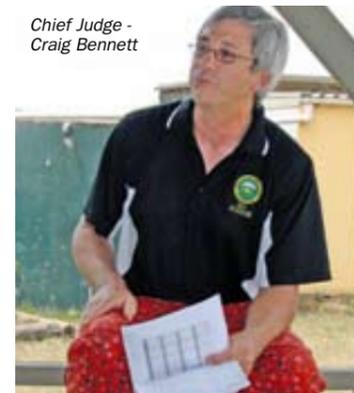
Anyone interested in Canopy Piloting don't hesitate to ask or seek advice from any of the canopy pilots. We welcome anyone who is eager to learn and have fun swooping!



Meet Director - John McWilliam



Chief Judge - Craig Bennett



Ben Tucker



Adam Gale and Kim Hopwood



Kev & Kieran



# 2011 National Canopy Piloting Championships



Scott Brown Freestyle



Steve Wade



Dan Smith



Gary Hamilton



Micahel Vaughan Exit 14



Scott Brown



Intermediate Distance Medallists



Open Speed Medallists



Dan Smith



Andrew Woolf



Intermediate Speed Medallists



Intermediate Zone Accuracy Medallists



Intermediate Overall Medallists



Open Overall Medallists



Open Zone Accuracy Medallists



Open Distance Medallists



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Photo and art design Willy Boeykens

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Frikadellen

**OVER 130 ATHLETES COMPETED AT THE NATIONAL PARACHUTE CHAMPIONSHIPS AT SYDNEY SKYDIVERS PICTON FROM 12-19 MARCH 2011**

**COMPETITORS WERE REPRESENTED IN 2-WAY CANOPY FORMATION, 4-WAY FS OPEN AND INTERMEDIATE, 8-WAY FS OPEN, 4-WAY VFS OPEN AND INTERMEDIATE AND FREESTYLE.**

**THE ABSOLUTE HIGHLIGHT OF THE EVENT WAS THE RESURGENCE OF THE 4-WAY INTERMEDIATE DIVISION, WITH ELEVEN TEAMS FIGHTING IT OUT TO TAKE OUT THIS YEAR'S CHAMPIONSHIP. THE STANDARD OF THE COMPETITION WAS EXCELLENT WITH THREE TRAINED TEAMS TAKING OUT THE MEDAL POSITIONS IN THIS CATEGORY. THIS ALL BODES VERY WELL FOR THIS DIVISION AND THE PROSPECT OF MORE OPEN TEAMS PROGRESSING FOR 2012.**

**THE APF LAUNCHED A NEW INITIATIVE AT THIS MEET WITH LIVE FACEBOOK UPDATES POSTED THROUGHOUT COMPETITION. THE SITE RECEIVED OVER 90,000 VIEWS THROUGHOUT THE MEET FROM VIEWERS AROUND THE GLOBE!**

## Daily Happenings

### Saturday 12th - Pre-Nats training

- Most 4-way teams (FS & VFS) arrived and were training from the Caravan, which is the competition aircraft for all events.
- Competitors' meeting was held for Canopy Formation teams – two teams registered "Ohnonomyshe" and "Crew Team OD".

### Sunday 13th - CF starts, 4-way practice day

- 2-way Canopy Formation teams completed eight rounds and finished comp.
- Memorial jump for Nicole Hannan, followed by massive storm.
- Medal presentation for CF "Ohnonomyshe" winning gold and "Crew Team OD" silver.
- Competitor's meeting for 4-way FS – three open teams and eleven inter teams registered.
- 4-way competitors rushed up to grab the draw from the judges and started engineering and dirt-diving immediately.
- Storm followed by amazing double rainbow over the landing area – thanks Fi & Nic!

### Monday 14th - 4-way FS open & intermediate start

- The DZ wished happy birthday to Claude Gillard (84) & Craig "Crash" Bennett (48) today!
- FS 4-way open completed two rounds and seven of eleven teams completed two rounds before bad weather came in at 11.30am.
- All held until 1pm, then 3pm, then called for the day at 4pm.

### Tuesday 15th - 4-way FS open & intermediate continued

- FS 4-way open completed Round 7 and ten of eleven inter teams completed Round 5.
- 4-way inter team "Wookie" equalled current Aussie record of seventeen points in time on Round 3!
- 4-way open team "Rotor Out" scored 22 points in time on Round 6!
- Gary Nemirovsky had a chop!
- National's article and mega photo slideshow appeared in the Macarthur Chronicle (local news).
- Competitors' meeting for 8-way open (three teams registered), VFS open (one team) & inter (two teams), freestyle (two teams).

### Wednesday 16th - 4-way FS open completed & intermediate continued, 4-way VFS inter started

- 4-way open completed last three rounds.
- "Rotor Out" takes FS 4-way open gold with 150 points over ten rounds!
- Ten of eleven 4-way inter teams completed Round 8.
- "Point Blank" dramas on Round 6: Jenny Thornton got a kick to the face and had a nose bleed all the way down and Allison Mitchell sprained her ankle on landing.
- Belgium Steve had a chop and landed with "Jessica" the DZ camel – his team "Frikadellen" dealt with a cranky farmer when trying to recover the main canopy.
- 2 x 4-way VFS inter teams completed five rounds – "Butt Scratchers" take gold!
- More bad weather, 8-way released for the day.
- Medal presentation for 4-way FS open and 4-way VFS inter.
- 6 x 4-way inter teams withdrew as they didn't plan on staying this long.

# 2011 Australian National Championships

By Lisa Perdichizzi & Kate Rose  
Photos by Lisa Perdichizzi, Kate Rose, Justin Frame, Rob Tasic

# 2011 Australian National Championships

## Thursday 17th – 4-way FS inter completed, 4-way VFS open started, 8-way FS open started, Ladies Freestyle started

- ATC would not give clearance to comp height for three hours early morning – 4-way inter teams agreed to do Round 9 from minimum exit height (working time 20 seconds) for Round 9 to keep moving.
- Remaining 5 x 4-way inter teams finished Rounds 8, 9 & 10.
- Ladies freestyle started with two teams competing.
- VFS 4-way Open team “The Addicted” competed against themselves and the clock as Australia’s first and only team to enter in this event at Nationals.
- “The Addicted” continually improved their score and twice achieved nine points in time, with 43 points over six rounds.
- Medal presentation for 4-way inter early afternoon as competitors prepare to leave for the long drive home.
- 8-way open comp started at 2pm, two rounds completed by all teams and then called for the day due to weather.
- 8-way open teams agreed to end comp and medal presentation was held late that afternoon.
- VFS Open Team “The Addicted” called up by the judges at the medal presentation. Unfortunately, as the only team competing in the open category, they were not able to be awarded medals or named National Champions. However, they do qualify to represent Australia at the World Cup 2010. The judges commended them on their investment in training, their improvement since winning intermediate division at the last Nationals, and their encouragement and development of the 4-way VFS intermediate event! In a great show of sportsmanship, the 8-way winners gave up their medals for a photo opportunity. Well done Scatty, Scott, Cath, TGS and Lucas!
- Nationals footage aired on the Channel 10 news and Sports Tonight!

## Friday 18th – Ladies Freestyle continued

- No loads until midday.
- Freestyle teams agreed to call it after one round due to inability of both teams to complete more rounds.
- Medal presentation for Freestyle.
- Training and evaluation of trainee judges completed.
- It’s all over for another year!



Judging team and Claude



Jenni & Deb



Lisa, Lindy & Kate



Judges at work

### THANK YOU

A big thank you to all that made this event happen smoothly:

Organiser: Phil Onis & Sydney Skydivers

Meet Director & DZSO: Jon McWilliam

Director Judges: Lindy Williams

Director & Deputy Director Competitions: Lisa Perdichizzi & Kate Rogers

Video Controller: Liz Siedlecka

Manifest: Marina Wright, Penny Barrett & Annie Barnett

The Pilots, especially Adrian Giesemann

DZ Maintenance, Bar & Refuel: Terry Wingate

APF Media & Communications: Kate Rose

Special Guest & Birthday Boy: Claude Gillard

All the competitors of 24 teams

We can't have a competition without judges,

and the following judges made themselves

available to judge this year's Nationals.

Jenni Plumridge Chief Judge

Deb Hobbs Event Judge FS

Ray Williams Event Judge VFS and AE

Lindy Williams Event Judge CF

Judging team members: Faye Cox, Peta

Holmes, Craig Bennett, Bruce Towers,

Jim Moir

These judges worked tirelessly leading up to,

and during the Nationals, and their efforts

and devotion to the job are acknowledged and

appreciated by all.

2011 AUSTRALIAN NATIONAL SKYDIVING CHAMPIONSHIPS!														
DATE	COMP	TEAM	R1	R2	R3	ST	R4	R5	R6	ST	R7	R8	GT	PLAC
17	4-WAY FS OPEN	THE ADDICTED	2	X	3	6	3	4	2	15	4	4	21	2
17	4-WAY FS OPEN	THE ADDICTED	7	8	8	23	9	X	11	48	8	11	62	1
17	4-WAY FS OPEN	THE ADDICTED	A1	A2	A3	ST	A4	A5	A6	ST	A7	A8	GT	PLAC
17	4-WAY FS OPEN	THE ADDICTED	7	6	8	21	7	6	10	44	4	7	62	5
17	4-WAY FS OPEN	THE ADDICTED	5	9	7	21	6	8	9	44	9		53	3
17	4-WAY FS OPEN	THE ADDICTED	14	14	14	42	15	12	22	91	11	17	16	135
17	4-WAY FS INTER	THE ADDICTED	R1	R2	R3	ST	R4	R5	R6	ST	R7	R8	GT	PLAC
17	4-WAY FS INTER	THE ADDICTED	6	6	6	15	9	8	5	40	4	9	53	5
17	4-WAY FS INTER	THE ADDICTED	10	6	16	32	14	10	14	70	11	13	8	102
17	4-WAY FS INTER	THE ADDICTED	5	6	5	16	6	5	3	30	7	3	40	8
17	4-WAY FS INTER	THE ADDICTED	1	3	3	7	4	2	2	15	3	2	20	11
17	4-WAY FS INTER	THE ADDICTED	4	5	6	15	7	5	5	32	3	6	3	44
17	4-WAY FS INTER	THE ADDICTED	6	4	11	21	9	7	11	48	6	7	61	4
17	4-WAY FS INTER	THE ADDICTED	6	10	10	26	10	9	8	53	8	12	7	80
17	4-WAY FS INTER	THE ADDICTED	9	9	17	35	15	8	15	73	9	14	8	104
17	4-WAY FS INTER	THE ADDICTED	5	5	7	17	6	4	5	32	5	5	3	45
17	4-WAY FS INTER	THE ADDICTED	2	3	2	7	3	3	6	19	7	5	31	7
17	4-WAY FS INTER	THE ADDICTED	2	1	5	8	4	5	4	21	5	5	3	34
17	4-WAY VFS INTER	THE ADDICTED	R1	R2	R3	ST	R4	R5	R6	ST	R7	R8	GT	PLAC
17	4-WAY VFS INTER	THE ADDICTED	5	2	5	12	5	17	1					
17	4-WAY VFS INTER	THE ADDICTED	4	1	3	8	4	12	2					
17	4-WAY VFS OPEN	THE ADDICTED	R1	R2	R3	ST	R4	R5	R6	ST	R7	R8	GT	PLAC
17	4-WAY VFS OPEN	THE ADDICTED	6	7	9	22	8	4	9	43	1			
17	4-WAY VFS OPEN	THE ADDICTED	R1	R2	R3	ST	R4	R5	R6	ST	R7	R8	GT	PLAC
17	4-WAY VFS OPEN	THE ADDICTED	11	8	19	1								
17	4-WAY VFS OPEN	THE ADDICTED	12	4	16	2								
17	4-WAY VFS OPEN	THE ADDICTED	2	1	3	3								
17	4-WAY VFS OPEN	THE ADDICTED	R1	R2	R3	ST	R4	R5	R6	ST	R7	R8	GT	PLAC
17	4-WAY VFS OPEN	THE ADDICTED	1	1	1	1	1	1	1	1	1	1	1	1
17	4-WAY VFS OPEN	THE ADDICTED	2	5	1									

## From the Teams

### By Michelle Hales of “Wookie”, 4-way FS intermediate Gold

“Wookie was the brain child of Talis Steele, having put together a team for the Relworkers League 2009/10. After a successful League outcome, Talis and teammates, Allison Irvin and Steve Williamson, decided to take the team through another year, with Nationals as the ultimate goal. Sas graciously accepted the Player/Coach position and plans were hatched. Shortly after, Steve decided to pursue his dream of becoming a star freerlyer and gave up his spot. Michelle Hales was only too eager to fill it!

With Sas and Talis as Open players and Allison and Michelle as a couple of newbies, Wookie began training in September 2010. After a rocky start due to Victoria’s sudden conquer of the drought, Wookie finally got off to some decent training by November/December and also took part in the Relworkers’ League 2010/11, and the Victorian State Championships. The team did approx 80 jumps together prior to the Nationals competition with Allison having clocked up 450 jumps and Michelle 240 in total by the time Nationals came around.

As for the team’s future plans... Well, the team accomplished its goals and no new ones have been set, so this may be it! Sas and Talis have equipped the girls with some great learnings and perhaps it’s time to set the ladies forth on their journeys into the big bad world of OPEN!! ... but ... not before one last training session to give them a taste of what the Open dive pool has up its sleeve!!”



Wookie



Wookie



TPPC



The Hung Ones



Point Blank



Swedish Shuttlecock Crew

### By Dylan Tempest of “Butt Scratchers”, 4-way VFS intermediate Gold

“Butt Scratchers were a scratch team without a name, but ... we did nineteen jumps together over four days before comp. The original plan was to have four girls in the formation and me on camera, but in the end they asked me to come into the formation and Shea to fly camera. Not sure about our future plans, but will probably continue to jump at Picton on weekends when we can. We sure had a shit load of fun!!”

### By Simone Bambach of “TPPC” (Thai Ping Pong Crew), 4-way FS intermediate Silver

“I was asked by Kate Langley in July last year if I would be interested in coaching a team for the Nats and at that time they only had two persons (Kate and Troy) that were confirmed. They asked George to fill in for training weekends and eventually he was asked on the team after a couple of months.

The team name came about because George Tang is a legendary Table Tennis player and is of Chinese descent, so with a little adult twist we came up with the name!

The team completed 129 jumps together prior to the Nats which included mainly weekend jumping with one three day camp in December where we did back-to-back jumps.

They did not compete in the State Championships due to bad weather which saw the competition moved to another weekend which could not be attended by two of the players.

When this team started they were not quite an eight point average team and at the nationals they did an eleven point average with camera busts and a 12.1 average without camera busts.

This team accelerated their skill level at a phenomenal rate and one of the contributing factors to this was the faith and trust that was installed in themselves, and for each other, that enabled them to skydive to a whole new level and to achieve something special as a team.

The team will not continue but some of the players are trying out for Future 8 in May this year so as to expand their skills further.”



The Hung Ones



E-wok



The Cunning Stunts



Judas Returns



Wookie

# 2011 Australian National Championships

## By Dale Findlay of "Frikadellen", 4way FS Intermediate Bronze

"About six months ago Belgium Steve took Phil, Goldy and myself under his wing with a view to take a trained team to the 2010/2011 Nationals. The plan was to complete between 50 and 70 training jumps whilst competing at various local competitions. We ended up completing 52 training jumps encountering many hurdles along the way, some of which were only sorted on the day of the competition..."

The team name "Frikadellen" came about after a night around the foos table when some of our European team members were using alternatives for expletives. Belg explained it was Flemish for meatballs and we thought that couldn't be more fitting for our team - since we are fundamentally meatballs falling through the sky.

Our journey to the Nationals included gold medals at the South Queensland Championships and the SEQs Club League. Participation in other club initiatives such as the 2Goolawah challenge also helped to pave the way to Picton.

Most satisfying was that we pulled off some of our best exits and blocks in comp at the Nationals and ended up with a Bronze medal after facing some pretty stiff competition from Sydney and Melbourne. We don't have any future plans at this point, but hopefully some spin-off teams will form so we can spread the love of 4-way!"

## By Kim "Scatty" Hopwood of "The Addicted", 4-way VFS open

"VFS (Vertical Formation Skydiving) is arguably the most difficult discipline of all the freefall disciplines, however when you train with a team, and experience the formations coming together, it can also be the most rewarding.

After several years of running the "intermediate" dive pool in Australia we felt it was time to step it up and run "open". Actually, to tell the truth, we had no choice because we won the intermediate event last year so we had to suck it up. TGS, Lucas, Cath, Scotty and I managed around 40 jumps pre-Nationals, and used them to work our way through the dive pool. We were only able to train the open blocks for the first time in the last weekend prior to Nationals, and found them challenging to say the least!

Due to the difficulty of the open format, we were the only team. However, even just competing against the clock is a great test and we all felt the pressure. There were two awesome intermediate teams though, The "Butt Scratchers" and "Bad Habit", who had a great comp, with the "Butt Scratchers" taking the Gold.

The competition itself was amazing. We were expecting around a four point average. With a technical draw which included complex jumps, we managed a 7.2 average. This would have placed us fifth out of seven at the last World Meet, only a one point average behind fourth place. All teams at that event have tunnels in their backyards too, so we were really chuffed with the performance.

From here our aim is to train hard, and work towards the 2012 World Meet. With enough jumps and a few tunnel camps, we reckon a medal isn't out of the question. Aussie Aussie Aussie!

Next year we want the biggest competition at Nationals yet. We will once again be providing free coaching and helping put intermediate teams together, so if you're feeling the itch, contact the Addicts. And stay tuned for VFS skills camps coming to a DZ near you!"



The Addicted



Proximity



Rotor Out



Rotor Out



Frikadellen and Jessica the camel



Burble



Butt Scratchers



Ohnonomyshoe



Ohnonomyshoe & Crew Team OD



Burble

## "Rotor Out", 4-way FS Open Gold

"Rotor Out" have been together for just over two years, and for Steph, Gary and Jens, this has been their third Nationals. They've had a couple of changes in the team since the last Nationals, with Craig now as tail and Patrick on camera. Interestingly, the team has a newly-wed couple: Steph and Craig Vaughan. With Michael Vaughan being their alternate at the recent Nationals, perhaps they should think of a name like "The Vaughans"!

Normally for an "off-year" Nationals, the teams limit their training, saving money for the "on-year" Nationals where a win qualifies to compete at a World Meet and funding from the APF Team Trust. However, with new members on board, "Rotor Out" decided to complete a U.S. camp mainly focussed on tunnel training the week prior to the Nationals. So they were off to North Carolina and the sixteen foot tunnel in Raeford with Kirk Verner (ex Airspeed) as dedicated coach. The Raeford DZ is right next door to the Fort Bragg army base and a great place to train being the former home of the Golden Knights and the current home of Paraclete XP 4. The weather gods weren't too kind so the team did only fourteen jumps, but four hours of

tunnel time, and when jumping, they were lucky enough to have the Grand Caravan all to themselves... sounds terrible!

The team arrived back in Australia on the Saturday prior to the Nationals and then on to Picton on Sunday for some warm-up jumps before competition. The draw was one of the slowest in recent history and "Rotor Out" were two points down compared to previous Nationals. However, a couple of rounds with some promising scores on the board shows the team's potential. The training right before the Nationals was due to time constraints of the team members, rather than an ideal preparation for the competition itself. Gary's tip for young players: "If you want to peak at a competition do not train the week prior to it, as bodies and minds need time to rest."

This is only the start of Rotor Out's training campaign with its new line-up, as they are planning on attending this year's World Cup in Germany.

"Rotor Out" is generously supported by Eurocopter, Sydney Skydivers, NZ Aerosports, Rainbow Suits and Freezer Helmets. The team also wishes to thank Kirk Verner, Paraclete XP tunnel and Raeford DZ for their hospitality, plus Jonny Mc, the Sydney Skydivers staff and APF Judges.



Muffin Breakers

"For swoopers out there: keep an eye out for a new tri-brace canopy from NZ Aerosports - Jyro and Attila graciously allowed us to try their new canopies and they are most certainly amazing"

Gary Nemirovsky



Get Smart



Graceful Geese



Cat Scratch Fever



We don't have a name yet



Old team members fun jump

# 2011 Australian National Championships



Claude Gillard 84th birthday ceremony



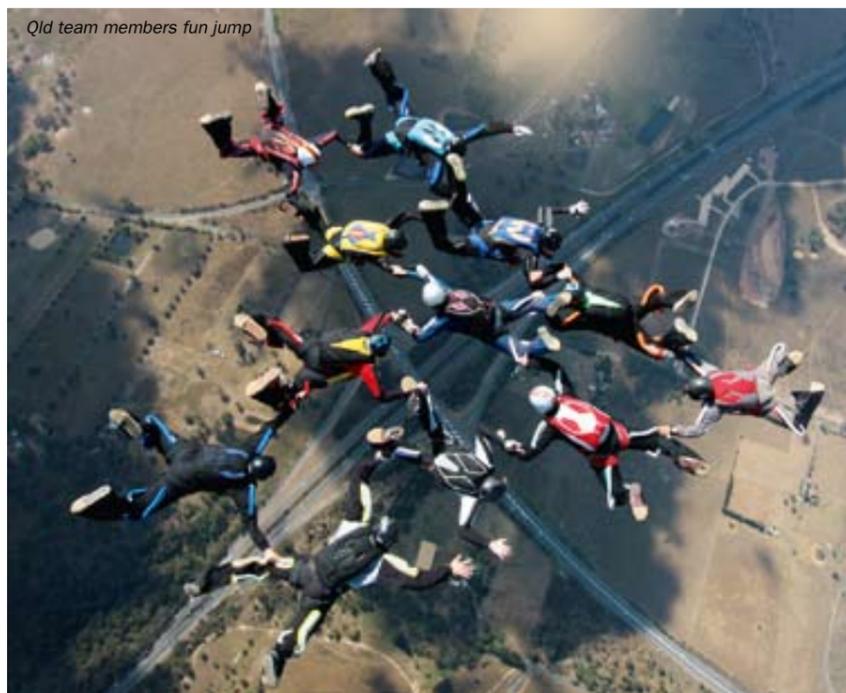
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Old team members fun jump



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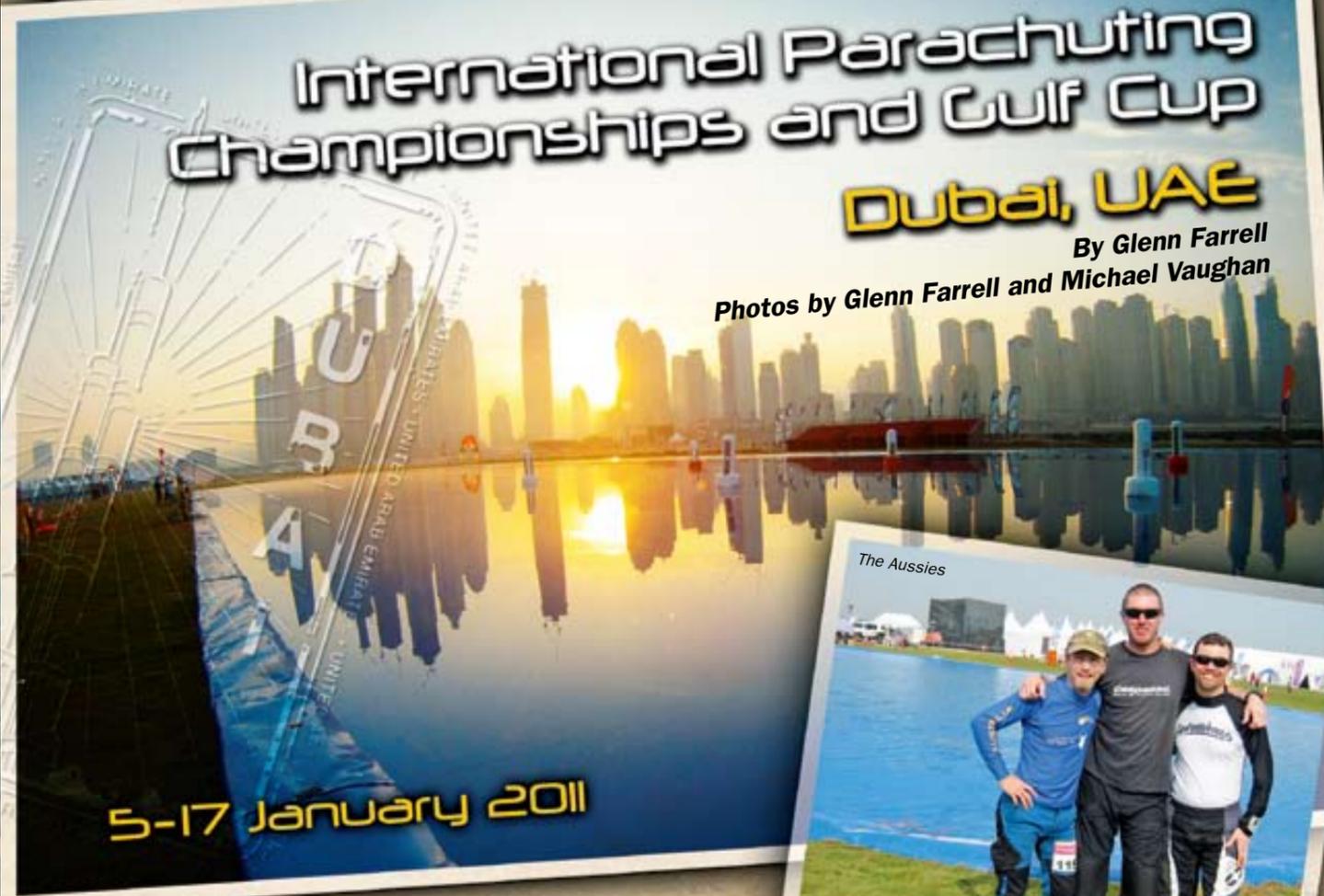


# International Parachuting Championships and Gulf Cup

**Dubai, UAE**

By Glenn Farrell

Photos by Glenn Farrell and Michael Vaughan



There was a lot of positive talk from participants of last years' inaugural competition, with some well-seasoned competitors claiming it to be one of the best competitions they have ever been to. So, the word was put out to find out who, if anyone, was going to head over from Australia to this years' event. Several people expressed interest, but in the end only three competitors made the trip.

Michael Vaughan, Ben Lewis, and myself were the Aussie contingent competing in Canopy Piloting. Other Australian participants included International Multi-Discipline Judges Ray Williams (CP Event Judge) and Craig Bennett, along with IPC President Graeme Windsor.

Michael and I were the last of the Aussies to arrive in Dubai on the 5th of January after spending the entire day travelling from Sydney. Upon our arrival we managed to find a representative from Skydive Dubai at a small desk waiting for Country Delegates. After a short wait for skydivers from other countries that had also just landed, we were taken as a group to the Diplomatic lines to fast track our immigration and customs process. There were a lot of people in the arrivals area waiting to be processed, and practically no one in the Diplomat lines – score!!

Buses were waiting outside to take skydivers to their hotels (Crowne Plaza, Rotana Towers, or Rose Rayhaan). It was after midnight (local time) by the time we had checked into the Crowne Plaza and registered the Aussie team for the competition. This left just enough time for a few hours sleep before needing to get up at 6am to have breakfast and head out on the early bus to the DZ for the competitors briefing and orientation jumps.

According to the diary on the FAI website (<http://www.fai.org/parachuting/node/5347>): at the close of registration there were 201 athletes from 30 nations competing in

Classic Accuracy, 90 athletes from 23 nations in Canopy Piloting and 26 4-Way Formation Skydiving teams including 6 female, making a total of 419 athletes and 41 nations represented.

One of the first things we noticed at the DZ was the brand new Pond, with practically the same dimensions as the one at Picton and with a very distinctive blue lining. Apparently the pond was still being built and was completely empty only a couple of days prior to the meet. It was still being filled when we arrived, and continued to be filled with tanker-load after tanker-load of "sweet water" late into the night (presumably straight from the desalination plant).

From the diary on the FAI website: "The statistics of the purpose built 'swoop pond' are staggering. Built at a cost of over \$800,000, it is 120 meters x 38 meters x 1.45 meters (although the sides and the ends slope to the base). It took 5.2 million litres of water to fill, requiring 270 truckloads – each one taking 25 minutes to empty. It has to be kept topped up with 40,000 litres per day. This is a 'serious' swoop pond."

Country tents lined the newly turfed landing area in a U shape facing the Classic Accuracy tuffet in the middle, and the swoop pond out in front for everyone to see. Each double tent came complete with carpet, two beds, a table, several chairs, a power socket, and there were cleaners that came around to sweep out and vacuum the floor for us many times a day.



Glenn Farrell Speed

With only three staying in the Aussie tent, there was more than enough room to swing a cat – unlike some of the other countries sharing between 20-30+ people in their tents. The Finnish Swoop team was found outside their tent sitting on a couple of the chairs because they said there wasn't enough room inside their tent for all of them - and there were only two Finns competing at the Meet!!

Wireless Internet was available for competitors to use, and managed to keep up with the demands of up to 400 skydivers uploading/downloading photos, videos, blogs, emails, and Skype calls.

The aircraft line-up included 2 x Bell 212 Helicopters for Canopy Piloting and Classic Accuracy, and a Twin Otter for Formation Skydiving. Also at the DZ were a Pilatus Porter and a Skyvan.

Orientation rounds for Canopy Piloting Distance were up first after setting up the course and sensors. A two day Canopy Piloting FAI Judges training course was held on the 4th and 5th of January - so the new judges, plus the experienced panel were put through their paces. Classic Accuracy orientation was up next, allowing us a three hour break as there were 40 teams to get through. At the same time, the formation skydiving teams were doing their practice rounds landing at the alternate DZ on one of the fronds of the Palm Jumeirah.

So, next on the agenda was lunch. Words cannot describe how extravagant the lunch tent was - think of a really expensive wedding and double it complete with formal wait staff with bow-ties. The smorgasbord was second to none, and may even have been prepared by the Prince of Dubai's own chefs. Needless to say, we looked forward to lunch every day. The food at the DZ put the 5-star hotels we were staying in to shame. Don't get me wrong, the food at the hotels was good, but the lunch at the DZ was better.

A little siesta on the beds in our tent was required to fight off the food coma that set in after lunch. Good thing the Classic Accuracy guys take a long time. One thing was for sure; our wing loadings were not going to suffer at this competition!

Next up, was a competitor's meeting to allocate competitor numbers and decide exit orders for each pass on the helicopter loads. The Speed Course was set up and we were called up in our groups to orient ourselves with it. All in all, the first day proved very promising for the following day's competition. The day ended with a very impressive surface level aerobatic display from Zoltan Veres in his MXS aircraft – think Red Bull air racing. The technical briefing was held at the Crowne Plaza and was attended by the President of the FAI, Mr John Grubbstrom and IPC President, Mr. Graeme Windsor and Yousif Hassan Al Hammadi, President Emirates Aviation Association.

Day 1 of competition saw wheels off at 8:30am for

the first round of Canopy Piloting Speed, followed by the first rounds of Team Accuracy and Formation Skydiving. The first round of Canopy Piloting Distance, then the second round of Team Accuracy and Formation Skydiving followed in the afternoon. Michael and I posted scores in Speed, with Ben missing out by only centimetres. All three of us posted scores for Round 1 of Distance.

The Opening Ceremony was a sight to behold; I think Ben Lewis summed it up well with "I've seen worse Olympic opening ceremonies. Imagine Adelaide Skyshow (piss weak fireworks set to shitty commercial radio music) times 1,000, mixed with Cirque Du Soleil on steroids, laser light show and Red Bull Air Race type acrobatic plane flying at night, then you'll get a bit of an idea."

Day 2 started with the continuation of Classic Accuracy Round 2 followed by the first round of Canopy Piloting Zone Accuracy, which took an extra hour to complete – partly due to a technical problem resulting in the first two loads having to re-jump. Two rounds of Formation Skydiving were completed and Classic Accuracy completed up to Round 4. Zoltan also returned in the afternoon, this time with a friend for a simulated dogfight.

Day 3 saw the end of the perfect weather we had been having. Clouds formed at the lower levels of the high-rise buildings, providing a very surreal sight. Winds picked up and made the second round of Zone Accuracy rather challenging. The 8-10 knot head wind caught Ben and I out, but Michael was unfazed and posted a score for the Aussies.

Day 4, the winds were over the limits and we were stood down until 12:00 hrs, at which time the competition was called for the day. After a quick lunch, a busload of competitors headed out to Ferrari World in Abu Dhabi to



DZ Van

Canopy Cleaning



ride the fastest rollercoaster in the world – the Formula Rossa, 0-240km/h in 4.9 seconds!

Day 5 and 6 were eventually written-off because of the winds, giving plenty of time for people to explore Dubai and see things like the Dubai Mall, Burj Kahlifa, Souks, Indoor Skiing and Desert Dunes. There was also the Falconry at the DZ along with Henna Tattoos and a chance to experience some local customs and food.

Day 7 saw the first two rounds of Freestyle completed, with a spectacular display of thrills and spills. It was great to see that a large crowd of spectators, both competitors and general public, had gathered for the event. By the end of the day it was apparent that there was still a lot of competition jumps to get through and not a lot of time.



Glenn Farrell Distance

Day 8 started early with the 'Seekie' Load for Classic Accuracy. Most of the jumpers were travelling backwards at a rate of knots, with three landing a long way off, one landing in the water, and a very entertaining landing on the roof of the Judges tent!! Needless to say, we were on another wind hold. A second 'Seekie' Load saw the Classic Accuracy competition stood down for the day, but the winds were ok for Round 3 of Speed. Another three scores were posted by the Aussies in difficult and turbulent winds.

Day 9, the Meet Director decided to complete Classic Accuracy before sending up the Canopy Pilots. Again the wind conditions were extremely difficult, changing from no wind to tail wind, to cross wind, as well as head wind – gusting up to 9m/s (all in the space of one load). Seven of the nine loads were successfully completed with the other two loads in the air and at the emplaning area, when the Meet Director cancelled the Round at 14:00 hrs as we had run out of time. The DZ was a hive of activity with construction workers making preparations all day long for the medal presentations and prize giving, closing ceremony and banquet.

The feast put on for the Banquet was a major step up from the lunches we had grown accustomed to during our stay in Dubai, there was even alcohol available. It was a magical end to a great competition. Thanks to the very generous sponsorship of His Highness Sheikh Hamdan bin Mohammed bin Rashid al Maktoum, Crown Prince of Dubai.

Final Scores for all disciplines can be found at: [http://www.ipc-wcresults.org.uk/Dubai\\_results.html](http://www.ipc-wcresults.org.uk/Dubai_results.html)

Classic Accuracy Tuffet



Lunch Hall



Aussie Tent



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By Kate Cooper-Jensen

### AIRCRAFT / LOCATION

In 2002, after successfully completing the first 300-way from one Skyvan and thirteen Twin Otters, we knew we were very close to reaching the aircraft and altitude limitations that the fleet of U.S. Sport Skydiving aircraft could achieve. Continuing to go bigger would require a host nation that could provide the necessary aircraft and an open location that would both be necessary to succeed.

With the support of Sheikh Hamdan bin Mohammed Al Maktoum, the Crown Prince of Dubai, we have been given the opportunity and tools necessary to get past these two most significant obstacles. His Highness has already demonstrated his passion for skydiving by building a state of the art drop zone and raising the bar for first class international events. He is committed to providing a fleet of C-130s and allowing us to operate out of an Air Force Base in the desert with literally miles of clear landing area. This is an enormous investment on the part of His Highness and there is no telling how many more times, if any, we will have an opportunity like this.

### ALTITUDE

After much research and actual experience, most of the large formation organisers agree that 24,000 feet is close to as high as we would want to push it. Jumps have previously been made from this altitude using O2 only in the aircraft prior to exit, but many individuals still experienced varying degrees of hypoxia. To maximise both the safety and aerial performance of all the athletes, it is far better to have individual O2 systems in freefall as well. P3 has nearly completed the development of a personal freefall O2 system that will allow each jumper to switch

from aircraft oxygen to personal oxygen without any pause in the flow of O2. This system should nearly eliminate any chance of hypoxia.

Even from 24,000 feet every second counts. Exit timing is crucial towards putting everyone out on the air in the most efficient position to minimise the distance and flying time to the formation. P3 has a radio system that will be used to synchronise the exit timing from each airplane. This system was very successfully tested last October on the Square One 200-way done from nine airplanes.

### DUBAI 500 TEAM

There may be no aircraft better suited for FS world records than C-130s and we don't want to go much higher than 24,000 feet. Fortunately, the flying skills of skydivers themselves have no such limits. Every previous FS world record was only achieved because of the talented and dedicated teams that were willing to take on the challenge. To build a 500-way from the same altitude and out of the same type of airplanes as a 400-way, we need to put together the strongest team possible and one that is at a higher level of skill, experience, training and physical conditioning than any world record team before.

The next generation of World Record team members will need to have the individual flying skills of trained FS competitors AND the aerial awareness, understanding and familiarity of big way strategies, maps and traffic that can only be achieved by being in the air with hundreds of jumpers executing a clearly defined plan.

At the core of the Dubai 500 Team are many multiple World Record holders as well as FS National and World Champions from across the globe including members of the French 4 and 8-way teams, The Golden Knights,

AZ Airspeed, Russian 8-Way, Evolution the Canadian 4-way, Perris Fury, Deland Fire, The German National 4-way team, Hayabusa, and many other World Class FS competitors. Go to the Dubai 500 web site for a complete list: [www.dubai500.com](http://www.dubai500.com).

Most past world record participants didn't have much team experience, and most team jumpers haven't had much interest in big ways. At the P3 camps we have seen how quickly a well trained 4-way or 8-way jumper can learn the discipline of large formation skydiving and become a valuable member of a world record team. By combining the expertise of the best of the big way specialists and the sharpened skills of the FS competitors we plan to build the "next generation" of world record holders that are at a level never previously reached.

It is also true that with two years to prepare, the opportunity of being a part of the Dubai 500 team is there for every motivated FS jumper. With modern tools and learning systems, today's skydivers can do in 100 jumps what used to take 1,000. Many 4-way teams have broken the 20 point average that was once thought of as the limit in 4-way. In the same way, P3 has developed training programs that have enabled people to reach the level of skill and experience necessary to be a part of a World Record team in a much shorter time than used to be required.

Even the best FS team jumpers and prior world record holders will be attending P3 Big Way Events to train, practice and demonstrate mastery of P3's modern methodology in order to be a part of the Dubai 500 Team. (For the full calendar of upcoming Dubai 500 qualifying P3 events go to: [www.p3skydiving.com](http://www.p3skydiving.com)).

The Dubai 500 application process is open and every motivated FS jumper is encouraged to apply. After receiving your application, P3 will contact you personally and explain the training and experience that you, as an individual, will need over the next two years to potentially earn a slot.

We haven't yet reached the limit in building the largest FS World Record possible, and if we have anything to say about it, we never will. We strongly encourage and invite every ambitious FS jumper to apply to be a part of this next generation of World Record participants and join us for what will certainly be a one of a kind world record, world class event.

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# Seriously, you must be fu#king crazy!

By Paraplegic Skydiver Dale Elliott Photos by Jim Smith

A Wuffo said to me "Why do you jump out of a perfectly good aeroplane?"  
"I replied, "... because I don't like wheelchair basketball!"

In fact, there are heaps of things I don't like, most of them falling into two categories: boring tedious tasks and unfulfilling, energy wasting activities. Skydiving is however something I like. In fact it's something I value. I don't think we take enough time in life to think about the areas of life we value. We are all too busy just scraping by or being effectively distracted by the continuous bombardment of clutter that hits us all on a daily basis. Let's consider how skydiving fits into this life struggle and how you can, and should, leverage it like I have to gain enormous fulfilment.

I will go back to values for a moment because I believe this is where the transition for most people begins. What are the areas of life you value the most? It may be your relationships, your family or your financial security. It may be your freedom, your beliefs or a good pack job. Think about these things and set goals that promote your values. Give yourself time to

adjust when new values arrive. Give more beer to get a nice opening.

I first skydived solo in 1999 during my two year stint as a jump pilot. I had to discover what the hell all the hype was about. I was hooked from the start but a motorbike accident in 2002 broke my spine and ended my addiction. I have now done over 80 skydives as a paraplegic which for me were incredibly fulfilling. My journey back to the skies and beyond is detailed in my book so get a copy if you want a good read – it even has some pictures in the middle!

Well defined values and the time sacrificed interacting with them leads to fulfilment. I say sacrificed because I believe nothing of substance is easy. You will need to miss out on something or put in the hard yards, sometimes over and above what you thought the maximum was. If you value your skydiving and have put in the hard yards, the level of fulfilment from this pursuit will be optimised. Sure, you can kick back, push others instead of pushing yourself and generally be a hero in your own jumpsuit but what is that going to give you? I'll tell you, regret.

I've been as broke as the next guy standing in the line at the Centrelink office. I've been as scared as the next guy lying there in the spinal ward. I've been as stranded as the next guy whose wife went inside forgetting that the wheelchair was in the boot. I've also been as proud as the next Dad in the maternity ward, as shocked as the next viewer watching the Jennifer Hawkins wardrobe malfunction, and as excited as the last one to be squeezed on a load. All these things happen in a fraction and I value and remember them – especially wardrobe malfunctions! I do not regret much anymore and it's a wonderful feeling. I believe I feel this way because when I became a paraplegic eight years ago my values were tested and when I got the results back they contained this stuff. It came down to values and time.

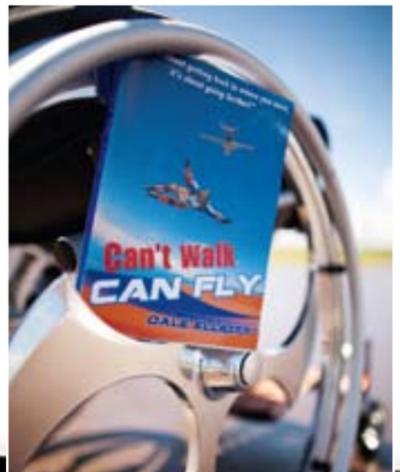


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I mean, how much is a minute of your life actually worth to you? Not much? How much is a minute of eating your favourite food or drinking a great beer worth? Value increasing here? How much is a minute of freefall worth? \$42 for the last one right! But is it more than that? Is having loads of time the important factor or is it using that time for maximum fulfilment?

How about I give you some solutions here? For example, male skydivers know that a minute of freefall is on level par with a minute of passion right? That is why Wingsuiting was invented, to help prolong one of these activities, the other, well sorry, I'm no sex therapist but from what I've seen, radical swooping does wonders to increase the frequency.

What is a minute worth? It depends on what you value at that time. One more minute with family member before they pass away. One more minute with a friend sharing a smile. One more minute of hugs with the kids before work takes you away. When you value something, even the tiniest bits matter. As skydivers, we value jumping out of a perfectly good aeroplane, so much so we write the seconds in our logbooks.



**Can't Walk Can Fly**  
by Dale Elliott

is available online at [www.cantwalkcanfly.com](http://www.cantwalkcanfly.com) for \$31 including postage.

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## The Agenda

**Inspiration & Motivation** - hear from the 'movers & shakers' in our sport

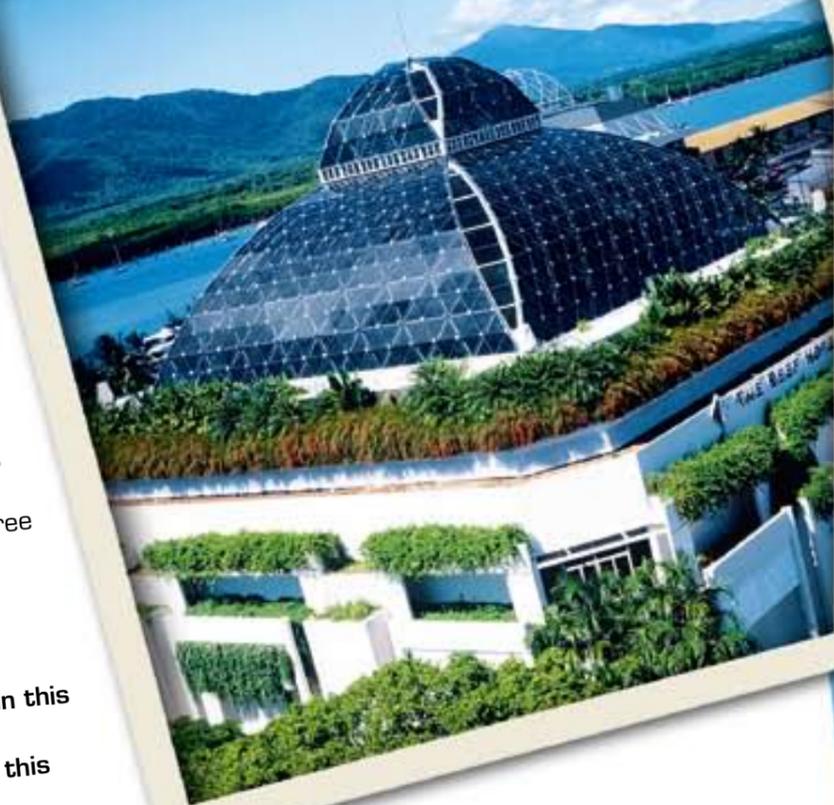
**Safety & Technical** - updates and presentations from our Technical Directors

**Strategic Planning** - Workshops to 'think tank' strategies for addressing challenges facing the sport & the APF today

**Risk Management** - Hear how like-minded industries and events embrace Risk Management strategies to manage and mitigate risk

**Exhibitor's Trade area** - products and services produced by Skydivers, for Skydivers!

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- **Norman Kent**, One of the world's most renowned skydive photographers and cinematographers
- **Jay Stokes**, World Record for most skydives (600) in 24 hours, also USPA President
- **Dale Elliott**, paraplegic Skydiver & Motivational Speaker, Author of "Can't Walk, Can Fly!"
- **Greg Jack**, Big Way Record Wrap, 19 Commandments of Tandem Operations
- **Graeme Windsor**, IPC President, presenting IPC strategies to combat worldwide decline in competition
- **Paul Chivers**, Executive Director Client Projects, Aerosafe Risk Management
- **Julian Peelman**, Aeronautical Engineer, "NZ Aerosports R&D Project" - modern canopy design

## Exhibition Hall

Our Exhibitor's 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. 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: 24th May.

An opportunity to recognise our champions and award recipients at a fantastic Poolside Buffet under the stars with entry via the Pullmans Wildlife Dome which is full of animals, birds, snakes and crocodiles! And it's all on the roof of the Hotel in a giant glass dome. The theme for the night is 'Animal Instincts!' so knock yourselves out with the costumes - we have a few prizes in store!!

## Attendance

We urge all Clubs to get behind the Conference and encourage your members and instructors to attend. The Conference focus these days is very much on having content of interest to all members, no matter what experience level, with Workshops running alongside the conference program. This is YOUR CONFERENCE and your opportunity to have a say and make a difference. If you have topics you would like to see explored, let us know! If you have an idea for a presentation or presenter, drop us a line, we welcome all input.

Visit <http://conference.apf.asn.au>  
for bookings, info, updates and alternative  
accommodation options!





By Kate Rose and Lisa Perdichizzi

It's been a busy year for SEQS club since its inception in March 2010.

Based on the Relworkers Unlimited Inc. framework from Victoria, the SEQS Club aims are:

- Structured events leading towards National Participation
- Represent sporting skydivers at a state council level
- Conduct canopy control and display training
- An incubator for professional development at all levels.

### THANKS TO OUR SPONSORS

<http://www.seqsclub.com.au/sponsors>

Of course, this couldn't have been possible without the assistance of our wonderful sponsors and volunteers:

- Sunpath products – maker of Javelin Odyssey 35% off new Javelin for winners of League + \$200 vouchers for runners up.
- Cookie Composites 25% off Cookie helmets for 4-way Inter winner
- Terminal Sports \$100 off all orders over \$200 for 4-way Inter bronze medallists

Thank you also to the following organisations for financial support for coach and camera slots:

- South Queensland Parachute Council
- Ramblers DZ
- Brisbane Skydivers

### UPCOMING EVENTS

#### Supporting Freely Crest 7-8 May 2011, Willowbank DZ

FREE coaching, Coaches James Evered and Andrew "Pony" Bain, camera, briefing and de-briefing on every jump, turbine aircraft to 14,000ft.

The holder of an Australian Freely Crest allows the holder to jump on Freely sorties for more than three people. Register at website.

#### Supporting Star Crest Weekend, 14-15 May 2011, Willowbank DZ

Calling all potential star crest participants. Come along and get FREE coaching. All experienced jumpers also welcome to ensure a successful day. Register at website.

#### Supporting Wingsuit Inter flyers and first flights 14-15 May 2011, Willowbank DZ

FREE coaching for first flight and inter Wingsuiters. Register at website.

### PRIOR EVENTS

#### Supporting Star Crest

SEQS Club held the first Supporting Star Crest event over the weekend of 10-11 April 2010 in conjunction with the arrival of the Skyvan at Willowbank. This event was aimed at helping



4Way4Everyone Gold Medal winners

jumpers wanting to achieve a Star Crest. The event was an unqualified success - with five jumpers completing their Star Crests, and three more making steady progress! Experienced personnel including Suzanne Bourke, Andy Clarke and Leanne Critchley also used the opportunity to train for the forthcoming Aussie 100-way Record attempts.

Skydivers from four drop zones in the local area took the opportunity to improve their skills! A safe and successful weekend was had by all!

#### 4way4everyone & Freely4Everyone

Sixteen teams participated at this event.

On 21 August 2010, SEQS Club held the inaugural 4 Way 4 Everyone and Freely 4 Everyone events. What an AWESOME day jumping! The enthusiasm and level of jumping on the day was amazing! Congratulations and well done to all competitors for making it such a memorable event!

Skydivers from four drop zones in the local area took the opportunity to compete and improve their skills with the aid of some great coaching and experience from some of Australia's best flyers.

#### About the event:

The event caters for novice and intermediate level skydivers and offers a good introduction to 4-way Relative work and 2-way Freely competition. Set to help the development of these disciplines, this event attracts a wide range of people from first time competitors, to our range of coaches who gave their time free of charge.

This fun weekend was a great opportunity for jumpers to begin new teams for the State Championships, the SEQS Club League and the National Championships.

More information: <http://www.seqsclub.com.au/events-calendar/4w4e1-ff4e1>



SEQS Club Christmas party



4Way4Everyone



### SEQS CLUB LEAGUE 2010 - 2011

Round 1 of SEQS League was held at Toogoolawah in November 2010 with twelve teams registering!

Competitors travelled from seven different drop zones to compete: Ballina, Byron Bay, Caboolture, Gatton, Toogoolawah, Willowbank and Belgium!

The Grand Final was held on 26 February and the results are in. Scores were very close with 4-way Open FS and 2-way Intermediate Freely tying making it necessary to use actual grand final scores to determine the winners!

More information: <http://www.seqsclub.com.au/events-calendar/League>

### PACKING AND SAFETY NIGHTS

SEQS Club resident rigger, Koppel Solomon, holds regular rigging nights catering for all areas of knowledge. These nights normally have 10-20 people attend to learn critical information on their 3-ring release or how to pack their main more effectively.

Next rigging night on 7 April – email [seqsclub@gmail.com](mailto:seqsclub@gmail.com) for details.

Check the website or Facebook "South East Qld Skydivers"

#### Club meetings, Christmas parties & Skydivers Cocktail awards night

More about these in the next issue. Club meetings @ Lock'n'load – check the Web for next meeting details: [www.seqsclub.com.au](http://www.seqsclub.com.au)



4Way4Everyone



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

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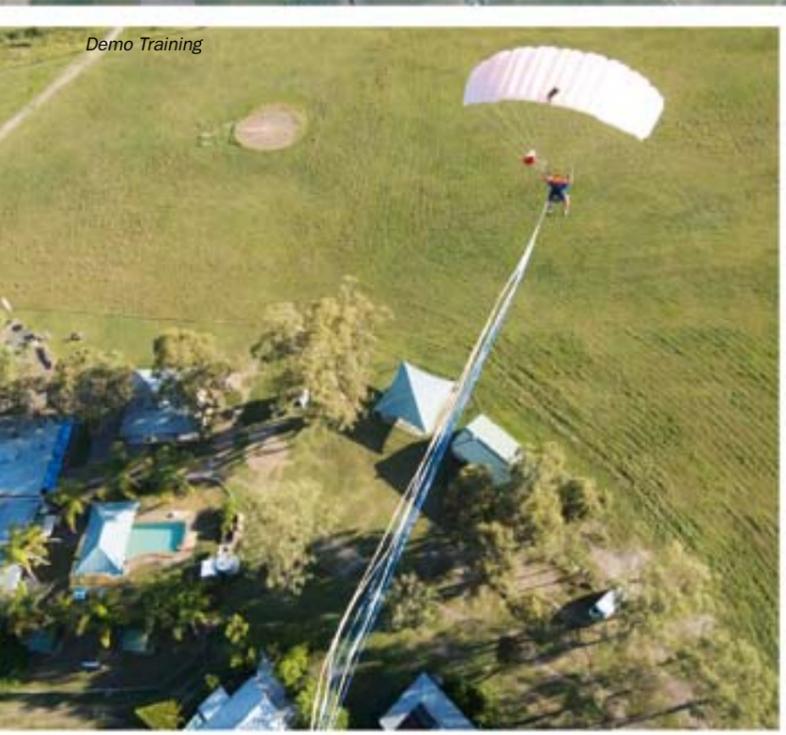
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# Got Questions? Get Answers!

Students, Novices and Instructors All Welcome

Feb 2011 Camp Photos by Darren Harvey



Demo Training



Tracking



Canopy handling jump



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earning Curve Camps



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



By Ryan "Joorj" Mair, Photos by Wayne McLachlan

OFF Camp 2 consisted of twelve people doing twenty-five lobs over three days at Toogoolawah. The attending coats were myself, Crikey, Pony, Roger, Mason, Dylan, Scatty, Shea, Strop, Longy, and Wayno on camera. Our organiser was Blakey, fresh back from a five year stint in Europe. We focused solely on one discipline. It is a style of tracking that was developed in Norway and inspired by birds in formational flight. It is flying formations through banking turns and angle changes. It uses all angles including vertical and a wide range of speeds.

Even though this style of tracking sounds similar to the French style of tracking known as "Trace", there are quite a few differences. In "Trace", everyone is normally on their back and they chase a leader. "Nordic" tracking is led from

a centre point, so there are a lot more belly flyers making the formations different. It also uses a different body position which is a slower position than the "Trace" position. (To see this style in action search "Nordic meet" on YouTube.)

We did a lot of one group stuff where we would fly a tight 12-way formation all over the place. We also did a lot of flying two groups, where we would have two leaders on the same dive and fly the formations around each other. We even did some three group stuff. All cool lobs.

Doing this second camp definitely reinforced to us that this camp style event is definitely the way to progress. Can't wait for the next one!





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ORGANISED FREE FLY  
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**OFF Camp 2 consisted of twelve people doing twenty-five lobs over three days at Toogoolawah.**

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[www.dropzoneprostejov.com](http://www.dropzoneprostejov.com)

[www.cypres.cc/20years](http://www.cypres.cc/20years)



## "What does your gear say about you?"

SKYDIVING IS LIKE ANY OTHER PART OF LIFE, YOU ARE JUDGED BY HOW YOU PERFORM, BUT MAINLY BY HOW YOU LOOK DOING IT. THUS, SKYDIVING BRANDS ARE NO EXCEPTION TO THE TYPECAST THAT EXISTS IN THE OUTSIDE WORLD. STATUS AND POWER ARE OFTEN INFERRED BY THE CAR YOU DRIVE, THE JOB YOU HOLD, OR THE PLACE YOU LIVE. NOT DRESSING RIGHT IN THE WORKPLACE CAN LEAD TO MISSED OPPORTUNITIES FOR PROMOTION AND SOCIAL FASHION FAUX PAS CAN LEAD TO GOSSIP AND RIDICULE.

By Jill Grantham Photos by Asher Zanchandler, Sonnica Van Zijl, Naomi Adam, Linsey Fitzpatrick & Roi Fuchs

The importance of appearance in skydiving is apparent, as online forums are littered with threads asking advice about what gear to buy and the importance of looking good. The drop zone you jump at will be the biggest influence of what sort of gear you think is cool or uncool, and visiting another drop zone can be like shopping in another country where you get exposed to the trends and fashions in that area.

Matching suits and rigs provide a clean uniform look on teams which add an edge of professionalism (until the bar opens), but what does your gear say about you?

I've delved a little deeper than the common place 'all the gear and no idea', and broken it down into common types seen around most drop zones.

**The 'in' crowd** - Whether its Ouragan jumpsuits or Javelin rigs, these jumpers are wearing the flavour of the day. Some of these jumpers will be the cool trend setters and others will be those following the trend, but once everyone has the 'in' gear, they form a collective group. These jumpers will tend to band together during the day and also once the bar opens drinking from the same punch bowl. Different forces motivate the creation of the 'in' crowd. It might be fuelled by a genuine belief in the product, purely aesthetic, or Heaven's Gate cult Nike shoe replacement. Whatever the underlying cause, the end result is the same. In normal life, this person would be sporting the latest skinny jeans and animal print item of the season in addition to their, oh so individual angular haircut. That's right, the world doesn't get you at all.

**Fingers crossed** - These jumpers are young jumpers who are all kitted out. They are most easily spotted when trying to put on their rig before a jump, because they still make it look awkward and slightly retarded. When you are first buying gear it is a slippery slope, do you buy brand new gear or go second hand. These jumpers have taken the plunge and gotten the best of everything (normally matching) and are keeping their fingers crossed that someday their skydiving ability matched the level their gear implies. In normal life this person would buy a 1,000cc motorbike and wobble their way around the track til they learn how to ride.

**If it's new I'll take two** - These jumpers have the latest gadgets and talks more about their gear than their flying. Their helmets will have locks and boxes for multiple cameras. They have Neptunes, Optimas, Protracks and Dytters plastered on and in their helmets and adorning their arms. It is not uncommon to see these people changing their jumpsuit to adjust to each slight modification in fall rate. The money they have spent on actual jumps parallels what they have spent on their knickknacks, doo-dads, gadgets and gear. In regular life this is the person waiting in line til the midnight release of the iPhone 4.

# "What does your gear say about you?"



The Tree

Ninja



America



Work Jumper



I'd Like To Thank



**What forest?** - This group can't see the forest for the trees. They will go to the extent of buying gear that might not suit their needs, just so it matches their colour scheme. All of their gear will be the same colour, down to their tube stows, shoes, and colour they use to mark their bridle. For the same reasoning that leads them to buy things based on colour alone, they are also the type of person who is likely to land in a tree - probably distracted day-dreaming about the new pair of coloured risers they just HAD to have. In the real world, this person is the one who walks into a pole because they are checking themselves out in the closest reflective surface.

**Patch** - Nothing these jumpers wear matches, and they may not even have a jumpsuit or helmet. They normally have holes in their clothes and they look like they have been shopping at Kiwi K-mart (the lost property). However once these jumpers get into the air, they can outfly anyone in any discipline. They have normally spent every cent they ever earned on jumping. They're purists who believe the gear makes no difference to their flying. In the real world, this person would be wearing thongs, shorts and a t-shirt on the street but be better than you in every conceivable way.

**Is it on?** - Their face will normally be obscured by a ring site and their head will be covered with an abundance of cameras: still, HD, film etc. These are the people you see taking a Handycam on a solo. It seems they might not actually believe that they skydive and are so obsessed with getting video evidence. They will be the first ones after the weekend to edit their footage, upload it onto Facebook, accompanied with music, and tag all of the participants before most have returned from the drop zone. Your most frequent conversation with this person will be on exit, "is it on?". In their 'normal' life, this person would probably be the creepy dude taking photos in American Beauty.

**Since 1970** - These jumpers have been doing it since before some of us were born. You will recognise their ancient rigs that make most of us shudder. They will normally be flat-packing because according to them it's the best way to do it. Their hips have been replaced, maybe because of old age but probably due to the bad landings on their clapped out F-111 canopies. Their philosophy seems to be, if it isn't broke, don't fix it, and broke is a matter of opinion when it comes to their gear. They'll be great for a story about back in the day when they used to jump with their mains packed into garbage bags, but you don't want to be flying above that gear at any stage. In the real world these are the people who tout the wonders of owning a car you can fix yourself and seem to enjoy repairing it, whereas everyone else drives cars run by computers that don't break down.

**America f#%k yeah** - These team members will get gear that matches to add to the professional look of the team. There are telltale signs of a team's commitment to longevity which is seen in their gear. If the only thing teams bother to match are closing loops colours or they have formed a team around pre-existing jumpsuit colours, then they really aren't looking to the future. If you are making a gear change based on the team, then matching jumpsuits is the lowest level of gear commitment. In contrast, if their jumpsuits, rigs, canopies, altis and hormone fluctuations match, then you can bet these guys are seeing a team psychologist and passing the discussion rock when they have team meetings. In normal life, these would be the lycra wearing cyclists who clog up our roads and high five each other for undertaking what everyone else considers a mode of transport.

**I'd like to thank...** - These are the rare sponsored jumpers. They are always seen sporting the latest and greatest gear on the market. They change their gear as often as some people change their closing loops. Don't

try and keep in trend with these gear horses or you'll be dodging phone calls from debt collectors before you know it. They are a great resource to go to when you are thinking of trying out something new because they will be able to give you an honest assessment of the gear without trying to sell you something. Nothing speaks louder than a jumpsuit blowing apart in the space of a week-long boogie in spite of the manufacturer's promises. So check with them if you're unsure. In normal life, these would be the same as any sponsored athletes, except in skydiving all they get is the gear and the women, not the millions.

**Head back, arms crossed, tap tap and arch** - Work jumpers will be wearing the drop zone uniform, normally a jumpsuit/pants and a staff shirt. The most prominent feature will be their vacant stares as they offer the tandem passengers the 15th brief for the day, or say "ok, we're at seven grand halfway up, how are you feeling?" These salves were fun jumpers in a past life who either ran out of money or foolishly thought they'd make rich by working in the trade. Little did they know a copious amount of ethanol medication was required to live that life. They now spend their days throwing meat bombs and wistful watching of the fun jumpers. In the real world, these are the amusement park attendants who operate the roller-coasters but no longer get to ride them - Asian sad face.

**Ninjas** - These jumpers can be seen wearing black and sometimes are so sneaky you don't see them at all. They have decided for whatever reason, be it uniformity, trying to keep up resale value, or because it is slimming, that all black gear is the way to go. Occasionally, there will be a pinstripe or two of colour but nothing discernable from a distance. Getting all black, rig, jumpsuit, helmet etc can equip someone with the stealth they need to base jump at night into a secure fortress, however they are an absolute nightmare in formation

skydives when EVERYONE looks the same. In real life, you can see these people wandering the streets of Melbourne because apparently, southerners are allergic to any colour outside of the grey spectrum.

**It's a bit chilly** - Naked skydivers. Well, there is not a lot to be said or worn by these jumpers. There is normally one amongst the group who will drop their kit at the first inkling or suggestion of others. Normally they hail from sunnier climes and have spent too much time with Luke Oliver. In non-skydiving circles, these people would be a streaker at a cricket game or tennis match or football game, you get the picture.

**Oh really?** - These are the tandem passengers who mention their death defying prowess at every available opportunity. They'll be wearing no fear t-shirts and while waiting around for their jump, they'll talk loudly about the rad bungee jump they did and mention that they are "a bit of an adrenaline junkie" to anyone who will listen. They will be using "I'm a skydiver" as a pick up line at a bar. These people are to be mocked mercilessly at every chance you get. Sadly, these people are in real life all the time. If you're not sure how cool they are, just ask them.

As for those who are lame enough to bother getting coloured soles on their shoes, well they are too sad to mention.

This is not mere posturing. If you undertake a where's Wally type quest at your drop zone, you would find most of these people in some form or another wandering around - sometimes into things.

PS. Cookies are SO 'in' right now.

**\*\* Disclaimer\*\*** The author of this piece does not consider skydiving or time spent at the drop zone 'real or normal life'. That title is reserved for places that exist in the world where wearing pants is not optional.

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A CLUB THAT HAS SURVIVED FOR FIFTY YEARS IS HARDLY GOING TO LET A LITTLE TORRENTIAL RAIN OR FLOODING GET IN THE WAY OF CELEBRATIONS. SO WE STEPPED OUT BRAVELY, MIXING FRIZZY HAIR WITH THE FIZZ OF CHAMPAGNE, AND BLACK TIE WITH STORMY SKIES, FOR OUR BIG PARTY OF A HALF CENTURY.

230 PEOPLE CAME TO THE FORMAL DINNER AT A VERY DAMP ALBERT PARK ON FEBRUARY 4TH, EXACTLY FIVE DECADES AFTER THE NIGHT A BUNCH OF ARMY GUYS SIGNED UP TO FORM A CLUB. THE SMILES AND LAUGHTER AS OLD FRIENDS CAUGHT UP WITH EACH OTHER MADE ALL THE PLANNING WORTHWHILE. GUESTS CAME FROM INTERSTATE AND OVERSEAS. SOME HAD LONG HISTORIES WITH COMMANDO SKYDIVERS, SOME WERE NEWER MEMBERS, AND SOME HAD NO TIES TO THE CLUB AT ALL BUT JUST WANTED TO CELEBRATE A SKYDIVING SUCCESS STORY.



Article by Kelly Brennan  
Photos by Reese Masita, Dave Boulter, Phil McComb, Jonny de Wet, Brian Kirkham, Kelly Brennan.  
Planning Committee: John Swanland, Colin Johnson, Rob Simunic, Jim Owen, Paul Algje, Brian Kirkham, Kathy Zini, Kelly Brennan.



Of course, it didn't entirely go to plan. The evening was supposed to start with display jumps and a stunning summer sunset across the lake. Forty jumpers were ready for the big birthday leap after mountains of paperwork and unprecedented interference from ATC and CASA. Sadly, just as the caravan door was opened on jump run, a thunderstorm rolled over the landing area and the demo was canned. Name tags were handed out at the dinner to avoid red faces, even though many of the guests were well known in parachuting history. Claude Gillard was there, an original member who soon became an APF mover and shaker. Jo Chitty and Ray Williams caught up with other old boys from the sixties, including Doug Falconer, Jock Moir, Joh Weber, Rob Silberstein and high altitude record setter John Patman.

The original drop zone kid, Tom Kenny, was there with much of the Kenny clan. So too were many other drop zone kids from the club's five decades - all grown up and thrilled to celebrate with their parents. For long time instructor, Dick Ryland, it was an overwhelming chance to catch up with people he'd long since lost contact with. "When I started in 1971, Colin Trezise was amazing us with building big ways - three and four ways!" said Dick. With him on those jumps was Bruce Bramhill, and he was there on the night too. "Bruce's sheer enthusiasm was a major factor in me continuing to jump. I saw him constantly running around urging others to join him on one of those new-fangled relative work jumps and realised that this could actually be fun!"

There were old boys from the state's first 8-man star, the first MCG jump, television advertisements, and the Alvin Purple film. Dave Millard was Club Treasurer for decades. John Middleton and Peter Knights were just some of the club's international representatives from the first two decades. Greg Chambers was TM on Australia's first legal tandem jump. John Wattis was presented with the pilot rig that saved his life in 1987 when a jumper struck the 206 tail. John leapt out with seconds to spare as it plunged to the ground. Guests were treated to a compilation video from the thump-down days of old round military chutes through to the Aussie 112-way which included many Commando's members. Most of the club's Chief Instructors lined up for a photograph and Life Members were applauded for their contributions.





Couples who'd hooked up through skydiving were called to the dance floor and near on half the room stood up.

As Bruce Towers led a private party in his van outside, the guests inside the venue danced and laughed and hugged old friends. By midnight, the river past the function centre had subsided back to a roadway and people started heading home. Some took several hours to get there. Others, like Claude and the old boys, stayed up all night talking about their past adventures.

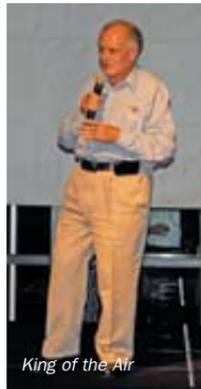
The weekend boogie at the drop zone was also a victim of Melbourne's wettest summer on record. Friday and Saturday were virtually washed out and the next town down the highway was evacuated due to flooding. Despite this, seventy-five registered jumpers managed to find their way through detours and road closures for a dozen caravan loads on the Sunday and eight on the Monday. These included some terrific coached Freely jumps, a handful of nice coached 13 and 14-way flattie dives, and several milestones for members. Paul Algie did his 1,000th jump. Chris Taylor finished his star crest and then did a terrific job of camera work on the biggish-ways. Elaine V. Hare celebrated her own 50th birthday with a tandem, joined by some friends in freefall.

Special thanks to our coaches – Grant and Julie Nichol, Terry Murphy, Jonny de Wet, Alex Skala, Brad Trevena, Paul Algie and Jeremy Bourne. These guys were enthusiastic, patient and encouraging as we seized on any break in the weather. Thanks to the APF's Sport Development Fund and the VTPC State Coach Fund for making this coaching possible. We also had some fantastic industry sponsors along the way who helped with our fundraising efforts, especially Cookie Composites, Pops Australia, Airsuits and Downward Trend Rigging.

On the social side, you'd barely know there was a downpour. Saturday night's dinner and raffle draw at the drop zone restaurant went off well, while the social club also hosted a party. Canadian Rob spent much of the night with pants removed and Gary Wright also revealed way too much in a Borat minkini. Sam Biggar roamed the crowd as the grim reaper and there were plenty of super heroes.

Our real life super hero, the world's oldest active skydiver, Jim Brierley, summed up the weekend with the observation that the weather did not match the competence of the organisers. It took \$8,000 worth of fundraising and two years of planning to pull everyone together from across the globe for one special get together.

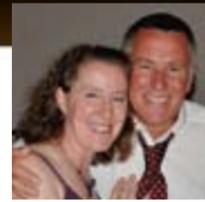
Dick Ryland said we should make the most of the golden anniversary celebration, because there'll never be another one like it in our time. Well, hang in there for another decade, Dick! Who knows what the 60th will bring? That milestone is represented by the diamond because it's unconquerable and enduring. The club will surely make it to that anniversary, so let's start planning a befitting celebration!



King of the Air



Pilot John Wattis presented with the rig that saved his life.



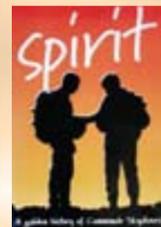
Elaine V. Hare celebrating her 50th birthday tandem with TM Sam McKay





### LAST CHANCE FOR THE BOOK!

Want to read more about one of Australia's most enduring clubs? There are just 3 dozen copies left of the book "SPIRIT - a Golden History of Commando Skydivers." 124 colour pages for just \$30 a copy, plus postage. Kerplunk1967@hotmail.com



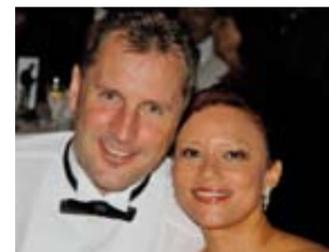
### PETER & BARRY'S BIG ADVENTURE

Two very special former members were a big part of the Commando Skydivers 50th anniversary celebrations.

Barry Higgins and Peter Beasley were original members from 1961 and they've proved once again that the old Commandos lads were built pretty tough!

Barry and Peter did comeback jumps for the 40th anniversary a decade ago, and they were keen to repeat the feat for the 50th, even though both men are now in their seventies. To prepare for the return appearance, they did their 'first' jump course in mid January, intending not to jump until the birthday weekend. It turned out that the weather was perfect on their training weekend and the temptation was too hard to resist, so they went up after all and did their static line jumps.

It's just as well they did get the jumps in, because the student landing paddock was flooded for the anniversary weekend, and their special anniversary jumps did not happen. Instead, Barry and Peter, along with some other originals, spent much of the weekend at the DZ, making new friends and regaling us with entertaining stories about the old days!





# SA WINGSUIT WEEKEND

South Australian skydivers were treated recently when 5D's Hayden Galvin graced us with his presence and his suitcase full of Wingsuits. Langhorne Creek was to be the backdrop for a group of current and aspiring Wingsuiters to take their first flight courses and to get some top class coaching.

### By Travis Naughton

In traditional South Australian organised event style, the clouds began to roll in on Thursday night after a perfect week of blue skies and nil winds. Determined to beat the weather man again, Hayden had us up early Friday morning and running drills for Callum, Mohawk Ben and I, who were to take our first flights. After watching and waiting we saw a patch of blue and went for it. Minutes after we landed the clouds opened up and the drop zone was drenched. Lucky that second load decided to wait for the cloud to pass! After about an hour on hold, the second load went up. Once again we received a soaking after they landed. After a day chasing blue skies, we ended up calling it at 3pm – the calling of the beers was too strong. Four loads total for the day and all three first flights were done.

Saturday was another early start. After a long night of wind and rain we were preparing for another day of bad weather. We had Dale Hooper join us to do his first Wingsuit jump. Things in the weather department started to look up and we started running some 6-way flocks out of the 206 – pretty funny to watch six Wingsuiters trying to pile out of a Cessna. We had a couple of weather holds but it ended up being a pretty successful day with seven Wingsuit loads and eight South Australian Wingsuiters making the most of having Hayden around for advice and coaching. We were also treated after dinner to a few rounds of jelly shots. Great idea Alana, love your work!

Sunday was forecast to be the best day of the weekend and it turned it on for us. First load of the day was at 7am and we had some nice flocking happening. Things just got better as the day progressed with Hayden running a couple of vertical stacks and some tight flocks. We achieved South Australia's unofficial record over the weekend with a nice tight 6-way and ended up with another seven loads for the day. With only two or three Wingsuiters in South Australia before the weekend, things are looking up with some real interest being shown. In total, most people did between 8-13 jumps and everyone's skill levels picked up.

Thanks to the SASPC, SAPC, Tessa and Miff for all their support in getting this event running. Huge thanks to Hayden for running the weekend and getting everyone up and flocking together. Oh yeah, also for all the 5D stickers which are still being uncovered around the DZ.

Things are looking good for South Australian Wingsuiting with another weekend being planned soon and another Wingsuit on order! Watch this space.

### By Dale Hooper

" I did my first flight course Saturday morning and had a blast. Hayden gave lots of great feedback and I could see myself improve on every jump. I had an awesome weekend and can't wait to do more. Big thanks to Hayden, Travis and Tessa for organising a great weekend. "



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## YOUR RESPONSIBILITY

As I read a lot of comments made on various skydiving forums, I note that there are a lot of comments made about "why isn't the APF taking action on this or that?" and "why haven't the skydiving public been instantly updated?"

The reasons are simple:

- The incident may not have yet been reported to the APF.
- The incident report may be deficient or inaccurate in information.
- The incident may require investigation by various personnel and replies from witnesses or manufacturers.
- An official response needs to be more than a kneejerk reaction and must be carefully researched and reported.

**It's a shame the APF has to often rely on social media to hear about incidents and occurrences.**

To enable us to get safety information to you in the timeliest and most useful manner we need timely, accurate and comprehensive incident reports. (Don't wait until the 10th of each month.)

We need to be able to contact people involved to provide the fullest understanding of the incident and its causes.

It's frustrating when I hear rumours and also criticism for not acting on rumours.

None of us like to be put in danger by individuals or operators acting in a manner dangerous to themselves or others but very few will put pen to paper and file an occurrence report.

The APF constitution protects you as members from spurious claims by requiring evidence of an actionable occurrence.

An ASO, Technical Director or Disciplinary Panel cannot take corrective action unless there is sufficient evidence to back any claim.

**Your responsibility** as an APF member is that once you become aware of an incident, occurrence or safety concern, to ensure that a thorough incident/occurrence report is submitted. Do not rely on the DZSO and assume that a report has been submitted. Check on it or make a report yourself. Incident and rigging occurrence report forms are available at <http://www.apf.asn.au/Docs-Forms/Forms/Forms/default.aspx> and should be forwarded to the APF Technical Officer with copies to the ASO.

**What should be reported** – apart from the obvious, near misses (nearly accidents), incidents that you consider are a result of dangerous safety management and deliberate breaches of Op Regs and other regulatory requirements which could jeopardise safety? Even if you think its trivial, let us sort that out, it might just be a small piece of a bigger picture that will enable us to identify a wider problem and allow us to prevent it from becoming a bigger issue. NB. This is not the place to air your personal or commercial grudges.

**Confidentiality** - We don't act on anonymous reports but should you require confidentiality, the report can be de-identified to a point where the reporter cannot be identified from any of the information supplied. Of course this also limits any action that may be taken to rectify the situation but nevertheless can be used as one of many reports that may be submitted on the occurrence in question. Should the matter be of a particularly sensitive nature, please contact me personally.

**No Blame Policy.** The APF Safety Team is committed to a "no blame" safety reporting policy. We recognise that mistakes will be made and incidents will occur. We actively thank people for reporting incidents and use the information to report the occurrence to members in the interest of stimulating discussion

and prevention of repetition of a similar occurrence. Action is usually not taken on a person making and owning up to a mistake. Action is more likely when a member attempts to hide an occurrence or wilfully and knowingly breaches the rules or endangers themselves or others.

**What do we do with the reports** – We filter all the information; seek further reports as required and come up with a conclusion and recommendations that will hopefully prevent recurrence. We then email this to firstly the ASOs and CIs, secondly to instructors and rating holders via email and the APF News Sheet and then to the membership by the Weekly Broadcast and ASM.

**Summary** – the APF Safety Team is committed to helping you to skydive in the safest manner by providing you with as much accurate information as possible as it comes available. We are striving for a nationally consistent standard of safety procedures across all DZs.

To achieve this we need your assistance in reporting any occurrence that you see as a safety concern.

**Paul Osborne, APF Director Safety**



## NEW DIRECTOR COMPETITION ROLES

Thank you to all the well-wishers who have supported our appointments! Having only just started in the roles at the beginning of March, our heads are still spinning with what is required! Our friend and mentor, Fiona McEachern, has certainly left very big shoes to fill, and we will be leaning on very experienced colleagues and friends for assistance while we find our feet.

This year so far, we've had two National Championship events - the Canopy Piloting Nationals in February and CRW, FS, VFS and Artistics Nationals in March.

Congratulations to our team of top 10 canopy pilots that have been selected to represent Australia at the 6th FAI World Cup of Canopy Piloting in the Czech Republic in August. A very notable achievement at this event was Matt Harris setting the distance record of 150.89cm! Well done Matty!

Congratulations also to the 2011 Australian Champions of each discipline in 2-way canopy formation, 4-way FS & VFS, 8-way and freestyle. Open category winners of each discipline are invited to attend the FAI World Cup events in Germany in August. Most encouraging was the large number of intermediate 4-way teams in attendance – eleven, compared to seven last year! Hopefully this is a sign of things to come!

A notable achievement at this year's Nationals was our first and only competitors to compete in the Open VFS 4-way event. 'The Addicted' were competing against themselves and the clock and put some awesome scores on the board! Unfortunately, being the only team in the open division meant they weren't to receive a medal or be named Australian Champions, however they are eligible to represent Australia at the World Cup. Well done Scatty, TGS, Lucas, Cath and Scott!

Coming up is the APF Technical Conference in May 2010. We will be running a competition workshop to get your feedback and ideas for the future of competition in Australia. Feel free to contact us in the meantime with any questions and suggestions you may have. Happy competing!

**Lisa Perdichizzi & Kate Rogers**  
**APF Director & Deputy Director Competitions**



Kate (L) & Lisa (R)

## JUDGING

The last quarter has been busy with competition which means that the judges have also been busy, as competition and judging go together. If we are to have a healthy pool of judges then understandably our judges benefit from being involved in a busy schedule of competition.

So far this year we have enjoyed the 10 and 16-way, Canopy Piloting, and most recently the Formation Skydiving, Canopy Formation and Artistic Events National Championships. Also, the 50th Style and Accuracy Nationals are taking place from 17th to 21st June.

Since January, three new APF Judges have joined our ranks and two existing APF Judges have added another endorsement to their APF Judges rating. A full list of Judges and their ratings can be found on the APF Website under "Judging Info".

At the 10 and 16-way Nationals we trialed the use of YouTube as a judging method in order to provide backup support to the judges who volunteered to be onsite at the Competition. Our aim was to test this method for a full competition. While we recognise that, as a method, there are still some bugs to iron out, we found it to be quite successful and could recommend it for judging lesser competitions. However, we are not recommending it as a method for judging our National Championships, in particular where teams compete for the right to represent Australia at World Championships.

Another intended use of YouTube is to facilitate judge training sessions so that we can easily and affordably train judges who are in remote areas, as well as involving the broader group of existing judges. Work will begin on this project shortly and anyone interested in becoming an APF Judge and would like to join in is welcome to contact myself, or the Chair for Judging of your local Parachute Council. All are welcome.

For many years we have enjoyed the facility of the OmniSkore Scoring System at our National Championships, as has the rest of the world at competitions. Back in the early 90's, OmniSkore revolutionised how we viewed and scored competitions. We in Australia have been able to enjoy having OmniSkore as a regular fixture at our Nationals due to an ongoing arrangement made between our Australian Parachute Federation and the Swedish Parachute Association. This year the Swedish system was not available for our nationals for no other reason than it was non functional i.e. broken, as was discovered at the Swedish National Championships preceding ours. I guess that our "back to basics" method of using stop watches and score sheets proved two things: firstly, we appreciate the sophistication of technology as it is today, and secondly, that we have a backup system if all else fails.

The absence of a sophisticated scoring system from our Nationals is only temporary, as the APF has already begun the process of purchasing our own scoring system which promises to provide similar features to those offered by OmniSkore. Negotiating the purchase of a system has involved careful consideration, because the small number of systems available vary considerably. While the absence of Omniscore from our Nationals might have been disappointing for some, the exciting outcome will be that we will be able to enjoy the benefits of owning our own system in the not too distant future.

The last in our series of National Championships this year is the 50th National Championships of Style and Accuracy from the 17th to 21st June. If you haven't already done so, please consider coming along and supporting this fun event either as a participant or as a judge or trainee judge. The Chief Judge will be Faye Cox and the Chief of Training Judges will be Ray Williams. Any judge, especially Canopy Piloting Judges or Artistic Event Judges who would like to be a trainee judge and add a new endorsement to their APF Judges rating could contact Ray Williams, as the judging skills are similar and the events are just as much fun to judge.

**Lindy Williams, Director of Judging**



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# SASPC

By Curtis Morton Photos by Erika Wiszniewski

## South Australia Kicks Off 50th Year Celebrations with a Demo into Adelaide City Parklands

In 1961, while shopping for furniture, Ted Harrison meets a fellow former WW2 paratrooper and gets invited to a meeting. In a later interview he said, "So I went to this meeting in North Adelaide – Melbourne Street – a little Masonic Hall or some bloody little hall down the east end of Melbourne Street, North Adelaide." Over many beers they decided to form a skydiving club. That encounter led to the South Australian Sport Parachute Club (SASPC), and 50 years of South Australian skydiving.

To kick off our 50th anniversary, we did a jump into the Adelaide city park lands. Five planes were booked to carry twenty-six jumpers to the demo site. Rather appropriately, that is every active jump plane in South Australia.

We had a well thought out plan and had discussed it with Air Services several days earlier. All licenses were in order (with love to Susan B!).

Mark Gazley acted as GCO from his rented wheelchair. When he rolled up, the TV cameras rushed over to what they hoped was a skydive-accident story. They were disappointed to learn he was hurt falling off a balcony.

Steve Swann organised media coverage with Channel Seven's Today Tonight show. Paul Makin interviewed our oldest SASPC member, Col Parsons, and then spoke to young gun, Calum Hunter. Steve was particularly interested in getting the word out to retired jumpers around the state to come out, reminisce, and maybe do a nostalgic leap. A big part of the Today Tonight segment revolved around Keith Perrott. He was challenged to land on a twenty cent piece, which he did quite competently. Crew boys Dale Butterworth, Jason Ellul, and Paul Newbery showed off their three stack skills.

In every skydiving event, every organizer prays for good weather. The weather gods smiled on us with beautiful blue skies and a light easterly breeze. The Air Traffic Control gods however, were not so kind – keeping us on long holds. Marcus' bladder was near bursting as he swooped in at sunset and two planes were delayed so long that had to land with ten very disappointed jumpers.

All up it was a very successful evening. Skydiving received some good coverage from Today Tonight and there were sixteen happy skydivers, and lots of spectators witnessed a good demo.

We have a big year scheduled in 2011.



Paul, Dale and Jason CRW



Dale Elliott and Mark



Steve Swann



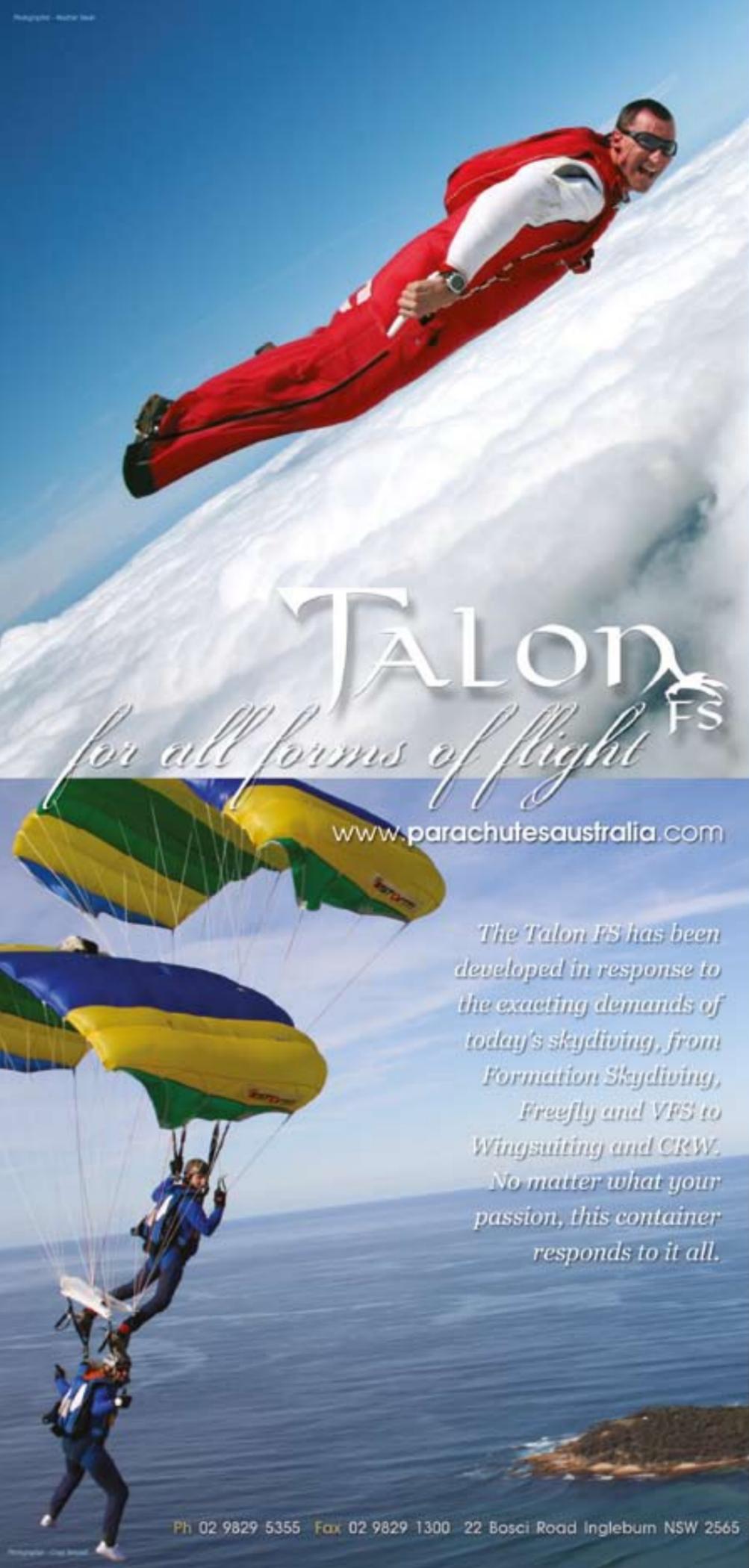
Keith Perrott



Marcus with his eye on the prize



Travis Landing



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Upward main canopy flap and integrated side flap with brake cover for maximum climbing pay and brake protection.



# APF national office

## VOLUNTEERS – OUR LIFE BLOOD!

Volunteering is unpaid, freely chosen involvement undertaken through an organisation and performed for the benefit of others as well as for oneself. People choose to assume volunteer roles for many reasons including a passion for the sport, personal values and beliefs, personal development, enjoyment derived from helping others, being someone who likes to be involved, and knowing you have made a difference within an organisation and a sport that you care about.

Just like most 'not for profit' (NFP) sporting organisations, the APF is largely dependent on volunteers to perform governance, managerial and service delivery roles and these volunteers are integral to the achievement of sport development outcomes and the overall sustainability of the entire organisation. Within the APF these volunteers include the Chair of the Board, the APF President, Board of Directors, Management Committee, other committees, Technical Directors, Council Administrators & Secretaries, other representatives & appointees including ASO's & IPC's, Judges, Coach's, various Officials and numerous others.

The role of the APF volunteer has undergone significant and sustained change in recent years with a greater level of expectation, responsibility and ultimately accountability coming into play. There are a number of challenges facing the APF's existing volunteer system and the volunteers themselves including - increased bureaucracy associated with running sporting organisations, increased regulatory compliance, greater risk management responsibilities and roles becoming more demanding. We are all increasingly 'time poor', none less our volunteers, who often carry heavy portfolios.

Just like other NFP organisations the APF not only relies but thrives on a system of volunteering, a system that remains critical for future growth and sustainability. To this end as an organisation we need to take a structured approach to protecting, nurturing and growing our existing volunteer system, to ensure its strength and endurance. This can be approached from an organisational perspective as well as a Council perspective with initiatives such as:

- Strategic management of the volunteer succession process and the development of opportunities for experienced volunteers to ease into retirement through roles as mentors
- Implementation of formal and informal mentoring programs to ensure newcomers gain valuable experience before assuming positions
- Training programs to ensure appointees have the required skills for the task at hand
- Systematic volunteer recruitment programs
- Recognition and appreciation initiatives
- Develop "Strategies for knowledge sharing amongst Clubs"
- Greater support for volunteers

The role of the volunteer can be difficult and demanding with efforts often unappreciated yet these individuals play such a vital part in the overall scheme of things. Do we know who they are? Do we know what they do? Do we show our appreciation enough? The judges at our competitions, do we show them the respect they deserve or do we treat them as a necessary evil? From the ASO who is conducting your club audit to the IPC giving his time on the examination panel, or the Board members who stands behind it all, do we know what motivates our volunteers to give their time over and over again? It surely isn't the money or the perks, it can only be the personal satisfaction of a job well done and the gratitude of those they represent. Why else would they do it?

The APF today is a strong organisation which has been built on the contributions of countless volunteers over a history spanning fifty years, contributions that continue to support this federation today. The system that has developed and those individuals who have played a part and continue to play a part, unquestionably constitute the lifeblood of our sport and should be nurtured, appreciated and supported by us all!

**Susan Bostock, Operations Manager**



What's a WAngle? It's a WA-angle!

# WANGLES #1

**By KJ (Kieren James) Photos by Carl Jefferies (Crispy)**

The first ever Wangle's camp was held at Skydive Express, York, W.A. on 26-27 February 2011. A handful of eager flyers turned out to participate in some focused Atmonauti training with guest coach Andrew "Pony" Bain joining us from the East Coast.

Nine participants were broken into two groups with Pony leading the way on each jump (giddy up bunny). From the first briefing it was obvious we were all in store to learn something, focusing on quadrant flying and finally receiving some great training and feedback on body positioning. Even by the second jump the improvement was already noticeable and the trend continued.

Over the two days, we all completed nine jumps, with a couple of bigger ways done when the groups were merged. It was great to see such tight slot flying for W.A., and a commendable effort for the lower jump numbered participants in the group.

We might have got more jumps in on Sunday if we could have gotten the plane up earlier and our heads hadn't hurt so much. All thanks to Mel having a birthday (WAngle-POP), Saturday night turned into a mini-boogie night. What better way to welcome Pony back to the DZ than to put on perfect weather (ok, it was bloody hot), sucking back on brewskies in the pool at the end of the day, before putting on a great feed and starting up the all-night 70's party. Yeah Pony, that's how we roll in W.A! The party was a great night and the costumes were hilarious (although Stu Barton's wardrobe looked a little too perfect for it). Great night, great party, great people.

Big thanks to all involved in making this happen of course, including the W.A. State Parachute Council for their support and Skydive Express for providing the (preference) slots and hosting the event. Also, big thanks to Pony for making the trip over and being an awesome coach for us. Already looking forward to the next one brother!

Up until now, Atmonauti and any angle flying in W.A. has been an ad-hoc event and mostly run quite "loose" to say the least. This camp has given us all a lot of "take-outs" to think about and stuff to practice. So, following the success of this camp and the level of enthusiasm to improve our WAngle flying skills, we'll be running more focused WAngle training throughout the year.

Look out for the WAngle consolidation days coming soon (to be run by KJ), followed by WAngles #2 scheduled for later in the year. Contact KJ on 0416 021123 for more details.

WAngle on brothers and sisters!

*"The two day angles event was a great opportunity to run some disciplined angles and have a chance for everyone to really focus on one dimension. It was really great seeing how everyone improved in just two days. Seeing everyone get a lot more solid in their flying and seeing their smiles and eyes grow bigger as they got closer to the base and taking docs!!!*

*I had such a great time over there, the hospitality of everyone and the jumps were awesome. Bring on the next Wangles event! Next time we're going to go faster!" Pony*



Acquire knowledge & make a continuing effort to add to & improve that knowledge.  
Accurately evaluate personal capabilities & limitations. Evaluate the risk factors.  
Practice & prepare for both the expected & the unexpected.

The following are a selection of incidents as reported to the APF for the period Jan/Feb 2011. (Note, no tandem or student incidents are included)

### AIRCRAFT / EXITS

**'E' Certificate.** Whilst seated in Skyvan at front, facing rear, wingsuit jumper's reserve pack opened at 5000ft during normal climb. A/C landed without incident and jumper was offloaded before sortie resumed. AAD had not fired, loop was intact, no visible damage, ripcord was in pocket. Suspected that pin was pushed up by leaning against transverse bulkhead.

Action: More care during seating arrangements required.

### DEPLOYMENTS / MALFUNCTIONS

**'D' Certificate.** Jumper's own words: Executed a stable arch/ deployment after 4 way FS jump. Deployed BOC at 3,100ft. Counted to 5,000ft. Not a slight bit of pull from main. Activated emergency handles. Red Pad (Cutaway) on Right, followed by wire handle (reserve) on Left. Pro Dyer says canopy opened a 1,800ft. Reserve canopy opened well, but noticed over right shoulder the red of the main canopy behind me at line-stretch and the lines/ risers of the main were tangled up the risers of the reserve. Tried to separate, but chose to fly the reserve as it seemed to be flying well. 100ft above the ground, sudden right turn then another as main started to inflate. Uneventful landing in shallow water (deep puddle)

CI's report of the above incident is based upon conversation with the jumper, immediately after the incident & again 2 hours later. "The probable sequence of events leading up to this incident: Un-current jumper (< 20 jumps in preceding year). Lazy throw (dropped pc into burble). Un-cocked pc. Possibly looked at count of 4,000, and saw pc- assumed it to be in tow. Pulled reserve handle. Pulled cutaway handle (Left Main Riser was wrapped around Front Left Line group of reserve, below the slider (See photo). Became aware of 2 canopies at approx 1,500ft, or after 1 minute under canopy"

Actions taken by CI following on from this incident: Jumper is to seriously consider his participation in the sport, and either jump more frequently or retire from it. This decision is to

be made prior to recommencing jumping. Jumper not permitted to jump again until signed off as competent in emergency procedures by Chief Instructor His equipment is to be checked by an Instructor prior to each jump for a period no less than 6 months

**'C' Certificate.** After a 4-way FS flat jump, canopy opened very fast & hard causing neck to hyper extend. Slightly dazed under canopy, but landed at LZ uneventfully. Pain at back of neck and left shoulder blade. No prior history of hard openings and jumper stated had washed off speed from track prior to deployment and packed canopy as normal.



**'E' Certificate.** On a planned solo freefly, premature deployment of pilot chute occurred soon after exit due to improper stowage. Turned into bag lock which the jumper was unable to clear, so cutaway and deployed reserve by 8,500ft. Out of sequence opening suspected for reason for bag lock. Action: Elastic on BOC to be replaced to prevent premature deployment.

**'D' Certificate.** During a messy 3-way freefly exit with rig to body contact, pilot chute hackey was possible dislodged. Premature deployment ensued at 8000ft whilst in sit position. Normal (if a little hard) opening. Action: Equipment inspected – all found to be in good order. Exit set-up revised.

**'D' Certificate.** Jumper deployed at 3000ft after an uneventful freefall, canopy opening with multiple line twists. Unable to clear the twists, with spin being rapid and quick loss of altitude, jumper cutaway and deployed reserve by 1600ft. Action: Main was inspected by Rigger without finding anything. However research has shown that stabilizer discs can catch lines on opening and induce a turn/spin which could cause line twists.

**'E' Certificate.** After an uneventful jump, broke off at 5000ft, tracked and deployed at 3,800 – higher to account for wearing wingsuit. Canopy on deployment spun into 4-5 line twists which became uneven with canopy spiraling. Cutaway wings and tried unsuccessfully to correct. Cutaway & deployed reserve, in the saddle about 1100ft. Suspected slightly uneven leg strap caused line twists to become uneven & main canopy to wind up/spiral.

**'C' Certificate.** After deploying main at 3500ft, felt hesitation, checked over right shoulder to find pilot chute not fully developed. Carried out Emergency Procedures and deployed reserve at 2000ft. Normal reserve deployment however discovered main pilot chute entangled in left side reserve risers. Landed uneventfully with main bag dangling below. Action: Pilot chute was inspected for permeability and serviceability and found to be in good order. Pack method of pilot chute revised and altered.

**'A' Certificate.** After a significant lay-off period, jumper was retrained and made a check jump with an IB/AFF instructor before being cleared to continue. Making a solo, familiarization jump prior to participating in a Canopy School, he exited at 5000' deploying normally. After opening, he noticed the bridle of the reserve free-bag behind his head. Looking down, he saw the reserve handle had been dislodged from the Velcro keeper and now two canopies were out. After ensuring the free-bag bridle was clear of him and the rig he cutaway, under reserve by 2000ft.

During debrief, the jumper admitted that he had his hands on both cutaway and reserve handle during deployment of the main. This thought was conscious, with the belief it was what was expected. I.e. his hands were positioned ready to execute emergency procedures in the event of a malfunction. It is likely he knocked the reserve ripcord as opening shock occurred.

Action: Seriousness of this incident explained and thorough brief to retrain procedures, including explanation for need to keep hands away from EP handles during main deployment. Suspended harness

training required before next jump followed by direct supervision of an IB.

CI and DZSO also discussed the importance of identifying (where possible) any misunderstanding trainees may have in interpretations.

### CANOPY CONTROL / LANDING

**'B' Certificate.** Left run home too late under canopy on the final leg of circuit. This resulted in a low turn, a hard landing and a broken foot. Action: Set up higher on approach.

**'D' Certificate.** After seeking permission from DZSO to run the swoop pond, flight path and exit strategies were discussed. On setting up for the pond, discovered that ground wind had dropped & he was travelling faster than anticipated. Initial contact with the water surface was good, but he thought he would not make the end, so tried to veer off onto dry ground. Caught foot on ground dislocating tib and fib. Action: Reinforce need for all swoopers that it is vital to have a plan and stick to it. Much safer to get wet than to impact with hard ground.

**'E' Certificate.** After filming a tandem, canopy opened with line twists, which were recovered by 3000ft. With a long spot, jumper flew over several large open fields on way back to the DZ. Elected at a late stage to land off, selecting a LZ area that was less than ideal. Landed heavily after clipping tree branches resulting in a sprained ankle and neck strain. Action: Jumper well aware of need to make a decision early to choose an appropriate alternate LZ.

**'C' Certificate.** During conditions described as slightly gusty, 12 – 18kts, jumper's canopy folded under on approach at about 100ft, possibly due to turbulence. Canopy commenced rotating and jumper impacted hard suffering a broken arm and leg injuries. Action: Old canopy recommended to be retired.

**'E' Certificate.** Jumper misjudged final approach during swoop landing over pond, hitting water hard on his left side, then bouncing 15-20 feet across the pond before hitting surface again near edge. Resulted in broken ribs. Action: Review set-up, watch video footage and seek feedback and education from coaches.

### WOUND UP

Spinning malfunctions can range from a mild inconvenience that a jumper may be able to fix to a wild, violent malfunction that can easily lead to a fatality if the jumper does not deal with it correctly. There are many factors that determine what a jumper experiences during a spinning malfunction, including:

- The wing loading of the canopy
- The type of main canopy
- The cause of the spin
- The condition of the harness and container, particularly the main risers and cutaway components
- The altitude at which the jumper deployed the main canopy
- The time the jumper spends working on the problem before initiating emergency procedures



Wing loading and the type of main canopy are probably the most important factors in determining how violent a spinning malfunction will be.

These two separate scenarios represent most spinning malfunctions today:

1. As the main canopy deploys, a line twist occurs and the risers become uneven. Since the main canopy is loaded unevenly, the suspension lines on one side of the canopy are pulled down farther than on the other. The canopy usually settles into an unrecoverable spin with the jumper in a back-to-earth position. The rotation can be extremely fast, in many cases causing the jumper to lose altitude at a rate of 300 feet per revolution. Because a rapid spin forces blood away from the brain and upper body, the jumper may experience disorientation and light-headedness, and his reaction time may be slower than normal. In extreme cases, the jumper can lose consciousness.
2. The main canopy opens in a spin after one brake releases during deployment. Depending on the canopy's wing loading, this can result in anything from a moderate rotation to a very fast spin. The jumper can usually correct this by pulling both toggles down evenly without having to figure out which side was affected. However, in some cases, the spin will happen so quickly that the canopy cannot recover from the resulting line twists, and the jumper will need to cut away.

The USPA fatality statistics show that there have been 26 fatal accidents in the low-deployment/low-cutaway category since 1999. Many of these fatal accidents started with a spinning main canopy. As jumpers transition from larger, more lightly wing-loaded student canopies to smaller wings with higher wing loadings, they need to change their thought processes regarding line twists. Students are taught that line twists are usually an inconvenience that they can fix soon after deployment. This training may explain why jumpers waste valuable time and altitude tugging on risers and trying to untwist a main canopy that is spinning with no chance of recovery, only to finally give up and cut away at an altitude that is too low for the reserve to inflate.

If a line-twisted canopy has begun spinning, it is almost always an unrecoverable malfunction. Quick action is necessary so the jumper doesn't waste valuable altitude working to correct a problem that he can't fix. A jumper needs to deploy at a reasonable altitude for his wing loading, be altitude aware and react quickly in order to release the main and deploy the reserve with sufficient altitude. While the USPA Basic Safety Requirements require C- and D-licensed jumpers to initiate deployment by a minimum of 2,000 feet AGL (APF Note: APF O.R 7.2.6 states minimum opening main parachute height for all descents except tandem, display and students to be 1800ft AGL), today's main canopies often take 800 feet or more to fully inflate, and the minimum deployment altitude will leave a jumper with little time to react to a problem. Thankfully, most jumpers realize this and are deploying much higher than the minimum—generally around 3,000 feet. Considering the longer inflation times and rapid altitude loss during spinning malfunctions, it only makes sense.

A spinning malfunction can be a wild ride—just ask anyone who has experienced one. Deploy your main at a reasonable altitude, and be prepared to react quickly and correctly. This is one case where time is not on your side—there will be precious little of it left to be fooling around.

—Jim Crouch | D-16979

USPA Director of Safety & Training  
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Compiled by:  
Kim Hardwick

Modern skydiving equipment is very safe. The evolution of its design from early equipment has been based on solving problems and deficiencies in operation. Many of these problems and deficiencies have been identified in past incidents. Unfortunately, many of these incidents have been fatal.

We can now happily skydive with confidence, knowing that if our equipment has been properly maintained, it will function properly. Indeed, modern skydiving equipment is so well designed, with so much redundancy and ease of operation that even poorly maintained equipment will usually function as expected. This has unfortunately created a climate of complacency that often ends in tragedy.

Almost every serious incident I've read about or witnessed has begun with the seemingly smallest of problems, often caused by poorly maintained gear that has escalated into a major catastrophe. I personally have survived a double malfunction with a bag locked main and reserve entanglement that was initially caused by a tiny notch in a tube stow. As a consequence of all the tragic stories, lost friends and my own near misses, I am extremely safety conscious these days and also keep an eye out for potential problems with everyone else's gear.

Recently while packing a friend's reserve, I noticed that the BOC was very loose and barely held the pilot chute in place. I then found that the closing loop was too long and the pin came out as I touched it. I pulled the bag out to fix these two problems and found the lines were stowed with the oddest collection of tube stows and ancient rubber

bands I've ever seen. The diameters of some were larger than the line group they were supposed to hold. To top it all off, the risers were way past their use by date and the soft links tabs were sticking out ready to entangle the brake lines. The list of potential malfunctions made my head spin.

Nevertheless, I see this all the time and often have to advise people to fix their gear repeatedly, often to no avail. Some that have chosen to ignore me are now dead. It breaks my heart.

The issue with the soft links tab sticking out is potentially deadly. Worldwide, it has produced a number of incidents requiring low cutaways and tragically some fatalities. The soft link tab easily gets caught in the cat's eye of the brake line (see photos). If this happens it is often at a low altitude and induces an immediate diving spiral. The solution is simple. Take a needle and thread and hand tack the tab into place under the riser. It is a two minute job that may save your life. If you aren't sure how to do it, ask your rigger or packer to do it during your next reserve repack.

While you are at it, clean your cutaway cables. Disassemble and flex the three rings. Check your closing loop is tight and not worn. Change any frayed bands or tube stows. Check your lines for wear, especially at the cascades and slider stops, and make sure your BOC holds the pilot chute firmly. If you have a premature deployment in the door of the plane, your parachute will go over the tail. You are endangering your life and the life of everyone on the load.

So be safe, it's easy and you'll enjoy jumping a whole lot more without "Gear Fear"!

*Douglas Mickle IB 1001 Packer A 1197*



**YEAR AFTER YEAR, SKYDIVING ACCIDENT STATISTICS SHOW THAT SKYDIVERS CAN BENEFIT FROM MORE FREQUENT AND THOROUGH EQUIPMENT CHECKS; EMERGENCY PROCEDURES PRACTICE; AND ENHANCED CANOPY CONTROL AWARENESS. THE USPA ENDORSES A NATIONAL SKYDIVING SAFETY DAY EVERY YEAR AND THIS WAS A CHECKLIST PRODUCED AS A RESULT OF THAT DAY IN 2000. IT IS REPRINTED WITH PERMISSION, COURTESY OF THE UNITED STATES PARACHUTE ASSOCIATION, AND MODIFIED TO SUIT AUSTRALIAN SPECIFICATIONS BY KIM HARDWICK, APF TECHNICAL OFFICER.**

## MAINTENANCE | PACKING | THE GEAR CHECK

Since 1999, equipment problems have accounted for 11 percent of fatal skydiving accidents, worldwide. Knowing your equipment, packing carefully and maintaining your gear regularly can save your life. More importantly – ASK questions about your gear. They are not all the same!

### MAINTENANCE

*Approach each rig each time looking for the problem/mistake/wear etc.*

#### MAIN

- pilot chute handle secure
- pilot chute fabric crisp and seams intact
- pin smooth and securely attached to bridle
- pilot chute collapsing system in good condition
- top grommet on deployment bag not warped
- stitches holding stow band loops not ravelled
- pilot chute attachment point to canopy secure
- no fabric damage or broken stitching
- crossport vents not ripped or frayed
- stitching on line attachment points and cascades secure
- no damage to lines, especially steering lines at cascades and brake locking loops
- lines within trim limitation
- no damage to slider material
- slider grommets not warped, bent or worn through
- no corroded or cracked metal connector links; links snug; connector link protectors intact (alternately soft links correctly installed and not damaged)
- cloth connector links correctly assembled and not

#### BRAKE SYSTEM

- no corrosion on keeper ring
- stitching and webbing not worn
- no strains on keeper loops
- velcro on toggles not worn (If velcroless toggles, then are held secure)
- toggles securely knotted or spliced or sewn

#### HARNES AND CONTAINER

- no fabric damage or broken stitching
- all velcro still clings or if no Velcro then tuck flaps are secure
- grommets not deformed
- remove cutaway cables and wipe clean and apply a thin film of silicone (especially with hard cable housings)
- reserve cable swage (ball on end of cable) secure
- pilot chute pouch undamaged; elastic good
- replace main closing loop (make extras while you're at it)
- reserve closing loop not worn; rigger should replace

#### 3-RING RELEASE

- Complete monthly 3-ring maintenance

### PACKING

- brakes stowed
- no twists, turns or tangles in lines
- lines remain in centre of canopy throughout pack job (especially D and steering lines)
- slider all the way up to stops and positioned correctly
- rubber bands/tube stows in good condition and the correct size
- line stows the correct length and tight
- enough line slack between bag and risers
- closing loop in good condition and the correct length
- washer present at knot of closing loop
- collapsible pilot chute cocked
- pilot chute bridle routed correctly
- slack in bridle above pin so pin extracts freely
- pilot chute folded correctly (per manufacturer's instructions)

### THE GEAR CHECK

#### BACK TO FRONT, TOP TO BOTTOM

##### RESERVE

- AAD turned on (that day at the DZ)
- pin in place
- closing loop in good condition
- RSL including Collins lanyard if fitted, routed correctly
- seal and thread intact if installed
- ripcord moves freely through housing

##### MAIN

- main pin seated in closing loop
- closing loop in good condition
- pilot chute bridle routed correctly
- pilot chute securely in pocket
- pilot chute handle accessible
- pilot chute cocked (check window)
- leg straps and harness not twisted

##### 3-RING RELEASE

- main pin seated in closing loop
- pilot chute cocked (check window)
- pilot chute bridle routed correctly
- closing loop in good condition
- pilot chute securely in pocket
- pilot chute handle accessible

##### HARNES AND EXTRAS

- chest strap threaded correctly through hardware
- ripcord and cutaway handles in view, secure and easily accessible
- B-12 leg strap snaps if fitted closed all the way
- leg straps and harness not twisted
- leg straps threaded correctly through hardware and cinched tightly
- all excess webbing stowed
- altimeter zeroed
- audible altimeter set
- helmet/goggles able to be secure
- hook knife secure



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Photo By: Rickster Powell

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# Endless Summer

# DZ DAYZ

## RAMBLERS, TOOGOOLAWAH

Photos by Lisa Perdichizzi



New apprentice Jordan Smith



Matt Coles



Kylie Higgins



First jump back for Gary Myers



Josh Costa



Emiel Noorlander



Josh Costa trying a sit suit with Macca

Photo: Wade Edwards



Rebecca Henderson



**YORK DZ, WA**

By Amy McDermott

Photos by Carl Jefferis, Stu Barton, Francis Sazbo, Andrew Hardy and Jody Blunden

The York weather has seen some real ups and downs in the past few months. From giant dust storms and impending cyclones to beautiful sunny weather that has seen the pool well used. The dust storm saw many shocked looks, a caravan (not of the plane variety) blown over and the 182 tied to a Ute. Thankfully, no beers were cracked and we were back jumping that afternoon. Caravan damage has seen a 'The Block' style renovation competition spring up amongst jumpers. Mel's bar and disco ball has proved too much competition for Red's retro blue, Kara's dead pot plants, Nic's new interior and Split's helicopter curtains.

We have had a few milestone jumps happening with Stu the mighty camera man's 2,000th, Richie's nudie 200th with Thommo, Tina's 50th, and Franky's 800th. Mr Windy himself, Hoofty has finally got his A-license after many days spent at the DZ catching. Lady's man, Will has finally got his B-licence, but is still lagging behind housemate Russ.

Adrian has been doing a great job encouraging Wingsuiting at the DZ with a few flocking weekends. The boys did well, mostly landing on DZ, and only having to pay a few cartoons. The improved skill of the Flockers has seen a few head over to the Sunshine State for the 5D camp.

Summer jumping saw Pony over in the west for an angles' weekend. Pony hot loaded all weekend with two groups of uber keen jumpers. The numpties and pros all improved significantly over the camp and 10-ways were done at the end of each day. Crispy provided some awesome photography work although he had a tendency of over sleeping. Luckily he doesn't need much to look pretty in the mornings. The Saturday night was 70's party time for Mel's 40th. Great costumes, many cartoons and lots of laughs saw everyone have a good night. Russ took out the fancy dress prize for his awesome ranga chops. Splity and Thommo called the wedding off making their many children currently illegitimate. Many wild animals were spotted over the weekend with snakes, bugs and a cougar sighting.

Skydive Express' representatives at the 2011 Canopy Piloting Nationals cleaned up, bringing home eleven medals. Matt Harris took gold, Cam Rolfe bronze in Open, Split running silver in Inter and gold in freestyle, as well as medals in speed, distance and accuracy. Canopy Piloting in WA is alive and well despite the recent drought and lack of pond.



Franky's 800th



Franky's 800th

The summer months have been great for all jumpers. The staff have been getting involved in big ways after the end of work on Saturdays. Mel's influence as the super camera chick has seen Danielle and Amy get the camera gear - meaning more pretty faces around at the DZ. John's not so safe safety confessions for a six pack on Saturday nights has seen many amusing, embarrassing and educational stories be told. Skydivers in W.A should get saving with a few great events coming up:

- The York Easter Boogie over Easter weekend with coaches James Evered and Jeremy Langford.
- The CRW/Wingsuit Boogie from the 2-5 June with coaches Hayden Galvin and CRW coach to be confirmed.
- The W.A Skydivers Ball in Perth on the 5 June.



Franky's 800th



Fanny's 800th



Canopy Piloting medal winners



Dust Storm



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**NAGAMBIE DZ, VIC**

By Mike Tidbitts Photos by Brad Pokroy, Joe Bergic, Paul Easterbrook, Ben Ryan & Shannon Straubinger.

Having spent most of the preceding months standing about practicing our heroic looks in the face of spiteful weather, the well-schooled bunch of part-time crime fighters who make up Skydive Nagambie were stuffed to varyingly literal and figurative brims with an unadulterated eagerness to jump from planes by the time 2011 rolled around.

With many dark months of tweaking different combinations of sacrifices, we finally hit upon victory and made our winter of discontent glorious summer, at least in a sporadic and not readily interpreted pattern. We began the year with an obscenely busy summer camp. Well, most of us greeted 2011 lying in bed, never far from the smell of vomit and with the dreaded fear that maybe, just maybe, this would finally be the hangover that killed us. But, fear not! With an abundance of fortitude previously known only in North Korean epic poetry, we plucked ourselves from our personal pits of dehydrated despair, and to the sound of far off trumpets, flung ourselves merrily out of the XL again and again.

The apparently multiplying-like-gremlins Freeflyers casually sauntered out of where ever it is they store their Eloy t-shirts for a ridiculously successful camp headed by the delightful Brad and Sonnica. Additionally, Dylan Tempest has left the post-apocalyptic wasteland that is South Australia behind him, twice now, to run weekend long Freefly camps for the massed and ready ranks of Ouragan suits freshly returned from the tunnel. With enthusiasm, skill and organisation, all mixed now in perfect proportion, we are starting to see bigway Freefly jumps falling out of the sky with regularity that warms the heart of even the most hardened tandem master.

There has been more eager and devoted team training than you could fit in a large barrel that's not even half-filled with biscuits. Interdependently-named Nagambie hopefuls "Wookie" and "Ewok" have been jumping with one eye on each other, one on their piece partner, and a spare one hidden underneath an eye patch. Both teams have gone from strength to strength under the constant and carefully construed coaching of the



almost untenably wonderful Sas and Mrs Steph Vaughan. Sadly though, despite many small fortunes poured into the great bottomless pit that is skydiving, they seem to be stuck on their bellies and haven't yet done much vertical stuff. Nonetheless, it's with ears full of our best wishes and pockets stuffed with written instructions to bring us back ice cream that we pack them off to Sydney for the Nationals.

We've also been a hive of student activity, from full AFF weeks, to the several hundred tandems done with people affected by the Victorian bushfires to our newly instituted B-Rel Fridays. Over the spring and summer we've cultivated and retained some excellent up and coming jumpers, who every weekend turn up at the DZ with one or two more bits of gear than they had the week before.

This summer has not been wholly free from woeful sadness, with village women wailing left, right and centre as our beloved pilot, Rob, pulled his surprisingly large underpants from the communal washing line and moved to Vanuatu, where he has scored himself a primo position piloting planes in a tropical island paradise. We look forward to news of his catching malaria any day now. Replacing him is Chris, who is filled with terrible and treacherous tales of his past life as a ferry pilot.

The 'moved up north just in time to get hit by a cyclone' award this year goes to Jason and Tracey Lane, who vacated their loving home and family in Nagambie to move somewhere without power or water.

Returning to us again, like some kind of creepy stalker, is the magnificent Dipsy, fresh from the land of guns, Wal-Mart and chronic childhood obesity, and is easily discernible around the dropzone by his masterful swooping and the picture of an echidna he has festooned on his calf.

Also, a big Bon Jovi drunken karaoke welcome to Justin De Waard who has recently defected from deepest darkest Queensland to our substantially less snake-infested and wholly jelly fish free part of Australia.



**VIC CHAMPS**

By Louise Cross  
Photo by Shannon Straubinger

After months of what can only be considered very ordinary weather, the last weekend in January saw the sun shine in abundance and the wind max out at a gentle breeze, which ensured perfect conditions at Nagambie for the 2011 Victorian/Tasmanian State Championships.

With two open and six intermediate 4-way teams registered, the scene was set for a great weekend of competition. After a quick briefing from Meet Director Simon "Sas" Di Sciasio Round 1 was off and running.

Local intermediate Nagambie teams "Wookie" and "Ewok" who have been training hard for months in preparation for the Nationals, started solidly with only a few minor hiccups. "Ewok" managed to complete the competition bust free.

After a two hour hold due to a technical glitch with the aircraft, the Rounds resumed again. All teams had completed five Rounds by late on Saturday, and the exhausted teams were sated by the usual Thai feast our resident Thai cook Nuch provides.

Sunday morning dawned again with perfect jumping conditions and eight teams chomping on the bit to finish the final three Rounds. A running battle ensued between soon to be husband and wife Craig Vaughan and Steph Bensley for second placing for their respective teams. Much sledging (all in good humour of course) ensued over the last day of competition as only two points separated the teams going into the last two Rounds.

After the final Rounds were completed, competitors were kept in suspense with Chief Judge Jenni not announcing the last Round scores until the medal presentation.

Final placings in the Open 4-way competition were "Death from Above" first, and "Don't Judge Me" second.

In the Intermediate 4-way competition, "Wookie" were run away winners with "Ewok" second. "Phoenix" was third by only one point. Not sure how the ride home in the Vaughan-Bensley car was that night!

Once again a successful State Meet does not happen without the assistance of many people in addition to the competitors. Special thanks must go to Meet Director Sas; Judges Jenni and Gail; Trainee Judges Corey and Bruce; DZSO Don; our pilot Chris; and the girls on manifest. A special thanks to the VTPC for providing the medals for the event.



Ewok and inter 4 way team from the State Champs.

Despite Mother Nature's wrath over the past few months, we have still managed a few firsts and some great laughs at Bridgy.

Firstly, our Christmas party in mid December which had a "pilots & pirates" theme night. Big thanks to Drew Hullin who organised the spectacular fireworks display that had us totally mesmerised and also to Ralph for all the delicious food he supplied and prepared.

As the night progressed and the drinks flowed, a few of the boys decided to have a competition to show off their manliness, strength and intelligence by trying to lift a car battery with their "man parts". Needless to say, they had two sore heads the next day and we still have no idea who was crowned the "winner".

For the New Year, we planned an old school boogie, which was a little thwarted by this insane weather, but there are always the die hards who won't be deterred! These brave pioneers (Cashy, Matty, Ash, Alison, Bianca, Sarah, Aaron, Jason and Mark) embarked on the first 18,000 ft load at Bridgy. Braving the cold skies and getting an ice battering until they reached 8,000 ft, they say it was worth every second of it. A few first's here and I'm sure there are still some slabs owing!

We also hosted the RW league. The grand final and the day went without hitch. We had a few fellows however, who decided that they preferred some empty paddocks a few miles away as their landing area of choice – contrary to everyone else on their team!

Open first place was taken by "Death from Above" and Inter first place by "Wookiee". Congratulations to all on a great day.

It was also great to see the Swoop pond get a great workout during the Babylon Freefly Camp, with around 450 jumps over three glorious days.

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

- Josh Smolenaers on his 200th jump while doing an 8-way. Well done.
- Tam, who has been very busy the past few months and now has her Starcrest and her 100th jump up her sleeve.
- Matty Hyland on his 300th and Starcrest. He has invented a new form of contortion!
- Special note and big congrats to Stasia (Ralph's better half) for getting back in the air after not jumping for sevenish years. Took guts! Well done Stasia!

Once again, unwavering support from our great team of instructors (Bernie, LJ, Bruce and Ralph) has helped some of us earthbound fledglings take back to the skies with confidence and a renewed love for the sport. Thanks!

Also worth a mention, after much work, the APF and CASA have approved our Cloud Manual. There's no stopping us now!

Finally, coming up in April, Bridgy will be turning 20! Despite having had a few owners over the years, our drop zone has kept going and growing. Why not come and be a part of the celebrations. Events include Coaches, 20-ways, Wingsuits from 18,000 ft, huge feed every night, and a BIG FIREWORKS show on the Saturday night.



Matty break-swooping



Babylon Freefly Camp



RW League Finals



Ania, Ben and Doan Wingsuiting



Duncan the pirate



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# TEAM BAM!

## The new and upcoming 4-way team in South Australia

by Cameraman, Braydon Wynne

Now we all know skydiving is not about how good you are, but about how good you look, and damn, these guys are looking good at being good, so I guess that means they're good, right?

I was stoked to hear that a group of local jumpers from Langhorne Creek DZ had decided to get a 4-way team together – not of the VFS type either!

It all began with a few Bam! fun jumping days that Tess organised to get the crew more interested in different jumping disciplines and just jumping more in general.

After a 4-way day, which was coached by our beloved Richard 'Stricko' Strickland, "Team Bam!" was finally formed. All they needed was a cameraman – well, in my case, a cameraboy.

I had just received my 'C' Licence from the APF, my camera set up from Stoddz and was still learning about flying my wings! But hey, who was I to turn down an offer to film a 4-way team?

We organised some training dates around Darren and Helen's busy ambo work schedule and started jumping together.

For our first jumps together we weren't doing too badly. I was learning about filming 4-ways and they were learning about each other's fall rates and skills. After a few jumps we all picked it up pretty quickly and gelled really well as a team.

To begin with, the guys and girls were having some funky exits but they sure did make for cool photos! We regrouped and began with more dirt dives and stack ups on Miff's 206 which soon fixed the problem. We were back on track again.

"Team Bam!" began to amp it up with block moves, donuts and more difficult exits – they were pulling them off too! I was really impressed and was beginning to learn heaps more about camera flying and wings. As some people put it "they were falling straight down the glass tube" and it made my job a lot easier to get closer and keep the camera still. It was wild to watch them from just



**"Team Bam!"**  
 Helen Hayes  
 Darren McInerney  
 Tessa Cameron  
 Chris Kalnins  
 Braydon Wynne  
 (cameraboy)

outside the burble and get excited as I saw them smash out points.

One of our best jumps was the last jump for the day. Sunset load, 0-5kts of breeze, Miiffs' 206 with a brand new engine and prop, "Team Bam!", myself and some awesome training jumps throughout the day, made this jump 'A' grade.

Right from the exit I could see this was going to be perfect. Shake, shake, shake, up, down, go... Wings punched out as I watched them gracefully roll down the hill and turn their first point – a donut. This was followed by a meeker, stairstep and a sidebody repeated over and over until 4,000ft. It was all good until I went to make a team video the next day and found something that kind of went like this:

"Shake, shake, shake, up, down, ...

- Welcome to S.A. Skydiving. What are you doing here today?
- Doing a tandem skydive for my 18th"

I was spewing! Now that I think about it, when the team reads this they will be too! Opps! Apart from that, all in all it was an awesome jump which I enjoyed filming even if I did put a tandem video over the top of it!

It's great to see these guys growing and jumping really well as a team and that I've had the chance to jump with them so much. Thanks guys!

We are still yet to perfect the team landings but we hope to see you at the 2012 Nationals!

Go hard "Team Bam!" Blue skies and meat pies!

# BERNIE'S FINAL FLIGHT

By Janine Hayes

On a sunny Saturday afternoon in January over the Latrobe Valley Airport Bernie Shaw was given a final farewell when his son Brad released his ashes in freefall with the assistance of Tandem Master Gerard Lappin.

Bernie had specifically requested his family organise this having obtained the necessary equipment from fellow POPS member Bill Woods from the USA.

After much discussion and a slight modification for safety reasons Brad, who had not skydived for 30 years, was delighted to get airborne again and honour his father's wishes.

The Shaw clan including Bernie's wife Pam and five of his six children Brad, Kim, Gabrielle, Matthew and Carmel were able to attend along with a very large gathering of family and friends including Terry Lappin, Bob Stevens and Ben Buckley. Unfortunately Luke, another son, was overseas.

It was a fitting finale for someone who had contributed so much to skydiving especially in the Pops arena.



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Compiled by the APF at ASM deadline time.

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# az directory

Source: APF Database as at deadline time.

## AIRCRAFT LEGEND

Aircraft Type	Max. Skydivers
Cessna 180	4 place
Cessna 185	5 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	

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 Drop Zone Location: BATCHELOR AIRFIELD  
 Web: www.skydiveterritory.com.au  
 Aircraft: Cessna 182 and 206

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 Club Ph 0417 190 140  
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 Drop Zone Location: The Ayr Aerodrome  
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 Aircraft: Two Cessna 182s & GA8 Airvan

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 Email: reservations@skydivercairns.com.au  
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 Aircraft: Cresco 750, Cessna Caravan & Cessna 182

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 Aircraft: Cessna 182

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 DZ Ph 0417 079 460  
 Email: tandemjump@optusnet.com.au  
 Drop Zone Location: WOORIM BEACH BRIBIE ISLAND  
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 Club Ph 07 5423 1159  
 Email: skydive@ramblers.com.au  
 Drop Zone Location: TOOGOO LAHAW and COOLUM BEACH  
 Web: www.ramblers.com.au  
 Aircraft: Cessna Caravan and Cessna 182

### REDCLIFFE CITY SKYDIVING

PO BOX 105, REDCLIFFE QLD 4020  
 CHIEF INSTRUCTOR: JOHN COOK  
 Club 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

### TOOGOO LAHAW 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: TOOGOO LAHAW  
 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.askydiver.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: neilandscharan@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 PT

