

Australian

skydiver

magazine



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Volume 3/2011

ASM AUSTRALIAN SKYDIVER MAGAZINE
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



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CRAIG GIRARD

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

*Photo taken by Benjamin Ford



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FRONT COVER



Adrian Acquado (front) and Scott Patterson (behind) during WA's "Dogs & Flockers" boogie at York Drop Zone.

Photograph: Hayden Galvin of 5D Wingsuiting

BACK COVER



A group of jumpers exiting the Airvan over Pinjarra drop zone, WA. Photograph taken by Kim Brooks

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EDITORIAL

Humbled

For eleven years as Editor I have had an email relationship with world-renowned photographer, Norman Kent. Norman has eagerly submitted his photos to the magazine for us to enjoy, free of charge, all these years. So to say that I was thrilled to finally meet the man is an understatement. To welcome him to our home drop zone for our own event was all-time.

We Aussie's have too much of that "tall poppy" syndrome going on and I admit that I actually imagined him to be loud, smug or arrogant, high maintenance and certainly not too helpful - a Rock Star! Why I don't know. Maybe that's just my perception of mainstream celebrities.

Well wasn't I wrong! While Skyping with him prior to Skysisters I was dumbfounded when he said yes to taking no payment and giving me all his photos to use. Also unexpected was his offer to coach, for free, one of our photographers for the event. The guy couldn't be more forthcoming! I was seriously impressed and from that moment all I wanted was an original "Norman Kent" photograph hanging on my wall.

It wasn't really my intention to put Norman up on a pedestal here, but he really confirmed to me the type of people skydivers are. He along with so many of you out there are incredibly talented and knowledgeable people, and more importantly, are willing to give so much of your time and your expertise back to the sport and it's people, for nothing much, maybe a beer or a simple pat on the back. It has always been this way in our sport and I'm pretty sure it always will. It gives me the warm fuzzies!

Enjoy this issue, it's jam-packed again thanks to you! Keep jumping and keep sending in your stories and photos.

Susie Mc

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

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

Photos submitted will be returned if supplied with a self-addressed stamped envelope. The parameters of the Australian Parachute Federation lie in sport

parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them.

Note: The ASM may include BASE jumping, providing the APF does not appear to condone the activity.

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



Aerial glamour photo by Norman Kent

Next Deadlines

5th September, 2011 5th November, 2011 5th January, 2011

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- Simone Bambach
- Paul Beahan
- Susan Bostock
- Russell Brown
- Sarah Brown
- Tess Cameron
- Barry Calver
- Roger Clifton
- Niklas Daniel
- Peter Etherton
- Nicole Godfrey
- Kim Hardwick
- Peta Holmes
- Peter Lloyd
- Jules McConnel
- Amy McDermott
- Duncan McLeod
- Clare Mitchell
- Curtis Morton
- Doug Nancarrow
- Brett Newman
- Dave O'Brien
- Paul Osborne
- Colin Parkinson
- Lisa Perdichizzi
- Greg Puttick
- Bec Scott
- Teddybear
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- Shannon Seyb
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- Adam Struthers
- Kay Tien
- Paul Tozer
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- Curtis Morton
- Scott Neander
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- Chris Rose
- Wendy Smith
- Shannon Straubinger
- Brianne Thompson
- Paul Tozer
- Michael Vaughan
- LeLes Wiles
- Braydon Wynne



Seb Chambet, flying his J-VX
Photo by LOROU Benjamin

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SKYLIGHTER SUITS

The **Skylighter Suits**® were designed specifically and exclusively by Visual Drugstore for Red Bull's skydiving team "The Flying Bulls." The suits were featured at the Red Bull headquarters in Sölden, Austria for their Hannibal event on 15 April, 2011.

Visual Drugstore says, "The suits are made of a specially developed light emitting material which is extremely flexible in order for to cater to the movement of the skydivers, resulting in an extremely ergonomic suit. The design and idea evolved from our Light Muse costumes we have at Visual Drugstore which are used as live visuals alongside visual artist Mar-K.os in his live shows at clubs, events, and international music festivals such as Time Warp, Cocoon in the Park, Sonne Mond Sterne, etc. The suits will also be featured in this year's annual Urban Arts Form Festival in Austria with the Red Bull Flying Bulls."

There are multiple other suits for other purposes in production, which will be launched in the coming future. Each **Skylighter Suit**® is valued at 8,799 EUR



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CALENDAR OF EVENTS

2011

28th Dec - 1st Jan
Xmas Boogie
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- Super Caravan 900HP
- Skyvan
- Beaver

National Championships
10 Way Speed & 16 way FS
during Xmas boogie

2012

8th - 12th February
National Championships
- Canopy Piloting 2012

10th - 16th March
National Championships
- 4 way FS
- 8 way FS
- Crew
- AE
- VFS
- CF

Future 8 Project

DV Photo Grabs by Scott Neander

The Future 8 project has now commenced with two four-day selection camps at Picton. One was held in May and one in June with support from the APF and from Sydney Skydivers. The project aims to pass on 8-way skills to a younger group of jumpers to help ensure continued Australian representation and retain the experience of past competitors in the sport. Simone Bambach and Peter 'Ebony' Etherton are acting as ground and air coaches and as part of the team.

The first day of the first selection camp was devoted to doing 4-ways with the candidates rotating through groups so that everyone could be seen in a small group environment and jump with different people. The following three days were all 8-way jumps, mostly doing randoms with some block moves. After the first camp the group was cut down to eight people with the best chance of making the final six slots.

The second selection camp continued the 8-way jumps with a few more block moves but still plenty of random work. A couple of windy afternoons gave time for classroom work where Simone led a 'brain dump' exercise. The essentials of every random and block in the dive pool was discussed, walked through and watched on video. Everyone took notes in the workbooks provided to help with study and memory.

Ebony says, "After some difficult decisions, the final team will be announced very soon. The first official team training will begin in August with the plan of doing around 230 jumps before the next nationals. Everyone involved has been very enthusiastic and we are all looking forward to a productive year ahead."



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SOS SKYDIVERS OVER SIXTY WORLD RECORD SOS

By Roger Clifton
Photo by Ray Cottingham

Tony Dale had been the lone Australian on the previous SOS record in Florida, so was delighted to hear that I was coming too. Just hire a car at the airport and drive on down, he said. So I hired a lucky dip and found myself in a vehicle with the sort of grunt you need to drag a tractor out of a bog. Perhaps you can imagine what it would be like driving an unfamiliar car on the wrong side of the road in morning rush-hour traffic in Los Angeles. Having been sleepless for two nights, what with taking one redeye from Darwin to Sydney, then another redeye from Sydney to Los Angeles, I actually don't remember all that much of it myself either. But then, I had heard that Los Angeles drivers go hell for leather on concrete expressways throughout the city, so I eased the car up to 90. I was surprised when I found I was passing the locals, until I realised the speedo was in miles per hour.

Anyway, after a couple of hours of driving along an endless tangle of concrete spaghetti, I was out among all those commuter suburbs that run continuously from Los Angeles to San Diego. What had looked on the Lake Elsinore DZ website like the set of directions to get from Nagambie town to the DZ – I mean a few kilometres of quiet country lanes through pleasant farmland – turned into a network of multilane roads through a built-up area – with more stoplights than I could count, what with struggling with this giant beast of a car and the hallucinogenic exodus from Los Angeles. Then, there surrounded by suburbs, was Lake Elsinore itself and on its flats the Lake Elsinore drop zone. Unshaven, grey-haired and grey faced, and more than a bit incoherent when presenting myself to the DZSO, I had arrived.

The DZ...

Lake Elsinore is run by John Hammond, a master coach who led us through all the events. He was not alone there. There was Bill Jones and his son Jeff Jones, both master coaches, and several other experienced big-way coaches who were plane captains and so on. Even Pat Works dropped in to give us his blessing. Two Twin Otters were active the whole time we were there, while other aircraft slept around the back. A Skyvan alternated between loads at Perris and Elsinore to complete the lift.

The Wind Tunnel...

In the next valley, at Perris Valley drop zone, there seemed to be every toy a skydiver could want. As well as the Skyvan there were several Twin Otters hot loading. Inside it was something of a village, what with shop, restaurant, bar, training rooms, debriefing centre and so on. The famous DC9 jetliner was asleep out the back and out the front was the Wind Tunnel.

Each of us found ourselves in a group of 4 to 6, sitting in an airlock, taking turns one by one for a ride in the wind chamber. Each ride was only two minutes, but then that is several times longer than most skydives, so it was quite long enough to exercise each of the postures and movements we had planned. After each ride, we would rejoin the group and wait for our turn on our next two minute ride, for a total of 10 minutes.

I had wanted to get a measure of the effectiveness of my own slow fall that I have always taught as "get big!" compared to the more standard "hug a ball", "eat a hamburger" and the hoary old "negative arch". Sure enough, the plain and simple "get big" posture outperformed the postures that we commonly see on lost souls sinking below our formations.

The Formation...

Professionally designed by Bill Jones and other coaches, the structure of the formation was interesting. Of course, any vertical impact on the formation when docking is a no-no. It is familiar briefing for a jumper to approach the slot down a slope, then on the flat for the last couple of metres, so any remaining momentum is horizontal, to be absorbed by the 4-way or 6-way etc. However this formation was far too big to take horizontal impacts either.

At least partly to reduce horizontal impacts on the formation, we were required to sink into our slots on a 45 degree descent path then stop before taking up the grip. This ensured no horizontal momentum. It was a long descent path too. Divers were required to park 100 feet out and 100 feet up, on radial, waiting for each of the jumpers ahead of us in the formation to begin their descent, then to follow him closely, 5 foot out and 5 foot up. We were to imagine the surface of a 45 degree baseball stadium for all of us to glide down in designated sequence.

At the outer rim, I was mainly aware of the teamly sequence of four of us descending "down the stadium" towards the base, to dock in turn on each other. However jumpers in the base must have been able to watch the entire pattern descending in formation, each towards his grip as it appeared before him.

Any push during docking travels into the formation as a wave, which had to be damped out by the formation without distortion.

The core consisted of an eight way, with high grips, with stingers closing off their legs. As this 16 way is quite rigid, push waves can travel through it quite quickly. Eight zippers closed off between the stingers, each forming a component five way. This zone around the formation is flexible and responsive to push waves. If each jumper transmits less of a push than he or she receives then this zone of the star acts as a shock absorber. However, it is all too easy for a jumper under pressure to react later or harder than he should, thus amplifying, instead of damping, the push waves that came through. I suspect this was what was happening in at least some of the early attempts. We then saw these professional coaches patiently and tactfully addressing each little group of zippers out of earshot of the rest of us. Each problem faded without embarrassment.

Further out, on each zipper pair, a "super stinger" docked. His leg grips then each collected a line of whackers. The super stinger and his whackers amount to a tail that doesn't push, but it can wag. The videos often show this or that tail wagging.

The plane captains took care of the cool, the level of arousal, ensuring that were all focused on what each of us had to do and neither hypoxic nor hyperoxic on the piped oxygen. Consequently the mood on the packing mat, later, was always warm.

The Exit...

Both Tony and I had joined the early jumps cautiously, by taking a slot we knew we could do easily – a late exit, a long dive, then a dock on the outside of the star. However, once the organisers could see that we could be relied on to do that slot, we were stuck there for the rest of the meet.

Did I complain? No way! Considering the amount of time it takes 15-20 skydivers – of any age – to get out of a plane, it meant that the base was at least 1,000 feet away and diverging from me at 100 miles an hour when I got out. It was a long, fast dive to catch up enough to even see the formation. Then of course I was to slow down, park and locate the guy I was to dock on, enjoy the view and then sheepdog him down into the formation.

And Afterwards...

What was I to do with more than a week left before my plane took me back to Oz? I had got into the habit of talking with the car as I drove, and I sympathised with this beast having to do these tiny journeys back and forth to the hotel. After all, it had taken me safely out of Los Angeles, and now it just wanted to see the wide open spaces. So I headed east across the Sierra Nevada, out into the drylands that Australians understand and where the car loved to take me. By the time we parted company, it had taken me through the rain shadow of California, through Arizona, Utah and Nevada. Grand Canyon, Barringer meteor crater, Death Valley and so on. It had even taken me through a snowstorm. But eventually it came time for me to leave, with enough stories to spin out many weather holds at my home drop zone.

Got Questions? Get Answers!

Belgie, Rick Watts, Paddy James and Phil doing his B-Rel 10 with Josh Costa learning to fly video. Unusual photo with the sun rays shining through the clouds onto the formation by Dave Brown.

2011 Camps
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Summer Photo Competition

By Shannon Seyb

Our Summer Photo Competition ran from December 2010 until the beginning of March 2011 and collected 225 of the most stunning canopy and freefall pictures we've seen in a while. There were some awesome photos of our badass canopies, as well as some amazing moments captured in the sky and some hilarious ideas for our Fuck Yeah! Section. Thank you to all who entered - we love your work!

Norman Kent came in to judge the competition and did a fantastic job combing through all the photographs and picking winners for all the different sections. He had his work cut out for him with so many great entries to choose from.

If you didn't get a chance to enter this year, start taking photos now for next year's Icarus Photo Competition, which will run at the same time next year!

To view all the photos see the albums on our facebook page www.facebook.com/nzaerosports or the gallery on our website www.nzaerosports.com. 'Like' the Icarus Canopies by NZ Aerosports facebook page and you'll also receive notices of all our upcoming competitions so you won't miss out on your chance to win free stuff!



OVERALL WINNER

Julien Achard won a FREE Icarus or Daedalus canopy with his stunning photo of the 8-way team Wilit Aspu Maubeuge's exit on their last jump during the French championship.



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Summer Photo Competition

"MOST BEAUTIFUL" WINNER



Chris Stewart's entry of him flying his 89VX in Voss, Norway just before a mountain run last season. (Photographer: Nils Predstrup, photograph entered with permission.)

"FUCK YEAH" WINNER



Stephan "Koudi" Koudelka won 50% off an Icarus or Daedalus canopy with his entry "Swoop it like you Stole it!"

"HOW SHE FLIES" WINNER



Benjamin Loriou won 50% off an Icarus or Daedalus canopy with his photo of Guillaume Fehr swooping at Castelnou Magnoac. It's not often a photo can show just how a canopy actually flies - this one shows the dive, recovery arc and swoop! To see more of Benjamin's work visit www.photodecomposee.fr.



"COOL SHIT" WINNER

Jimmy Cooper's photo of Kip Frost swooping an Extreme VX over the lagoon at Skydive the Beach in Australia.

"MOST CREATIVE" WINNER

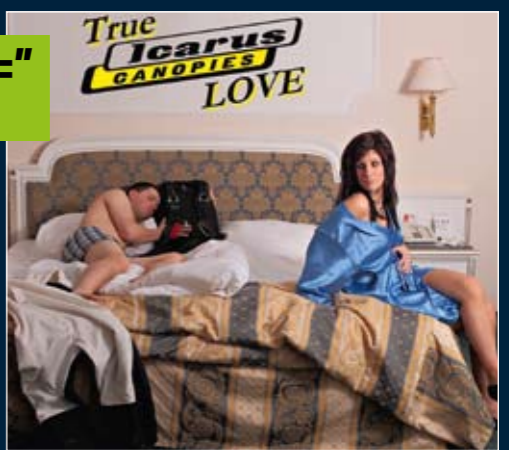
Alexander Spadi's photo of a sleeping baby with white feather wings. Very cute!



"PEOPLES CHOICE" AWARD



Martin Panik's "TRUE LOVE - Icarus Canopies" (Photo by Dalibor Konopá, produced by Martin Pánik, entered with permission.) When this photo was knocked out of the rounds, we received many requests to bring it back!



"LAMEST PHOTO" AWARD



Michael Pearce has won 50% off our lamest stock canopy the "Licorice Allsorts canopy" with his entry "SOMETHING'S MISSING!" There's a story behind this canopy - when our canopy colour picker was first put on our website we received an order from a Mr John Kennedy for a Crossfire 2 160 with some crazy (and slightly disturbing) colours! It was never confirmed but somehow slipped through and was made. When Attila tried to contact John Kennedy, emails wouldn't go through - what a surprise!

CONGRATULATIONS TO ALL OUR WINNERS FROM THIS YEAR'S ICARUS SUMMER PHOTO COMPETITION!



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“The slots are full, the names are in and it is ON!! This Camp will be off the charts with a new breed of wingsuiting about to be born. The style of wingsuiting tried at this Camp will have never been seen before. We will be focusing on some flocking and formation flying, however be aware, Fred and Vince (Babylon/ Soul Flyers) will be running us hard on multi directional, off axes, back flying and every thing in between! Pushing our limits and the limits of what is possible with a wingsuit and giving us an insight into what is achievable with a wingsuit, is what this Camp is all about! We will look back on this Camp and say “That is where it all began for modern day wingsuiting in Australia.” Hayden Galvin

SOUL FLYERS



WINGSUITING CAMP

20th - 26th March 2011
Ramblers Drop Zone - Toogoolawah

The “MOVEMENT”

By Paul Tozer

Photos by Hayden Galvin & Brett Newman

I got an excited call from Hayden from 5D Wingsuiting late last year saying: “Mate, you are not going to believe this but I have just organised a Wingsuit camp in March with Vince and Fred from Soul Flyers and I would like you to run outside video and stills on every jump!

Sounded great! An invitational coaching camp with two World Champion French dudes and all I needed to do was fly around the formations and get some great footage and photos? How hard could that be?

What a surprise I was in for. This was to be no ordinary “Flocking Camp” - this was a Freefly/Tracing camp with Wingsuits!

28 of the best and keenest Wingsuit flyers from all around the country converged onto Toogoolawah that week to be taught to fly a wingsuit by the best, and in ways none of them had ever imagined. I expected some vertical stacks and strange shaped flocks but listening to the boys planning the first few dives the day before we started (only understanding the few English words that they let slip for Hayden’s benefit) I was blown away by what they had planned! And this was only going to be day one, we were here for a whole week!

After only one day of bad weather we found ourselves up early dirt diving on the lawn with the designated 3 groups of 10 Wingsuiters each. Each jump was to have at least one of the guys as coach (Fred and Vince) and at least 1 outside camera on every load (myself, Hayden and Brett Newman). The jump was incredible! Hard to describe on paper but it started with a 10-way three-dimensional flock with Wingsuiters stacked three rows high, once it was built the boys wanted to show us how to really move the formations so, as the base, they initiated a steep dive then flared out of it. Waited briefly for the formation to build properly again then turned and dived to the right, then to the left. Quite a jump to kick off jump one! The flock formation was cool enough in itself but then diving the whole thing followed by sharp banking turns?!



This was like flying formation jets!! Well little did we know that this was to be the theme of the camp: **Building formations then flying them like fighters jets in formation....** This was really the only way I can describe what we were doing. We all learnt very quickly to fly the hell out of our suits, there would be NO casual Sunday arvo flocking on this camp!

The week just got better and better. The groups changed to match experience levels, suit shapes and sizes and general aggressiveness (the new word for the week that the Frenchies invented was "Agressivity"). The jumps got harder and more complicated and most found out that aggression was praised. The harder you flew, the closer your slot was on the next jump, there was no option to react slowly.

Nearly every jump we did was in 3D. They stacked the guys sometimes four people high and had them rotating over each other, doing figure 8 turns and flying towards each other and on a couple of really cool jumps we had two vertical diamonds of six wingsuiters flying next to each other with Fred and Vince flying on their backs as the base of each diamond. Once both formations were flying close to each other and tight, they simply rotated each diamond around each other, over and under, until it was time to break off. Watching it from the outside, the visuals were spectacular! Every jump had a 2nd, 3rd and sometimes even 4th point planned. Just getting the starting formation wasn't the goal, it was just the start of what would happen next.

Everyone did around 25 jumps each for the camp. The guys were briefed and debriefed to within an inch of their lives, the Soul Flyer boys taking every advantage of the outside video to spend around 30 minutes debriefing every jump. It was fun but also exhausting. I'm pretty sure no one (other than Hayden, Fred or Vince) did any more than 7 jumps in any one day. Every day was an early start and rarely was anyone awake beyond 11pm at night. We were all there for a purpose and we learned way more than we ever expected.

There were a total of ten malfunctions on the camp as well, never twice by the same person. I'm pretty sure we have commitment from Motzi (Ramblers rigger) to sponsor the event next year, it bought him so much business!

So I would have to say that Wingsuiting in Australia has changed a bit after that camp (especially for those who were there). Just hearing the discussions from Wingsuiters on the DZ since when they are planning their dives, it's all about getting the formation and how to move it once it is built. Maybe, just maybe we are starting to have more in common with the freeflyers than we think (or like to admit), only we prefer the extra time and value for money aspect of our discipline ;)

Thank you to Vince and Fred from Soul Flyers for showing us what was possible in a Wingsuit. You guys have started a movement that won't go away.

Thank you to Hayden from 5D for believing that this could happen and working your butt off to make it so. It was probably the biggest learning curve that I have ever seen on any training camp, and it went like clockwork.

Also thanks to Alana Bertram for the awesome media work. I can't believe how many times I saw myself on TV even weeks after the event!

Thanks Ramblers for the plane and venue.

But most of all, thanks to the 28 Wingsuiters who come along and joined the New Age Wingsuiting Movement. Take it back home boys and girls, spread the word!



“ It was a unique and thrilling experience. The tutors were the best we could have asked for. The camp structure was well planned and, I think, accommodated the experience levels of all involved. As a cameraflyer I was able to observe from the outside of the groups and watch the confidence and enthusiasm grow. Even within myself I felt my level of experience growing in leaps and bounds. As the camp drew to an end I could see where we had come from as a group and where we were being led to as wingsuit pilots! Thanks Hayden for your vision of this camp and to Fred and Vince for dreaming up the amazing flights we all shared. ”

Brett Newman, Downward Trend Rigging



“ The first few jumps I was thinking it would be about us just getting to know each other and how we all flew together, but Fred and Vince had other ideas and so it was on from jump one. We had to fly tight, that was the way it was going to be for the next 5 days and we loved it. The first few jumps were all about angles of flight and movement, things I would not have thought you could have done in a wingsuit. From there it just got better and better. We were being pushed to do more and fly in ways that just blew my mind and after every jump the buzz in the air was just electric. There were high fives, yeehaws and the call after each jump being “that was cool, let's do that again” but they wouldn't let us stay at that level and so they motivated and inspired us all to work harder and fly better, with more and more technical jumps being designed one after another, ending in the final jump of the camp for group one being a multi dimensional opposing “V” formation, with the tail of the top V running dual smoke canisters. Once the formation had been formed, both Vs broke away forming a second pattern until break off. ”

Greg Puttick





“When Hayden suggested that I come to his planned wingsuiting camp I was slightly apprehensive that my skills wouldn't be up to scratch, given the extravagant ideas that he had about what he wanted for us to achieve. After a brief (1 second) think about it, I decided that this opportunity was too enticing to miss out on.

We started the camp with daunting 10-way flocks. Initially I struggled to keep up enough speed but towards the end of the week, I borrowed one of the S Fly suits and began to get to my slot and hold the position through all of the challenging turns and angle changes as the flocking formations became more complex. Every morning I'd wake up with aching shoulders and arms and legs, and every evening slip into bed exhausted but thrilled with how my flying was improving.

The coaching by Vince and Fred was superb: as we video debriefed every jump they found something helpful to teach each and every one of us about our technique. It was a very special week to be a part of, an awesomely fun camp and I look forward to more in the future!”

Clare Mitchell



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AUSTRALIAN PARACHUTE FEDERATION Annual Conference 2011

By Susan Bostock, APF Operations Manager / Conference Co-ordinator

THE 2011 ANNUAL CONFERENCE HOSTED OVER 23 – 25TH MAY, WAS A DYNAMIC EVENT HOSTED IN A BEAUTIFUL VENUE IN THE LAID BACK CITY OF CAIRNS, IN TROPICAL NORTH QUEENSLAND! DESPITE RECENT PERSISTENT INCLEMENT WEATHER AND NATURAL DISASTERS PARTICULARLY IN QUEENSLAND AT THAT TIME, APF MEMBERS TURNED OUT IN FULL FORCE WITH ALMOST 150 DELEGATES AT THE CONFERENCE, ALMOST ALL OF WHOM ATTENDED ALL THREE DAYS.



There were some outstanding presenters at this event with the tune being set on day one with the opening presentation by VIP Andrew Plymton, Commissioner of Australian Sports (including *Australian Institute of Sport*), *Executive Member of The Australian Olympic Committee* and *Director of The Australian Olympic Foundation Limited*. Andrew's background as a driving force in the Sailing world at World Championship level afforded him a broad appreciation of our industry and the opportunities and trials we face. Andrew was able to provide real insight into the difficulties facing the whole world in relation to declining sport and competition participation.



We were privileged to have three international presenters this year with Americans Jay Stokes (USPA President), Norman Kent (World Renowned Freefall Photographer) and Tom Noonan (PD Representative) in attendance. Jay provided invaluable contribution with his presentation on the USPA, the issues they face and how they propose to address them, and his workshop on Special Needs Tandem Passengers was informative and practical and was well received by all attendees.





AUSTRALIAN PARACHUTE FEDERATION Annual Conference 2011



Norman Kent was inspirational and his highly visual presentations were amazing! Norman gave two presentations and also conducted a workshop. The conference provided a fantastic opportunity for conference delegates to spend time with Norman, to get to know a little about the man behind those amazing images!



Whilst numbers were down in the Exhibitors area this year this was to be expected due to the location however those who did attend reported great exposure for their business and their products. The prize pool that has become a regular feature at the last three Conferences is almost purely provided by donations from the Exhibitors and this year's prize pool was amazing. On behalf of all members (particularly those who went home with a prize) I extend our heartfelt thanks for your generosity and support!



Tom Noonan was fantastic! Tom had all sorts of flight issues and arrived in Cairns 1.5 hours before the first of three presentations over the three days. He delivered 'Tandem Safety' without a glimpse of jet lag and went on to present "the 19 commandments of the Tandem Operator" and his Everest Presentation was inspiring!

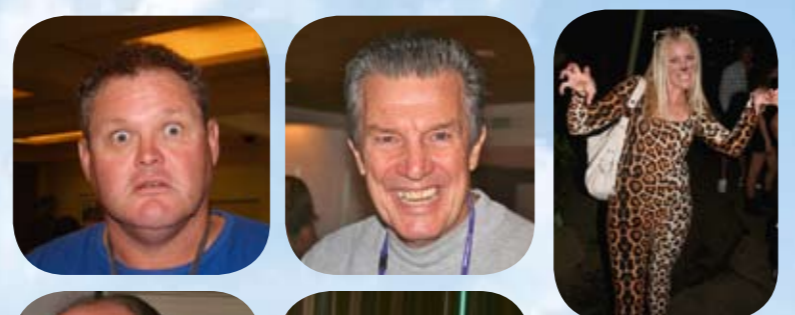
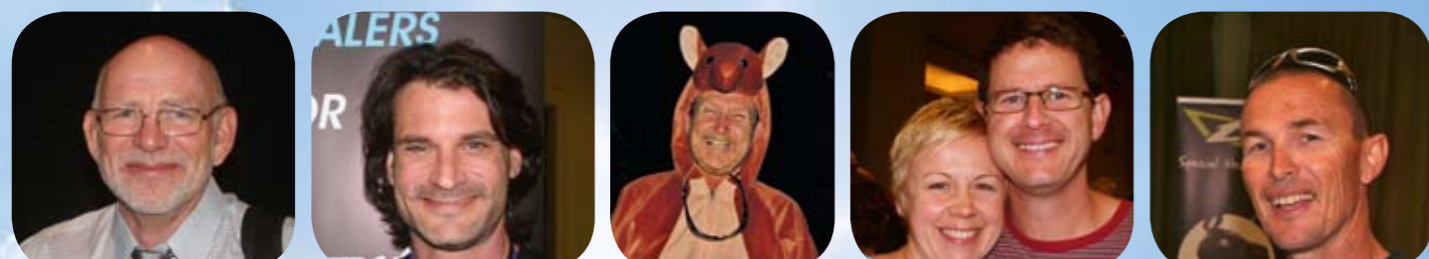


And Dale Elliott (paraplegic skydiver) did it again. Dale presented to conference 2009 and was such a hit we invited him back again this year to apply his own special brand of motivation and inspiration. Dale also conducted a dynamic workshop on Social Media that was thoroughly enjoyed by all. Add to that a long list of Aussie presenters such as Michael Vaughan, Ron Perry, Greg Jack, Isobel Dore, Tyler Baird, Hayden Galvin, Susie McLachlan and of course all our Technical Directors!



Monday night was Happy Hour with our very supportive sponsors 'INSURANET' putting \$1,500 on the bar ensuring conference delegates could enjoy half price drinks for 2 hours!





The Awards night is held every year at the Conference with a dinner and Awards presentations and the 2011 occasion was pretty special! Guests arrived at the deliciously yummy Poolside Buffet via the Pullman Hotels 'Wildlife Dome', complete with crocodiles, reptiles, birds, wallabies and various other Australian fauna, all within a huge glass dome on the roof of the venue! The entire night was described as 'surreal' and 'oozing ambience!' Once again INSURANET came to the party and put an additional \$3000 on the bar tab! On behalf of all Conference attendees we acknowledge once again the very generous support we receive from the APF's Insurance Providers – thank you Fergs, you rock!

The other major sponsor this year was CASA who provided considerable financial support of the 2011 event. This support shows the importance that is placed on the APF Conference, from the regulators point of view. Moving forward there is a plan on the table to change the style of the APF Conference, which has been covered in more detail in the CEO's report in this issue.

Conference Surveys are a great idea and we welcome the feedback that is provided, however going through them after the conference is truly a frustrating experience! The expression 'damned if you do, damned if you don't' is very apt when describing the feedback we receive. I will add that generally it is very supportive and members do appreciate the conference revamp that has taken place over the past few years however for every person who thinks it should be done one way there will be another person who reckons it should be done another way! Guess that is what makes us all so special, right?

In closing I would like to remind all APF members that the Conference IS a very important event on our calendar however it does require the forethought, advance planning and input of the membership, in order to deliver the content that is expected. So those expert teams need to be putting items on to the Agenda NOW, in preparation for next year!

TOM NOONAN, 3 weeks, 4 states!

Following the PIA Symposium in Reno this year, PD **Representative Tom Noonan's presentation of the '19 commandments of the Tandem Operator'** received excellent reviews. Having lost a key note speaker for the 2011 APF Conference to serious illness at the last minute, and with a hole in the Agenda and little budget left, a plan was hatched between the APF, Tom Noonan and 4 APF State Councils. The goal being to 'get more bang for our buck' in bringing Tom Noonan out to Oz, having him present his PIA Symposium seminars to the Conference and then stay on in the country to travel to as many states as possible to deliver the same seminars to those who could not attend the conference. The cost of the project was to be shared between the participating councils with support from the APF. Tom and PD very generously agreed to do this Seminar tour for purely cost and Tom took his annual holidays to do the trip! Hosts were sought in each State to put Tom up in order to keep costs down.

The outcome - with very little notice – NQPC, SQPC, NSWPC and VTPC representatives and members jumped on board and got behind the project with outstanding results! A total of approx. 320 **APF members directly benefited from Tom Noonan's** visit which is an amazing outcome and just shows what can be done when we put our heads together and drive toward common goals. Huge thanks must go to Tom and PD for their outstanding contributions, those Council representatives who pulled out all stops to help us make this happen, the hosts in each state who made Tom feel so welcome - and to those APF members able to benefit from the seminars, for their attendance. The APF will definitely pursue similar initiatives into the future, across all spectrums of our sport, but with a little more time on our hands for planning next time!

Tom Noonan's seminar tour kicked off after the conference with two presentations for South East Qld jumpers.

On 28th May, Tom headed to Toogoolawah dropzone and gave a fantastic presentation to a group of approximately 40 sport jumpers. The topics covered were AAD's and the evolution of sport canopies, specifically factors of safety including safe landing practices and down sizing.

On 31st May, an evening with Tom Noonan was arranged at a Brisbane venue with the presentation focused towards TM's with the '19 commandments' and then followed by the Everest Drop Zone story, which was truly motivating and inspiring. Both these events were provided free of charge to participants!
Chris Rose, State Coach, SQPC

Following the APF Tech conference Jonny Goss, Izzy Dore & myself organised with assistance from the APF & NQPC, for Tom Noonan to give a canopy control & Tandem skills presentation throughout Nth Qld. He visited Airlie Bch, Innisfail, & Mission Bch and his presentations

were informative & well attended. Many thanks must go to Tom & all concerned who helped to organize his visit!
Dez Ewing, NQPC Board member.

We were very lucky to have Tom make a diversion from his busy schedule and visit us here in Melbourne. Tom's 19 Commandments of Tandems were extremely well received by experienced TMs and fun jumpers alike. Many a TM was saying, "I am guilty of that one" or "Yes, that is something I should pay attention to" after his presentation. Tom's Everest Expedition presentation was fantastic and he even may have been able to recruit a Tandem Master or two for the next one.

The VTPC would like to thank Tom for visiting us down south, especially at such short notice and sharing his vast knowledge and experience with all of us.
Matt Hill - VTPC representative

Tom Noonan's last stop on his tour Down Under was in NSW. Sydney Skydivers played host to Tom on a wet and windy weekend and although numbers were down due to weather, Tom delivered his Tandem seminar to potential TM's and seasoned professionals as well. Tom noted during his seminar that it was great to see the experienced TM's such as Phil Onis joining in and everyone should continue to learn in our sport regardless of their experience.

Tom's seminar on his Everest expeditions was well received in front of an open fire and bar, which was a great way to end the day. The NSWPC would like to thank Tom for his time and effort coming to Australia and also the APF for Co-ordinating the Seminars.
Rob McMillan - NSWPC Administrator

Dear APF,
I offer my heartfelt thanks for all that you did for me while I was in Australia. What an amazing trip it was! The generosity and hospitality of everyone I met made the trip a great adventure. I felt welcomed everywhere I went.
Tom Noonan



50th Australian STYLE and ACCURACY National Championships 2011



Photos by: Darrell Nash (www.nashypix.com.au), Ann Oud, Ellis Hills, Gary Dark, Janine Hayes, Leanne Critchley, Lisa Perdichizzi & Myles Treadwell.



Evan Lansdowne



Frank Conway

Over 40 competitors from four states of Australia and New Zealand converged on Port Macquarie, NSW, for the 50th Australian Style & Accuracy Nationals. Our wonderful hosts Ian "Robbo" Robertson and wife Debbie Sommers spent a year in preparations organising for the event to be held at display sites at beaches and parks around the town for maximum public and media exposure. There was some anxiety as the nationals was due to start immediately following the storms and flash flooding disasters near the area, and during the volcanic ash clouds disruption, which created difficulties with driving and flying arrangements for those coming from afar. However, much to everyone's relief, Port Macquarie was blessed with stunning winter weather, although a bit chilly, for the three days of competition!

Day 1 - Friday 17 June

Most competitors arrived in Port Macquarie on Thursday and Friday in anticipation of training jumps into the area, however due to weather, only one load got to jump at Town Beach on Friday afternoon. There were a couple of print and radio interviews in anticipation of the event. Ian "Crusty" McGregor of Skydive Caboolture shut down his drop zone in Qld, to bring his plane and his young crew of pilots and jumpers down for the event. In the evening, everyone met for the competitors meeting at Coastal Skydivers' hangar at the airfield. Chief Judge, Faye Cox, explained the rules and conduct of the

competition and pre-event Meet Director Debbie Sommers explained the logistics then handed the reigns over to Crusty who would act in this role for the event, as well as DZSO. It was decided that the beach was not the ideal location for the competition, as it was covered with storm debris and the beach sand was badly eroded, therefore the accuracy events would be held at the alternate location at West Port Park for safety reasons.

Day 2 - Saturday 18 June

Everyone agreed to meet at the park from 6.30am where it was dark and cold, to help set up the landing site and facilities. We were treated with a beautiful sunrise over the water and the boats next to the park as everyone got busy setting up the marquis, power, banners, wind anemometer, landing target circles, tuffet, windsocks. Soon after, the wind drift indicator was thrown by the first tandem load of the day by Coastal Skydivers. Everyone watched the drifter that landed in the water and then the first load took the shuttle to the airport. While the wind was light on the ground, the first load experienced tricky wind conditions from 3,000ft down to 1,000ft, and with the spot chosen three of the five jumpers found themselves landing in the neighbouring park areas. Not good for accuracy if you can't get to the target!

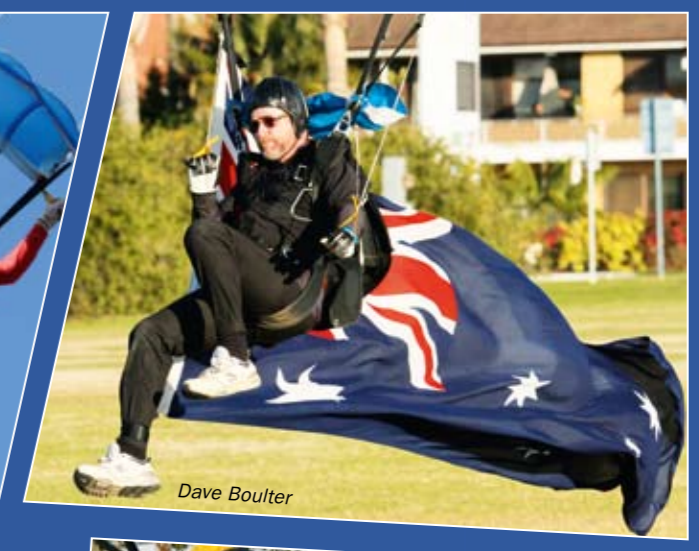
The second load watched the landings and had a rethink about their decision to go. After speaking to the first load it was decided that the spot would be altered accordingly and the two inexperienced accuracy jumpers, Dale Wirtanen and Lisa Perdichizzi, decided to jump their normal canopies instead of the Para Foils they'd borrowed for the event. The load picked a good spot and all made it back to the landing area, however unfortunately for Dale he landed heavily on his bottom next to the tuffet and was taken off in an ambulance with a lower back injury.



Jim Czerwinski



Tibor Glesk



Dave Boulter



Mike Dyer



Joe Dorkota

Marty Miller

The ground winds were looking to increase above 7m/s limit for Accuracy Landing so the competition was moved to the airfield for the Freefall Style event. Some interesting attire came out, with Tibor in his skin tight, bright red, lycra number stealing the show! After setting up the ground-to-air camera, a load with some test jumpers and some competitors was sent up. This event requires one exit per pass, with the ground judges determining the exit point, so each load takes a while to coordinate. There was a large excitable crowd gathered around the camera to get a glimpse of the live performances. Seven competitors in this event managed three rounds before sunset, with Lisa attempting this for the first time and the only competitor not in the Masters category (for over 50s). The judging crew went into action after sunset and then the evening's entertainment was a seafood buffet at the Bowls Club, followed by the traditional auction of items generously donated by our wonderful sponsors and some of the jumpers. The highlight of the auction was young Jamie Beck getting his gear off for money to try on the tight fitting style suit from past Australian team! A total of \$1,875.75 was raised as prize money for the medal winning competitors in the three individual events.

Day 3 - Sunday 19 June

Another 6.30am start and a beautiful sunrise at the park. The results for Freefall Style are released with Tibor Glesk taking a convincing lead, and Janine Hayes and Mike Dyer jostling for 2nd and 3rd place, only a few hundredths of a second apart! The first load was delayed for a few hours due to some iffy ground winds and the drifter showed strong winds from various directions under 3,000ft. It calmed after a while and then 15 competitors were able to complete three rounds of Accuracy Landing and 18 competitors completed two rounds of Sport Accuracy.

The park was a lively place and we were cheered on by lots of spectators of all ages, with special guest MC, Roger Mika, revving up the crowd with a running commentary. We had professional photographer Darrell Nash taking photos galore and Robbo and Luke Oliver were interviewed onsite by the TV news! We felt like celebrities! Our biggest fans were the kids and the knitting ladies, Therese and Bev!

Tibor took a convincing lead in Accuracy Landing, but second and third place could be anybody's at this stage. Lisa takes the lead in Sport Accuracy, closely followed by Robbo and Luke... still anything could happen from here as there are only a few metres in it!



Judging Team

"What a pretty place to start the day - crisp cold mornings, beautiful sunrises, the water and big blue skies. I really enjoyed the camaraderie - it's such a privilege to do what we do and laugh along the way! It was great chatting with old friends and making new ones, and especially seeing new and younger faces give accuracy a go. I'll never forget surviving high winds and finding comfort in the Comfort Inn car park - no swimming for this black duck! I took pleasure in placing ahead of Mike in Style by 3/100 of a second (life is cruel). "Team Ice" winning gold in Classic Accuracy really was a surprise! The knitting ladies Therese and Bev, plus the suits, snakes and bidding for stuff will always stand out in my memory! It was sad to leave..." Janine Hayes

50th Style and Accuracy National Championships 2011

Day 4 - Monday 20 June

Still not used to the cold and early starts, but we were rewarded with ideal wind conditions!! Accuracy Landing took priority as the minimum rounds were not yet completed and lots of Ocm results caused the automatic measuring device to sing to us! After round 8 some competitors were eliminated for the semi and grand final rounds based on their current positioning. Tibor was untouchable in gold position by round 10, with a close contest for silver and bronze by four contenders. Andy Pike achieved a convincing second and Dave Boulter pipped Mike Dyer and Janine Hayes for third place!

More photos, and interviews for TV, radio and print with Tibor, Debbie and Faye, and by mid-afternoon we moved into the 3rd round of Sport Accuracy. It was likely we only had time for one more complete round before the end of the day - there were lots of nerves here by those currently holding top positions, as one slip-up could cost them the medals! After very good landings all 'round, Lisa blows her lead and Robbo manages to beat her to the gold by 15cm! Crusty announced that Sport Accuracy and Freefall Style were called at 3 rounds each, it's all over for another year!

The evening saw us all meet upstairs at the Town Green Bar for the Competitors' Meeting where there was some lively discussion on how to improve proceedings for future events. A quick song and cake in celebration of Myles Treadwell's birthday, then the medal ceremony was held where there was a lot of bling going around, particularly for Tibor who bagged 6 gold medals!!

Overall it was a great meet, with an impressive contingent from South East Queensland. There were lots of newcomers to the events, who gave it a really good go and they benefited from the encouragement and support of the seasoned competitors.

More photos of the event available for viewing and purchase at www.nashyspix.com

"The event was a great learning experience and my first exposure to competition. Landing off drop zone was good fun and the willingness for all entrants to provide helpful hints throughout the competition to the less experienced jumpers was a nice surprise. The comp was lots of fun and I think this is important to keep the new jumpers interested." Will Dyer



Lindy, Jock & Faye



Will Dyer



Ground-to-Air Camera Crew



Ian Robertson



Jamie Beck



John Friswell



Individual Accuracy Medalists

"Jumping at a different DZ is always a blast and to be able to jump at Port was sic. These meets always attract a good crowd, which I think is terrific for the sport. The turn up this year was very competitive which led to a great challenge. It is also great to see more young jumpers taking up Classic Accuracy. This sport can take you all over the world jumping at great places and out of huge aircraft not to mention the great people you meet and friends you make. Can't wait till next meet and hope to see even more jumpers attend!" Jamie Beck



Ellis Hills



Jamie, Crusty & Ange



Shaun Hagan



Ken Hills



Chris Poole



Tibor Glesk

"It was my first Style & Accuracy Nationals and so I decided to try everything! I was scared about jumping a Parafoil after only one jump at Skysisters - I only landed on the tuffet once but my scorecard looks heaps better than that with all 16cm! I also gave Style a whirl - just a couple of turns and backloops, how hard could it be?! Well, pretty hard, but at least I didn't come last doing it with my own unconventional style! I was most pleased to bring home a Silver in Sport Accuracy and knowing that the gold was totally in my grasp! Everyone should give these events a go - they're loads of fun and there really is no experience necessary!" Lisa Perdichizzi



MC Roger Mika



Jamie Beck



Matt Longhurst

50th Style and Accuracy National Championships 2011

"It was great to see the end of the bad weather, rain and flooding at Port Macquarie. Robbo and Debbie did a great job of continuing their organising through adverse conditions, when it was necessary to use a local park, a very pretty spot in town on the edge of the river and another great venue to expose our sport to the public. Commentator Roger made it very interesting and the public each day certainly enjoyed it. Competitors all worked hard to gain their best results with pretty tricky weather conditions. Clear skies made Style camera work and judging pretty simple. Everyone pitched in and it became an excellent national championships. Well done to everybody with special thanks to my very capable, hard working judging team." Faye Cox

Special thanks go out to:

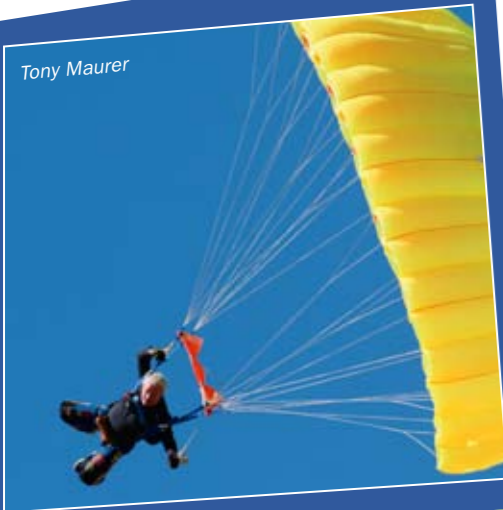
- Meet Organisers:** Ian Robertson & Debbie Sommers
- Meet Director & DZSO:** Ian McGregor
- Licensed Display Organiser:** Dave Boulter
- APF Controller:** Lisa Perdichizzi
- Chief Judge:** Faye Cox
- Event Judges:** Jim Moir (Acc) & Bruce Towers (Style)
- Judging Team:** Karen McEvoy, Lindy Williams, Ray Williams
- Pilots:** James Dale & Will Dyer
- Auctioneer & MC:** Roger Mika
- Airfield Facilities:** Coastal Skydivers
- Judge support & legend:** Claude Gillard
- Drivers & volunteers:** too many to name!

Event Sponsors

- Australian Parachute Federation
- Coastal Skydivers
- NashysPix
- Pops Australia

Auction Sponsors

- Sealy Posturepaedic • North American Aerodynamics
- Larsen & Brusgaard • Alti 2
- NZ Parachute Federation • Airtec
- Performance Designs • Way Cool

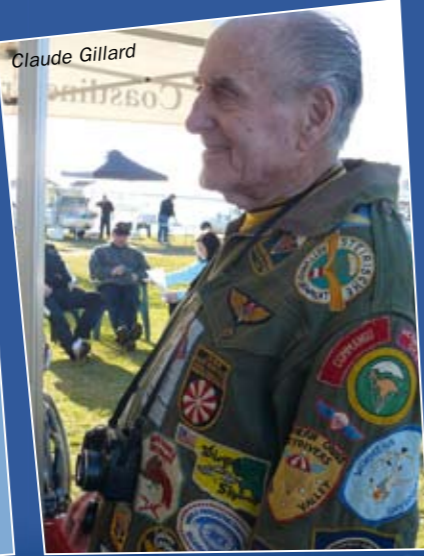


Tony Maurer

"As organiser (or co-organiser, couldn't have done it without Debbie!) I was very pleased with the event overall. Despite the floods and doubts about whether the championships would go ahead as late as 48 hours before, we had a terrific event. It was great to see the enthusiasm particularly from the newer jumpers, showing even after 50 years these nationals have the potential to inspire and grow; the inclusion of Sport Accuracy clearly has been a successful innovation becoming more popular the more it is seen. Thanks to everyone who attended or volunteered, your support is much appreciated." Ian Robertson



Tim McDonald



Claude Gillard



Janine Hayes

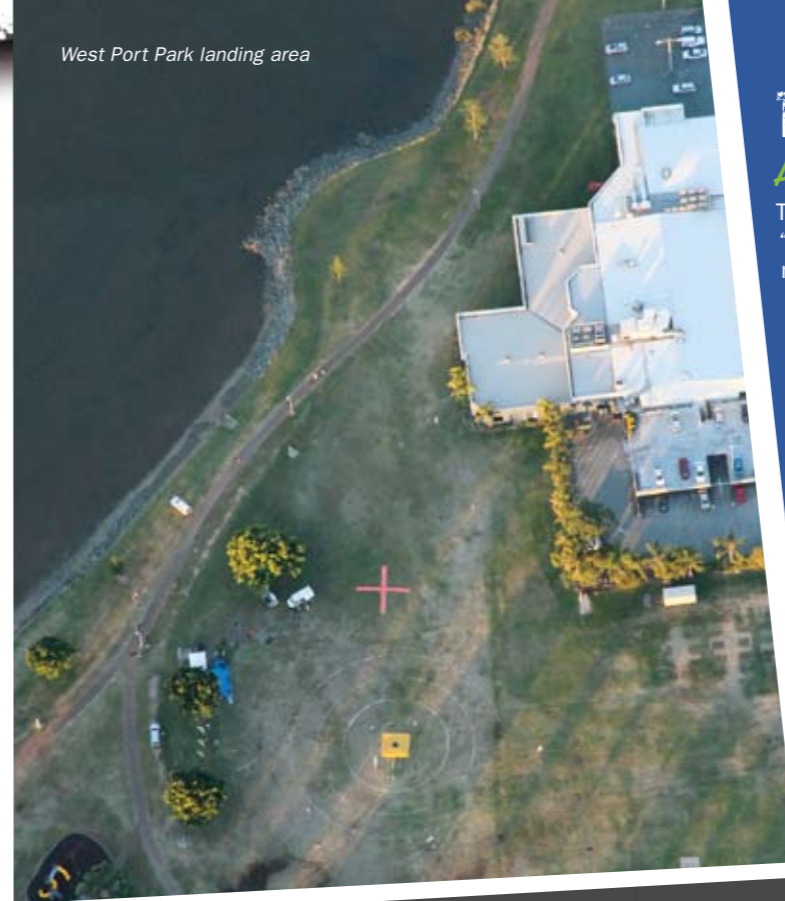


Knitting ladies



Debbie Sommers

West Port Park landing area



The events in a nutshell

Accuracy Landing

The competitors generally fly a large purpose built parachute called a "Para Foil" to land on a 2cm diameter disc to get a dead centre and are measured up to 16cm. This requires a lot of skill at the last second to place the heel of the foot exactly in the right position on the electronic pad. The landings come straight down hard and fast, therefore the landing target is a 5m inflatable pad called a tuffet. There are a maximum of 10 rounds for this event.

Freefall Style

The competitors have to perform sequences of 6 manoeuvres involving 360° turns to the right, left and vertical (backloops), as fast possible. To increase their speed, the competitors generally wear tight suits and dive to increase their fall rate as much as possible before starting the manoeuvres. The judges use a ground-to-air camera to record the dive and only 1 competitor exits the plane per pass over the target. There are penalties for incorrect sequence, under-turning and deviations from the heading orientation as marked by a big cross on the ground. There are a maximum of 5 rounds for this event.

Sport Accuracy

The competitors, using their normal parachute and with a wingloading >1.1, have to land as close as possible to the centre target and are measured in metres from the first point of contact with the ground. There are 15 metre penalties applied if:

- any part of the body, other than feet, touches the ground after landing (i.e. hands or falling over)
- the first point of contact is inside the 15 metre radius circle, but run out of the circle before stopping
- the person does not land within 15 metres of the target

The minimum score is 0cm and the maximum score is 45 metres for this event. There are a maximum of 5 rounds for this event.

"I decided to go to Australia to get competition practice to prepare me for the next World POPS meet in Holland. After a hiccup getting there from NZ due to the ash cloud, on Thursday night Deb cooked us all an awesome dinner, where I met many new friends. After completing the formalities I managed a jump onto Town Beach (I love jumping onto beaches) on Friday and one comp jump on Saturday. Sunday and Monday the competitions were all on for the precision accuracy and sport accuracy. After coming 5th in the precision and nowhere in the Sport Accuracy, imagine my surprise when I heard I was in the winning Precision Accuracy team with Janine, Shawn, Robbo and Frizz! Awesome!" Frank Conway

RESULTS

Freefall Style	Individual	Masters	Team
1st	Tibor Glesk	Tibor Glesk	Frank Conway
2nd	Janine Hayes	Janine Hayes	Ian Robertson
3rd	Mike Dyer	Mike Dyer	Janine Hayes
			John Friswell
			Shaun Hagan
			Andy Pike
			Jamie Beck
			Jim Czerwinski
			Lisa Perdichizzi
			Mike Dyer
			Dave Boulter
			Evan Lansdowne
			Tibor Glesk
			Tim McDonald
			Will Dyer
Accuracy Landing	Individual	Masters	Team
1st	Tibor Glesk	Tibor Glesk	Frank Conway
			Ian Robertson
			Janine Hayes
			John Friswell
			Shaun Hagan
			Andy Pike
			Jamie Beck
			Jim Czerwinski
			Lisa Perdichizzi
			Mike Dyer
			Dave Boulter
			Evan Lansdowne
			Tibor Glesk
			Tim McDonald
			Will Dyer
2nd	Andy Pike	Andy Pike	
3rd	Dave Boulter	Dave Boulter	
Freefall Style & Accuracy Landing Overall	Individual	Masters	Team
1st	Tibor Glesk	Tibor Glesk	Chris Poole
2nd	Janine Hayes	Janine Hayes	Ian Robertson
3rd	Dave Boulter	Dave Boulter	Jamie Beck
			Joe Dorkota
			Janine Hayes
			Mike Dyer
			Shaun Hagan
			Travis Aslett
			Andy Pike
			Matthew Longhurst
			Marty Miller
			Will Dyer
Sport Accuracy	Individual	Masters	Team
1st	Ian Robertson	Ian Robertson	Chris Poole
2nd	Lisa Perdichizzi	Joe Dorkota	Ian Robertson
3rd	Luke Oliver	Andy Pike	Jamie Beck
			Joe Dorkota
			Janine Hayes
			Mike Dyer
			Shaun Hagan
			Travis Aslett
			Andy Pike
			Matthew Longhurst
			Marty Miller
			Will Dyer



Overall medalists: Tibor, Janine & Dave



Style medalists: Tibor, Janine & Mike



Sport Accuracy medalists: Robbo, Lisa & Luke

CRW, Wingsuiting and Canopy Piloting are dominating in W.A at the moment, with the annual Dogs, Flockers and those that go Swoosh becoming the biggest boogie in the state this year. For disciplines with a lot of time up high, the boogie was slightly stupidly held on the first weekend of winter at Skydive Express. The boogie saw perfect weather and local talent combine with expert coaches Sarge, Hayden Galvin from 5D and 'the walrus' Matt Harris. The 3 day event was focused on introducing skydivers to untried disciplines and building on existing skills.



"A PARTICULAR HIGHLIGHT WAS THE SECOND LAST LOAD OF THE DAY COMBINING BOTH GROUPS CULMINATING IN THE FIRST FULL CARAVAN LOAD OF 16 WINGSUITERS" S.A DARREN.



DOGS, FLOCKERS & THINGS THAT GO SWOOSH

By Amy McDermott, Teddybear and S.A Darren Photos by Franky, Adrian and Eyal



The fun kicked on Thursday night with all the overly keen participants heading to the drop zone early for 'preparation'. Friday morning kicked off with a plane load full of flockers while the CREW dogs fussed around setting up canopies. Soon with 'pretty' pack jobs the Dogs were in the air too and the Caravan was filling up fast. By the end of Friday Hayden was organising 12-way flocks working on carving movements and those who hadn't taken the day off work truly hated life. Friday night saw weeks of tractor work pay off with an epic bon fire and good times had by all. Of course all were in bed 'relatively' early in preparation for another day of jumping hard.

Saturday morning saw the DZ buzzing with excitement as all three disciplines were fully in swing. Despite my best attempts at raffle fixing S.A Darren was lucky enough to win the 'early bird rego raffle' and won his days jumps for free. A friendly rivalry developed between the codes as jumpers were spoiled for choice. Matty couldn't keep the 182 going quick enough for the many eager canopy pilots while Adrian and I fought over slots on the Caravan. The morning saw first flights and first CRW jumps keep Hayden and Sarge busy. The afternoon was dominated with big flocks and CRW stacks. The wingsuiters even had to split into two groups to fit on the quickly filling loads. It was great to see the skill development from last year's boogie which was dominated by first jumps. Matty was ever watchful from the ground and kept himself busy debriefing all on canopy patterns and the like.

The Dogs had two attempts at the W.A Record but didn't quite make it although did win the fight with the Flockers for last load. With many CreW pups on the load it was awesome to even get close to the record and I have a feeling more attempts will be made soon. Many a carton was enjoyed Saturday night for CRW Crests, visits from S.A and the many Flockers that had an aversion to landing on the drop zone. Saturday night saw Matt Harris give a timely and informative seminar on canopy patterns and avoiding collisions with Sarge giving helpful tips on what to do if it all goes wrong. After dinner the Day tape was on and consumption continued.

By the time Sunday morning rolled around everyone was looking slightly worse for wear but jumping went on. Hayden had the flockers worked on carving movements and all seemed happy with their progress for the weekend.

The CREW and Canopy Piloting participants got more quality coaching on Sunday as a few Dogs and Swooshers piked early in preparation for the Ball. By the time jumping wrapped up Sunday afternoon all had a learnt a lot and were ready to let loose at the Skydivers Ball. The enthusiasm all jumpers had for the weekend was contagious so a big thanks to coaches Matt, Hayden and Sarge for all their work. Congratulations to Encouragement Award winners Lisa McCready for Canopy Piloting, Jonesy for CRW and Russ for Wingsuiting.

A huge thanks to the APF for getting Matty over and the W.A State Parachute Council for getting Sarge and Hayden over to the westside. Also props to Toots in the cafe, Peta on manifest, Adrian the organiser and Johnno the pilot/provider of awesome facilities, for making the weekend possible. Not to be forgotten thanks to sponsors Mirage Systems, Icarus Canopies, Larsen and Brusgaard, Aerodyne, Intrudair, Deepseed, 5D and the lovely Kieran Rundle at Gravitycalls.com

"ON THE FINAL LOAD OF THE BOOGIE THE TWO WINGSUITING GROUPS FLEW TOGETHER TURNING POINTS WITH EACH OTHER. THIS LOOKED SPECTACULAR FROM MY VANTAGE POINT, WATCHING THE OTHER GROUP AS WE MOVED AROUND EACH OTHER" S.A DARREN.

Relworkers UNITED 2010/11

by Sarah Brown Photos by Sarah Brown & Les Wiles
Aerial photos by Shannon Straubinger

I had only been skydiving for roughly 9 months when I was voted in as secretary for the Relworker's Committee FY2010/11, but I knew that I wanted to be part of something special and to help others get more out of their sport.

Shanno, Michelle, Matty, Scotty and Mayday made up the rest of the committee group with a few members contributing towards the events organisation.

One thing I discovered about being part of the club's committee is just how much work and time is volunteered by generous people, who really want to make things happen.

2010/11 saw the return of League being held at multi drop zones. This decision was made to help broaden the event to newcomers who may have only been jumping at one DZ. This year, there were three rounds plus a grand final, with each round consisting of 5 jumps and a jump-off (if needed) at the GF. The scores from each round would be used to set up the handicapping for GF, so the scores at GF will determine the overall placings of teams.

Unfortunately, bad weather seemed to follow the competition. The first two rounds, held at Nagambie and Tooradin respectively, were called after a couple of jumps. However, round three was more promising, with every team completing their jumps. The grand final was held at Bridgewater, and thankfully the weather held out for the day.

The final standings were:

Open	Team	Total Points	Average
1st	Death From Above	36	7.2
2nd	Don't Judge Me	33.88	6.8
Intermediate	Team	Total Points	Average
1st	Wookie	64	12.8
2nd	EWok	31.9	6.38
3rd	Hugh Jorgan's	29.73	5.9
4th	4-Speed	22.46	4.5

Team EWok



Team Wookie



From the teams who participated at League, three intermediate teams went on to compete at the Aussie Nationals, with Wookie winning gold!

With League coming to a close, Relworkers organised the Skydivers Ball. After a big turn out to celebrate the 21st anniversary of the club last year, it was always going to be a challenge to get the same turn-out for this year. With some serious negotiations and hard work, the Skydivers Ball went ahead at the Yak Bar in Melbourne. Medal presentations saw participants winning some awesome prizes, including vouchers from Cookie and two lucky individuals won a suit from AirSuits and 50% off Icarus Canopy from the door prize.

Now a new committee will be taking reigns and with some careful planning, we're aiming to organise more events including First Wingsuit Jumps, training camp, and hoping to see a FreeFly competition included with League this year.

Organising events is not easy and the efforts of individuals often go unnoticed (you know who you are!) so many thanks to the committee and members who have put their hand up to assist. Relworkers need more people like you!

A special mention for Scotty Clark, who took on the ominous role of League organiser, having never been involved with the role until now – a big thank you as without your organisational skills, we'll probably be swimming within a mountain of indemnity forms right now.

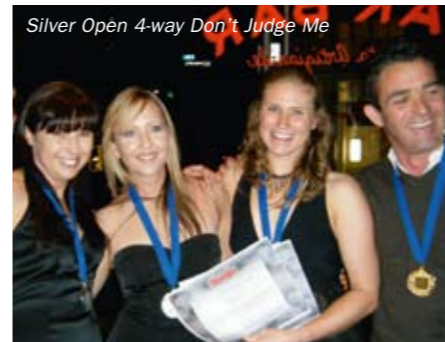
FACTOID

For those of you who aren't familiar, Relworkers is a non-for-profit club with no direct affiliation to any particular drop zone, nor have their own aircraft. It's a club that's been around for over 20 years, based in Victoria, originally focussed on skydiving disciplines of flat-flying (based on what was popular back then), but over time, it's grown to be a club that embraces all skydivers from whatever discipline.

Relworkers introduced their own League in 1994 and was designed to promote more participation in team events. It allowed members to compete within a competition environment, with APF judge(s) to score the events and was an excellent stepping-stone for team to progress to the Nationals and beyond. Many national and international stars have made their way through League, some of which still compete in every year.

Aside from League, Relworkers also organises events such as 4Way4Every1 and FreeFly4Every1 once a year – usually before League kicks off. It gives individuals an opportunity to be coached by professional skydivers and gives newbies a taste of what formation skydiving is about. Often these events lead to teams being formed who then compete at League.

For more information, visit <http://jump.relworkers.org> and come along to our next meeting.





Thanks to
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 Drop Zone and all the Aussie
 skydivers who made our visit
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 Now THAT was an Odyssey!**



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SKYSISTERS

*By Susie Mc
 Photos by Norman Kent, Steve Fitchett,
 Wendy Smith and Chris Rose*

THE CONCEPT

Skysisters remains as it was first intended – to help encourage, motivate and challenge new, up and coming, and experienced female jumpers.

It's a Boogie, but not just a boogie, and not like any other boogie. There are also record attempts, educational seminars, entertaining presentations, fabulous live music every day and most nights, an array of top-notch lady coaches, gear manufacturers with trade stalls...

... and it's the only time and place in Australia (and most parts of the world) to be blessed with nearly 100 fabulous skydiver women together, on the dz, at the same time. Double that number and you've got almost the entire female skydiving population in Australia, so, on many levels, it's an extra special time.

The last two Skysisters remain up there as the greatest events ever, so pretty hard to beat. Unfortunately (for me and my family and friends), or fortunately (for the participants), I feel some need to make it bigger and better each time. This is a personality trait that I really need to keep in check!

THE FUNDRAISING

About 18 months prior an idea was born, modeled on Jump For The Cause, that Skysisters be a fundraising event. This grandiose idea was to be a win-win situation for the participants (a free boogie as the minimum fundraising incentive), the benefactor (APF Team Trust) and the sport (lots of positive word-of-mouth and media exposure). Fantastic concept on paper, alas not in reality.

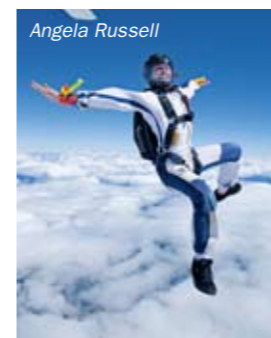
The idea was to help the girls achieve their minimum entry fundraising level. To achieve this, a free Fundraising Kit was issued to over 80 registered ladies one year prior to the event. The Kit had a lot of thought and expense attached to it, comprising free pens and wine labels to sell, tickets with great prizes, plus guidelines, much support and plenty of ideas to help get up to the \$4,000 level. Disappointingly though, we're still waiting on more than half of the 80 girls to return their kits to us!

Team AyrChix and another 10 girls reached the \$2,000 level to receive their free boogie. Lisa Perdichizzi raised \$4,000 and Amy McDermott \$3,000, both receiving even more fabulous incentives. One girl, Student Skysister Kylie Stephenson, raised over \$9,000 and received her AFF Course, BRels, Airsuit, Cookie Helmet, L&B Dytter and PD Altimeter as incentives. She ran it well!

Whether it be people's general loathing of fundraising, or the public's apparent dislike of the APF Team Trust Fund as the beneficiary, or all the floods and cyclone disasters that affected so many people with the resulting fundraising and "compassion fatigue", or the global financial crisis, or the fear of our universe in turmoil, or the combination of everything... I'm not entirely sure why, but the general feeling was that the fundraising was just plain hard. Not discounting what the girls did, obviously some girls had great attitudes and came up with some good results, but many did not. The most innovative fundraising idea would have to be by Jenette Mannon-Savage of Pinjara DZ who held "Tan a Goth" as one of her fundraising initiatives!

I'm certain that the fundraising element of Skysisters turned off a number of ladies right at the beginning, which was such a shame! As a result of this, lesser fundraising levels were introduced which proved more effective, but at the end of the day the whole concept was a complete disaster in pretty much any way you want to look at it, for almost everyone involved.

While I still think the concept remains a good one, and could have otherwise been successful, rest assured, I will never ever EVER do that again!





THE SISTERS

The girls who did attend were a mixed bag of "awesomeness". It never ceases to amaze me how spirited skydiving chicks are. They are something else and put them all together and you have the "wow factor" - all shapes and sizes, ages and personalities, all beautiful on the inside and out. The girls made the nine days of Skysisters interesting, rewarding, inspiring, loving and downright funny.

THE SLAVES

The girls were joined by a number of "not so mere" males. Sixty-two registered Slaves, of which a large number of them got into the spirit and a dozen or so dedicated themselves to the Sisterhood wholeheartedly. Jubby got out the pink paint and drove his turbo-powered Clubb Jubb music machine from Karratha to Toogoolawah in four days. Now that's dedication! Robbie McMillan was the DZSO for the whole week as his act of slavery. I think he loved it. We loved him that's for sure. He also made a striking resemblance to Super Slave, who flew in and "slaved the day" each day.

It's pleasing to say there were 92 registered females and 91 registered males. Success! So glad it's not the other way around!



THE STUDENT SKYSISTERS

Last Skysisters three girls started their AFF Course and two went through to doing 4-ways and a pirated 8-way. It was outstanding to watch them do 30 jumps in a week and really confirmed that special element of the Skysisters concept – to get more girls into the sport. This time I again hoped for three student skysisters. I dreamed of having eight or ten, so I put it out there that we'd take twelve. Imagine my delight when fifteen girls had registered six months prior to the event! Imagine my disappointment (and joy) when only one girl proved to be a reality. And isn't she a ripper! Kylie Stephenson of Coolum Beach! Supported by Freddy Fuddpuckas and some great family and friends. As the local media put it, "This Mum of 2 soared to new heights". She's hooked and so too is her husband now! Great outcome.

Lisa P (L), Susie Mc and Kylie (R) on a B-Rel



As for what happened to the other nearly Student Skysisters, we think one fundraised and took off with the money, many blamed the floods and cyclones, others chickened out when push came to shove. One special girl, Cecilia Ridgley, couldn't wait until Skysisters so she started and nearly finished her 'A' Licence at Moruya before the event, but broke her leg, blast! She attended anyway and had the time of her life! Super Slave got her in the air for the finale of the day tapes!



The student skysister aspect of this event is one of the most rewarding to me, made particularly awesome watching the last Student Skysisters, Charlotte Van Den Burg and Leonie Wald, in action. Since 2007 both have hundreds of jumps now, hugely confident and shining stars. Charlotte achieved her dream of being on a Skysisters Record – an 8-way Canopy Stack! Absolute success. Leonie jumping with her daughter Emma is totally cool, and them both docking on her mum Marion in tandem with her TM son-in-law Belgie was a special moment and a media hit! Perfect.



Off on a tangent, I am pretty keen to start regular Skysister AFF Course Camps, once or twice a year and invite the female instructors of this nation together with a bunch of new female students. Maybe even female instructor & tutor courses. Let me know if you are keen on any of that.

THE NEW FACES

Also a wonderful outcome was all the new faces. In the lead up to the event, the list of registrations comprised mostly of names I had not heard of, with low experience levels, and many who were having Skysisters as their first boogie. This was perfect as, in my mind, they were the type of girls who stood to gain the most from this event. What a high calibre event for them to experience as their first boogie!

THE FAMILIAR FACES

It's completely heart-warming to welcome back jumping friends to your event, all event organizers will understand where I am coming from. It was also quite devastating when other long-time friends and experienced girls didn't come! Of course there are no grudges and I completely understand how circumstances get in the way! It did mean though that with the absence of many experienced jumpers, some records were not even attempted, and that was hugely disappointing for many of the up-and-coming girls wanting to have a go. Kate Cooper-Jensen who graced us with her presence, ironically left half way through Skysisters to go to the States to host a big-way camp, which was quite well-attended by Aussie girls who have their hearts set on the next big-way World Record in a few years.



THE NUDITY

This could be part of the Record category! Never has anyone seen so much of it on the drop zone! Some of you might be turning your nose up at this and you probably wouldn't believe it unless you were there, but the nudity was sensational. Ok, so some of it was outrageous and just too funny for words, but mostly it was in good taste and much of it for art's sake.

The first of the girly nudie runs was through Norman Kent's presentation and without a doubt surprised everyone, none more so than Norman himself who was speechless and spent the rest of his presentation stuttering! This soon became one of the themes for the week, with the four girls wearing nothing but Javelin Odysseys running through Sunpath Javelin's presentation. They were definitely well received and the finale in Bath Boy's tub has now been viewed by nearly a million people!

THE SECRET SPONSORS

What a wonderful new aspect! Three people wanted to help girls attend the event so donated \$250 each. I had my sights on two particular girls, Christine Collins and daughter Tara Collins, because Tara had gained her 'A' Licence six months prior but not continued and didn't get the opportunity to jump with her Mum, a long time skydiver (and also my babysitter when I was a little girl on the drop zone!). So it was a very special time for them and a highlight for me when they got in the air for their first jump together.



THE RECORDS

The Canopy Formation record was by far one of the major achievements and highlights of the week. Jules McConnel did everyone proud, and annoyed a few of the old crew dogs out there, by going and getting the 8-stack record on the first attempt! The pressure of Channel 10 filming "Totally Wild" that day helped.

Her belly-mounted video account of the record is something else, check out the Day Tape to get in the picture and hear her ear piercing orders being screeched to the other girls in moments of intensity. The catch phrase of "Finish Your Job" will no doubt stick for decades to come!

Canopy Record

Told by Jules:

Eight **ladies** came to Skysisters with one goal in mind... a record... "They'll have to change that attitude if they're gonna have a crack" - yells drill sergeant Jules...

The **bitches**:

- Charlotte Van Den Berg: determination is this girl's middle name
- Kat Mettler: showed talent on her first CRW jump at the beginning of the week...5 jumps later she's on a record!
- Tracey Basman: came a long way from her first screams in Moruya ;)
- Amy McDermott: lingerie CRW wasn't enough...she has to be sandwiched between 7 other girls to get her kicks – this chick goes hard!
- Riss Anderson: another natural talent – is there nothing you can't do well?
- Wendy Smith: the pocket rocket - you should be able to do that with 19000 jumps ;)
- Jill Grantham: on the original record, she loves to hate it... she'll be there for the next one!
- Jules: showed these 'bitches' how to toughen up and 'finish their job!'

The **voyeurs**:

- Fitchie: local dark horse who we can rely on and trust
- Norman: great pics – you belong in Hollywood



Our delightful Italian bella, Gigliola Borgnis, was pretty keen to break the all-female Atmonauti record that she had set only weeks prior, and seemed somewhat annoyed at husband Marco when he declared "no record" for our 7-way because we only held it for 2.7 seconds instead of his three second rule.

The local Toogoolawah Hotel publican, Shan, sponsored us with 120 Cowboy shots, so a new drop zone record cowboy Mexican wave was set on the first night of the event!





Kate Langley



Alana & Lisa



THE LINGERIE JUMPS

Being a female boogie, we wanted to celebrate the female form and capture some of the more feminine elements. It was our PR company who dreamt up the idea and Judy of LadyBirdLingerie.com.au thought it was a fabulous concept to support. Her Noosa & Gympie stores sponsored the event with 25 sets of lingerie for girls to jump and be photographed in. I wasn't sure how this whole jumping in lingerie concept would work out, the flesh in freefall I've witnessed in the past was far from beautiful! Doubts were disintegrated on the first day when two of Australia's hottest female skydivers, Lisa Perdichizzi and Alana Bertram, geared up in stunning ensembles – they clipped on their fishnet stockings, zipped up their high heels, melted many hearts but more importantly, paved the way for many other equally gorgeous girls to do the same. The media lapped it up, one newspaper headlined a hoop jump photo with "Lingerie Ladies Create Some Hoopla", which tickled everyone's fancy!

There is something very healthy about having so many females on the drop zone. It is quite surreal though to see girls walking to the plane in such attire. Imagine the delight of the spectators! The first few times saw the drop zone come to a standstill – jaws dropped, clocks stopped ticking... by about day four we had almost got used to it! But on Day five things changed again...



Sam Munn & Kate L



Amy McDermott



Lisa P



Quiche



Nikki Northey

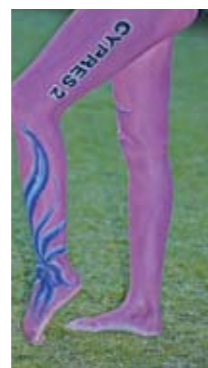


Sam Munn



THE BODY PAINTING

Airtec, the makers of Cypres, are celebrating their 20th anniversary this year and they wanted to celebrate, big time! They chose three world events to support, Skysisters being the first. Rod Kendall pitched the body paint jumping idea to his boss, Helmut, suggesting that the Cypres pink complements the Skysisters female theme and that the footage and photos were sure to attract a lot of attention. Nice pitch Rob! Well he sure was on the money! Rob's daily blog on www.cypres.cc and that day's Day Tape on their Facebook page had over 330,000 unique views that week!



Back L-R: Rebecca Avison, Suzanne Bourke, Charlotte Van Den Berg & Tracey Sgroi
Front L-R: Jessica Church, Laura Watson, Quiche & Victoria Mutton

THE BELLES OF THE BOOGIE

Airtec were also generous and donated one of their limited edition gold plated Cypres units to the event, to be given to the Belle of the Boogie. What a hard decision to make! Historically we've handed that title to five or six girls, and this year we narrowed the Belles down to about two dozen, then a dozen and eventually and agonizingly down to just three, mostly because that's the number of good prizes we had left to give away!

Amy McDermott is a good humoured, naturally talented gem of a girl from W.A. who got stuck into everything, was on the Canopy Stack record and created probably the most well-thought out day tape skit ever seen (well, apart from Coombsey's skits). Nana Suzanne Bourke put herself way out of her comfort zone over and over again, impressing the hardest of critics. Kat Mettler was only planning to stay a few days but ended up maxing out the whole week and was the epitome of historical belles in that she tried everything, even Skysurfing!



Suzanne (L), Kat & Amy (R)

The gold plated Cypres was given to a lovely new lady, Lorene Latour. Lorene is a French ex-pat living in Hong Kong, who knows no other skydivers there, is mad keen on jumping and came to Skysisters with about 40 jumps not knowing another soul. She doubled her jump numbers, got a lot of Freefly coaching, met heaps of new friends, endeared herself to everyone and was a complete delight to have at Skysisters. Her squeals and tears of excitement are etched into our memories forever! So too is the vision of her Facebook profile photo a week later, looking very serious at work in her dark suit, accessorised with her gold cypres necklace and merkin from the legendary "Get Frocked" night – what a character!



Lorene



Jackie Ockenden



Sarah Coleman



Shannon Seyb

FIONA MCEACHERN PRINCESS AWARD



Lisa

Fiona has been an avid Skysisters supporter since its inception. Her absence was very obvious and rather painful. A perpetual award, complete with crystal tiara, was awarded to the most outstanding Skysister of 2011, Lisa Perdichizzi. Lisa was supportive of the event from the beginning, she fundraised, she helped with sponsorships and goodies for the rego bags, and during the event she only did a few jumps for herself. Mostly she selflessly used her jump tickets to nurture B-Rel girls through their table, namely she got Student Skysister Kylie all the way through – all with her natural grace, big smile and lots of giggles.

THE COACHES

Too many coaches are never enough!! Every discipline and skill level was catered for. There was so much to do, probably too much, and the girls who attended definitely made the most of what was on offer. Melissa Nelson has supported Skysisters right from the beginning and her gorgeous smiling face and attitude has remained unchanged. Melanie Curtis, Taya Weiss and Kate Cooper-Jensen were the new coaching superstars of Skysisters with completely different personalities and approaches, but the same heart-felt passion. Kate Rogers made her debut and would have made Fiona proud. We were blessed! And that's just the half of them!



L-R: Lisa, Jules, Gi, Melissa, Taya & Melanie

THE CHALLENGES

As it turned out the weather season was off the charts, floods and cyclones etc. so it was pot luck. I thought the rain would have to stop us at one stage or another, and it did for most of one day. So too did the wind for one day, but I never expected morning fog at that time of year! The first two days, i.e. the biggest days, Easter Friday and Saturday, when all we wanted to do was GO JUMPING, the fog didn't lift until 11.30am! What a drag. Then when the weather was brilliant on Easter Sunday, the Skyvan broke down and flew home to Sydney. Arrgh! Mega cheers to Jonny Mac and Phil Onis for returning with the suped up Caravan. Ten minutes to 14,000ft is perfect, the way all jump planes should be!

In the Skysisters organising hub, "The Nest", technological breakdowns dropped us to our knees over and over again. On the first day both printers stopped working, the eftpos machine had sporadic reception and the three public holidays in a row created a few unforeseen headaches.



THE SPONSORS

This Skysisters event was supported in a fashion never before seen on Australian soil. I have always dreamed of having mini rig bags as rego bags and it became a reality by Sunpath, who supplied 200 mini Javelin rig bags, not only for the participants, also for the volunteers, staff and slaves! But that's not all, Pat Thomas, Chris Talbert and Dave Singer all flew the Pacific and attended the event! They had so much fun they ended up giving away a free Jav on the last night, won by lucky Charlotte Van Den Burg!



THE SEMINARS & PRESENTATIONS

Having many high calibre seminars and presentations doesn't sound that great on paper, but in reality, they were a phenomenal success and such an enlightening, entertaining and educating addition to the night time activities. The line up was nothing short of superb. Heather Swann's down-to-earth account of her trials and tribulations of going from corporate world single mother to world record mountaineering wingsuit base jumper was mind blowing. So too was Wendy Smith's inspirational photographic account of her Mt Everest skydiving expeditions. Understanding more about how Norman Kent was able to fly with a Falcon was something I had wondered about ever since I saw his movie! Cypres Rob shouting nearly \$1000 worth of cocktails prior to his seminar may not have been the greatest idea in hindsight, but he tackled the hard questions from the loud people extremely well. Kate Cooper-Jensen gave a lot of insight into the future of big-way jumping.

I asked Jyro of NZ Aerosports more than a year prior for a really hot male canopy coach and I thought he wasn't going to come up with the goods! I should never have doubted the great man, for he gave us more than that! David O'mer, aka Bath Boy, is not only a German Freefly coach, he is also the sexiest performer with his pants on! His late night wet gymnastic routine while hanging from the Ironbark tree was the performance of the event. The only thing to beat this was him doing it twice! Thank you Jyro, the girls are eternally grateful and the guys are still jealous!



Joe Stein made his debut on the boogie trade scene with his new venture The Skydive Shop. Performance Designs sent over Nick Grillet and a smorgasboard of demo canopies. Our home grown talent of world class, Airsuits & Cookie Composites, are always incredible supporters and Skysisters was no different. Thank you. A special shoutout to Nicki Dowden for giving us 200 samples of her fabulous new Land of Lilly moisturiser ,go to www.landoflilly.com.au and support this girl! There were many other sponsors including Larsen & Brusgaard who are always so supportive of skydiving events worldwide, Downward Trend, UPT, 5D Wingsuiting and Frank Klaus of Altimaster, just to name a few. The outstanding AAD manufacturers of Cypres have been mentioned elsewhere which leaves the other major sponsor, the APF.

THE APF

Skysisters was granted high level Sport Development Funding from our proactive Federation. There were many criteria to meet, one in particular was in response to our call for recognizing that Skysisters is a great opportunity to achieve positive media attention for our sport and its participants. Fifty mainstream media articles was the minimum and we set out early to achieve this.

THE MEDIA ATTENTION

I wanted to make the most of the media opportunity that Skysisters presented, and we learnt from previous events that dedicated media personnel were needed. Maya of Fresh PR was hired nearly a year prior. Between our two teams, we identified all of the potential records, the fun aspects and the female-oriented uniqueness of the event and prepared a media organizational calendar to follow. We went hard and it paid off. We're up to 200 media articles and as the new editions of worldwide skydiving mags hit the streets we continue to receive sensational coverage. Pink painted and lingerie ladies definitely did the trick! Go to the media page on skysisters.com.au to watch a bunch of the news reports and TV shows like "The Weekender" and "Totally Wild". Fresh PR have estimated the value of the coverage as \$862,297 and circulation as over 4.7 million, and that's only from the information available. No doubt there was much more!

THE PHOTOGRAPHY

Last Skysisters we had some great photos result, but I always thought it was a missed opportunity. This time around my mission was to create a coffee table style Photo Book of the girls. With world class photographers Steve Fitchett and Wendy Smith in on the concept, the book was always going to be fabulous and then when Cypres Rob organised to bring over world famous skydiving cinematographer Norman Kent for Skysisters, a whole bunch of pages were added to the Photo Book! Norman upped the ante somewhat!

The Photo Book will be a visual smorgasbord and a unique treasure. The biggest headache though is choosing which photos to publish, they submitted only their best photos – over 4,000 of them! The Photo Book is not cheap at \$200 and is due out in September, order one now!!



THE ORGANISERS

To my delight, two of my gorgeous (and most efficient) friends agreed to help me this time around – Sonja Bruss and Andreana 'Drean' Engler - the German Precision team. The girls were dedicated to this cause for a solid year. We all worked at making Skysisters 3 the most well organized and most unique skydiving event on the planet, bar none! Not even our close friends or partners have any idea of the amount of effort we put into this event, only us, and our journey was profound, on many levels. I thought that this would either make or break our friendship, but knowing what I know now after the event, there was never any chance of our friendships being anything less than solid. Thankfully, they were already used to me and my mixture of excitable attitude and crazy ideas, though they have made me promise not to declare any more "great ideas" without their prior consultation and approval (I agree) and actually made me sign a document stating that they were allowed to beat me senseless should I ever think about organizing a fundraiser again (no problems there!)



SPECIAL MENTIONS

My husband and my father are the two most supportive, understanding and hard working men on the planet, they are both modest too so would hate me mentioning them here! "Secret Sister" Kylie wouldn't though, she's totally rock star and graced us with her talent all week, her band "Legless" stole the show (look out for their new CD launch next month!). She was also responsible for introducing Merkins (old fashioned pubic covers) to the event. Day tape producers Monkey & Elad in "The Cave" are two of my all-time greatest friends, we all loved their work and our boogies would be nothing without your videos and skits up on the big screen each night. Monkey is threatening to retire, but after all those scantily clad girls using the Cave as their dressing room, I reckon I'm in credit a few more boogies yet! A giant shout-out to two beautiful ladies, Jenny Thornton and Bex Rogers, who made their manifesting debut and made the job look easy with their calm but can-do attitudes. During the event there were soooo many people who did their part in making it all happen, too many people to mention, but I know you know who you are!

SKYSISTERS 4?

While it might take a while to come down from SS3, there is no doubt in my mind there will be SS4, though when and how are two rather large questions to which the answers will hopefully be found in the feedback forms being emailed out to participants!



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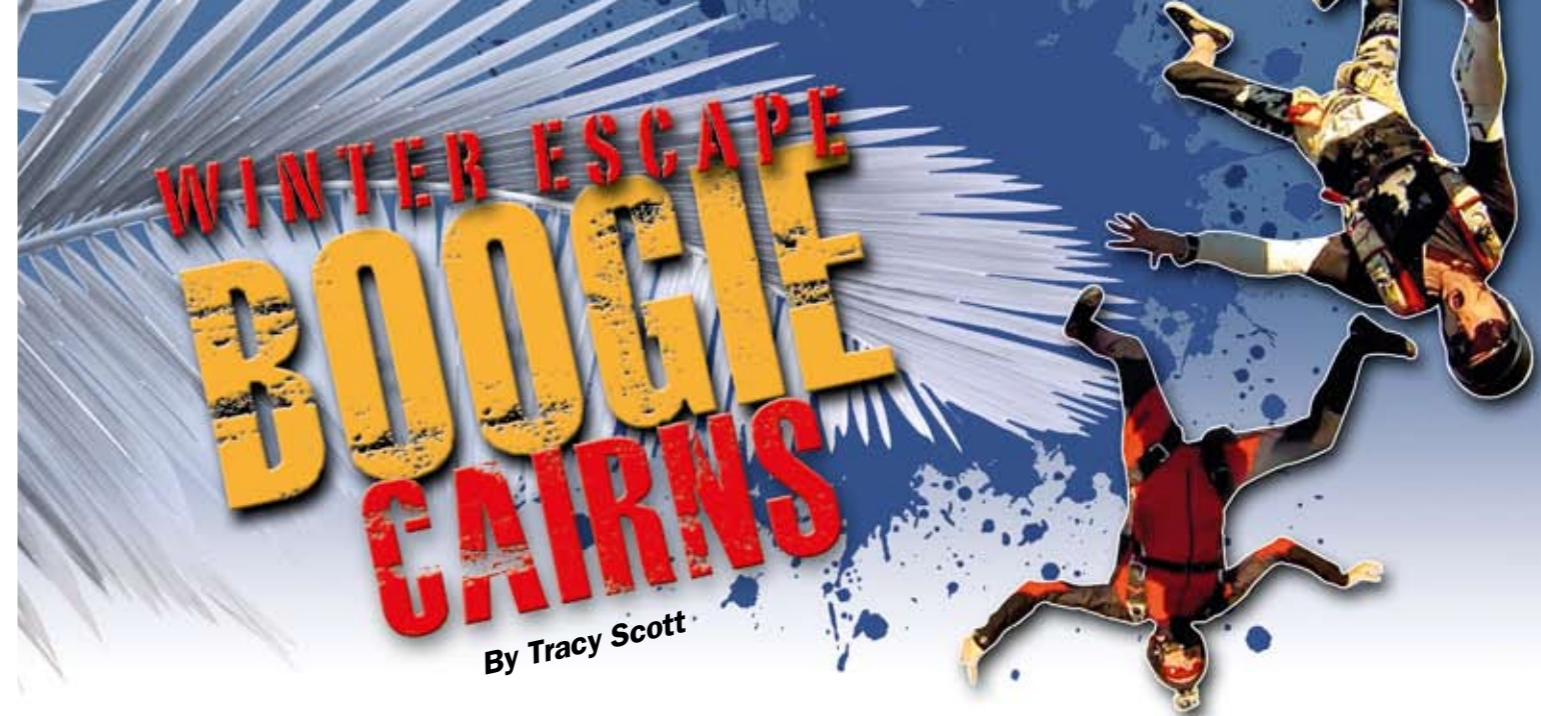
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What better way to start off the winter months than escaping to Far North Tropical Queensland for Tandem Cairns' very first Boogie! Yes that's right, I said FIRST! So the first couple of cartons were on Phil Onis! The Boogie officially started on Saturday 4th June, though people started to arrive earlier in the week to set up camp, have a look around and to get some pre-boogie jumps in. The excitement in the air was electric amongst the jumpers, all eager for the fun to kick off. Six months of organising had finally paid off, mother nature was smiling down on us with not a puff of cloud in sight and the beautiful blue skies set us all in a great mood for the week ahead. The Winter Escape Boogie was a raging success!

It was fantastic to see a heap of inter-state jumpers rock up - the Picton boys Oli, Mark, Brett and Hayter in their flash Maui campervan (with a pop-up tent for Brett) were among the first to arrive along with some others from the southern states eager to escape the cold. Beau Gora from Victoria arrived a week before the Boogie to attend Michael Vaughan's canopy course and said he never wanted to leave our DZ!

We also had some visitors from oversea - Hubert Genty and Sandrine & Stephan De Rienzo all the way from New Caledonia. Plus our local jumpers were there in true form and we were happy to see Mossy rock up with the Ayr crew followed by our neighbours, the Tully crew.

Some awesome jumps were knocked out during the first couple of days including one of our local jumpers, Dylan Anderson, doing his 100th, Picton's Matt Beavis' 100th and Suzie Taylor achieved her 500th after 21 years in the sport, good on ya Suzie!! A special 9-month memorial jump was made for Batty and the others who were involved in the Fox Glacier plane crash, organized by Batty's girlfriend, Katrina Ladbroke with the help of Michael Vaughan. And of course every day was finished with a swoop and chug aka carnage! The bar was kept well stocked by our very own Greg Puttick, after jumping everyone would flock to the bar then down to the catering tent for an awesome dinner before crowding around the TV to watch the day's jumps on the big screen. The best day tape of the week would have to be day 5 with Simon Hayter's very cheeky skit involving 4 guys, 1 girl, a tent and a full face helmet - epic!

There were load organisers for almost every discipline. Vertical jumps were organised by Brad and Sonnica, who we borrowed from Picton DZ. One word to describe these guys in action - WOW! Sonnica spent a lot of time coaching Beau, Tristan Birch and our very own Tim Hansell, helping them to achieve their Head-Up Freefly Crests! Well done guys! Brad did some group coaching and helped our very own Penny (also borrowed from Picton manifest for the Boogie) to achieve her Head-Up Freefly Crest, well done Penny!

BOOGIE FACTS

112 Loads

3 Chops

7 days of fantastic
weather

47 Cartons

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WINTER ESCAPE BOOGIE CAIRNS

Tyler Baird organised some Angles (Atmonauti) which were a huge hit. Tyler's infectious personality rubbed off on everyone at the DZ and he entertained us with some canopy tricks throughout the week. We also stole the legend Michael Vaughan for a couple of weeks to run canopy courses and then load organise RW at the boogie. After seeing him in action I am fairly certain there is nothing he cannot do - from 17-way relative work jumps to head down jumps with the boys! Love your work Michael!

We managed to steal Sydney Skydivers 'Super Caravan' (the fastest skydiving Caravan in the world!) for the occasion and it's sensitive new age pilot, Adrian Giesemann, got us to height in record time all week with back-to-back loads and not so much as a grumble - you're a star Adrian, our very own SNAP!

NQPC funded some B-Rels for students from the North and a heap of eager students turned up to take advantage of the offer. There were 56 B-Rels completed - well done to all the students who took part, especially Matt Druery from Ayr who sailed through to his 'B' Licence. It is so good to see so many students progressing and the NQPC have been a massive help, huge thanks to Jonny Goss and the crew. We saw three AFF students complete their course, congratulations Martijn & Jeroen Van Berkel and Brigitte Jones (looking forward to our big knickers jump, Brig!)

The lovely Katrina and Debbie kept our stomachs full all week with a different themed dish every night for dinner. The tie-dye Boogie shirts were fabulous, designed and created by the gorgeous Clancy Selmes (Clanga). Nikki and Dawn worked their butts off packing all day every day and the lovely Suzie Taylor brought along her massage table on Wednesday to work some magic on some aching muscles.

Included in the rego was a day out white water rafting so on Tuesday 7th everyone took to the famous Tully River to challenge the rapids. It was a fantastic day out, everyone took their GoPro's so we had heaps of good footage, so good in fact that we ended up with a

day tape!! Shame no-one caught Darren Kuskey on camera as he clung to a vine after falling out of the raft!

Although it is winter here in FNQ, it certainly didn't stop our jumpers from down south taking full advantage of the DZ swimming pool, every afternoon at the same time we'd hear splashing and laughter coming from the back of the DZ house as Bec, Rochelle and Jane larked around taking 'creative' photos for the day tape.

A lot of local businesses got involved and offered their support by donating some great prizes, big thanks to Bec Scott for donating a Bungy Jump with AJ Hackett in Cairns. We also had a little bit of interest from the media and made front page of the local newspaper.

Although the last day of the Boogie was threatened by rain, the week was finished on a high as everyone packed up and said their goodbyes promising to come back next year. All in all our first Boogie was a huge success, we are already planning for next years event so watch this space. Hope to see you all there!

Huge thanks to the following people for making the Boogie possible

Boogie sponsors - without whom there would be no boogie packs or awesome prizes!

- Cypres • Tom Noonan and the crew at PD
- United Parachute Technologies • Cookie Composites
- Paragear

Organisations that helped with funding or donations

- NQPC - North Queensland Parachute Council
- Cassowary Coast Regional Council

Our Fantastic Pilot

- Adrian 'Seabass' Giesemann

Awesome Load Organisers

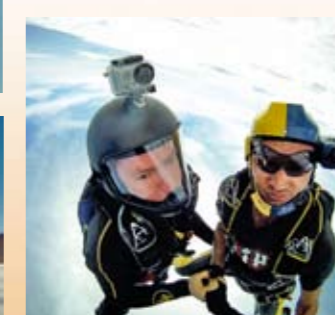
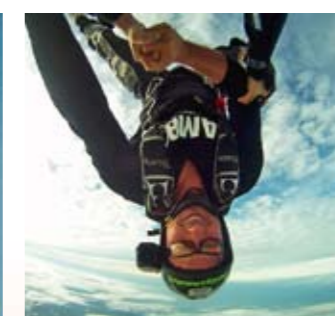
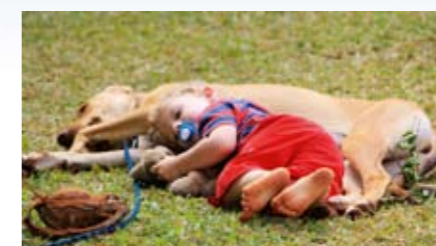
- Michael Vaughan • Tyler Baird • Brad Pokroy
- Sonnica Van Zijl

The people behind the scenes

The Tandem Cairns crew who all pulled together and made it work. Greg and Tracy for keeping the bar going all night, every night! The Van Berkel brothers, thanks for all your hard work guys. Katrina and Debbie for working long hours and feeding us awesome food. Everyone who supplied me with awesome footage for the day tapes.

And...

Massive thanks to Phil Onis and Adam Davies for giving us this awesome opportunity, Lee Fischer for his help in organizing the event and for keeping everything running smoothly behind the scenes, it wouldn't have happened without you Lee, and Cindi Hemmila for keeping me entertained with bad jokes while waiting for the day tape to burn.



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Thinking on your Feet - Improving Your Sit-Fly

Moving to a Sit

When learning to sit-fly, it helps to think about your body as being comprised of two major flying surfaces: the upper and lower body. Your center of gravity is located at the hips, where the two flying surfaces connect. To move to a sit (which you may do from either your belly or your back), look at the horizon and stretch out both arms to present more surface area to the relative wind, creating lift with the upper body. While spreading your arms, bring both knees in toward your chest to decrease the surface area of your legs. Keep your knees wide for stability while simultaneously driving your heels down. By flying your upper and lower body in opposing directions—straight up and straight down—the rotation will take place automatically. Try not to force it with too much muscle; you'll lose control over the transition.

Common mistake: when trying to transition from back-flying, doing a "sit-up" in an attempt to rotate over the legs.

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By Niklas Daniel
Photos by Brianne Thompson

WHETHER YOU ARE JUST LEARNING TO SIT-FLY OR HAVE SIMPLY HIT A PLATEAU IN YOUR LEARNING CURVE, FINE-TUNING YOUR BASIC HEAD-UP BODY POSITION IS WORTH THE TIME. MANY JUMPERS, EVEN THOSE FOR WHOM SIT-FLYING INITIALLY CAME EASILY, FIND THEMSELVES STUCK IN PLACE OR UNSTABLE IF THEY TRY TO MOVE FROM A NEUTRAL POSITION TO DRIVE FORWARD OR TAKE A DOCK. THIS ARTICLE EXPLAINS THE BASIC MECHANICS OF THE SIT ORIENTATION AND OFFERS SOLUTIONS TO COMMON PROBLEMS.

IF YOU'VE NEVER TRIED SIT-FLYING BEFORE, THE FIRST THING YOU'LL NEED TO DO IS MAKE SURE THAT THE GEAR YOU ARE USING IS "FREEFLY FRIENDLY" AND CAN HANDLE THE EXCESS STRESS PRODUCED BY HIGHER FREEFALL SPEEDS - TALK TO A LOCAL RIGGER IF YOU ARE UNSURE WHETHER YOUR RIG IS SUITABLE. KEEP IN MIND THAT YOUR FREEFALL SPEED WILL BE MUCH FASTER IN A SIT THAN ON YOUR BELLY, AND THAT YOU'LL COVER GREAT HORIZONTAL AND VERTICAL DISTANCES IN A SHORT AMOUNT OF TIME. STAYING ALTITUDE AWARE IS CRITICAL, SO JUMPING WITH BOTH AN AUDIBLE AND VISUAL ALTIMETER IS HIGHLY RECOMMENDED.



Thinking on your Feet - Improving Your Sit-Fly

The Neutral Position

Feet

Once you've transitioned to a sit-fly, pay close attention to your feet. Your heels should be the part of your body to make contact with the relative wind. Ensure that your feet are parallel to each other, your toes are up and heels are pushing down, and keep your feet in front of the line of your torso. To add stability to the system, make sure that your feet do not touch—they should be at shoulder width or more apart.

Common mistake: flying with the heels too close to the butt.

Shins

Your shinbones should be either straight up and down or tilted in, creating the sides of a trapezoid shape (Photo goes with this section) Exposing the inside of your shins to the airflow will add to your overall stability. Flying this way will also slow down your freefall speed a little and can make level control, docking and other movements easier.

Common mistake: presenting the outside of the shins to the airflow.



Knees

Keeping your knees at shoulder width will help you to maintain stability and mobility. If you spread your legs too wide (at or near the maximum width that your hip flexors will allow) you will create rigidity at your body's center of gravity (the hips) and your range of motion will be very limited. Your position should be relaxed and allow you to move with minimal effort.

Common mistake: flying with the knees too far apart, which may present the outside of the shins to the relative wind.



Thighs and Hips

In order to have a solid, neutral position in a sit, you must maintain a 90-degree bend at the hips. To achieve this, pay attention to the alignment of your hips and knees—your goal is to have them aligned so that your thighs are parallel to the ground.

Common mistake: having the hips too high or low relative to the knees, causing the flyer to have to compensate with the arms.

Spine

Keep your spine straight. Your lower back (from your sacrum to the bottom of your ribcage) should remain vertical, as if you are sitting straight up in a chair. Tilt your ribcage back just slightly—the goal is to expose your shoulder blades to the wind to maintain lift on your upper back.

Common mistake: slouching, letting the chest sink toward the stomach.

Arms and Shoulders

New sit-flyers commonly use their arms exclusively when attempting to move, particularly turn, just as most jumpers do when they are learning to fly on their bellies. However, your objective in any orientation of flight should be to let your legs do most of the work. So keep your shoulders relaxed and arms bent 90 degrees at the elbow when you want to apply drive—this allows you to take docks, signal a friend or (most importantly) geek the camera flyer.

Don't roll your shoulders forward. Even if your thighs stay parallel to the ground, you will lose the 90-degree bend at your hips.

Common mistake: swinging the arms straight behind the back to fight the sensation of falling backward.

Head

Maintain the structural integrity of your upper back by looking at the horizon. To aid in this process, think about pulling your chin to the back of your neck (but don't tuck your chin to your chest).

Common mistake: looking at your legs to check that they are positioned correctly.

Six Points of Motion

When you are ready to move, in most cases, you'll only need to move a few feet to reach your target. It is very easy to overshoot, or worse, crash into your target. Anybody can "floor the gas pedal," but being able to stop the momentum in a smooth and controlled manner—like braking a car when approaching a stop sign—demonstrates true control. The best way to learn this skill is to start with small drives and work on reliably countering them before you work up to larger ones. To understand fully how inputs work and to feel their effects completely, keep your movements slow and deliberate.

1. Forward

Your legs make up about half of your body's surface area and therefore contain a lot of power that you can tap into. By keeping your thighs parallel to the ground and slowly extending your shins forward (i.e. driving your heels forward 2-3 inches), you will generate lift, and therefore movement, from the lower part of your calves.



2. Backward

To travel backward, widen your knees a little bit and lean forward. Hold your knees wide—this will allow air to flow unobstructed to your chest, which will drive you back. Keep your chin up so that you are effectively presenting your chest to the wind.



TROUBLESHOOTING

Problem: Backsliding

Possible causes:

- Heels on butt
- Leaning forward
- Looking down
- Knees too wide

Problem: Driving Forward

Possible causes:

- Knees below hips
- Hips thrust too far forward
- Feet too far forward

Problem: Loss of balance

Possible causes:

- Presenting outside of legs to the air
- Feet close together or touching
- Bending and twisting the spine
- Reaching down and back below the shoulders

3. Turning

There are two major ways of turning—using your arms and using your legs. Although your arms can be effective, your goal should eventually be to let your legs do most of the work.

- Arms

While maintaining a neutral upper-body position, move your forearms like teeter-totters, pitching them in opposing directions. (Photo goes with this section) Refrain from twisting your spine, and allow the flight surface to do all the work. As one hand goes up, the other goes down, at opposing 45-degree angles.

- Legs

Turning with your legs will take very little effort, since they have a lot of surface area. Using your leading leg, drive in direction you wish to turn by using your heel. It is normal to feel an increase in lift on the inside of the leading leg's shinbone.

4. Fall Rate – Slowing Down

By keeping your knees at shoulder width and moving your feet outward and presenting the inside surface of your shins to the relative wind, you will create more surface area and therefore, lift.

If you need even more lift, you can stretch your arms out and roll your ribcage back. However, this method may create undesired forward drive. You may find it better to back-fly and transition into a sit once you're on level with your target.



Thinking on your Feet - Improving Your Sit-Fly

5. Fall Rate - Speeding Up

In order to speed up your decent, you'll need to decrease the surface area you present to the relative wind. Begin by making your shinbones parallel to one another, effectively removing the surface area of your lower legs. Next, bring your arms in slightly or lift them overhead.

To further decrease surface area, stand up, which effectively removes the surface area of your thighs from the equation. Flying in a stand is simply an advanced form of the sit-fly position. The key to maintaining neutrality in this configuration is to keep your feet directly below your hips. A jumper in a full stand can achieve very fast freefall speeds and travel quickly horizontally, so it is best to learn this position in short intervals. With your feet about shoulder-width apart, hold the stand for about five seconds and then return to the sit-fly. As you gain more control, attempt to bring your feet closer together to further reduce lift. Use your arms for stability and heading control.



6. Side Slide

To produce a side slide, fly both your upper and lower body in the same direction. Begin by slowly extending your heel and driving it down in the direction you wish to travel. Use your arms for balance, and add drive with your shoulder blades once you've begun moving (Photo goes with this section)

All-Axis Flight

Vertical flying positions rely heavily on the skills used in horizontal orientations (back and belly flying). In a sit-fly, air flows over the front and back of the body at the same time. If you already have a solid foundation in how to manipulate those surfaces when horizontal, your learning progress in vertical orientations will be accelerated as you combine the two. To become better body pilot, explore all axes of flight and dismiss the rigid mindset differentiating "belly flying" from "freeflying." Embrace it all, and push yourself out of your comfort zone; there is no limit to what you can achieve. And as always, have fun; be safe; look cool doing it.



About the Author

Niklas Daniel, D-28906, is a coach for Axis Flight School (www.axisflightschool.com) and a USPA AFF and Tandem Instructor. He enjoys teaching jumpers from all walks of life and of all experience levels.



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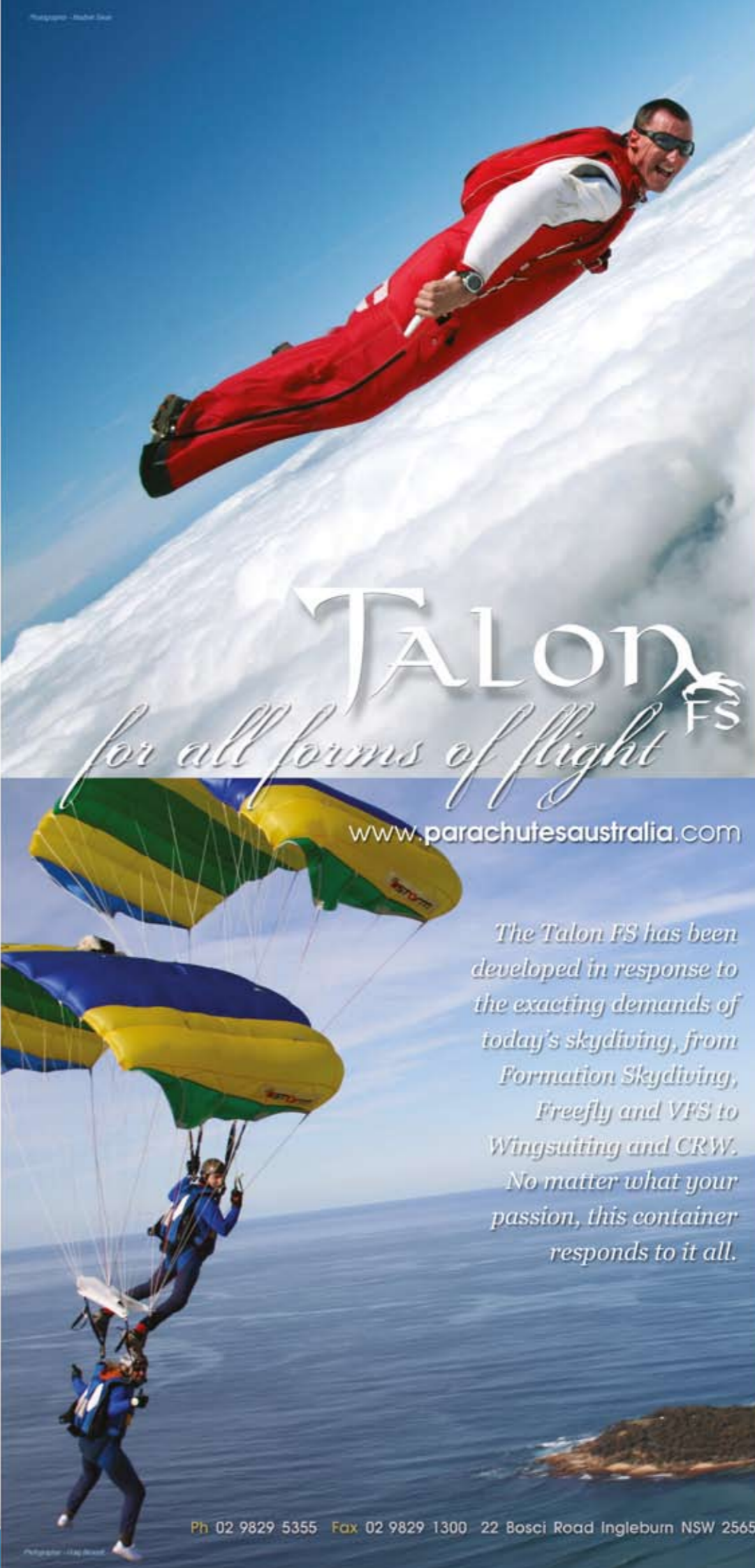
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directors direction

CEO REPORT

Conference: The recent Conference in Cairns was a resounding success with almost 150 delegates attending all three days. Great presenters, excellent workshops, and a top venue setting the scene for some in-valuable member contribution. A lot of good outcomes were achieved from this conference and advance planning for next year is already underway. The Management Committee has been discussing implementing considerable changes to the conference for some time now, with the proposal receiving a vote of approval when put to the CI/DZ Operators Meeting held 24/5. The proposal is to run the current style of conference every 2nd year, with every other year being more of an 'Instructional' Conference. This would be focused on workshoping various issues and items, across all facets of the sport. Expert teams led by the relevant Technical Directors, would bring forward the results of their group efforts to the Instructors Conference, for consideration and application as appropriate.

Annual General Meeting of Members: The Annual General Meeting (AGM) of APF members held on day 3 of the Conference was conducted quite differently this year, now following more the lines of a public company. Members were able to address questions to a panel that included the APF President, Chair, CEO and Accounts Officer.

At this meeting members voted on a number of changes to the APF Constitution. These changes were discussed at last year's AGM and have been widely promulgated to the membership for consideration and comment over the previous year. The changes that were approved are:

- **Allow postal voting at AGMs** – as per common practice. By introducing postal voting all members will have an opportunity to vote electronically
- **Recognizing the Remuneration Committee** and renaming the Honorary Board of Management as the Management Committee
- **Council Representatives** shall be entitled to one vote per person at Federation Board Meetings.

Congratulations also go to APF President Dave Smith who was re-elected at this AGM.

Personal Accident Insurance for Students: The APF now has a Personal Accident (PA) Insurance program available for all first time jumpers. Having addressed a number of initial issues with the program, all CIs and Operators present at the Conference workgroup elected to support the PA program. The PA program will stand to further protect the individual member and the Federation as a whole.

Past Present Future

The flow on effect of the recent natural disasters in Australia and other parts of the world, combined with the GFC after effects, continue to impact upon our organisation. Clubs are feeling the pinch as the general public tightens its belt! The sustainability of the smaller 'Clubs' is becoming a real concern for our organisation and as it is these clubs that are the breeding grounds for our future jumpers and indeed our future instructors – we need to keep this topic on the burner.

I am also concerned at an apparent emerging trend with some operations solely sourcing employees from overseas. This trend itself will be detrimental to our ability to retain Instructors. It is therefore imperative to the sustainability of the Federation, its Clubs and Members, that we do not lose focus on the very reason we are here in the first place, because we are passionate about the Sport of Skydiving! All Clubs/Operations must focus energy toward encouraging first timers to become Licenced Skydivers! ALL MEMBERS should play a role in this regard!

Comments were also put forward at the Conference that the overseas conversion process should be made even easier. The APF Overseas conversion is already one of the most simplified worldwide and does not need to be watered down any further to satisfy a few. I will remind all Clubs that this process is a privilege but the real focus must be on Australian Ratings holders, existing and upcoming! Instead of thinking about how to make it easy for overseas conversions, think about how you might encourage your local members. I urge all to 'think of the bigger picture' and keep Australian Skydiving strong and sustainable!

In closing - a special thank you to all those hard working volunteers out there that support our industry and keep the Federation ticking over in the efficient manner that it does!



Brad Turner, CEO

Since the last issue of ASM, it's been a busy time with Skysisters, the APF Conference and the Style & Accuracy Nationals. There seems to be something on every month - it's a great time of year!

The APF Conference was an interesting and educational event and of course a reunion of old and new friends! Deputy Director Kate Rogers and I took the opportunity to present on the participation levels in the last 12 months of competitions in Australia and internationally. We presented statistics in the trends of competition in Australia, noting that additional disciplines and other events are diluting the pool of competitors for the future of competitions. We also ran a short workshop inviting attendees to get into groups and brainstorm their perception of national championships and ideas to improve on these for future years. Interestingly the feedback differed significantly from the perspectives of those who had not ever competed at nationals, those who no longer compete and those who are regularly competing. Thank you to all who participated!

In June I had the opportunity to attend the Style & Accuracy Nationals held in Port Macquarie, NSW. This was a well organised event, with a great deal of public exposure both at the display sites and in the media. I was attending primarily in my role as Director Competitions / APF Controller, but it was also my first time so I got directly involved by entering all the events to get a real feel for what was going on! It was an eye-opener! This kind of competition really brings people closer together, as even though they are essentially individual competitors, everyone is encouraged by forming teams to support each other and work together. In other news, I'm proud to announce that so far we have 13 competitors heading overseas for the August World Cups in Formation Skydiving in Germany and Canopy Piloting in Czech Republic. I expect we'll also have some representatives at the European Style & Accuracy Champs in Serbia now that the Nationals are over. More on these competitions in the next issue of ASM. International competition seems to be quite popular with Aussies, with Sydney-sider Glenn Farrell on a solo tour of several European canopy piloting championships from June. These guys and girls are busy training and organising their travel plans to enhance their skills and competition experience, all at their own expense. It really is a beneficial experience in any competitor's career and I wish them all the best on their journeys!

Happy competing!

Lisa Perdichizzi
APF Director Competitions



8th ASIANIA "EMAX" VIDEO COMPETITION



The 8th Asiania EMAX Video Competition is on again, 1 June – 14 October 2011. There is no entry fee. This type of competition is intended to attract all levels of Competitors and Judges.

It aims to assist and encourage the improvement of skills in the disciplines of 4 Way Formation Skydiving, 2 and 4 Way Canopy Formation competition.

Experienced personnel will be available to offer constructive critiques to each team and participating judge, where performances and skill levels could be improved.

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HOP INTO MORUYA

Easter Boogie, 22-26 April 2011

by Adam Struthers
Photos by Jules McConnel

Who wants to land off the drop zone with Michael Vaughan???

A strange question perhaps, but it was the catch cry of the Easter long weekend at Moruya and there was no shortage of volunteers! After all, as Crash so eloquently put it: "any jump with Michael Vaughan is a good jump". And it's not like he landed off the DZ alone – he took his student with him, and almost everyone on the first load took the scenic route back: a jungle adventure in tiger country, an impromptu display jump into the race track next door, or a sandy landing at the beach – the options were endless.

One student fresh from AFF Stage 9 was watching and got the heebie-jeebies, but Poo reassured her that when he was learning they always landed off the DZ so it's no big deal and seldom happens these days (except, apparently, for when Jules is away at Skysisters and leaves Poo in charge!). She was unconvinced but to her credit she got back in the air that afternoon anyway and will be returning in a few weeks to begin her B Rels – another convert to this awesome sport!

The list of achievements was quite lengthy and by the end of the first day 11 cases were owed and another 5 went on the bar on Monday night. There were more than that but I lost count... suffice to say that everyone was drinking for free all weekend! A few brave souls joined in on Louie's drinking game where the rules changed constantly to keep the players well refreshed and the spectators well entertained.

For a moment on Easter Sunday, Casey thought he was being attacked by UFOs as strange objects whizzed past his head on opening, but he had unknowingly qualified for his "Bread Crest" thanks to some friends who helped him out by putting a whole loaf of bread in his D-bag. In keeping with the theme of food in freefall, Crash regaled us with tales of oranges and pumpkins in freefall... and what they look like when they stop falling! A quick trip to the shops on Anzac Day found them shut, so there were no "Fruit Crests" but you're welcome to join us next time for a freefall food fight! Just make sure you don't leave your rig laying around un-packed or you too might qualify for your Bread Crest!

The weekend catered for all types with AFF, B Rels, flat fly, free fly, CRW, wingsuits and an avid group of Pictonites who decided that Atmo is the new black. Poo casually swooped the deck and had everyone ducking for cover, while Vaughany swooped a few people in the packing area outside and then decided to use his feet to trim the tree next to the deck on another jump.

And it wasn't just the jumping that was good – a friendly butcher smuggled in some export-quality beef and we all feasted on free wagyu steak burgers one night. It can't get much better than that!

The weekend wasn't without incident, however, as Ryan had a mystery spinning mal and chopped away. Thankfully he landed safely under his reserve but the main landed in the surf and was retrieved by a local fisherman. No-one could work out why it was spinning – even after a thorough frame-by-frame analysis of the video and Vaughany crawling through every cell like a silk worm checking for any kind of defects. But hey, at least he walked away and it meant even more free beer for everyone else!

Rod's Drift camera was knocked off his helmet at about 7k and presumed lost forever until someone landed next to it the following day and returned it to him in good working order. The SD card fell out sometime between 7k and impact with the ground, and everyone said it would be a miracle if he ever found it. Well, the Big Man upstairs must like Rod because when he went looking for that little blue card the next day he found it! Sadly the file was unable to be played back, but he's a bit of a computer guru so is going to try some forensic skulduggery to resurrect it. He then told us about the time he lost a key on the beach and managed to

find it the following day – another miracle! Now I might be wrong, but if he can walk on water a third time I'm pretty sure that makes him a Catholic saint, right?

Speaking of Catholics, while they were at Mass celebrating Jesus and the real meaning of Easter it just wouldn't be complete without a visit from the Easter Bunny... well, three in fact! They were seen in the blue room above Moo (and later in the local rag) and I've been assured that any resemblance to Ria, Jed & Vaughany is purely coincidental. Any doubts of our furry friend's authenticity were quickly assuaged by the massive pile of chocolate eggs left on the bar – so big in fact that they lasted almost all day and kept us going until the infamous beer o'clock.

And there was much to be celebrated when the sun went down each day: Sally's 3,000th, Ollie's 1,000th, Ria's 400th, Bec's 50th, Alex's 50th, Josh Woods' 'C' Licence and my 'C' Licence... and that's just the Moruya locals. The visitors kept pace with Cliff Wilson's 900th, Steve Hord's 300th, Sarah Hughes' 200th, Ryan Jenkin's 200th, Charles Pope's 100th and Phil Budge's Star Crest. I'm sure there was more than that and apologise to anyone I've missed.

We all owe a big thanks to Al, Satch & Poo for flying us all weekend. Who's Satch you might be wondering? Well, put a pair of big black sunnies on Tim then Google some photos of Joe Satriani and you'll see what I'm talking about! And kudos to Ria for doing an awesome job filling Jules' shoes making coffee, manifesting, packing, jumping and just generally being everywhere all the time doing everything.

So... who wants to come to Moruya's next boogie and land off the drop zone with Michael Vaughan???



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EASTER BOOGIE AT YORK

by Nicole Godfrey

What better way to spend the Easter long weekend than flying high for 4 days straight! Skydive Express held its annual 'Easter Boogie' from the 22nd to the 25th of April with a bundle of jumpers turning up for some freely coaching with James Evered, 4-way and 8-way coaching with Ryan 'Red' Ferguson and Jeremy Langford plus Canopy Piloting with Cam Rolfe.

The party started early on in the weekend with Adrian's birthday (Happy Birthday Teddy Bear), causing a couple of very sore heads on Saturday morning. Cookie tested out his new tutor rating, giving a few people their first flight in a wingsuit, which has further increased the number of flockers in WA. Andy Hardy celebrated his 11,000th jump by making an 8-way 'E' for little Edyn Hardy (congrats Andy Acquado).

Thanks to Red for putting together some great 8-way jumps, including some Star Crest jumps for Tina, who is rapidly leaping through the skydiving ranks. Big smiles were everywhere as jumpers accomplished some of their first freely docks and head down jumps with coach James Evered. This caused lots of cheers while watching the day tapes. Even Tooti was able to sneak out of the cafe for a few jumps with James and couldn't have been more stoked.

As the sun set and the bell rang, spectators were treated with the gymnastic brilliance of "Thommo the Snake Charmer", who merrily skipped and leaped across the packing mat in a full floor routine. For some reason the 'ball' routine was not received well by the Russian judge (have fun in Norway Thommo)! And speaking of judges, manifest chick Peta received the news that she has been invited to be a judge at the World Cup in Germany. A huge congratulations to you!

There couldn't have been a better end for the boogie, with Splitty organising a display jump into 'Greenfields' (the local pub) on the last load, which coincided with Crumb's 300th jump (you lucky thing). A full plane, sunset load with chilled beers waiting upon arrival. Ahhh...perfection. Arriving back at the dz the party really got started with everyone dressing up in circus theme. Lions, strong men and clowns, oh my. An unrecognisable GT was both hilarious and a little scary.

A big THANKYOU to everyone who helped make the event possible - all of the brilliant coaches, especially James for travelling all the way over from the East side; Pilots John and Rob for getting everyone up in the air; Tooti and the Cafe ladies for keeping us fed and more importantly, hydrated; those awesome manifest chicks; and a huge thanks to the WA State Parachute Council; the Department of Sports and Recreation; Intrudair; Gatorz; Way Cool and Cypres.

Photo by Andy Hardy



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Canopy Collision Accident May 2011

THIS NOTICE HAS BEEN COMPILED FROM INFORMATION GATHERED IN AN ON-GOING INVESTIGATION BY THE AREA SAFETY OFFICER. IT IS PROMULGATED IN THE INTEREST OF EDUCATION AND ACCIDENT PREVENTION. FURTHER INVESTIGATION MAY REVEAL ERRORS OR OTHER PERTINENT INFORMATION.

Age: 46
Sex: Male
Time in Sport: 5 years
Total Number of Jumps: 671
Skydives Within the Last 12 Months: 120
APF Certificate: 'E'
Cause of Death: Canopy collision followed by a hard landing under a collapsed main canopy

Age: 23
Sex: M
Time in Sport: 7 months
Total Number of Jumps: 44
APF Certificate: A
Injuries Sustained: Puncture lung, fractured ribs, broken leg & lacerations.

Background: It was the first load of the day. The deceased was going to fly the swoop lane that he had set up just past the main target. It was understood by all on the load that the deceased planned to land first so as to be out of everyone's way.

His Chief Instructor had given previous briefings and performance canopy flying requirements where he was to either make a solo exit with no-one else exiting on the same pass, or he was not to perform swoop style approaches.

Description: Six jumpers of mixed experience made solo exits from a Cessna 206 at 4,000ft and deployed their canopies. The deceased who had been second to exit, deployed his canopy (NZ Aerosports JVX-84) immediately resulting in him being the highest, then removed the RDS, descending approximately 1000ft during this manoeuvre. He then proceeded to navigate his way through other traffic to set up his landing approach.

He was completing a 270 degree turn when at about 100ft his canopy collided with that of an "A" certificate jumper flying a 190 Main and performing a straight in approach. The suspension lines of the JVX-84 caught the pilot chute/bridle assembly of the Jyro-190 and the force of the collision ripped it from the top surface.

During this collision, the JVX84 was seen to fold under and do a snap turn. It did not re-inflate and the deceased was thrown about 15-20m to the right before impacting the ground very heavily under a collapsed trailing canopy. The Jyro-190 collapsed during the collision and then partially re-inflated just prior to impact the jumper sustaining survivable injuries.

Conclusions: The deceased was jumping a cross-braced canopy at a wing loading estimated to be 2.51.

He was above the other jumper when he initiated a turn for his final approach. The deceased's canopy speed was much greater than the other canopy due to the induced speed from the 270 degree turn and wing loading of his canopy.

In the interests of learning from this incident and minimizing the opportunities for recurrence, all jumpers should again review the procedures in place at their Drop Zone and further evaluate;

- Whether standard procedures are required to separate "high performance/swoop style" approaches from standard approaches at drop zones;
- Whether parachutists are appropriately planning jumps prior to emplaning, including appropriate consideration of exit order, taking into account the types of canopies and jumps involved;
- Whether further protocols are required for regulating "canopy downsizing" by jumpers; and
- The utilisation of canopy flying proficiency courses.

All skydivers must ensure clear airspace before initiating any turn under canopy. This is especially critical for those who choose to make high-performance landings and during the final stages of canopy flight before landing. This collision occurred at landing-pattern altitude, the most likely area to experience a canopy collision. Jumpers who choose to make high-performance landings should seek out professional training from a canopy coach. During the initial stages of training, many canopy schools include topics such as identifying other parachutes on the load, ensuring clear airspace and determining canopy flight plans. Each jumper should be prepared to abort a high-performance landing if there is any chance of a collision with another canopy.

END

Director Safety Comment on APF Fatal Incident 1/05/2011.

The tragedy on the 1st May comes at a time when APF Technical Officer, Kim Hardwick and I have been organising to re-publish to Australian jumpers the attached "Action Call" message that appears on the USPA website.

Our last two fatal skydiving incidents in Australia have been due to canopy collision. Already overseas, others have identified canopy collision as the greatest emerging risk to skydivers.

Unlike on Australian roads, there are no speed limits where we play and we have to rely on common sense and our respect for the safety ourselves and others.

The message here is that most of these incidents are avoidable with sound DZ management, implementation and enforcement of procedures which ensure as much as possible that the mixes of skydivers and their respective disciplines do not conflict in any unacceptably dangerous way.

Please read the attachment from USPA and have a serious discussion amongst the jumpers and instructional team at your DZ to ensure you have implemented an agreed safe operating procedure that is understood and educated to all jumpers.

Regards

Paul Osborne, Director Safety

From USPA URGENT CALL TO ACTION!

Since late February (2011), there have been five fatalities in the U.S. (and one critical injury) that were canopy-collision related. Every skydiver is asking the same questions: "How is this happening, and why?" It appears that skill level and proficiency are not indicators. One accident involved two jumpers with about 23 jumps each who were the only two jumpers under canopy at the time. Another accident involved a jumper with 17,000 jumps and another with 8,000 jumps, both very proficient and with very little other traffic around them.

It is time that we all accept the responsibility of ending the canopy-collision threat.

We are asking all skydivers to join in this CALL TO ACTION. Individual jumpers must follow the guidelines in the Skydiver's Information Manual that have proven to keep our skies safer when they are applied correctly. Additionally, we are asking that all S&TAs observe and correct poor habits at their DZs. We are asking that DZO's become more involved in canopy safety by establishing canopy flight rules, and safe landing patterns and landing areas. This type of accident MUST STOP and we all can be a part of making that happen.

Jay Stokes, USPA President

SKYDIVER ACTION CALL

The time has come for us to change the way we are looking at ourselves and those around us and to insist upon a different set of outcomes. We have lost nearly 30 fellow skydivers in recent years to situations in which two canopy pilots ran into each other. Some of these accidents are attributable to jumpers executing "induced-speed" (or high-performance) landings, and others are not. There have been many different circumstances surrounding these incidents, leading to many theories about the causes and steps that can be taken to prevent additional instances. In recent months, USPA Board members and staff have had in-depth dialogue with many skydiving experts and skydivers who care. USPA is committed to canopy education and will continue working on those recommendations. Meanwhile, here are some generally agreed-upon observations, followed by suggestions, some of which can be applied by every one of us.

- Skydivers have become increasingly concerned about their personal safety. Many jumpers are experiencing a substantially increased fear of being unexpectedly, and perhaps fatally, involved in a canopy collision—being struck from behind or above by a more aggressive canopy pilot. Some have publically expressed a lack of desire to jump at drop zones that do not promote a safe canopy flying culture. It is no longer "politically incorrect" to be an advocate of good canopy-flying behaviour.

- When skydivers are trained in canopy-flight techniques and (perhaps more importantly) in canopy-flight decision-making, they become better and safer canopy pilots. They make better decisions and are significantly more aware of their surroundings under canopy. Industry experts agree that improving canopy education is critical, but we also know that it takes time.
- Higher wing loadings increase risk. Canopy pilots that fly at higher wing loadings are not necessarily unsafe, but statistics bear out a higher level of threat to the highly loaded canopy pilot and those who fly in his or her vicinity. Highly loaded canopies fly more quickly and react much more radically to toggle and riser input than lightly loaded parachutes. Skydivers who fly high-performance parachutes must maintain a great deal of respect for the flight characteristics of those parachutes.
- Mixing of standard landing patterns and high-performance landing patterns is dangerous. True separation of landing areas by distance and/or time is crucial. This includes not only the final approach and touchdown zones, but also the airspace above the drop zone where high performance and standard-pattern flyers may intermix during pattern and/or landing manoeuvre set-up. Simply put, we can't just paint a line down the middle of the landing area and think that it will provide adequate separation. The total three-dimensional aspect of the airspace and any potential conflicts must be thoroughly considered in the landing zone layout.
- Predictability is the key to safe landing patterns and accident avoidance. Excessive turns in the traffic pattern are exponentially more dangerous than straight-in final approaches following a 90-degree turn from base to final leg. This is true of jumpers busting out big turns to final (180s, 270s, 720s, etc.), as well as the old-school jumper doing S-turns or a braked accuracy descent down the middle of his final approach path. Both can become rapidly unpredictable and result in unexpected outcomes like low-altitude collision-avoidance turns and worse.
- Many jumpers don't pay attention to their surroundings as much as they should while flying their canopies. Everyone needs to pay attention to their environment and look out for everyone else.
- In some cases, the only way to educate is to enforce rules and provide consequences for bad behaviour—especially repeated bad behaviour.

Here are a couple of ideas that we can implement today. USPA is asking all members to take action to address this situation. There is something that you can do, regardless of your status on the drop zone.

Each skydiver should:

- Recognize the need to get more training, gain more knowledge and improve your canopy skills. Start now by reviewing Sections 6-10 and 6-11 in the USPA Skydiver's Information Manual.
- In air, improve your visual scan and awareness of where others are in the sky. Look not only where you want to fly, but look for where others may be. On final approach, maintain your scan and awareness of others; don't get tunnel vision on your landing spot.
- Realize that every turn increases the chance for converging flight. When descending into the standard landing area, fly a standard pattern and continue to scan the airspace for any conflicting canopy traffic while keeping your turns to no more than 90 degrees.
- Set an example through your behaviour. Become a proponent of safe canopy flight. Walk the talk, fly the pattern, and share the knowledge.
- Demand a safe canopy flight environment at your home drop zone. Talk to your DZO, S&TAs and fellow jumpers about it. Insist upon a culture of safe canopy flight.

Each DZO and S&TA should:

- Establish DZ canopy-flight rules and be certain that they are clearly communicated to all jumpers.

- Establish and utilize a method for determining and communicating landing direction on each load.
- Truly separate high-performance and standard landing areas. Consider the approach portion of the airspace and be certain that the opportunity for overlap in differing wind conditions and jump runs is minimized.
- Be certain the rules for each landing area are well established. Limit turns in the standard landing pattern to 90 degrees. Let your jumpers know that radical diving and speed-inducing manoeuvres, as well as S-turns and braked accuracy approaches to the standard landing pattern will not be tolerated.
- Consider other restrictions on your high-performance landing area, and be sure that everyone knows about it.
- Consider instituting a "Canopy Safety Monitor" or "Landing Safety Officer" approach, where an experienced staff member is empowered to observe and evaluate canopy flight from the ground in order to provide immediate feedback to errant canopy pilots. This "monitor" could be an S&TA, Instructor or simply a trusted and empowered jumper. This allows the DZ to monitor and address potentially dangerous situations in real time.
- Step up your use of counselling and enforcement tools to address irresponsible canopy piloting.



Keeping the Skies Less Congested

By Jules McConnel

Most accidents in skydiving are now happening under perfectly functioning parachutes.

In the last year there has been a particular increase in canopy collisions amongst inexperienced and highly experienced skydivers.

We are all canopy pilots – some of us better than others. But if we don't start thinking, looking and taking care of ourselves and each other whilst flying our parachutes then these accidents will continue to occur to the detriment of our sport and our close friends. Let's all take responsibility and start flying more safely.

It starts from before we get into the plane:

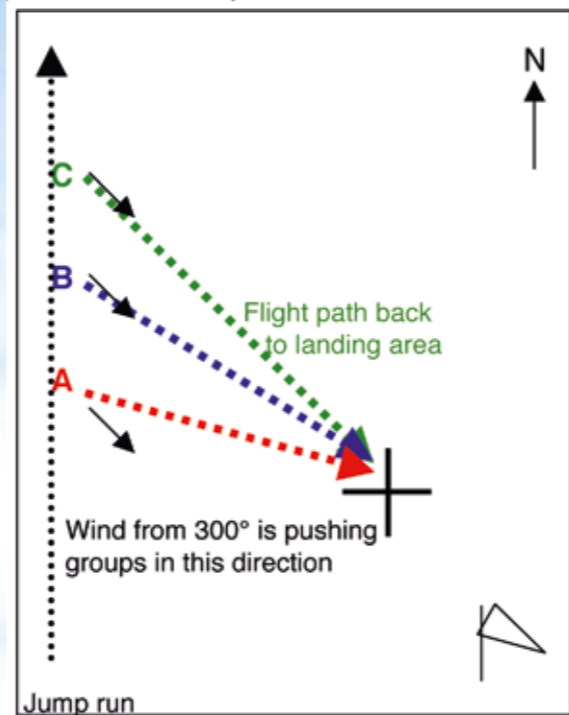
- Have a flight plan before you put your gear on:
 - If on first load spend a couple of minutes checking wind socks and forecast winds to come up with a flight plan.
 - If on later loads ask the previous loads what the winds are doing or watch previous loads landing to determine your own flight path
- Before boarding the plane determine who's doing what to organise exit order
- What are the winds doing to determine how much separation between groups

Spotting aircraft:

- Offsetting jump run – coastal drop zones have been implementing offset jump runs for years and it appears to be a much safer option than into wind jump runs that could be implemented at all drop zones

EXAMPLE:

In both scenarios below the winds are from 300° all the way up to height varying from 10kts to 20kts. Three separate groups exit the aircraft with the same amount of separation in respect to time – Groups A, B and C



2. Offset jump run

SCENARIO 1- Into wind Jump Run:

On opening the groups are naturally flying into each other (identified by black arrows showing winds automatically pushing groups in same direction). Not a great scenario when you are kicking out line twists flying back into another group... Group C flies into group B who flies into group A to make it back to the drop zone. Ideally the groups will fly to one side of jump run so they don't fly back into the group ahead of them. This diagram looks pretty CONGESTED, doesn't it?

SCENARIO 2 – Offset Jump Run:

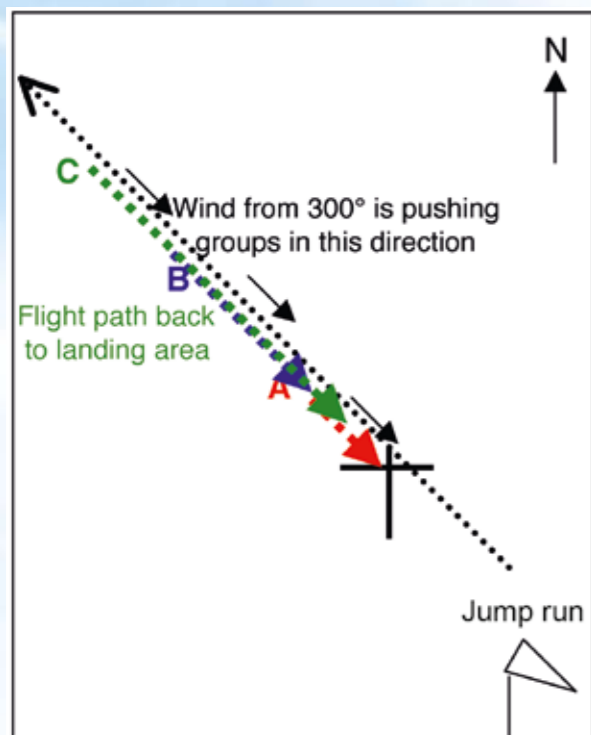
Each group from opening are automatically flying away from each other (small black arrows showing wind automatically pushing groups in same direction, but they remain separate). Coloured arrows show direct flight path for each group to make it back to the drop zone from opening. Looks pretty CLEAR, doesn't it?

Track off:

- Away from centre of formation, pick a heading to stay on line. In larger formations do not cross paths and keep your eyes open
- For freeflyers doing a barrel roll is a good technique to check airspace
- Perfect your track on every jump
- If you have gone low on a formation – track away before break off altitude and open 500' lower than planned opening height of group to ensure safe separation

Opening:

- Check airspace prior to opening
- As parachute is opening fly your harness through the opening and get hands on rear risers ready to avoid any collision
- Keep eyes peeled for traffic



1. Into wind Jump Run

- Make sure your airspace is CLEAR before collapsing slider
- Check all your group has opened and determine NOW where you are in the group. If highest and have slow canopy, then stay up there, if you are lowest with a slow canopy you may allow people to pass by staying on brakes or spiral down to get out of other's way. Make sensible decisions early to separate your group so you don't congest the landing area.
- When flying back to the drop zone, do not fly directly up or down jump run into other groups. Go slightly off wind line and keep an eye out for other groups in the plane. Determine where you fit amongst these people EARLY so you don't have to make quick decisions in your circuit and landing.

Whilst under canopy:

- Look before you turn – you don't drive in traffic or change lanes without checking your blind spot, so don't fly like that either
- Try to stay in your group and land together.
- If you are slow, stay up; if you are fast, get down - but always keep an eye out. Do not blindly spiral to get down fast and keep out of the way, fly smart and pick your gaps.

Circuit and landing:

- We are all pilots and should fly a circuit on every single jump - have a downwind, crosswind and into wind leg. If the spot is bad you may not be able to fly the entire circuit and may have to join your circuit on the crosswind or into wind leg, but be adaptable.
- Be predictable – no spiralling in circuit and don't cut others off. You need to keep your eyes peeled at all times and know where everyone is in the circuit
- Low man has right of way, you may have to abort your super swoop to avoid traffic – at least you'll live to do another swoop
- If circuit is congested pick a flight path on either side of other parachutes (i.e. on parallel runways) not behind other parachutes where there is burble. Be conscious of other parachutes around you and set up to make room for everyone
- Land into wind – keep looking ahead at where you want to land and use your peripheral vision to avoid running into others in a congested area
- DO NOT choose crosswind landings when there are a lot of parachutes in the air. Either do a hop n pop, open high and land last, or choose to land outside the main landing area.

General:

- Educate each other - if you see someone doing the wrong thing then have a chat with them – they may not know they are doing anything wrong

Let's all take responsibility and start flying more safely.

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LATEST HAPPENINGS AT ELDERSLIE

By Duncan McLeod and Colin Parkinson
 Photos by Duncan McLeod, Sam Re,
 Steve Dines, Disco and Michael Vaughan

In the last year, the Newcastle Sport Parachute Club has been pretty quiet on the ASM front. That doesn't mean that it has been a quiet year for the members and other jumpers involved. Since the raging success of the Club's 50th birthday celebrations in April 2010, the Club has seen a revival through the hard work their members, especially the work of Gatsby, Martin, Oatsy and Jas (and everyone else who was not mentioned - you know who you are). Everyone's input has been greatly appreciated! A special note of thanks goes to our pilots, Al and Johnno. Your dedication doesn't go unnoticed!

Following from the success of the Caravan's appearance at the Club's 50th celebrations, Bowie has joined forces to provide the use of his newly purchased Cresco (the WKD Green Machine). This beast of a plane is capable of pumping out sorties in less than 15 minutes and has been a token of interest for jumpers across Australia.

Throughout the year Michael Vaughan has made various and much appreciated guest appearances, which have provided NSPC with awesome seminars in both canopy handling and CRW. Michael is well known for the quality of his canopy handling seminars and his course run over the weekend of 20th and 21st of November was no different. Jumpers came from all around to learn some important canopy skills as well as soak up some much-needed Elderslie vibes.

In keeping with tradition, the Club had their Christmas party on the first weekend of December. The festivities included a 3-way scrambles competition (with prizes supposedly provided by Karnage Krew) and as usual, a Christmas party to rival all others. It was great to see Mossy around the DZ, back in the air and enjoying an 'occasional' beer with Col, his newly appointed apprentice. Phil Bridges and JTW provided some quality displays of precision canopy handling skills.

We also had the annual Black Death weekend consisting of 4 way scrambles on the second (usually wet) weekend of

February. Aided by the inclement weather it was a slow starting Saturday morning with rain all around the Hunter Valley. After all entrants had arrived or arisen, the scrambles teams were drawn. The first 2 rounds were completed without a hitch and just as the competition was heating up in the 3rd round, the sky closed in and the beers started to flow.

As the evening and party began all spirits were high and another epic Elderslie Black Death party was underway. Although there was a brief interlude from the 'boys in blue', the spirits remained high and the party soldiered on till the early hours of Sunday morning when the crappy weather continued.

The CRW seminar was held in the first weekend of March and consisted of a Friday evening of briefing followed by a mostly clouded out Saturday and awesome conditions for Sunday. The course was held for 6 participants with the coaching of Michael Vaughan and long time NSPC member, Brett Higgins.

No better way to wrap up a CRW seminar than with 7 CRW Crests on one load! Last load on Sunday was the pinnacle of the weekend. Much to everyone's amazement, we managed to build an 8-stack CRW formation. Those on the 8 stack were Brett Higgins, Ivan Kjilaic, Nick Eadie, Stew Gillies (Disco), Smiley, Tyler Baird, Duncan McLeod and Damo Theakstone. It's been awesome to see the excitement of CRW buzzing around the DZ since the seminar.

A huge thanks go to our coaches, Michael Vaughan and Brett Higgins; as well as the NSW State council and the APF for their help and contributions to make this event a huge success! You have helped to pave the way for a healthy stash of keen CRW pups!



Kat and Bro



Higgs, Ivan, Seedbag and my canopy

This year, the Club saw the formation of the 4-way team 'The Cunning Stunts' consisting of Mossy, George Jennison, Gayle McLaren and Kat White with Kenton McLeod on camera. This is the first team since the turn of the century represent Elderslie in 4-way at the nationals. For a team with only a handful of training jumps the result achieved by the Cunning Stunts paved the way for future teams representing Elderslie at the nationals. Good effort all round.

Another exciting point of interest is our increasing level of fun jumps with the crew from Skydive Maitland. Becoming more of a common occurrence over the skies of the Hunter Valley is the running of the awesome Hunter Valley sunset formation loads. With our powers (and super planes) combined, we are able to help unite the fun jumpers across the Hunter and enjoy 18-way formation loads. Big thanks to

Jay, Mel, Tibsy and the crew at Maitland for helping this happen - hopefully we can keep these good times coming!

A big welcome is also extended to Peta our new manifest chick, a much needed and appreciated help for Martin so he can spend more time in the air.

Things are starting to really happen at the old Newcastle Sport Parachute Club at Elderslie. For those of you have been coming and experiencing this, thanks for your support. For those of you who have never had the awesome Elderslie experience, stop past and say 'G'day'. Things are only going to get better from here...



Duncans 500th Nudie jump over Elderslie



CRW seminar participants



Higgs, Ivan and Seedbag CRW training

The club would like to congratulate the following for their recent achievements (sorry if you have been forgotten):

- Denis Rump - 'A' Licence
- Nico Rump - 'A' Licence
- Aaron Turkington - 'B' Licence
- Angela Russell - 'C' Licence
- Bro and Kat - Their wedding
- Scott Tracey - 100th Jump
- Gordo Pharo - 1,000th Jump
- Col Parkinson - 'B' Licence
- Tracey Sgroi - 400th (Nudie Jump)
- Gayle McLaren - B-Rel tutor
- Sambo Re - Tandem rating
- Duncan McLeod - B-Rel Tutor, Packer 'A'
- Mick Tucker - Finishing AFF course



Completed 8-stack over Elderslie



Vaughany, Damo and Disco



« To understand risk can have consequence, means to know the value of risk management. That is why I insist on Vigil... »

Alistair Hodgson



Photo: Gary Wainwright

www.vigil.aero



BAM! BAM! BAM!

Skysisters Fundraising Competitions

and a Sad Farewell

By Tessa Cameron
Photos by Curtis Morton & Braydon Wynne



I feel like it could be the end of an era as I write this, as sadly, my days as Ms BAM BAM BAM and SA Funjumpers are over. The last 12 months of jumping has changed my life and the friendships I have made will stay with me forever even if I am jumping ship to the east coast. I hope that even though I'm gone, a lot of the amazing and enthusiastic locals will pick up where I left off and keep the Drop Zones buzzing with fun jumpers. I have to say so many thanks to the people around me who taught me so much and shared so many new and exciting experiences - Dale, Jed, Bryce, Braydon, the Tempests, Mark, Pete, SAPC and SASPC, and of course Katie (also all the rest of you but this isn't a roll call). But most of all I have to say thanks to my special Chief Instructor, Miff. From my first jump you have given me so much support and strength and I am going to miss Langhorne Creek and you so much.

Yet I couldn't leave without one last BAM.

The SA crew have been all in with fundraising for local lass Katie Fluin to get to Skysisters this year. Special thanks goes out to my darling and daring Nicki Dowden for helping by baring all with the boys for our topless tandem, and more thanks to all those who made kind donations! (Amanda, supposed to be a photo going here, please leave space for it)

Yet the buck didn't stop there. We held two local competitions, with kind donations of Dytters from L&B, jump tickets from Miff and Vino from Katie as prizes.

2-WAY SCRAMBLES COMP

Our first was a Scrambles 2-way competition. It was great to see the improvements in the jumpers from our first BAM competition; where scores of teams were easily doubled. Being a true scrambles comp. teams were drawn from a hat, and in honor of the cause, made to be

named something at least remotely female orientated. Some interesting names resulted.

There were some pretty lucky draws with Laura and Dale B looking to take the cake and tough competition. It was great to have the excitement of the competition in the air. As usual the competitors had our home DZ full of energy and our bellies full from our judge Erika's wonderful food.

TEAM NAME	Jumpers	Rd 1	Rd 2	1st	TIME	SCORE
1 The Pony Tails	KELLY + PAUL	15	9 ⁽¹⁾			22
2 Munnies	PETE + DALE H	2	5	6		7
3 X-chromosome	JESS + CURTIS	15	11			26 ⁽³⁾
4 PLAN B	LAURA + DALE B	14	13			27 ⁽²⁾
5 G# winning (gain)	CHRIS + CALLUM	14 ⁽¹⁾	11	14		25
6 Monthly Trouble	JAN + MIKE	6	8	5 ⁽²⁾		14
7 It's M'Gee	TESS + HELEN	14	18 ⁽¹⁾	22		32 ⁽¹⁾
8 Net Dreams	JED + BRUCE	12 ⁽¹⁾	11	19 ⁽¹⁾		23
9 Get a Grip	TURNASO + TIM	14	Disqual: Red H			

BAM! BAM! BAM!

Round 1 however did bring a scare and humbling message to us all where a really dedicated team simply forgot to stop turning points resulting in double AAD fires and two very very lucky landings with two canopies out. The Sky Gods were looking upon us with kind eyes that day and we all took it as a serious warning to remember the first rule of skydiving – height awareness. They did score a great 14 points though! Well done boys but so good you're both here jumping with us still (and thanks for the carton).

After reality check and excellent safety reminder the remaining 8 teams continued on with excellent scores by all. A few camera mals meant the competition scores were changed to each teams two first rounds to keep it fair and fun.

The final places went to Curtis M and Jess C (X-Chromosome) with 26 points in third with a kind donation of jump tickets and wine from Miff and Katie. Dale B and Laura W (Plan B) second with 27 points and 2 Solo Dytters from Larsen and Brusgaard, and first place to Tessa (me) and Helen H as Tit's McGee with 32 points and L&B Optimas to boot. An honorable mention does need to go to Bryce and Jed, (how they ended up together we still can't work out) with a smashing score only just missing out on second place due to the altered scoring system. Yet the lucky boys didn't walk away empty handed, receiving the pre-loved Dytters from the recent winners.



Team Banana

4-WAY COMP

A few weeks later, to test the skills of the jumpers developing a love of 4-ways recently we had a fun 4-way competition. 12 of us got together with our much loved and very appreciated Stricko who came along to coach us kids on the ground. With 3 teams we were all guaranteed a place, so spirits were high but the competitive streak of us all was higher. The scores showed that we certainly had fun and have a lot more practice before the real competition coming up soon. Again thanks to L&B and Katie for the first place prizes. Team BAM took away a handful of Dytters and wine to share.

3rd place with 4 points (0, 3, 1)

Team: Matt & Petes a Poof
Matty Palmer, Katie FLuin, Laura Nicole Watson & Nicole Fleet

2nd place with 8 points (3, 3, 2)

Team: Bananas
Paul Newbury, Ben Barclay, Tommaso Liccioli & Kate Furness

1st place with 12 points (3, 5, 4)

Team: BAM
Darren McInerney, Helen Hayes, Chris Kalnins & Tessa Cameron

Well done to all who participated, and it does need to be mentioned that some of us may have had an unfair advantage of being the only team to have practiced together. Also, poor Matty who's finger and him had a disagreement on exiting the plane. From what I saw his finger lost. Thanks again to Erika as our judge, our camera boys and girls and the always enthusiastic participants who make these events happen.

So as the day of my departure dawns, a final thank you to the people who have made this last year so special and BAM BAM BAM! To my dear Katie; good luck at Skysisters. Keep the BAM alive in SA and watch out East Coast here I come!



Tommaso, Ben, Paul & Kate Exit



Team Bam



Tommaso, Ben, Paul & Kate Exit



SA funjumpers Tits Mgee

SA FUNJUMPERS



Bag Lock Close





Parasailing – This was the prototype “Stork” built while I was at high school out of an unmodified Cheapo.



Tardis - I built this for doing rel jumps in the early 80s and it packed very quickly into a ‘slag’ (Bag / sleeve) which fell into the Wonderhog copy I made using denim fabric.

“You can take the jumper away from the drop zone you can’t take the amazing memories gained at the drop zone out of the jumper.”



Glenn Bolton on one of his early B-Rel jumps



3-way exit over Meredith in Victoria

Honey, I’m home

By Garnett Znidaric

I’m back!

The last jump I did was back in 1996 or was it 1997. It is amazing how much has changed and how little has changed.

It started a month or two back when my partner said to me that I wasn’t having any fun. Well what can you say when you have forgotten how to be a human being because you are a human doing working 7 days a week? She was right. About that time a friend of a work colleague was most of the way through her AFF course at Moruya on the NSW South Coast and home of the legendary Paul Smith.

I should point out that my instructor and rigging teacher back in the 70s was his father, the even more legendary Dave Smith.

When I first spoke to Paul about getting back into jumping I said that I was just under a few hundred short of a thousand jumps and would like to get the thousand jumps before I get old. After answering more

experience related questions, we organised a time and the clock started ticking down to the next jump.

The day came around and the briefing happened and the next thing I knew I was sitting in the plane. With four of us on board we taxied out, turned onto the runway and we were off. It felt like I was home. The big differences being that this 180 had an inflight door and it climbed like a homesick angel. Apart from that the view along the coast was magnificent with gentle waves rolling onto the beautiful beaches of the Batemans Bay - Moruya area.

And in less time than old VH-PQT would have taken to get to 8,500 we were at 12,000 on jump run. One of the new changes I noticed is that there is no opening of the door early and heads out the side discussing spotting thoughts. We just waited for the pilot to give the nod as he was following the GPS. I would like to think that in his head set Jane (We use Jane’s voice on our car’s Tom Tom GPS) was calling five left, five right, power off and all that...

Climb out, ready set go and Paul and I were there in that sub terminal breeze that grew in strength and I was home. I did what Paul had briefed me to do and then I noticed he was playing with his camera and it was pointing at me. So I came over took up a link and waved a bit but I still have to learn how to smile in freefall.

Opening was pleasant although I started to reach for the old belly band throw away before grabbing the BOC. Maybe it was the adrenalin and the heart in overdrive but I thought I had a snivel on opening but a pump on the brakes and I was open, screaming “yahoooo!!” and having fun under canopy.

Another thing that has changed, these new canopies tend to float a bit on landing. Actually they float and float and float...

So the changes... I started with round canopies. Scored my first competition disc on jump 37. Back then a double L cheapo had just given way to higher

performance TU7s as student canopies. Squares were scary and dangerous with 20 metres of reefing cord running across the top surface in an attempt to slow down the openings. (Then the slider came along and changed the world into a much safer world of jumping based on square canopies.)

I was involved with building PA’s first round canopy and the beginning of their move into building piggyback systems that didn’t look like a front mounted reserve dropped on to a main container. And other than some fine design polishing nothing seems to have changed that much.

In the air it is a different story. What we used to refer to as going unstable has been turned very much into an art form. Whether it is called freestyle or sitfly, it looks great. This standing on your head stuff and doing rel is new to me and looks weird. Then again I still listen to music of the 70s and 80s as well.

One thing I noticed last time I came back to jumping at a big commercial centre is that people jump in weather on a regular basis that we would have been in the clubhouse having coffee as we watched it go past.

Thinking that this was a new world, I tried it and found that jumping in rain still hurts because we still fall faster than the drops and therefore run into the pointy end of the drops.

Video recording has revolutionised the sport. Judges used to watch with telemeters from the ground and we occasionally took pictures using 8mm film where we had to wait a fortnight for it to be developed. These days, after land you just pop the SD card into a laptop and debrief your jump. Other than saving lots of money as a slow learner, you can review and learn a dozen jumps of lessons from watching the last one. No more can we say that “the star slid away

from me” without seeing the evidence.

One thing I have noticed that hasn’t changed is that ‘A’ Licenced people can still backslide faster than others can track while supposedly sitting there as base.

Is there a moral or cautionary tale in this story? Probably not. Suffice to say that while you can take the jumper away from the drop zone you can’t take the amazing memories gained at the drop zone out of the jumper. This probably also means that ex B rel students of mine and now CIs like Ray Palmer and Glenn Bolton should be aware that I may want to visit their DZs for a jump or two and an ale or two, though not at the same time.



C...I Brian Kilpatrick and Tony Hatcher demonstrating how to do a 2-way at Meredith on yet another overcast weekend.



Modern day photos taken by Paul (Poo) Smith 8/4/2011 – Me sitting just out from him and after taking up a link.



YBFALAYDDAS (pronounced as Ib' fala' E'das): An acronym for You'll Be Fine As Long As You Don't Do Anything Stupid. From the Skydiver's Survival Guide – Silly Skydiving Colloquialisms & Terms

The following are a selection of incidents as reported to the APF for the period March - May 2011. (Note, no tandem or student incidents are included) Comments in italics compiled by Kim Hardwick, Technical Officer

AIRCRAFT / EXITS

'E' Certificate. Acting as JM1 on an AFF stage 4 style jump, jumper was positioned inside aircraft for exit. On exit count, his rig impacted with the top of the door-jam causing main pin to dislodge and container to open. Jumper was unaware throughout freefall as the bag remained in the container even though the flaps were open, until pilot chute was deployed at normal height. Action: After investigation of jumper's exit movements and equipment, it was discovered that his main closing loop had recently been changed to CYPRES line. The length of the loop had also not created enough tension to hold main pin in place. Closing loop was replaced with standard line.

'D' Certificate. Shortly after exit, slight collision ensued with another jumper, causing main closing pin to be dislodged. Main container remained closed until pilot chute was deployed. Canopies had recently been changed from a 135 to a 120, without adjusting loop length. Action: Counselled about correct loop length & gear inspection. Loop shortened.

'E' Certificate. During aircraft ascent, jumper who was sitting on floor with container resting against on-board seating, experienced a premature deployment of the reserve pilot chute. Movement had dislodged the flap, in turn dislodging the pin. Upon getting up to prepare for the jump, p/c escaped. Jumper and rig were secured and descended in the aircraft. Action: Be aware of rig and movement whilst in the aircraft.

FREEFALL

'F' Certificate. During a five person wing-suit jump, two jumpers collided, resulting in soft tissue injuries to both. Action: More awareness of other skydiver's positions, plus the need for participants to remain on line of flight.

'C' Certificate. Jumper had experienced some ligament trouble in shoulder 18 years previous, but none recently. Transitioning from a sit-fly to head-down position, shoulder dislocated. Main deployment attempted three times unsuccessfully as unable to reach behind for BOC handle. Successfully pulled cutaway and reserve handles by 2500ft. Jumper was able to control reserve and flare, though only to just below shoulder height. Landing was heavy with a well executed PLR. Action: To seek medical advice before resuming jumping.

DEPLOYMENTS / MALFUNCTIONS

'D' Certificate. After an atmonauti jump without incident, jumper on break-off was conscious of another's jumper's close proximity. After adjusting track direction became aware of how far away one was from the DZ, so checked airspace was clear, waved off and deployed immediately to open higher and allow more time under canopy to make it back. Opening was hard with the jumper sustaining whiplash injuries. Later stated that did not properly slow down out of track nor adjust body position for a smoother opening. Action: Be aware in freefall of proximity to DZ before break-off. Ensure a good body position is obtained before deployment.

'D' and 'C' Certificates. Jumpers lost height awareness during 2-way FS competition jump. One was waiting for audible, which failed. The other was subconsciously relying on team mate to break off. Both opened mains low, with AADs also initiating reserve deployments, resulting in both landing two canopies. Action: Don't rely on audibles. Plan height checks during dirt dive. Maintain height awareness.

'E' Certificate. After an uneventful wing-suit flight, jumper deployed Crossfire 89 at 4500ft. Opened with very firm snatch, legs swinging out during inflation – resulting in 8-9 line twists. Canopy in a flat spin facing down, jumper facing up. Jumper unzipped wing-suit and tried to recover. At 3000k executed Emergency drills, requiring a very hard pull on the cutaway handle, followed by reserve handle pull. Action: Keep legs fully together during whole deployment sequence.

'D' Certificate. On his 3rd jump of the day, jumper was filming a B rel. After watching the novice deploy at 4000ft, jumper started tracking on back, then watched the instructor deploy. At 2500ft, kept back tracking for another five seconds having lost height awareness, only realizing low height after rolling over onto front. Deployed main immediately looking at pro-track which read 750ft. Main fully inflated, with CYPRES AAD initiating reserve deployment, which inflated behind main, both settling into a side-by-side configuration, landing downwind.

After the jump, DZ staff became aware of the uncurrency of the jumper, with only nine jumps in the last six months.

Action: Jumper briefed strongly on the need to maintain currency, especially before trying anything new. Banned from doing any camera jumps until CI & DZSO satisfied with level of currency. Opening height for the next 20 jumps to be 4000ft.

'A' Certificate. Canopy deployed with a step-thru malfunction. Unable to release one steering toggle, with canopy turning and limited control, jumper executed cutaway and deployment of reserve. Action: After recent reserve repack, rig was returned with main attached in bag, but not packed. Jumper closed bag into rig without checking main canopy and lines. Always do full main line check and re-pack.

'D' Certificate. After a camera jump, deployment of main resulted in a pilot chute in tow malfunction. Jumper cutaway and deployed reserve at 1700ft. P/C bridle had been misrouted and had a tension knot with the excess bridle and was trapped under the flap. Action: Jumper to change how bridle is routed. Include check of bridle routing in equipment checks.

'D' Certificate. Camera jump. Normal exit, freefall and deployment at 3300ft but as jumper inspected canopy and tried to release brakes, found excess brake line had entangled with riser on each side. Attempt was made to untangle, but canopy began to turn, so cutaway and reserve deployment was executed. Action: Brake lines had just been lengthened since previous jump, with a lot of excess to be stowed. Recovered canopy indicated that the toggle had been passed through the loop in the stowed brake line as brakes were being released. The risers are to be modified to better accommodate the excess line.

'A' Certificate. Novice was unable to locate BOC but kept trying to find it, losing height awareness. As main was deployed, CYPRES AAD initiated reserve activation, both canopies deploying into a side-by-side configuration. As the canopies moved to a down-plane,

jumper reached up & grabbed risers, looked down and impacted the ground, resulting in multiple fractures. Later canopy inspection revealed both right side brakes on the main and reserve had been released, though the jumper had no recall of doing this. Action: All jumpers on the DZ called to a meeting to be reminded of importance of initiating emergency procedures in a timely manner. I.e. can't locate main deployment? Two attempts - then reserve.

CANOPY CONTROL / LANDING

'D' Certificate. After a successful 6-way track jump, the group opened about 1.5km upwind of the LZ – a deep spot for the light wind conditions. Though jumper was on a deep spot and running for "home", consideration was given to landing off. Immediately after the jump, concerns were expressed about power lines, but jumper had already passed over this obstacle then made a sudden 180 degree very low turn to into wind – and to face the power lines. Ground impact was hard and resulted in substantial injuries to both legs. Action: There appears an increase again in this type of incident. Whilst no particular lack of training appears to have contributed to this incident, it has been suggested a downwind/crosswind landing should be considered in training to ensure members feel more comfortable with such a landing. Continuing education on the dangers of very low hook turns and the need for timely off drop zone landing consideration, when on a deep spot.

Note: In June an almost identical incident occurred in the USA, unfortunately resulting in fatal injuries.

'E' Certificate. Executing a 'blind man' manoeuvre on a swoop landing, jumper struck a camera person on the ground when sliding. Thankfully - no injuries. Action: Freestyle swoop manoeuvres not to be practiced in main landing area. All high performance landings are to be conducted in student landing area. Jumper, due to size of canopy should be landing first – away from other landed canopies and traffic.

'A' Certificate. Jumper flared canopy at 20-25ft, then when canopy stalled, returned toggles back to full drive. Canopy surged forward, jumper swung and landed heavily on feet then head. Sustained dislocated left shoulder. This had been the third jump on downsizing to a smaller canopy, (PD210). Jumper stated had flared late on two previous jumps, so attempted to raise the flare height – with asking any instructors for advice. Action: Briefed to seek assistance from instructors if experiencing technical difficulties. Jumper to upsize canopy on next jumps to relearn landing technique.

'E' Certificate. Jumper cutaway from line twist malfunctions after a wing-suit jump. Reserve stalled on landing, jumper falling backwards onto back from 4-5ft, suffering bruising on back from landing on Vigil AAD unit. Action: Jumper had not made any practice flares during reserve flight. Reserve stalled at about 2/3 flare position.

Feedback from the jumper: As I lay on the ground, being told not to move, I heard in a very French accent "is zat canopy a Micro Raven? My friend broke his back in 3 places when the same thing happened to him!" I was starting to wonder how come I had never heard this about these reserves before.

The stall is almost instantaneous at approx. 2/3 toggle - not what I expected from the reserve I had carried around for 3 years. My Micro Raven's DOM is 1997 tested under TSO-C23d. With more research (dropzone.com + Google) and asking around for anecdotal evidence, it appears this characteristic has been documented before by a variety of people.

The big thing seems to be if they are flown at a wing loading of more than 1.1. I was flying mine (135sq ft at 85kg+gear) at a wing loading of 1.53, something a lot of us expect from our reserves as we use small containers.

My advice is to check what your reserve is, if it is a Micro Raven – work out what wing loading you have. If it exceeds 1.1, maybe you should make a decision on what this means for you. Mine has been relegated to a box in the hanger!

Note: Max exit weight for this canopy is placarded as 182 pounds (I.e. 1.37 wing loading). The jumper's exit weight would have been in the realm of 207 pounds.

'E' Certificate. Uneventful 4-way FS jump and deployment. On finals, released too low off front risers, going straight to rears resulting in Crossfire 120 canopy shutting down ~20ft and very hard landing, sustaining multiple fractures to pelvis and vertebrae. Action: CI recommending larger canopy & jumper to seek education through a canopy control course & more experienced canopy pilot.

'D' Certificate. After completing a camera jump for a tandem, under canopy at about 200-300ft jumper was startled when noticing another canopy approaching. He took evasive action using a heavy toggle turn putting him downwind of LZ with no time to make another 180 turn into wind. He attempted anyway and impacted heavily without completing the turn, in a downwind/crosswind attitude on sand, suffering a broken leg. Action: DZSO spoke to all camera flyers about maintaining adequate separation. Jumper to be briefed on better/safer evasive procedures.

RIGGING

'A' Certificate. After an uneventful jump and landing, whilst gathering gear, left main line steering toggle came off. Inspection of the right toggle found it was only held in place by a finger trap. No stitching and no knot. If a toggle had come off during canopy flight, it could have resulted in a worse outcome. Action: Toggles re-attached securely.

MISRouted HARD HOUSING



Recently in a two week period I noticed three people's gear with misrouted (see sample picture left) cutaway cable hard housings. One of them was misrouted on the reserve side and the other two on the cutaway handle side. At least one of the configurations could have had serious consequences in the event of the hard housing fouling the three ring system during a cutaway.

The 1st person, a local at the DZ, had just done their three ring maintenance and reconnected it incorrectly. The 2nd, an uncurrent jumper from the region but not from the DZ, blamed his rigger who had just changed the AAD in his rig. This person said they had done a gear check on the rig before emplaning and did not pick it up (whether the rigger would have disconnected the main to change an AAD is another story). The 3rd person was an overseas jumper who could not explain how it had come about.

The lesson – know your gear!

Michael Vaughan APF 'F' Cert / ID RW / Packer 'A'

Note: It is vital that the three-ring system, affectionately referred to as the "three-ring circus", is assembled correctly. If you are not absolutely clear about its configuration, ask your instructor or rigger to help you out, or review the container's manual.



It does not matter how great a skydiver you are, if the gear is not correct you are @#%\$#! Gear checks don't have to be that difficult. Get in a routine and keep to it EVERY time you do one (which is EVERY time you jump). Don't be afraid to check others. If something does not look right ASK! If one person checks you on the ground, have a different person check you in the plane.

Safety matters



Compiled by: Kim Hardwick

Safeskies

THE STORY

Safeskies is preparing to host its 10th biennial conference in Canberra from 25 to 27 October this year.

The first Safeskies event was held in late 1993 and the keynote speaker was USAF Colonel, airline pilot and novelist John Nance. Other highlights of that very first conference included presentations by Capt Danny Maurino from ICAO, Dr John Lauber from the US NTSB and Don Kendell of Kendell Airlines. But Safeskies went forward plagued by financial challenges and there was a clear need for a focused effort to raise \$50,000 to drive the next event. That task fell to committee member Peter Lloyd AO OBE MiD who was also asked to take on the Chairmanship.

Peter Lloyd stood down as Executive Chairman of Safeskies in 2008 and continued his honorary work as President. He has had a long business and aviation career as founder, director, chairman or CEO/managing director or a director of a number of public companies and some private enterprises in Australia, France, UK and the USA. He has worked closely with world leaders in France, UK, USA, Russia and several other countries, and has been honoured by them one way or another. Peter Lloyd's career involvement covers the motor industry, aviation, tourism, finance and the film industry and as a grazier/farmer on the Snowy River.

Lloyd introduced the idea of opening the next Safeskies in 1997 with a high-profile international guest speaker and a formal dinner. The speaker slot became a fixture from then on, branded as the Ansett Memorial Lecture in honour of airline founder and aviation philanthropist, Sir Reginald Ansett.

The first Ansett Memorial lecturer was Bill Gaubatz, an American rocket scientist. Subsequent lecturers were Captain John Young USN (Ret), a senior NASA astronaut, Captain Etienne Tarnowski, an experimental test pilot with Airbus, Geoff Dixon, CEO of Qantas, Burt Rutan, renowned aerospace engineer, Sir Rod Eddington, former CEO of British Airways and Alan Joyce, current Qantas CEO.

Peter Lloyd and Safeskies also scored a coup with the appointment of Dr Rob Lee to the committee. Aviation safety guru Rob Lee, who was a key speaker at Safeskies from the very first event, had previously run Australia's Bureau of Air Safety Investigation (BASI) before moving to the role of Director Human Factors, Systems Safety and Communications at the new multi-modal Australian Transport Safety Bureau. He is now a much-travelled consultant on transport safety. Rob Lee's global network of aviation safety experts has contributed much to Safeskies and continues to do so.

"We picked a theme for each conference over the years, but the story that we really wanted to tell was that aviation safety doesn't happen by accident," says Lloyd. But Safeskies is not about "talking heads talking to talking heads". The committee (now board) has been determined that the conference be accessible and of interest to anyone working in aviation at any level. As Lloyd says: "Our target was the people who needed most to come, which is not the heads of departments but the fellows in the third and fourth level, anything to do with aviation".

Safeskies has also been a facilitator for putting focus of specific safety issues in an Australian context and a good example is the work it has done around flight instruction.

"Two conferences ago the standard of flight instruction was identified as a potential major problem," says Lloyd. "We had formal discussions with the people at CASA and they decided to use the Safeskies conference as a platform around which they could build a senior instructors' forum. This year will be the third time it takes place at the same time as Safeskies."

But Safeskies is more than a biennial conference, with the board active throughout the intervening months promoting aviation safety and raising funds to support the work. An example of this is the Safeskies mini-seminar held in conjunction with the Avalon Airshow this year.

CASA has been a vital part of Safeskies right from the start. "The CASA thing grew through the work we put in with them and the benefit they got out of it," Lloyd says. "They make a generous annual contribution to the running of Safeskies."

There has also been significant support from airlines such as Qantas and Air New Zealand, from manufacturers like Thales and Airbus, other industry operators such as Cobham and also from companies not specifically aviation related such as Bevingtons and BHP Billiton.

The 10th biennial Safeskies Aviation Safety Conference will be held on Wednesday 26 and Thursday 27 October at the Hyatt Hotel in Canberra. It will be preceded by the Ansett memorial Lecture 2011, which will be a joint presentation by Australian astronaut Dr Andy Thomas and his wife, fellow astronaut Dr Shannon Walker.

For more information:
www.safeskiesaustralia.org

Safeskies 2011

Future Growth: Future Challenges

The Sir Reginald Ansett Memorial Lecture and Safeskies Conference Dinner

Tuesday, 25 October 2011,
Parliament House Canberra, ACT

Safeskies International Aviation Safety Conference

Wednesday, 26 October and
Thursday, 27 October 2011,
Hyatt Hotel Canberra, ACT

For further information refer Safeskies website www.safeskiesaustralia.org

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- Air traffic management and other services provider.
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Sir Reginald Ansett Memorial Lecture



Joint presentation by Australian astronaut Dr Andy Thomas and his astronaut wife Dr Shannon Walker.

The Hon Anthony Albanese MP, Minister for Infrastructure and Transport, Leader of the House, has been invited to officially open the conference on Wednesday, 26 October 2011.

Conference Registration

- Early Bird Full Registration (closes 29 July 2011) — \$915
- Corporate/Aviation Organisations — \$895
- Full Registration — \$995
- Student Day only rate — \$250

For full details visit www.safeskiesaustralia.org

SPEAKERS INCLUDE:

- Mr Mike Mrdak,**
Secretary Dept of Infrastructure and Transport
- Air Marshal Mark Binskin, AO,**
Chief of Air Force
- Mr John McCormick,**
Director of Aviation Safety, Civil Aviation Safety Authority
- Mr Greg Russell, CEO,**
Airservices Australia
- Mr Martin Dolan,**
Chief Commissioner, ATSB
- Mr Vince Galotti,**
Deputy Head, Air Navigation Bureau, ICAO, Montreal
- Dr Don Harris,**
Consultant (former Leader in Human Factors, Cranfield University) UK
- Mr Jean-Guy Ravel,**
Director of ATM Business Strategy and Development, Europe, Thales Air Operations, France
- Lieutenant Colonel Raymond E King,**
Psy D, JD USAF, BSC, Deputy Chief, Aerospace Neuropsychiatry Branch, United States Air Force
- Mr Yanick Malinge,**
Head of Safety, Airbus Industrie
- Mr Geoff Leach,**
Manager, Dangerous Goods Office, UK CAA and Chairman, ICAO Committee on Air Carriage of Dangerous Goods
- Commissioner, The Honourable Robert Wells QC,**
Offshore Helicopter Safety Enquiry, Canada

TRIBUTE JUMP

Organised by Barry Calver Photo by Jim Smith

The "FI" JUMP, as a tribute to **FIONA MCEACHERN**, was made by Dr John Cusack, Dr Kate Gibson, Mick Hill, Andrew Barker, Dave Bakkers, Phil Onis, Cindi Hemmila, Helen Mahoney, Dave O'Flynn, Dave Loncasty, Barry Calver, Greg Hamilton, Bill Bor, Albert Basson, John McWilliam and Heath Millard.



GREAT SCOTT!

It's 4,000 jumps for **BEC SCOTT**. This photo from The Soul Flyers camp with Fred and Vince at Bridgewater DZ in March.



MOSSY THE INCREDIBLE

Pauly B says, "We gave Mossy's plane a spruce up while doing the last 100 hourly. We thought the stickers were fitting since everyone knows how much he likes the sound of his own name."



Ha ha ha! He had no idea it was happening and he actually pulled them off, who would have guessed he would get a little embarrassed?!"

NEXT GEN - DROP ZONE KIDS

By Russell Brown

Saturday the 16th April there were three U14 jumps at Sydney Skydivers - my Daughter **ELISE BROWN** doing her third jump (first at age 9 and third now at age 11), **FINN GOENNEMANN** doing his third jump (first at age 7 and third now at age 8) and **SHANE ONIS** doing his 10th jump (first at age 8 and 10th at age 9).



FAREWELL (FOR NOW)

Photo by Dave O'Brien

"**SEAN WALSH** has been posted overseas for 6 months so we had a farewell jump for him at Picton" says Dave O'Brien. "It was a 15-way diamond, building off the tail, with everyone backing into their slots. This was followed by a second point and we were one grip short of a roundie at the end."

On the jump were Laurence Garceau, Melissa Harvie, Ove Jorgensen, Sean Walsh, Calder Chernoff, Dave O'Flynn, Tracey Basman, John Cusack, Andrew Barker, Dave Loncasty, Mark (Stretch) Szulmayer, Glenn Farrell, Helen Mahony, Dave Ruckert and Greg Hamilton.



SOUTH AUSTRALIA'S 50TH YEAR CONTINUING CELEBRATIONS

Words & Photos by Curtis Morton

After the Valentine's demo, South Australian jumpers just wanted more. Paul Newbery and I decided that a night jump into the city parklands would be fun. We scheduled the event for after 10pm to avoid commercial aircraft at Adelaide Airport.

The forecast of course was for horrible weather. From Wednesday on a steady stream of gloom and doom was directed my way; "Curtis, what about the weather?"; "Curtis, should we cancel because of the rain?"; "For God's sake Curtis what will you do about the weather?". The answer was to "hold tight, stay sober and a decision would be made an hour before take-off".

Saturday evening the clouds parted and it was all go.

Assigned Load Masters kept watch over their teams. Thanks to Mike, Dale and Paul for shouldering the task.

Neal Davis flew the first load directly from Goolwa, with Rob flying his first load from Langhorne Creek. Since Miff's airstrip isn't lit, Erika took a bullet for the team, staying behind to light the airstrip with her car. She was sad, alone and deserved a big hug when we returned late that night.

After dropping the first two loads, the planes went to Parafield where 11 more jumpers waited.

Miff flew back from SkySisters at Toogoolawah to supervise. While watching our landings he received a memorable call from Katie. Excitedly, she told him he had won the SkySisters Grand Prize, all the gear needed to jump from an aircraft (rig, suit, altimeter, socks, jocks, and everything in-between)! He is still picking out colours.

Mohawk Ben did an impressive land and roll demonstration. Luckily, photographer Tim Phipps was there to catch the moment.

There were several firsts; Tim, Ben L, Ben W, Crazy Eyes Ben, Braydon and Beau's first time into the city and first night demo. Each had worked hard in the weeks prior getting their ratings in order, well done guys.

Dale Elliott MC'd the event and looked after our hosts, the Adelaide Comets Football Club. This is their 10 year anniversary of Junior soccer. Dale did an excellent job keeping them safe and informed.

That night we were a happy bunch of skydivers. It was a highly satisfying jump for everyone. The Adelaide Comets Football Club shouted us dinner and, I think, a few beers.

South Australia continues the 50th year celebrations with more events in the works. On November 16th we have the 50th Anniversary Reunion Dinner. Skydive Pioneers Cathy Williamson, Brian Brown, Suzi Wright and many others will be there. All vintage SA jumpers are especially invited to attend. Then, from November 17 to 20 this year, the Bridgewater Caravan comes delivering altitude for the Fiftieth Year Boogie! Saturday the 19th is the big Party. Hope to see you there!



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CANOPY CREST
TRACEY MEL IAN DUNCAN CHARLOTTE
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BASMAN BURR KLIAJIC MCLEOD VAN DEN BURG
ANDERSON ANDERSON BUDGE CAMERON CATHCART COLES COSTA DIK DOWNHAM FIANNACA FITZSIMMONS ION JAADLA JACKSON KILHAM LIARIS MCBRIDE MCINNES MURPHY NOONAN PARRANT PEACOCK ROBERTS SCARRABELLOTTI SEARLE SEDDON TAYLOR TURKINGTON UNRUH VLAHOLIAS WALLACE WARREN WEBSTER WILSON WINGATE WORKMAN | CERTIFICATE 'E'
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