

Australian

skydiver

magazine



ISSUE 57
Volume 4/2011

ASM AUSTRALIAN SKYDIVER MAGAZINE
FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION



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Morph Man Dave Giuliani running a tube at Territory Rel Week, Batchelor, NT.
 Photograph: Wayne McLachlan



Sunset shut down with Wade Edwards at Territory Rel Week, Batchelor, NT.
 Photograph: Steve Fitchett

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EDITORIAL

ASM up for Tender

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Susie Mc

Contributors

- Simone Bambach
- Tom Begic
- Craig Bennett
- Susan Bostock
- Scott Brown
- Lisa Chambers
- Christine Clarke
- Niklas Daniel
- Dale Elliott
- Peter Ethernon
- Rebecca Fauntleroy
- Hayden Galvin
- Kim Hardwick
- Helmy
- Peta Holmes
- Barry Holubeck
- Tabitha Hughes
- Niki Jackson
- Brad Jones
- Will Kitto
- Ben Lewis
- Jules McConnel
- Dave McEvoy
- Vladimir Milosavijevic
- Luke Oliver
- Isabel Palmer
- Lisa Perdichizzi
- Ronnie Perry
- Martin Reynolds
- Bryce Sellick
- Shannon Seyb
- Billy Sharman
- Frank Smith
- Christine Sparrow
- Goran Turk
- Brad Turner
- Craig Vaughan
- Michael Vaughan
- Keven Walters
- Tex Wilkinson
- Lindy Williams
- Graeme Windsor
- Andrew Woolf
- Photographers**
- Tom Begic
- Lea Critchley
- Steven Geens
- Barry Holubeck
- Will Kitto
- Mark Laing
- Ben Lewis
- Francois Macario
- Paul Maloney
- Jules McConnel
- Wayne McLachlan
- Scott Neander
- Brett Newman
- Patrick Nygren
- Lisa Perdichizzi
- Vasily Rodin
- Billy Sharman
- Liz Siedlecka
- Jimmy Smith
- Wendy Smith
- Hana Urikova

[asm details]

[Publisher]

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

[Design & Layout]

iGraphix
 Amanda Hutchison
 Ph: 07 5444 1931
 igrphix@bigpond.com

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 Production and mailing takes a total of 5 weeks, so some information may be out of date or superseded.

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

The parameters of the Australian Parachute Federation lie in sport

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

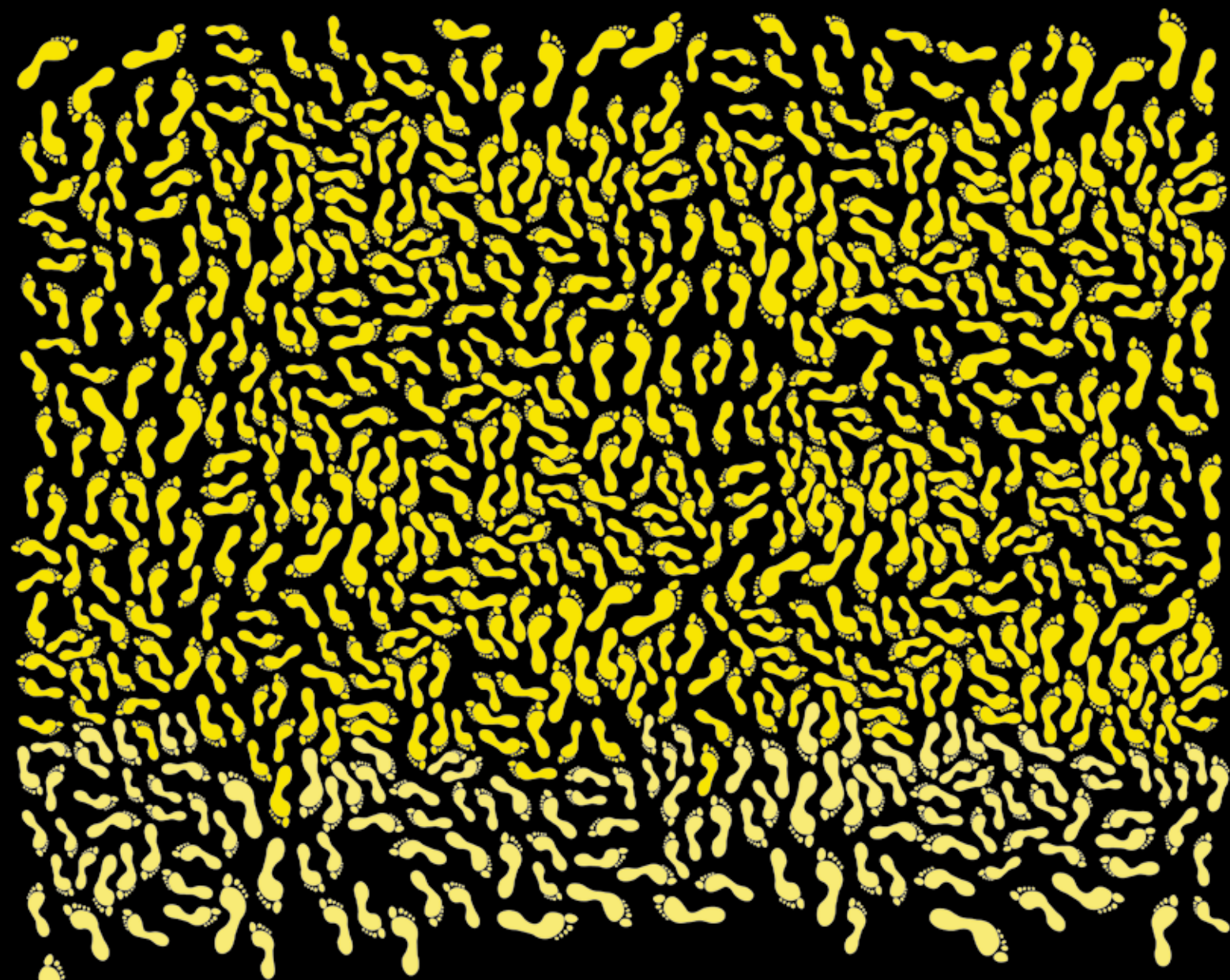
Pursuant to my contract with the APF in relation to the publication of Australian Skydiver Magazine, I am required to make a general statement about the nature of any pecuniary interest that I have in a particular brand of parachuting equipment, service or event being promoted in ASM. I am a Director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

Next Deadlines

Issue 58 Deadline 5th November, 2011 Mag Out before Xmas 2011

Issue 59 Deadline 5th January, 2012 Mag Out Mid February, 2012

Issue 60 Deadline 5th March, 2012 Mag Out end April, 2012



Icarus
CANOPIES

729 FEET.

JPX Daedalus
JPX PETRA

**NEW DISTANCE WORLD RECORD ON
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Northern Territory **REL WEEK 2011** Batchelor DZ

By Darwin Parachute Club
Photos by Steve Fitchett &
Wayne McLachlan

THE CREW FROM DARWIN PARACHUTE CLUB PULLED TOGETHER TO PUT ON ANOTHER GREAT REL WEEK.

**THE DROP ZONE LOOKED GREAT AND THE GALAH'S HAD PRIDE OF PLACE IN THE TREE. WE WERE
READY FOR OUR FRIENDS TO COME PLAY AT OUR PLACE. EVERYTHING FLOATED SMOOTHLY**

AND 2011 WAS A RELAXED, CHILLED OUT BOOGIE.

THE PLAYERS FLOCKED, GOT FLAT, GOT ON THEIR HEADS AND OFF THEIR HEADS.



Skydivers ranged in age from 11 to 87, with a record breaking over 80's years old 2-way. Tutors and coaches from all skydiving disciplines were in huge demand and kept busy during the event, keeping manifest busy and ensuring that all participants were gaining new skills and direction.

Utilising their combined wisdom, the POPs camp, "Jurassic Park", had the best spot under the trees and were charming guests as always. Robbo had a chop and landed his reserve in the pit out "The Back" (You Hero Robbo!). Jurassic Park all pulled together to do some awesome jumps with some records achieved along the way. Well done to you all involved.

The Speed Star competition went off with an impressive 77 people in the draw. There were flat teams and a couple of vertical teams. It was great to see such participation and enthusiasm from everyone. Everyone was actually on time for the dirt dives at 8am, with team "What Eva" taking out the medals. Thanks to POPS Australia who assisted in the coordination of the competition and also in the funding of a few slots to make the comp happen. Also thanks to Australian Skydive for some prizes to go along with the medals donated by POPS Australia.

The canopy pilots had fun in The Back, Koppel kindly pruned the top of a palm tree on the way in for us and the Swoop and Chug comp ended in a Liverpool Kiss.

Handbrake won the "nail your private parts to the fooseball table" competition over Canadian Rob, but lost the "how many bottles of water can you suspend from your private parts" to him. Thankfully DPC locals Jimmy and Kirk saved the day winning the "Stretch" Comp on the final night.

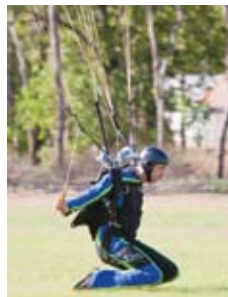
Many goals were reached and the bell got a workout. Some of those achievements included:

AFF Students: Ben Wootton and Merle Weber.

B-Rels: Angelica de Vries, Con Karras, Matt Ernesti and Grant Bowley.

Star Crests: Tristan Roulston, Sandra Northey, Kokhon Wong, Michael Choi, Matt Hart, Adrian Ferguson and Paul O'Dwyer.

First Flight Courses: Timon Dik, Chris Jones, Stephanie le Fleur, Phil Kemper and Matt Hart.





Other milestones achieved during the boogie include Wayne McLachlan 13,000th jump, 800th jumps to Phill Kemper, Stephen Cash and Jaitre Campion, Robbo did his 3,700th, Frank Klaus cracked his 700th, 300th to Tim Kollin and Kristian Pennicott, 400th to Christine McCoughtry, 200th to Matt Hart, 500th for Keith Aitken and 100th jump for Sandra Northey and Tristan Roulston. So so so much beer.

"A GREAT LEARNING BOOGIE IN TRUE SKYDIVING SPIRIT."

There were a number of nominations for Most Improved during the boogie, they included Adrian Ferguson, Wongy and Ben Wootton. Congratulations go to Ben who was awarded the 'Up and Coming Jumper' prize pack kindly donated by Way Cool, Downward Trend Rigging, Cookie Composites and NZ Aerosports to help Ben along on his skydiving career.

The DPC would like to send a HUGE thankyou to all our sponsors, but in particular, the APF. The APF was the boogies' key sponsor, enabling us to provide the magnificent coaches and tutors from all disciplines that all jumpers had access to over the boogie. Without their input and support this simply would not have been possible. Thanks APF!

Our other generous sponsors included Airtec Cypres, Way Cool, Downward Trend, Sonic Suits, Pheonix, Icarus, Freefall United, ASM, Parachutes Australia, Cookie, POPS Australia, Paragear and Coomalie Council.

A big thankyou to all DPC members for their efforts in putting Rel Week 2011 together and to everyone for attending from all over Australia and the world. I can tell you there were a few times in the lead up to Rel Week were a few of us thought it might not happen. But everything came together and there were smiles and hugs all round as the week came to an end. But best of all, everyone was already talking about Rel Week 2013.

Last but not least a couple more thank yous, firstly to Terry King our CI and DZSO. Terry puts in so much to the club, we love him dearly and are going to miss him greatly with his upcoming move interstate. Also thanks to those others who go above and beyond again and again (you know who you are).

So book your holidays now, because Rel Week 2013 is going to be bigger and better and we want to see you there!



"REL WEEK WAS AWESOME, THANK YOU EVERYBODY FOR COMING." PRESIDENT LEONIE WALD



BLAKE PALMER



"IT WAS GOOD TO SEE JUMPERS OF ALL LEVELS PROGRESSING IN THE SPORT AND BEING ABLE TO CATER FOR ALL LEVELS AT A BOOGIE. I WAS IMPRESSED BY EVERYONE'S HIGH LEVEL OF SAFETY AND PLEASE THE APF INITIATIVE ON SKYDIVER SAFETY IS NOW HAVING A POSITIVE OUTCOME. TO ALL INVOLVED, AS A SKYDIVER AND DZSO, THANK-YOU ALL." CHIEF INSTRUCTOR TERRY KING

"I WANT TO SAY THANKYOU FOR A FANTASTIC BOOGIE, THE DZ IS AN INCREDIBLY COOL FACILITY, ALL THAT GRASSED AREA IN JURASSIC PARK IS PERFECT FOR PACKING AND THE BOOGIE RAN SO SMOOTHLY." BART EDWARDS



"EVERYONE WORKED TOGETHER BEAUTIFULLY TO PUT ON A GREAT EVENT. LOVED IT". BECK FAUNTLEROY



"TOP CLASS EVENT. I HAD SUCH A BALL." PHIL KEMPER



"I WAS GOOD AND WENT TO BED EARLY." KEITH ATKINS

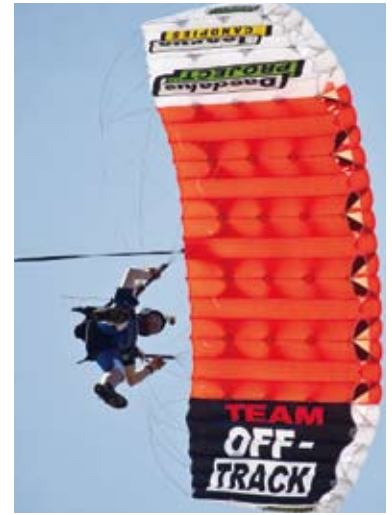
Northern Territory
REL WEEK 2011
Batchelor DZ



"THANKS FOR AN AWESOME BOOGIE. I WILL DEFINITELY COME BACK FOR THE NEXT ONE. PLEASE THANK ALL THE GIRLS IN MANIFEST FOR ME. I HAVE BEEN TO MANY BOOGIES AND DROP ZONES AROUND THE WORLD AND I HAVE NEVER MET SUCH HELPFUL AND FRIENDLY MANIFEST STAFF." MARIUS VAN DER WALT



"THANKS FOR A GREAT BOOGIE, REALLY HAD A GREAT TIME THERE." CHRISTINE MCCOUGHTRY



"I HAD A FANTASTIC TIME, LEARNED A GREAT DEAL AND ACHIEVED A LOT DURING THE WEEK!! I MET A WONDERFUL BUNCH OF PEOPLE AND I REALLY LOOK FORWARD TO THE NEXT VISIT." SANDRA NORTHEY



"I REALLY DID THANK YOU SO MUCH, HAD THE TIME OF MY LIFE:). I BET THERE WAS LOADS OF HARD WORK BEHIND IT." ANGELICA DE VRIES

My Tandem Skydive

By Isabel Palmer

My name is Isabel. I'm eleven and I've done a tandem skydive. The first time I ever saw someone do a tandem, I knew straight away that I wanted to do it. Well, now I have! It was the most exhilarating, scary, exciting, thrilling thing I have done in my life, and I know that someday I'll do it again. It started when I was staying with Dad, a jumping instructor, for a jumping weekend at Darwin Parachute Club, Batchelor, when he asked me if I wanted to do it. I agreed straight away and I was very excited about it. The date wasn't very clear for a while, but then it was set for the next Rel Week.

A few weeks later, I was in the car driving to the club. I have to admit, I wasn't nervous, but I knew I would be soon. When we got there I felt like I was ready for anything. My load was Load 16 and so I started to get geared up with the Tandem Master, Drew Innes. Now THAT was when the nerves started to kick in.

We were walking towards the plane when I noticed myself saying "why am I doing this, why am I doing this?" over and over again. The plane ride was pretty nerve-racking and I kept talking and talking to get my mind off what I was about to do. It was a pretty tight squeeze.

Then the red light came on and someone opened the door. It was really loud and that was when I felt like I was going to be sick because of all the adrenaline pumping through me. Everybody kind of shifted forward and I lost my breath from the way the other jumpers were just hopping out of the plane like there was nothing scary about it at all. Then came the scariest bit.



Drew and I were sitting on the edge, ready to fall. I closed my eyes and hoped for the best. I tucked my thumbs under my harness and waited for Drew to lean forward. I was screaming for the first four or five seconds of freefall, then I felt a bit better, but I still wasn't quite sure yet. Dad came to us after a few seconds and I felt reassured. Drew then made a motion for Dad to move out of the way and below us I saw dad's canopy open. I thought, 'wait... does that mean our parachute is gonna- aaaaaahhhhh!!!!' our parachute opened and my legs whooshed up, because I wasn't expecting it. That was the best part - the canopy opening. It was so relaxing, calm and I enjoyed it very much.

The rest of the jump was fantastic - the view, the cool breeze and especially the part when Drew convinced me to have a stee r- I was a bit reluctant at first, because I didn't want to go too far left or right. But I knew I would regret it if I didn't so I gave it a try - and I loved it. We finally landed and got swarmed with family and friends and cameras.

It was totally awesome, and I would recommend it to anyone who wants some fun and a great memory. I'll remember my tandem forever and I want to do it again LIKE HELL! So do it, I dare you, because you'll regret it if you don't.

MIA BEGIC



Zhan



australia's YOUNGEST SKYDIVER

On Friday 16th September, Begic siblings Zhan (Yr 4) and Mia (Yr 2) made their first skydives at Moruya Airport with their father, professional skydiving instructor, Tom. Mia Begic became the youngest female skydiver in Australia's history by completing the jump on her 8th birthday - a wonderful achievement.

It took nearly two years to gain approval for the jumps under an unlimited age trial run by the Australian Parachute Federation under the auspices of the Civil Aviation Safety Authority. Until recently, you had to be over 14 years of age to do a skydive. The application process included completing application forms and paying fees, both children writing a letter explaining why they wanted to skydive and what they understood about it, passing harness fitting tests, gaining approvals from both parents and the Tandem Master (Tom and Marijana Begic), the Drop Zone Chief Instructor & Safety Officers (Paul Smith & Jules McConnel), the Executive Management Committee of the APF and CASA.

On a perfect day, both children made their skydives and described the experience as "exciting, a lot of fun, a little scary sometimes and the best experience of their lives". They loved the scenery on the plane ride up and whilst flying down under parachute. Both want to do another jump!



Mia





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Vladi Balls

Skyballs with a Difference



With Vladimir Milosavljevic, *Inventor*

Skyballs are mostly not allowed in Australia as they are a major hazard and risk. What's the difference, what makes the Vladi Ball safer than other skyballs?

In my opinion, the difference is that Vladiball is a step made only towards safety. At the time of Vladiball designing, people were already experimenting with weighted tennis balls and oranges, etc., so my major concern from the very beginning was just the safety of skydivers, people and property on the ground. As an engineer, I wanted to make something solid, standard and affordable, something with positive professional and public opinion, just like with an airplane or some good equipment today, people use them and do believe in their existence.

Describe how the ball functions in more technical detail.

Vladiball works on the pressure basis. It has a ball assembly (weight carrier) and a cylinder assembly (brain). Ball assembly carries an extra weight that will be released into the atmosphere in the case a skydiver does not retrieve the ball prior to the parachute deployment altitude. A cylinder (brain) assembly consists of two chambers; one with data from ground elevation (DZ), another with real time data. These two chambers are divided with a particularly designed membrane that compares their pressures and carries a needle that will keep a ball assembly locked at medium and high altitudes and unlocked at low. It is very simple design which makes it very safe.

Does it move around much? Describe how it is aerodynamic and flies stable.

Skyball is not a toy for beginners. It is a light-weight object (compared to the human body) and reacts much more to various freefall influences (sidestreams, turbulence etc.), so you need some skill in order to play with it. However most people think Vladiball is the best flying skyball. I think also. Compared to the tennis balls, Vladiball has the cylinder (brain) that sticks out of the ball which stabilises it's flight plus it has a one-inch thick ribbon that even more increases it's stability.

There are a few interesting videos on Youtube that can give a general idea of Vladiball performance in both belly and freeflying.

When you say it releases weight into the atmosphere, do you mean actual lead shot gets released?

Yes. New Vladiball has enough space to carry either lead or steel shot. If you don't catch it, it will release it's load into the atmosphere at 1,800ft +500ft AGL. In one of the early tests, a load was released prematurely and almost straight into a skydiver's face. Even then, nothing happened, a skydiver was not injured and later, we saw on the video that a speed difference at the moment of ball deployment was not significant so everything was OK. However, do not ever try to make Vladiball open into your face because a ball itself (plastic part) seems to decelerate much quicker and it can probably give a good punch!

How does that lead shot land? Is it likely to kill a cow?

Hmm! I don't know how you kill cows in Australia, but this certainly can not do the job! Actually, it can not kill even an ant! A lead shot used in Vladiball is the smallest one, in US #8 or #9 (max diameter 2mm), already approved by hunters for shooting straight up, so when it falls on the ground it is already scattered pretty much all around and it falls like a light





rain. Empty assembly (plastic) at its terminal velocity also falls not so fast, it can not injure someone, damage a car, roof, or an airplane...

Can you adjust the weight to fly faster or slower?

Yes. Weight varying is the primary fall rate adjuster! By inserting more or less shot, you can adjust it to very precise freefall speeds and of course to the standard speeds for belly or freeflying.

Any interesting facts or statistics?

After 10 years from the first flight, it is hard to say precisely, but my estimate is over 15,000 skydives with zero known injuries and zero known holes in the ground. In addition, I would like to add that Vladiball is designed to have few levels of security. First is, in the case of some structural failure (valve leak, membrane leak, ball assembly or cylinder damage), it can just do a premature opening, not a late opening or lock. A specially designed membrane rigidity will do this job. Second, a securing rubber band that needs to be removed before flight is always black and ugly, like no other part of Vladiball, which reminds skydivers that they must take it off before the skydive... and third, Vladiball has an extremely simple design and operating principle, aneroid with very simple longitudinal needle movement, a technology that was proven in various aeronautical instruments in millions of pieces, so I consider it safe from every aspect, theoretical and practical.

Have you had it in the tunnel, what does it do?

Yes and I think it is not very usable there. Tunnels are relatively small in diameter and microwise, still do not have very uniform stream. Sometimes also a secure net is not very

dense, so it can not be used. I think Vladiball is more for real, wide open space.

Have you been able to log how fast it can go?

When full of lead, with standard tail, the nearby skydiver in steady freefall measured 162mph. With shorter tail it will go faster, however, this question should not initiate speed breaking record attempts since Vladiball is designed to fall in normal skydiving speed range.

What or who inspired you to design the Vladiball?

I feel a real "thanksgiving" towards my friend, US Freestylist Tamara Koyn, who initialised the idea. I was thinking about skyballs even back in 1993 when I was on a course for Formation Skydiving in Holland, however only after skydivers started jumping more intensively with tennis balls full of lead and my friendship with Tamara, I really started to focus myself towards the possible solutions for the safe skyballs.

Vladiball is one of my lifetime projects, something that gave me opportunity to communicate with skydivers and aviators from all around the world. It gave me a joy of seeing something, very original and mine, flying over very different world's locations and landscapes, a great feeling that really pays off all my efforts.

www.vladiball.org



Growing in popularity every year, Stuart Bean, Lisa Chambers and the team at Skydive Abel Tasman hope to see the event become "Australasia's most preferred skydive event".



“ **GOOD VIBES 2011** was the biggest and best Good Vibes yet, marking a decade for the event itself. Good Vibes has become a very popular boogie for the Kiwi's and more and more so for the Australian skydivers. Over the course of the 5 days we saw New Zealand's first two plane wingsuit formations, 16-way formations, lingerie jumps, undie hundies, pyjama jumps and lots more. Each evening had a planned social event at a selected destination in the local town. Friday night is when the spectacular firework display happened and for that we used 139kg of pyrotechnic explosives! Not to mention 28 first flight wingsuit jumps thanks to the 5D crew Hayden Galvin and Adrian Acquado. All in all, it was an epic Good Vibes. The finale dinner saw a lovely memorial presentation of all the lost friends over the course of the year from New Zealand, Australia and America. Afterwards those attendees that had been to every single Good Vibes were invited up to collect a bottle of Moet in appreciation of their support. Lastly in celebration of the decade year, a Maori Tiaha was presented and blessed by a local Maori to Drop Zone owner Stuart Bean. The Tiaha is a Maori spear with the tip made of native Green Stone, given to Chiefs of tribes and used to protect immediate and wider whanau (family members).

The party finished up back at Hot Mamas where 50 Jaeger Bombs were lined up and \$4,000 was put on the bar thanks to NZ Aerosports, Deepseed, Downward Trend and 5D Wingsuiting. ”

Lisa Chambers







The Summer of Love

By Shannon Seyb

THE FACT THAT WE CALLED OUR LATEST R&D PROJECT **THE SUMMER OF LOVE** MAKES IT SOUND LIKE WE SOMEHOW CARE ABOUT CONVERGENCE, POLITICAL REBELLION, SOCIAL PHENOMENA AND MUSIC RELATED MELTING POTS. BUT QUITE FRANKLY WE DON'T CARE ABOUT THE HIPPIE REVOLUTION THAT OCCURRED IN 1967. WE DO CARE ABOUT **MAKING AWESOME CANOPIES** AND **DEVELOPING COOL NEW STUFF**. AND WE WON'T DENY THAT DRUGS, SEXUAL FREEDOM, CREATIVE EXPRESSION AND FREE LOVE MAY OCCASIONALLY PLAY A PART IN THAT...

The first Summer of Love began in November 2009 when Julien from France, our new Aerodynamics engineer, turned up on our doorstep at Icarus World Headquarters in Auckland, New Zealand. He had worked for Airbus and had just finished at the yacht research unit of the University of Auckland. He came to NZ Aerosports for a look, more as a skydiver than as an engineer. However, after three beers he

decided he didn't really want to go back to France after all.

Fifteen minutes after leaving Julien sent his CV through to us and soon after he began work. With his expertise in Computational Fluid Dynamics (CFD) we embarked on a new CFD research project. CFD uses computer modeling of airflow to analyse and predict the performance of a canopy shape. It's an incredibly accurate comparison we couldn't get through instrumentation, wind tunnel testing or test jumping – and we have this information before we build any prototype. We'd used CFD before, but Julien's sophisticated understanding took us to another level.

We then built a parametric software model that we use to generate any canopy shape we wanted on the fly. Our parametric model allows us to shape a canopy any way we wish simply by adjusting its parameters (numbers). Our software automatically produces panel shapes and markings for our cutting machine and line lengths, and gives us a 3D inflated shape file we can use for the CFD. The CFD software can take up to 96 hours to run before it gives us a graph of how that canopy shape will perform.



One of the first things we did was to enter our existing canopies the JVX, Safire II and Crossfire II into our new software to test our system and also to see our baselines. It could both reproduce our existing canopies exactly and tidy the shaping to allow for our new methodologies on how we want to do things. Another interesting aspect to our parametric model and CFD combo is the ease of which we can enter basic parameters of other manufacturers canopies... haha... quite a powerful tool indeed!

After a few months of refining the parametric model to do our shaping and designing, the work to generate any new prototype and put it on the cutting table became almost nothing. Every week we were running several software shapes and producing concept prototypes.

Our Summer of Love factory team was made up of Jyro and Julien doing the design work, and NZ Aerosports managers Attila and Richie with Tim and Crash doing the regular test jumping. Robbie, Vaughny, Anne from Apex BASE and Brett from Downward Trend came on board to help us with rigging and test jumping over the course of the summer. Of course our biggest coup was tapping into SkyGod's unlimited knowledge and wisdom as our Master Test Pilot and Head of Operations.

We began at the letter 'A' with a concept canopy called Amy, and slowly worked down through 'P', fondly known as Petra. Our decision to call the project the Summer of Love was in no way influenced by the fact that all our prototypes were named after actresses and business women (Er... well, porn stars and prostitutes). Honestly.

Every one of our designs took us a bit closer to finding out what we needed to do to make that happen and occasionally taught us what not to do.

Julien's CFD expertise proved invaluable, also helping us dismiss some really dumb ideas and saving us a fortune. There are many things that even the best CFD can't do, such as predicting openings, stability and telling us about how the canopy feels. Take for example, a lovely little lady we called Ilona...

Perhaps it wasn't a good omen that the Hungarian porn star we named her after was slightly, uh, eccentric. Eccentric meaning that she offered to sleep with Saddam Hussein if he would release some hostages and later offered the same for Osama bin Ladin. Oh and she ran for the Italian government. Hmm, interesting chick!

When we made Ilona, we took all the good things we'd learned from other canopies and put them all together. We thought that since they were both from Hungary, Ilona and Attila would get along just fine. Umm, oops. Our bad.

She was the fastest, hottest and wickedest canopy we'd ever had in flight and as it turned out, also the craziest. Check her video out on <http://www.nzaerosports.com/gallery/videos/> After Ilona was retired to our canopy graveyard Julien returned to France for the summer there, but came back to New Zealand in October 2010. It was then that we developed Petra. We had liked lots of our concept canopies over the project duration but we always felt we were getting better and better. Now we're hitting a sweet spot.





We think Petra might just be the one.

Petra is the result of over 25 years of our Icarus design experience at NZ Aerosports and Julien's fresh input. Petra stood out from the previous prototypes so we decided to keep working on her. There are many iterations of her in field-testing at the moment, and we're almost there.

The design uses a similar standard to the JVX in terms of distortion reduction with crossbraces and 27 cells.

Also in our Summer of Love was the birth of our new 5-chamber cell concept, which we first showed off at the PIA Symposium in Reno this February. The concept canopy that includes this design is called "Sunshine" and she is still in the researching stages. We built her in our Petra shape, but with our new cell structure.

The project has brought a lot of life to the factory, what with running our prototypes down the street, night testing them outside, and of course debrief and cocktails after test jumping. There is such a good energy in even the everyday stuff – we love it and have another two summers planned!

To view some of the videos of Petra and our prototypes from the Summer of Love, check out our Icarus Canopies by NZ Aerosports facebook page www.facebook.com/nzaerosports or visit our website www.nzaerosports.com or scan the QR barcodes to take you there.





THANK YOU!



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www.cypres.cc/20years

16 AND HEAD IN THE CLOUDS

AFF Student Bryce Sellick tells of his jumping journey.

The anticipation of the first solo skydive was building. After being peer pressured two years ago into a tandem skydive at age fourteen (minimum legal age for a tandem skydive), by my best mate Jed Smith, I never thought that at just sixteen (minimum age for a solo skydive) we would now be booked in to do our first solo skydive. After talking like heroes for two years about our legendary tandem skydiving careers, it was now time to put our money where our mouth is. No longer could we put it off. Jed was turning sixteen in a week and I had already been sixteen since October, between us we had completed more than forty tandem skydives in the two previous years.

On Thursday night, a week before the scheduled solo skydive, Greg Smith (Instructor/Owner of SA Skydiving) talked us through the theory of the Accelerated Free Fall course, or referred to as the AFF course. Jed and I were hanging onto every word and trying to process all the information that might one day save our lives. The second part of the night was spent using the theory we had learnt in mock situations of what we could expect in both freefall and under parachute. Learning how to deal with different situations such as becoming unstable in freefall and the possible potential of a parachute malfunction. For example, a Line Over malfunction is when a line over the top of the parachute generally stopping one end of the parachute from inflating correctly and Line Twists is when all your line twists up from either an unstable deployment or a packing error. Some are fixable and some result in the use of the emergency procedures and deploying the reserve parachute.

After arriving at the drop zone Tuesday afternoon we spent the night running through Stage One of the course, memorising the different skills that had to be completed in freefall and practising our emergency procedures until they were like second nature.

The morning of January 27th finally came, six o'clock came around quick. I wished Jed a happy birthday then got back to shitting myself very quickly. A quick look outside to see that the weather was bluebird, not a cloud in the sky and not a ripple on the sloop pond - perfect weather for Skydiving. "Damn, no excuse to back out" I thought to myself. After throwing down some breakfast we then gathered in the packing room for some final wise words and a quick run through of emergency procedures, freefall signals and canopy checks. It didn't take long 'til we were walking out to the plane, the Cessna 206 roaring to life as we got in, circling over the very scenic Lake Alexandrina and watching the sunrise slowly over the water. Twelve thousand feet comes up quickly when you're dreading it, but surprisingly still enough time for my hands to sweat profusely.



STAGE ONE AFF COURSE

16 AND HEAD IN THE CLOUDS

As the “over the top” call came from the pilot, the door slid open and the rush of cold spring air filled the plane. On the ground I had drawn the short straw and would be jumping first, a quick “good luck mate” from Jed and when both my instructors Curtis Morton and Katie Fluin were in position, I got the nod and we exited the plane, a text book stable exit if I do say so myself! The feeling of finally being solo in freefall was overwhelming and impossible to describe. Five thousand feet came rushing up quickly, I waved off and deployed my pilot chute into the clean crisp air. Suddenly I was alone and a bright red and orange 240 square foot parachute was, to my delight, flying perfectly above my head. I soon remembered that I was solo and actually had to fly it myself, quickly releasing the toggles and giving the canopy a spin and flare to see where the stall point was. I spotted Katie perfectly landing her parachute by the big white arrow, I followed her directions all the way to the ground. Landing into the two knots of wind, the ground came up faster than anticipated so I opted to do a PLR (practise landing roll), quickly standing up and getting a big congratulations from Katie and a huge hug from Mum who looked whiter than me.

Watching Jed land was inspirational. A perfect unassisted approach and perfect flare landing him right by the arrow, living up to the huge pressure that had been put on him for being the owner’s son. With high fives all round and a big well done from the jump masters and family we quickly posed for a photo and went back to the clubrooms for the debrief to discuss how we thought we went and get the jump master’s feedback. We both passed!

“Freefall was overwhelming and Impossible to describe”

After first solo skydive



In the Plane. Front Jed Smith, back Bryce Sellick



Stage 10 Exit



Landing

From R-L: Curtis Morton, Greg Smith, Jed Smith, Bryce Sellick, Katie Fluin



“We are now also planning on traveling with the sport in our gap year in 2012”

As sunset loomed over the hills, I had completed eight stages and had well and truly called it a day. Jed on the other hand was just completing his Stage 10 with another perfect landing meaning he had completed his ‘A’ Licence in a day! I finished off the course the next day and the good weather was kind enough to let us jump all day.

Now eighteen months later both Jed and I are still enjoying the thrill of each jump as if it was our first time all over again. With over four hundred skydives between us we can once again talk like heroes and pass on the knowledge of what we have learnt to the next group of up-and-coming skydivers. What does the future hold? Currently I am one of the camera crew at SA Skydiving and Skydive Adelaide. Jed and I have now set our sights on the up and coming State Meet and giving some of the more seasoned skydivers a run for their money. We are now also planning on traveling with the sport in our gap year in 2012 and seeing what the rest of the world has to offer. Huge thanks to Greg Smith, Katie Fluin, Curtis Morton, APF, ASM, my supportive family and most of all SA Skydiving for an amazing experience and their continued support.



From L-R: Bryce, Greg Smith, Jed Smith. Scenice Lake Alexandrina in background



Hang Exit from Cessna 182

From Top: Jules McConnel, Bryce Sellick, Jed Smith, Greg Smith.



Bryce's 200th Skydive



New Distance World Record by Nick Batsch on Petra

The Daedalus JPX Petra

flies ridiculously far.

And then another 20 meters.

The newest NZ Aerosports canopy - the Daedalus JPX Petra - had an impressive debut at the PD Big Boy Pants event, with Nick Batsch setting a new distance world record of 222.45m (729ft).

Nick outdid his own previous world record of 181m, which was set in South Africa in 2009 on his JVX. In the first round of the July competition this year, under Petra he flew a further 41m (133 feet) to take out the only new world record set at the event.

Petra made sweet, sweet love to Nick, winning the Distance and also the Speed event with a time of 2.095, just 0.002 (two one-thousandths of a second) short of Greg Windmiller's world speed record. He also placed second in Zone Accuracy with his JVX, winning gold and taking away the prize money. Congratulations Nick!

The Daedalus JPX Petra is the latest canopy to emerge from NZ Aerosports Summer of Love R&D Project. She's the sexiest canopy around - and she can swoop for miles.

Different versions of her are currently being jumped and tested by a select few jumpers around the world to gain more experience with how she flies. Petra isn't at the selling stage yet, but it's likely that her production model will be released with a variety of options including hybrid fabric choices, the Powerband, tail-feathers (mini-ribs) and other cool stuff that's not quite nailed yet!

You can follow NZ Aerosports progress with Petra, and Nick's competitions on her, on the NZ Aerosports facebook page [facebook.com/nzaerosports](https://www.facebook.com/nzaerosports) and their website nzaerosports.com.



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2012 Camps

January 23-27 (Australia Day)

April 23-27 (Anzac Day)

July 2-6 (School Holidays)

September 24-28 (School holidays)

December 3-7



Frederick Riou learning headup
Photo by Lisa Perdichizzi

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Future 8 Project

By Simone Bambach and Peter 'Ebony' Etherton

Photos: Scott Neander - Video grab of exit, Jimmy Smith - Aerial photos, Liz Siedlecka - Ground photo

Update August 2011

After two selection camps held in May and June the selection process for the Future 8 project team is complete. The team held its first training camp early this August 2011.

After a last minute change due to one of the initially selected members being unable to continue,

the final team is; Vernon Quek, Clayton Gill, Laurence Garceau, Troy Crotty, Russel Blackman and George Tang with player/coaches Simone Bambach and Peter Etherton and the camera slot held by Scott Neander.

George Tang got the call up to fill the missing slot as he had originally missed out only due to being unavailable for the first training camp. He was overseas competing internationally in another sport at the time so that experience should be valuable to him and the team later on. Several talented skydivers temporarily filled in for George during the first camp so that the team could carry out our planned jumps. Thank you very much to Kobi Bokay and Kate Langley who filled in one day each and to Helen Mahoney who joined us for three days.

Our August training camp had two main goals. First was to get everyone familiar with their slot in the team and when exiting the aircraft and second was to start the process of learning all the block moves

in the 8-way dive pool. The plan was for five days training with a maximum of 12 jumps a day. We managed to get in 45 jumps for the five days with 12 jumps on the Saturday. This was the most jumps in a day ever for several team members. It's a pity we were in training and so we couldn't drink all that beer! The team performed all twenty-two block moves in those jumps. Most dives were a drill format with a block and a random or two blocks only so that we could maximise the number of repetitions while still having a realistic move into and out of the blocks.

At the end of the camp, everyone was tired and there were of course some bruises and sore muscles but there was a good feeling that we had made a substantial start to our training and made good progress towards being a team. The exits were starting to become consistent with faster break times and the gaps in the jumps were fewer and further between. We are all looking forward to the 180 or so further training jumps planned prior to the next nationals and we will keep the ASM informed of our progress.

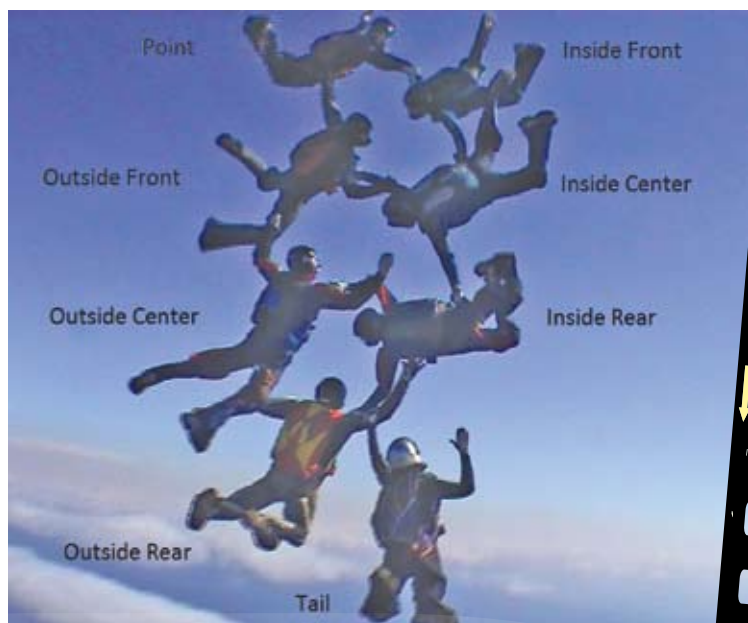
This project receives great assistance from the Australian Parachute Federation and Sydney Skydivers, so thank you from all the team. The idea of this project is to help spread 8-way knowledge so when you see one of the team members on your drop zone don't be shy about picking their brains.

We thought we would conclude this article with some information on exiting an 8-way chunk from a Caravan. We gave the following notes to each team member so that we all started from the same basis. There is a labelled picture of the 8-way chunk straight out of the door so that you can see what each position is and where we are aiming to go on exit.





L-R rear: Troy Crotty, Russel Blackman, Peter Etherton, Vernon Quek and Scott Neander. L-R front: Simone Bambach, Clayton Gill, Laurence Garceau, Helen Mahony and Adrian Giesmann



Exiting the Caravan

An initial look. This will be fine-tuned as we train.

Everyone:

Head and eyes to centre. Body flying flat and neutral on relative wind. Pick up count from Centre Out. Fly to reduce tension immediately out of the door and be ready for the break. Grip change where possible to the first point but use grips as a guide, not to swing off.

Individual Jobs:

Slot	Person	Exit Description
Outside Aircraft		
Point	Clayton Gill	LH & RH on aircraft. R foot at very front of door. L foot hug fuselage. Allow IF to grip R arm. Leave about 0.1 seconds late, going slightly out and up as much as possible.
Outside Front (OF)	Russel Blackman	LH grip R leg of Point. RH hold aircraft near front of inside bar. R foot up near Points. Step out and slightly up on Go. Use grip to position Point correctly.
Outside Centre (OC)	Peter Etherton	LH grip R leg of OF. RH hold aircraft near middle of inside bar. R Foot (both feet?) in middle of door. Check everyone is ready then give Shake, Up, Down, Go. Step straight out on Go. Use grip to position OF correctly.
Outside Rear (OR)	Vernon Quek	LH grip R leg of OC. RH hold aircraft near rear of inside bar. R foot near rear of door. Step straight down on Go. Use grip to position correctly relative to OC.
Tail	Laurence Garceau	LH grip R arm of OR. RH hold aircraft outside handle. R foot share step with cameraperson. Step down and under the fuselage on Go. Fly next to OR off door.
Inside Aircraft		
Inside Rear (IR)	Simone Bambach	LH grip chest strap of OR. RH grip R arm of OC. Both feet at rear of door. Get body as far out as possible without pushing outside people off. Start moving towards door on Set. On Go drop upper body down quickly. Collapse legs so that you don't pivot over them
Inside Centre (IC)	Troy Crotty	LH grip R leg of IR. RH grip R arm of OF. L foot near middle of door. R foot trailing. Start moving towards door on Set. Exit on Go. Keep LH close until outside. Collapse legs so that you don't pivot over them
Inside Front (IF)	George Tang	LH grip R leg of IC. RH grip R arm of point. L foot near front of door. R foot trailing. Start moving towards door on Set. Exit on Go. Keep LH close until outside. Collapse legs so that you don't pivot over them

AUSSTIE NATIONALS GET AMONGST IT!

WHETHER YOUR THING IS FORMATION SKYDIVING, VFS, STYLE & ACCURACY, FREEFLYING, FREESTYLE, CRW OR CANOPY PILOTING, COMPETITION IS GREAT FOR SKILLS DEVELOPMENT! THE COMPETITIONS SCENE IS ALSO EVOLVING WITH EMERGING DISCIPLINES GROWING IN POPULARITY. SKYDIVING COMPETITIONS ARE VIBRANT, EXCITING, CHALLENGING AND GREAT FUN!

THERE IS A WHOLE WORLD OF SKYDIVING COMPETITIONS TO EXPLORE, FROM YOUR LOCAL DROP ZONE ALL THE WAY TO WORLD CHAMPIONSHIPS. GET INVOLVED IN YOUR LOCAL COMPETITIONS AND GET A FEEL FOR THE RULES AND WHAT IT'S LIKE TO BE JUDGED. MANY TEAMS THAT HAVE ENJOYED THE EXPERIENCE WILL GO ON TO COMPETE AT THE AUSTRALIAN NATIONALS AND ONCE YOU'VE GOT THE COMPETITIVE BUG, THERE ARE PLENTY OF INTERNATIONAL COMPETITIONS THAT ARE OPEN TO ANYONE, WITHOUT NEEDING TO QUALIFY, SUCH AS ASIANIA, POPS, AMERICAN AND EUROPEAN CHAMPIONSHIPS ETC.

THERE IS A FANTASTIC WORLD OF COMPETITIVE SKYDIVING OUT THERE, WITH CAMARADERIE LIKE NOTHING ELSE. SO WHAT ARE YOU WAITING FOR? GET AMONGST IT!

“ I definitely believe competition is a very important training tool. For Canopy Piloting I believe it is the best training environment due to the multitude of competition arenas and weather conditions that can be experienced. Everyone deals with the stress of competition differently - some people thrive on it, others crumble under pressure. The best way to work out how to deal with that pressure is to experience it and practice different techniques to get ourselves in the right head-space so that we can perform at our best. What works for one person may not work for others - Rob McMillan likes to sing in the plane and under canopy, I like to relax and joke or chat in the plane, or just look around and be entertained by how serious others in the plane look. As much as possible I like to think of the competition jumps as training jumps, just get out there and repeat what we did in practice, that helps me be in the right head-space. But no matter how many competitions I participate in, there is still something special about Round 1. The expectation of the battle ahead always gets me just that little bit extra charged up! ” **Michael Vaughan**



Michael, Jules & Crash - team Ookoonono

“ It's not just the competition but the journey to competition that develops skills. There's a drive to get better within yourself and what an awesome feeling when you really nail a jump with your team-mates. Skydiving is a unique sport where competitors share techniques during competition - there's a great camaraderie between teams from all around the world. It's such an interactive and social way to learn - I love it! ” **Jules McConnel**



“ We did it. We took our 4-way team to the Nationals in 2011. Though we were all fairly inexperienced jumpers (100 to 300 jumps) we had some good external coaching from our local 4-way expert, planned the road trip to Sydney and set ourselves realistic goals. We wanted no funnelled exits, not to come last and to have no rounds with a zero score! It was an unforgettable week-long bonding session complete with arguments, cheap skydiver food, a smidgen of alcohol and lots of laughter. The competition itself was an awesome experience - a new DZ for some of us, great jumps, the Super Caravan, the chance to meet new friends and catch up with others again. One of most amazing aspects of this sport is that you get to compete alongside the best skydivers in the country, who love to share their knowledge and readily help newer jumpers. There were two other teams with similar ability to ours, so we didn't feel out of place at the National Championships. If you think you are too inexperienced to be at the 2012 champs, think again, get some friends together, you will have the time of your life! We achieved our goals, became better skydivers and built great friendships. We did it and we loved it! ” **Intermediate Team "Point Blank"**



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See APF website:
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(competition rules)

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First Category Events such as World Cups & Championships would not be possible without the support and guidance of the International Parachuting Commission (IPC). IPC administers sport parachuting and skydiving activities within the Fédération Aéronautique Internationale (FAI), the World Air Sports Federation. The IPC, in conjunction with host drop zones, run regular international competitions: the World Parachuting Championships (WPC) and World Cups (WC), which are conducted on alternate years.



2011 is the year for World Cups, often referred to as the “off” year by competitors. Traditionally, the World Cup events are trialling recent rule changes and countries find that it is popular with their up-and-coming teams and individuals. The competitors’ meetings at these events are often a lively discussion around rule changes that will shape the future of competition.

Australia’s own Graeme Windsor is the current IPC President and each FAI member country can appoint a delegate to the IPC. Australia’s current delegate is Lindy Rochow-Williams, with Mark “Stretch” Szulmayer the alternate delegate. These guys and girls volunteer their time and energies to contribute to the work of the Commission.

The international competition rules and many other documents, results and records are available from the IPC website at www.fai.org/parachuting. The IPC is very much interested in getting your feedback and suggestions – these can be directed to Lindy by email to lindyrwilliams@gmail.com.

6th FAI EUROPEAN FREEFALL STYLE & ACCURACY LANDING CHAMPIONSHIPS 18-28 AUGUST 2011 Kikinda, Serbia

By Lindy Rochow-Williams

The host country for these championships was Serbia and the event took place at the airfield at Kikinda.

Seventeen countries represented by 137 participants competed for the honour of becoming the 2011 European Champion in each event. Held in conjunction with the 6th European Championships for Style and Accuracy was the 3rd FAI Junior

European Freefall Style & Accuracy Landing Championships, and 16 Junior Men and 7 Junior Women registered and competed for the title of Junior European Champion in each event. The results for all events can be found via a link on the IPC Website.

My official role for this championships was as Jury Member, different to my usual role as a judge. Other than the responsibility of declaring the competition ready to commence and officially complete, the Jury in Kikinda had only one matter to deal with. Otherwise, the competition was well organised and finished ahead of schedule aided by hot, but good, weather conditions.

The municipality of Kikinda took the opportunity to embrace these Championships and played host to a very enjoyable opening and closing ceremony held in the main square in the centre of the township. The municipality provided the staging, sound and lighting, and entertainment which added to the festivities enjoyed by all.



Lindy Williams – Jury Member, John Smyth – Jury President & Dr Exi Hoenle – Jury Member

17th FAI WORLD CUP FORMATION SKYDIVING 1-7 AUGUST 2011 Saarlouis Germany



Rotor Out Australian 4-way FS Team

- Craig Vaughan
- Steph Vaughan
- Gary Nemirovsky
- Jen Goennemann
- Patrick Nygren (v)

By Craig Vaughan, Team Rotor Out

Rotor Out recently travelled to Germany to compete at the FS World Cup. Steph, Gary and myself stopped over in Singapore for 3 days to catch up with Aussie ex-pat George Attard, his wife Liana and their new addition to the family Allegra. We flew a whole 5 minutes in the Singapore tunnel with George flying Jens' slot (Jens had to travel straight to Europe for business). It was great to catch up with my old team mate George - he's lost none of his 4-way mojo whilst hiding out there in Singapore!

After three days in Singapore we were off to Germany. We landed in Frankfurt and after meeting up with Jens, it was off to Bottrop for a quick 30 minute session in the tunnel there. We actually bumped into a bunch of Aussie freeflyers who had been training there just prior to them heading to Norway for a Boogie!

It was then back onto the Autobahn for a four hour drive to the competition site. Saarlouis is in the South West of Germany on the French/Luxembourg border. We arrived at the hotel and wasted no time heading out to the DZ the next day for some training where we made ourselves familiar with the DO-28 competition aircraft. After a couple of days of training we made the one hour drive to Luxembourg to pick up our coach, Shannon Pilcher, aka the "Cable Guy".

The next couple of days the weather gods played havoc with our training plans but we managed a few jumps. After 14 training jumps - that was it - we were trained!

The competition between the big guns of Belgium and France was going to be a cracker, there were also great teams from Russia and Germany that would also be fighting it out for a medal in 4-way.

Comp day one started with a "safe" Round 1. We completed four rounds on the first day with an early finish so we could head into the town of Saarlouis for the opening ceremony. Again the weather played havoc with the competition over the next four days. A lot of sitting around peering to the sky was done, waiting for the weather to clear. During the bad weather the local crepe stall was doing a roaring trade with some members of Rotor Out eating enough chocolate crepes to feed a small nation!

The event organisers were under the pump and started putting loads up in very cloudy weather. We caused a little controversy after coming down in the plane when the pilot tried to put us out in 8/8 cloud in a full white out! Three times! The other two teams were very relieved that we decided to come down however the meet director didn't see it that



way. He got over it, eventually. The next round was good: I was tracking off after the jump thinking "that wasn't too bad" when I glanced down and to see that I was tracking over France! Oui France! However I managed to fly back to Germany under canopy, landing in somebody's farm.

After the five days of comp we completed nine rounds. We were a little disappointed not to do Round 10 as it was the fastest round of the comp. We finished ninth in a field of 21 with a score of 143 points from nine rounds. We felt it was a reasonable comp with some really good jumps and one or two that could've been better.

All in all a great experience and we all had lots of fun. Rotor Out would like to thank our sponsors Eurocopter, Cookie Composites (we had the new awesome G3 helmets), Icarus Canopies, Rainbow jumpsuits and Sydney Skydivers.



By Peta Holmes, Judge

The World Cup in Saarlouis was my first FCE (First Category Event) as a qualified FAI judge. To be invited to a World event is humbling and exhilarating! Not only to be invited, but to be invited so soon after training (Menzelinsk, 2010)! Overjoyed? Of course!



Surprised? Most definitely! Nervous? You bet ya!

So, after a very short period of 'OH MY GOD, I CAN'T DO THIS', I packed my bags and headed to Saarlouis where I met my fellow judges, including Australia's own Ray Williams. Another Aussie about the place was Graeme Windsor, as IPC Jury President. On the whole, the entire competition was dogged by uncooperative and inconvenient weather. However, the organisers were so unbelievably fabulous and were on top of things from the start. Their brilliance shone through when only one round of 8-ways was not completed and I have to applaud them for their perseverance and unfaltering positivity.

Sadly, the weather finally took hold and persisted through what should have been the closing ceremony, but MY spirits were high! I judged at the WORLD CUP!

This was one of the most singularly amazing experiences of my life. I still feel a warm fuzzy when I remember the first time I got the invite and I am really looking forward to the opportunity to experience another World Cup/Meet again in the future!

By Graeme Windsor, FAI

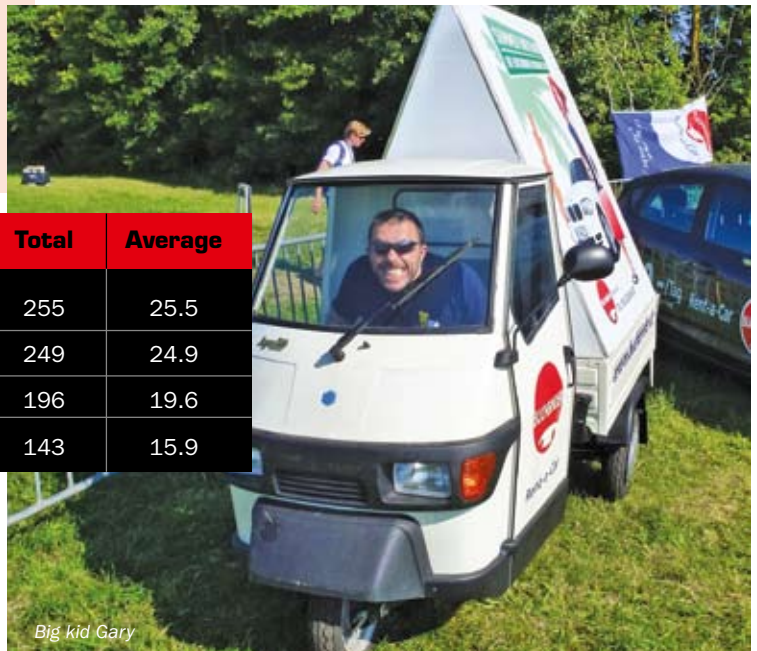
The organisers of the World Cup in FS and AE in Saarlouis certainly knew how to take advantage of breaks in marginal weather. They were very quick to fire up the planes whenever a break in the weather appeared. When the allotted time span had expired all events had been completed, except for the last round of 8 way FS.



Australian 4 way team Rotor Out were in good form, and with coach Shannon Pilcher put together a very respectable performance, placing 9th from 21 teams. It was great to catch up with the team.

A memorable ceremony commenced with a magic show, when one of the skydiving magicians bringing back to the stage by parachute a playing card that was selected while he was in the air and fired at him from the ground after he left the jump plane! The support and involvement from the Saar region was a measure of the respect that this event and the sport of skydiving in general enjoys in the local community.

Place (of) 21	Nation	Team	Total	Average
1	FRA	Aerodyne Aerokart	255	25.5
2	BEL	Hayabusa	249	24.9
3	GER	Paratec Saar	196	19.6
9	AUS	Rotor Out	143	15.9



Big kid Gary



*Unofficial Results											FS 4-Way Open			
Pos	Nat	Team	1	2	3	4	5	6	7	8	9	10	11	Total
1	FRA	413 - Fr	22	27	23	22	26	25						145
2	BEL	411 - H	22	27	23	21	24	25						142
3	GER	418 - D	14	18	16	16	17	17	17					115
4	AUS	414 - R	14	18	15	13	17	18	16					111
5	GER	409 - P	16	23	19	15	19	18						110
6	RUS	412 - S	18	21	19	16	19	16						109
7	RUS	422 - G	17	21	17	13	20	20						108
8	FRA	421 - Fr	14	16	15	14	13	15	16					103
9	GBR	419 - S	11	16	16	12	15	16	16					102
10	ITA	410 - E	15	19	17	17	17	16						101
11	FRA	420 - Fr	11	17	14	13	15	16	15					101
12	SWE	406 - B	15	20	17	15	16	14						97
13	GBR	408 - E	12	15	10	11	12	12	12					84
14	GBR	415 - U	10	16	12	13	12	13						76
15	NLD	407 - W	11	15	13	11	14	12						76

6th FAI WORLD CUP CANOPY PILOTING 22-27 AUGUST 2011 Klatovy, Czech Republic

Photos by Lisa Perdichizzi, Lea Critchley, Billy Sharman and Ben Lewis.



By Luke Oliver

It was a rare honour and a privilege to be part of this Aussie team.

As a group, we were clearly set apart from the other nations with our unity and presence on and off the drop zone. On time and 100% attendance everywhere; curious judges and officials joined in our meetings to observe and contribute. By the time official training rolled around, we'd annexed a corner in the teams tent ("In the Corner" indeed) and populated it with flags and bunting, an area which no other nation dared invade.

Lisa's organisational skills and still photography were backed up by Lea's video of practically every jump; our in-house debriefing and training ability was second to none. The eight team members will leave here with an individual video and stills portfolio that forms a priceless memory of the event. The professionalism of our crew did not go unnoticed and despite representing as individuals "The Aussies" were a force to be reckoned with. Woe betide the occasional Pom who thought they'd get a laugh at an Aussie's expense! Brad's video documentary of the event was terrific and made it so easy to keep the home country updated.

The outfits provided by the APF were outstanding; appropriate pants, great jackets and the awesome rashies made quite a statement of identity across the meet. Kudos also to the APF for their foresight in selecting two intermediates to join the team; Splitty gained some invaluable experience and Angry's performance in his first Open meet was nothing short of amazing.

I can't say enough nice things about the hosts, Pink Skydive in Klatovy. To so publicly and by example put safety above all other considerations, then facilitate the meet with such efficiency - as well as feed us, accommodate us, and open the bar at such a reasonable hour... do not skip this drop zone if you're ever travelling this way.

Quick thanks then: Parachutes Australia, NZ Aerosports, my major client Telstra, Lisa Perdichizzi, our team and LeaCake, who supported me in oh so many ways before, during and about to be after the event. You rock.

It was a special time, an amazing journey and I am so proud to have been a part of it.



By Keven Walters

Had a super time at my first overseas competition. Would like to thank the two girls that were like our surrogate mothers, Lisa and Lea. They looked after us and

made it all so much easier. Thanks to Uschi and Wuzi for organising a great comp and to ALL the Judges for their time.

Learnt heaps and have a lot to work on for the Nationals to take out the top guys and girl (hehehe).



By Ben Lewis

With Geezer as the obvious man to beat, everyone got stuck into some training early to work on our mad skills. Aussie corner was usually the first group there

and had an awesome set-up and support crew - love ya work girls. Great safe flying by everyone and all showed improvements over the course of their time at Pink. Results in the World Cup varied, but all should be proud of our flying and general manner around the place (as well as drinking!) - the Aussies sure made an impression!! Oh, and Ronnie Batsch - you may be Awesome, but I gotcha!





By Andrew "Angry" Woolf

This was my first World Cup and was a fantastic learning curve for myself. We had a really good training camp, helping everyone on the team to fine tune their set ups and turns, and in true tradition I had another chop the day before the comp started! Managed to find the canopy with thanks to Bruno! A big shout out to Lea and Lisa with all the work they did to help the team out, keeping us in line and filming all our landings. Big thanks also to the APF for the support, Skydive Pink for hosting World Cup, all the judges and officials for all the help, couldn't have a comp without them. To the Cassowary Coast Council for helping with a bit funding for me to get over here, NZ Aerosports for my awesome J VX, and also the NQPC for all the funding for the canopy schools up in NQ to help with the training! Finally to the Aussie team, had an awesome time with you guys and can't wait to do it again!



By Brad Jones

I'm writing this sitting hungover in the Prague Hooters the day after the closing party, which is making it even harder to put into words how fantastic this adventure has been. From the time I arrived I couldn't have asked for a better experience. On the actual canopy piloting part I learnt a heap about my flying, am super stoked with my results and am already counting down the days to the Nationals (watch out Vaughanny). But it was almost as though the competition was a second to the fun had with the Aussie team, and old and new mates. Highlights of the trip were running the Poms, Yanks and Germans, Greg Windmiller's freestyle comp commentary, Luke's morphsuit, cheap and plentiful beer and Ronnie's awesomeness. Massive thanks to Uschi and the Skydive Pink crew, the judges, the APF, my other team mates and our superb support crew of Lisa and Lea. Time for another beer please.





6th FAI WORLD CUP CANOPY PILOTING



By Niki Jackson

What a fantastic time I had competing in this World Cup. My second time around was a lot less daunting than the first. Really enjoyed flying my Performance

Designs Velocity and starting to achieve some more power, just need to control it and start to hit the gates. As always the Aussies were super awesome and showed great composure and safe canopy piloting during the World Cup. Beer was always consumed in a timely manner and in large quantities. A HUGE thanks to our wonderful support crew of Lea and Lisa they were totally awesome and made the whole experience great with no stress (that was applied by Ronnie Batsch). Really looking forward to the Nationals and meeting my new and old friends. Great time again and the Aussie team are awesome.



Aussie Segway team does Prague



By Scott "Splitty" Brown

This was not only my first World Cup but my first Open competition, so the learning was huge! I think everyone's canopy piloting developed over the time in Czech. Competition aside, it was amazing being a part of the Aussie team. The team culture was electric and everyone was really supportive. Especially our lovely support crew Lisa and Lea. Everyone in the team had a great time and showed off our Aussie larrikin spirit. I had an amazing time and learnt a lot on and off the course. Huge thanks to Brad for his In The Corner Facebook coverage (kept my girlfriend from calling too much to see how the team was going). Also, thanks to APF for our stunning uniforms and to gracious hosts Pink Skydive in Klatovy.



Crash judges with authority



MCs Jay Moledzki & Greg Windmiller



By Ronnie Perry

Second time at a World Cup - once again an awesome learning experience about myself, competition and the sport, especially scoring in Zone Accuracy! Training camp was really good and a lot of that attention to detail and structure in my training camp helped with my competition and I'm a lot more confident with set-ups and circuits. All the Aussies are flying safe as usual and holding their own and as a collective unit representing the country we are all over everyone else! The British team has an optometrist in their line-up, which I will be sending a couple of the judges off to go and see, especially after their accuracy scoring (morning Crash!). All this has been made so much easier with the awesome support crew that we have behind us, Lisa & Lea, super-efficient at videoing landings and setting up the Aussie corner, which included a TV, stereo, tea & coffee facilities and endless supply of water. Every time a team goes overseas they should have a support staff like this. Overall, super happy with this experience and thoroughly recommend it to everyone who gets the opportunity. Thanks to the APF for uniforms and support with helping organise the team. Good work by the boys in the team and thanks to Pink Skydive for hosting the World Cup - good drop zone Uschi and Wuzi - thanks from all the Aussies! Disco disco, party party!!





By Billy Sharman, UAE

The Aussies, what can I say... I was surprised to find out which people had made the team this year and those that didn't. After the first couple of days I could see why these chaps were at the comp! All of the guys that came to the event did a wonderful job, they represented the Aussies well, and have opened the eyes of many in the swooping community (there are other good swoopers in Oz)! Wow, what a great group of people! Having fun ALL the time and taking the piss only some of the time, MADE the competition for many people except for those that have a dull sense of humour... and we all know who those guys are don't we? I look forward to competing with all of you in the future.

I personally want to thank Ronnie for his help, I had no idea that having a life coach could be so useful! You guys all rock and I can't wait to come visit all of you sometime in the future. Thanks for the wonderful memories and all the laughs. Cheers to you all!



By Martin "Dangerpants" Reynolds, UK

I would like to say a big thanks to the Aussies from Dangerpants. It was good to see the guys from the Aussie team who I stayed with in South Africa two years ago, and some new ones. This year, they even made me an honorary Aussie. You can't put that feeling into words! (not that you could publish anyway :-). They invited me on The A.I.D.S comp as a warm up event: The Australian Invitational Danger Swoop... However, I think they put out a few extra markers on the first speed run so I got a bit lost in the course! They made me coffees in the morning as I warmed up to the sound of Cold Chisel in the Australian sector of the main tent, and generally looked after me. The Aussies did really well in the comp as well, and I know all of the guys in the UK mother team felt proud of the boys from the colony. A good safe comp and pleasure to see you all again, hope to see you all again soon.



Kev Walters



Lisa's flag dance



Jacqui Brewer loses a bet



Dangerpants doing freestyle move "Miracle Man"



Brad Jones



6th FAI WORLD CUP CANOPY PILOTING

By Lisa Perdichizzi

I feel so privileged to have been on the CP World Cup journey this year. The boys did so well, achieving many personal bests and representing as a team with the greatest of Aussie pride. Warm-up at the Pink Open comp by half the team and then the Aussie run Australian Invitational Danger Swoop (AIDS) Comp, got them in the mood for the World Cup. It was interesting to see their nerves before the first round, get more comfortable during the comp, then the nerves return on the final round! How awesome that we had Aussies in the top third of the rankings! The Freestyle (test) event was definitely a crowd-pleaser and four of our guys competed (with only one submergence). Congrats to all the guys - you did Australia proud with your maturity (yes, it's true!), team spirit and performance! Thanks to all for the great memories! Love youse guys and of course, co-support gal Lea!



By Lea Critchley

After three weeks of living and breathing Canopy Piloting at the 2011 World Cup, I have fallen for a whole new skydiving discipline with no desire to try it out for myself. Insane, but so cool and so exciting to watch. Too many highlights: Nik's blistering speed run, Brad's almighty last distance jump, Angry's consistency, Luke's accuracy placing, Splitty's heroic collision avoidance and Kev's gymnastics, just for starters. Brilliant to watch PBs falling everywhere.

I am so proud of our Australian CP Team. I vicariously lived every success and sorrow with them on every training and competition jump, through the handcam lens. A great bunch of guys, committed, "focused", team oriented, fun loving, everyone contributed something of themselves towards a team presence that every other nation envied. Thanks Ronnie for leadership, Lisa for management and great photos, Brad for media, everyone for friendship. Hey guys: Respect :-)



Angry's flexible distance technique



Ronnie Splash!



Uschi Irragori & Jacqui Brewer with FAI flag



Splitty avoids a near miss

Youngest team member Angry carries the flag in the opening ceremony



Aussie team debrief with guests Brian, Jacqui & Billy



By Craig "Crash" Bennett

I had the privilege of being an Event Judge for the Speed event at the World Cup of Canopy Piloting in Klatovy. Surprisingly, the number of competitors and the weather weren't going to be the most challenging aspect of my event... This was the first swoop meet that used the new timing and scoring system that the FAI has signed a 3 year contract for. Issues with the Cametrix system resulted in quite a few rejumps in the first round of the speed event, with the gear randomly locking up and failing to record times for competitors runs. After the first round was completed, the operators called a Jury meeting to ask that their system be replaced by local gates and timing gear, as they had no confidence in their own system. I think we're in for a few interesting years of swooping at the World level! Overall, I had a great time, the judging team was great, the competitors were safe and the Aussie team did themselves and the country proud. It was a real pleasure to be a part of it!

Splitty, Ben & Ronnie practising accuracy landings in the fog



Overall (of 101)	Name	Country	Speed	Distance	Accuracy	Freestyle (of 34)
1	Nick Batsch	USA	1	1	8	1
2	Jonathan Tagle	USA	2	4	1	-
3	Jason Moledzki	CAN	5	3	2	-
27	Luke Oliver	AUS	46	41	21	20
29	Andrew Woolf	AUS	30	30	46	11
32	Brad Jones	AUS	32	40	45	-
54	Keven Walters	AUS	48	92	40	-
59	Ben Lewis	AUS	69	68	48	15
66	Ronnie Perry	AUS	62	34	82	18
97	Scott Brown	AUS	93	88	95	-
100	Niki Jackson	AUS	90	100	96	-

View 13 episodes of "In the Corner", the hilarious CP World Cup show produced and hosted by Brad Jones, plus plenty of photos on Facebook at <http://www.facebook.com/randomlinksproductions>



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A WING-SUIT FLYING RELATIVE TO A CANOPY IS NOT A NEW CONCEPT; HOWEVER IN THE PAST IT HAS ALWAYS BEEN CONSIDERED A STUNT RATHER THAN A POTENTIAL DISCIPLINE. AS WING-SUIT AND CANOPY TECHNOLOGY CONTINUES TO RAPIDLY IMPROVE, WE CAN ALMOST GUARANTEE THAT MIXED FORMATION FLIGHTS WILL BECOME MORE COMMONPLACE IN THE FUTURE. THEREFORE IT IS IMPERATIVE THAT WE TAKE A CLOSER LOOK AT WHAT MAKES THIS ACTIVITY POSSIBLE AND ADDRESS SOME OF THE POTENTIAL DANGERS ASSOCIATED WITH IT. THIS FORM OF FLIGHT IS VERY NEW AND SAFETY IS OF GREAT CONCERN. BY NO MEANS ARE WE EXPERTS ON THE SUBJECT, BUT WE WOULD LIKE TO SHARE SOME OF THE INFORMATION WE HAVE ACCUMULATED OVER THE LAST YEAR DURING OUR TRAINING CAMPS.

MIXED FORMATION FLIGHTS

By Niklas Daniel, Barry Holubeck and Will Kitto
Photos by Barry Holubeck and Will Kitto
Diagrams by Niklas Daniel

XRW



Planning the Jump & Equipment

A lot of planning and good communication skills are required to make a successful jump. Before any jump is made, have a goal and talk amongst your team about your plans to execute them. Once everyone is comfortable with the plan it is time to consult with the DZ Safety Officer and aircraft pilots. Make them aware of what you are attempting to do. If you are asking for extras on jump run, be as accommodating to the DZ as possible. Consult ahead of time and give them time to think about what you are doing. Have a diagram of what the plane needs to do and show them your flight path.

All of our test flights were completed with Performance Designs Velocity, which were outfitted with experimental trim-tab risers provided by United Parachute Technologies (Vector). These allow the CP to pitch the nose down and lock it into place, thus creating a greater descent rate of approximately 30+ MPH. The most successful jumps were performed with canopies in the 79 to 71 square foot range, with a 3 to 1 wing loading and higher. In some cases it was possible to perform XRW without the trim tabs, however, they have proven to be an effective tool that is transferable to multiple canopies. Given that these trim tabs are still experimental, they are not yet available for purchase from the manufacturer. There are still some issues that need to be worked out before they can be deemed user friendly enough for general use.

The WS should be very experienced and have a high level of respect for attempting to fly next to a canopy. Getting wrapped up in lines or hitting the canopy pilot could easily be fatal. In addition to being a skilled canopy pilot, the participating WS pilot is required to fly a very powerful suit. In our case, we have had lots of success with the Tony Suit X-bird. Pilots should be proficient in efficient flight modes, as well as relative work with other wingsuiters. Having full command of the suit is imperative! This is no time to learn your suit.

Barry and Will are both accomplished WS pilots and base jumpers. Additionally, they have lots of experience with proximity flying (flying a WS next to mountains). The WS pilot should know the CP procedures by heart in order to better anticipate his movements.

The key element is to become as comfortable with the equipment as possible. Since it is possible to travel vast distances very quickly, the CP should be confident in landing his canopy at high wing loadings in any area. In the event of a malfunction or other unforeseen issue, you will have to be able to act quickly and correct the problem.

An experimenting canopy pilot should perform several practice jumps with trim-tabs at the proper wing loading before attempting to fly with a wingsuit. Drills should include:

- Stowing the RDS as fast as possible.
- Engaging and disengaging trim-tabs smoothly and on heading.
- Experiment with weight-shift and body positioning with trim tabs engaged.
- Disengaging one trim-tab at a time while maintaining strait and level flight.

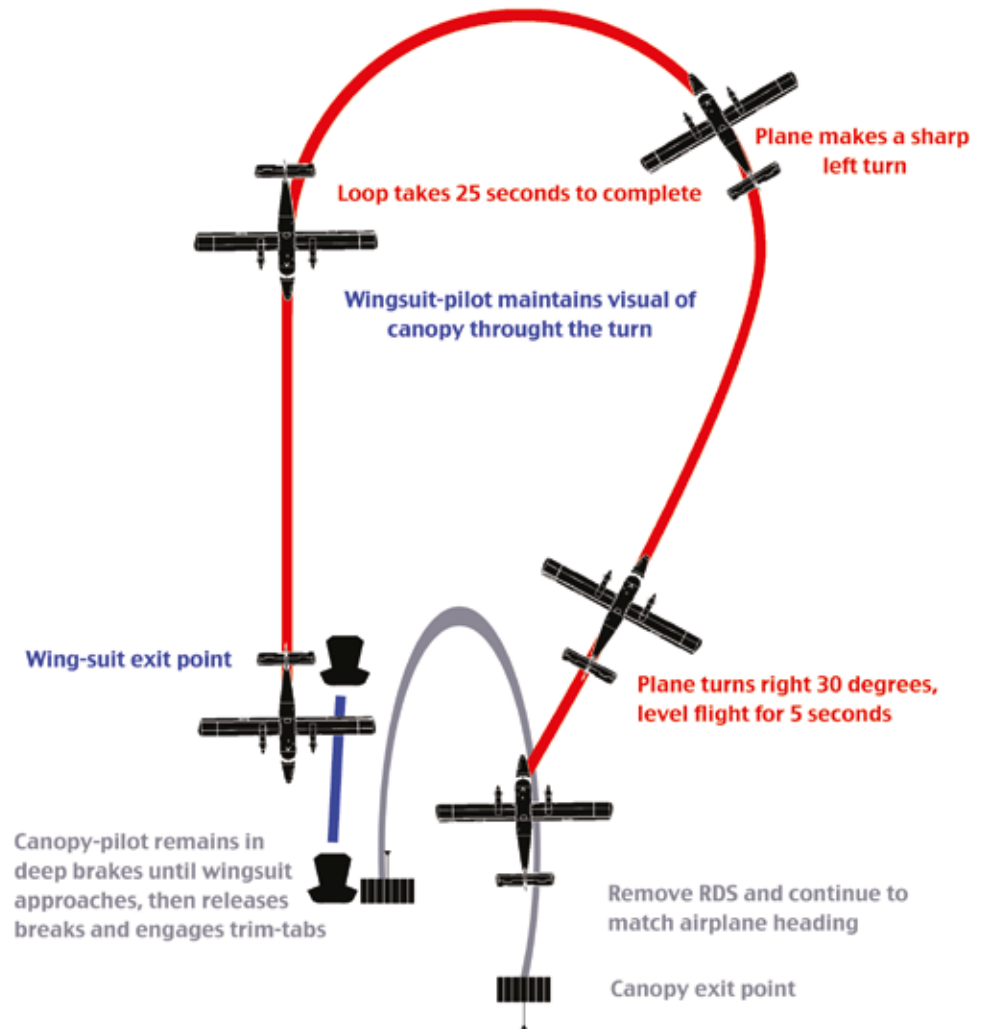
Canopy Traps

- Engaging the trim tabs before releasing the brakes – the canopy will fully collapse – may be salvaged by releasing breaks to full flight.
- If you are engaging the trim tabs too far, you may not be able to release them.
- Riser may get twisted through the trim tab mechanism, locking it into place – no release – may be salvaged by re-engaging riser, diving losing lots of altitude very quickly (potential cutaway)
- It is possible for the spring mechanism to break at any time (releasing one riser) – eg: additional weight being suspended during a rodeo dock, or faulty springs – may be salvageable by releasing other riser.
- Under no circumstance should the WS pass in front of the canopy - canopy will fully collapse



Closing Gap

Exit strategy plays a major factor in the success of every flight. In order for the CP and WS to get together and have the most amount of working time, the pilot can assist in this process by flying a teardrop shaped pattern. After the CP has exited, the plane turns 30 degrees to the right and maintaining level flight for five seconds, then sharply turning to the left in order to pass directly over the CP. The entire go around should only take about twenty-five seconds. This gives the CP just enough time to retrieve and stow his RDS, as well as completing a quick canopy check. While the airplane pilot is flying this pattern, the wingsuiter should keep a very close eye on the canopy, while simultaneously communicating with the airplane pilot. In order to conserve altitude and maximise working time, the CP remains in deep brakes while continuously steering towards the airplane throughout the go-around (keeping the airplane at 12 o'clock). Once the plane is positioned above the canopy (within a 45 – 90 degree window), it is the WS turn to exit.



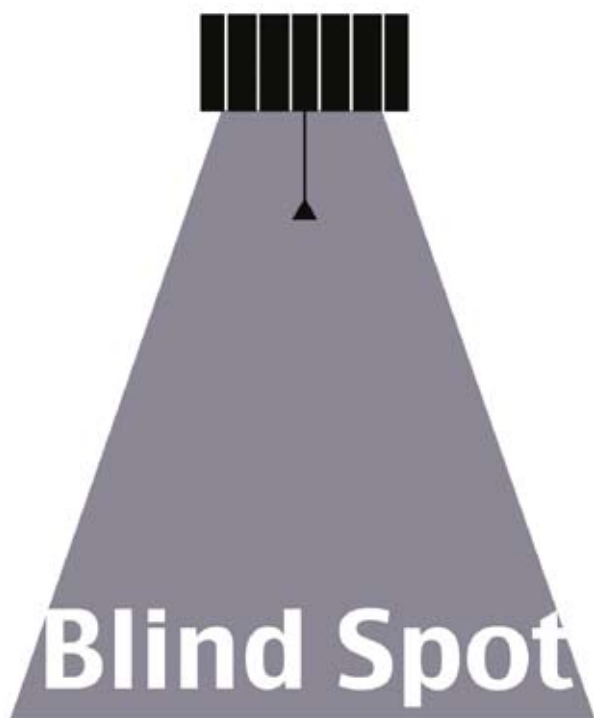
Barry maintains a visual on Nik during the go around.

Plan-B

Both canopy pilot and wingsuiter need to have a solo flight plan in case things do not work out as planned. The wingsuit pilot should be prepared to make a solo jump in the events of:

- The canopy experiences a malfunction on deployment.
- Wingsuit loses sight of the canopy during the go around

The CP can see the WS exit the aircraft, however, depending on the approach, there is an obvious blind spot where the CP cannot see (directly behind).



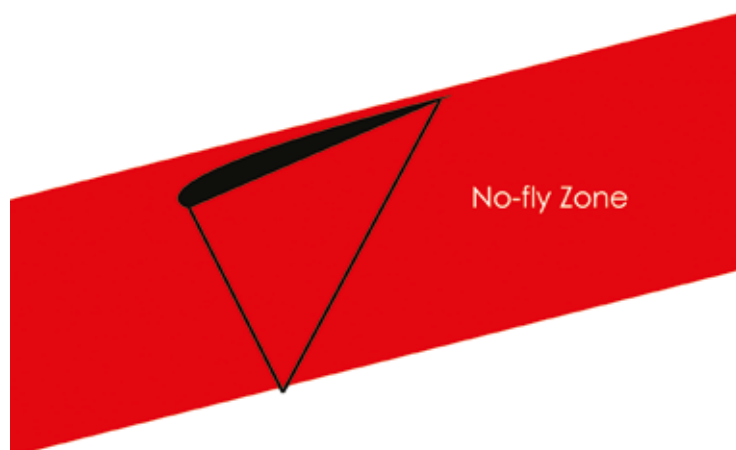
By executing the dive as planned and sticking to a strict angle of approach, the CP will be able to anticipate the approaching WS and enter the full flight mode. Engage the trim tabs early on the first few attempts to give the WS a better look at what glide angle he will have to match. Once you become more proficient with your timing, you will be able to engage the trim tabs at a later time to conserve even more altitude for your combined working time.

By following a stadium style approach, similar to a big way formation jump, it allows the CP to see the inbound WS. Never directly aiming at the canopy, the WS steadily adjusts his glide angle by positioning himself between 45 and 90 degrees above the canopy and aiming to be next to the canopy. If the WS finds himself positioned too steep above the canopy (or perhaps even in front), he can veer off the canopy's heading to increase horizontal separation, then returning to the original heading once the angle is correct; essentially sashaying away from the canopy. The addition of smoke to the canopy pilot's ankle will allow him to be seen a lot easier and gives a great visual glide-slope for the WS.

Relative Work

Staying off the line of flight is imperative. When much of your focus is on flying together, it is easy to neglect this important aspect. In the beginning it is best for the CP to set the base and have the WS take charge of proximity, due to the fact that the closing speeds can be tremendous if both pilots try to close the gap simultaneously.

The wingsuiter's experience will be similar to a regular flocking jump with other wingsuits, however, given that a canopy is involved, we have established some No-fly zones to further the interest of safety.



Before attempting any type of contact, the WS should first focus on matching the canopy's descent rate for several jumps and avoid the no-fly zones. We established these to prevent collisions, wraps and other unforeseen issues. The no-fly zone is located between the top-skin of the canopy and the shoulders of the CP. At no time should the WS fly, or cross, directly in front of the canopy. The WS should be aware of the canopy's burble as well as the burble he creates himself, so as not to fly in a position that could collapse the canopy. The burble produced by the WS is much longer and bigger than you would expect. When flying next to the CP, staying on level or below the shoulder level of the CP will help eliminate the risk of the WS touching the lines of the canopy. Do not attempt to dock on the canopy! The lines will shred through the wingsuit at the slightest touch at these speeds.

The Canopy Pilot's jobs are to monitor heading and altitude. Once the trim tabs are engaged, the canopy's range becomes slightly limited. It is still possible to steer with the harness, rear risers and to move forwards and backwards relative to the WS by changing your body shape. The WS on the other hand has the ability to rise, fall and overtake the canopy at any time. Due to the increased speeds produced by the canopy's new trim, the slightest weight-shift in the CP's harness will result in a heading change. The CP must fly a disciplined and predictable pattern that stays on heading with smooth inputs. This is where turning your head too far in an attempt to look for the WS may be dangerous, as by turning your head you may create an unwanted change in course. Reaching for a grip has the same effect. You may turn into the WS. Once docking becomes a possibility, start with the WS docking on the foot of the canopy pilot. It puts the WS as far away as possible from the canopy.

Break-off

We have been maintaining a "high" break-off altitude of 5,000 feet. Due to the fact that the most common time that the canopy experiences a malfunction has been during the release of the experimental trim tabs.

Once the break-off altitude has been reached, the CP should signal by waiving his hands. Even though all jumpers should be altitude aware at all times, the wave-off serves as a reminder to give the CP some extra space before disengaging the trim-tabs. Do not disengage trim tabs with a WS next to the CP! If the release is not smooth and symmetrical it is possible to have a collision.

In the event that a trim-tab should fail, either by releasing, or jamming a front riser, the canopy will abruptly turn and dive. This can cause a serious safety concern, especially if the wingsuiter is close by or even docked. Due to the fact that the canopy loses a lot of altitude, especially when the trim tabs are engaged, you do not have a lot of time to fight a diving malfunction. In order to diminish the risk of malfunctions, we have to visualise every possible outcome and have a backup plan. Make sure to visualise any problems you may encounter with your trim tab system and how you would remedy it.

The WS pilot(s) continue to fly to their designated pull altitude. Depending on the skill level, they can either fly 90degrees away from the canopy (like breaking off from a tracking dive), or fall back and up and shadow the CP's progress.

A New Discipline in the works?

In order to further develop and shape mixed formation flying as a potential discipline we need to collect as much information as possible. Once we find that magic combination of variables to make it all work, the next step is to keep the novelty from fading and take it to the next level. Perhaps one day it will be an international competitive event where a WS and CP turn points with an additional WS team member who provides outside video?

Before you go out and attempt an activity you know nothing or little about, it is wise to seek out information from people who have already gained some experience in the field. There are still a lot of unknowns and safety is of great concern. So please, make sure that you and your partner are qualified and approach this activity with extreme care. Having someone next to you in freefall while being suspended underneath your canopy is a fun experience.

About the Authors

*Niklas Daniel,
Barry Holubeck,
and Will Kitto have been
experimenting with mixed
formation flights since April
2010. Since then they
have tested many different
techniques and equipment
in an effort to expand this
new form of flight.*



AXIS
Flight School



Niklas Daniel performs a rodeo dock on Will Kitto.



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Aviation Risk Management [AVRM]

The APF National Office relocated from Canberra to Brisbane in early 2010, and the new premises at Springwood were selected for a number of reasons including facilities spacious enough to host various Board and Management Committee meetings and training courses for APF members. It had been recognised that APF had to broaden its focus in order to keep pace with the changing needs and operating environments of our members, clubs and councils. With regulatory compliance becoming increasingly complex and burdensome, it was apparent that appropriate training programs had to be developed and delivered, in order to equip our members with the knowledge required to tackle the tasks at hand!

Subsequently it was very exciting to kick off the first of a series of structured education programs and courses with delivery of our 'Aviation Risk Management (AVRM)' over 20/21 September at the APF National Office. Facilitated by Certified Practising Risk Manager (CPRM) Paul Chivers, this very practical, specifically tailored syllabus taught attendees the basics of conducting a simple, effective, transparent and defensible Risk Assessment on any area of their operations. It was attended by 12 APF members, most of whom were Instructors and Operators, all of whom were encouraged to bring with them a 'real life' situation that required a Risk Assessment. It was these 'real life' situations that were subsequently work-shopped and developed over the two days.

Attendees learnt that risk management not only provides strategies for identifying and treating those risks that might impede an organisation or individual from pursuing its objectives, but also provides the flexibility to respond to 'unexpected risks' and also take advantage of 'unexpected opportunities'. Through a process of identification, analysis, assessment, treatment, monitoring and review, Risk Management is an excellent 'tool' for developing and maintaining cost effective controls. It is about being prepared for 'what might happen' and should be integrated into everyday work practices, procedures and policies.

The alternative to Risk Management is 'Risky Management' – the unacceptable business practice of making reckless decisions, or decisions which are not based on a careful consideration of the facts and the risks involved. In certain situations though, deciding not to introduce new activities and approaches is perhaps the greatest risk of all.

Risk management does not mean 'risk aversion' but rather provides a way of 'realising opportunities' without exposing the organisation to unnecessary risk.

The benefits of managing risk include:

- better preparation for, and facilitation of, positive outcomes from internal and external review and audit processes
- a more rigorous basis for strategic planning as a result of a structured consideration of the key elements of risk
- enhanced identification and exploitation of opportunities
- outcomes, in terms of program effectiveness and efficiency such as improved client service and more efficient use of both human and physical resources
- greater openness/transparency in decision making and on-going management processes
- no costly surprises because undesirable risks are identified and effectively managed

Risk management is a natural process we all engage in on a daily basis. Although intuition and life experience may seem like enough, expectations to demonstrate transparent decision-making are increasing. More and more we are being asked to put our processes on paper and defend our actions, showing how and why we arrived at our decisions. This means taking that experience and formulating it into clear, concise, well documented plans, policies and processes and then putting it all into action!

The APF is committed to continuing to develop and deliver appropriate Risk Management training programs to facilitate this process. Our AVRM course is the first of many relevant and exciting courses we anticipate to deliver in the future. We encourage you to consider attending the next one!

Susan Bostock

APF Operations Manager



CHUTING THE BREEZE WITH FRANK SMITH

Just over thirty years ago, the 19th of January, 1980 to be exact, I arrived at Claude Gillard's Labertouche drop zone to train for my first jump. Back then I was a good looking young bloke with a full head of hair. Hard to believe, really.

After a day being trained by Roy Taylor I found myself kneeling in the open door of a Cessna 180, weighed down with an army surplus T10 (which would probably have been better used as a car cover), a 24' flat reserve in a chest mounted container and a second hand motorbike helmet, roaring down a dirt runway hoping like hell my skydiving career wouldn't come to a sudden end if I fell out on takeoff!

Anyway after a very lengthy progression through my 'A' Licence I started to think I might have a career in skydiving. This career was interrupted several times either through marriage, self-induced poverty (i.e. marriage) and a broken leg on my 100th jump (courtesy of an ex-US Navy C9, which definitely would have been better employed as a car cover!)

I would like to apologise to all those jumpers who had thoughtfully prepared, the now politically incorrect "gunge",

but felt that, even in those unenlightened days, gunging a bloke writhing in agony was probably not on.

I would also like to belatedly thank the late Bernie Shaw for providing a couple of cold Foster's while I was waiting for the ambulance. (I still remember the look of disgust on the ambo's face when he pulled up to find his patient downing a coldie).

To those young jumpers who have never jumped a "roundie", you ain't missed nothing! But back then men were men and the sheep were scared!

During a period when I was not jumping regularly (see reference above to self-induced poverty) Colin Holt called me to tell me that he was about to conduct an Instructor Course and was looking for candidates. When I asked why he was calling me, Colin replied "that as I was one of the worst students he had ever had the mis-fortune to have been involved with he thought I would probably be able to relate to students' problems!"



Jumping a clock. Corowa early Nineties.



Gail and Frank after their "second" wedding. Real wedding was in the Skyvan the day before



two way over Packerham with Michael Caine. Mid-Eighties.



First jump on a Pigmee. Andrew Harris's operation at Packerham. Mid-Eighties.



Attempted strut hang. Packerham. Mid-eighties.



2-way with Michael Caine. Packerham mid-Eighties.

After working for Claude for a couple of years, Claude closed his operation so I started instructing at Commandos, then operating at Pakenham. I also worked occasionally at Puckapunyal and Euroa for Ian Mathews when he was still part of the APF.

Unfortunately the sport went into a bit of a decline in the mid-80s, student numbers plummeted and it was hard to find regular instructional work. Colin Holt mentioned that there was a bloke up north running a DZ from his wheelchair and looking for instructors. I must admit I was a bit sceptical but after ringing John "Dingus" Mackie, I jumped in the car and headed up the Hume Highway to Corowa.

Funnily enough one of the two ambitions I had when I started jumping was to jump out of the DC3 at Corowa (the stories I heard were legendary) and to jump into the MCG on Grand Final Day. Maybe things were looking up!

Back in those days, the late '80s, there were no Tandems, AFF was fairly new in Australia and probably 90% of first jumps were static line. Between Dingus and his Chief Instructor, Dave Waterston, the drop zone was running 30-plus first jump students every second weekend. Dingus's wife, Sue, would look after the catering or the whole drop zone would descend en masse to the Star Hotel on Saturday nights.

I particularly remember one jump back in those days. I was tutoring Ben James on a B-Rel jump when after deploying I realised that the slider was stuck just below the canopy. This was fairly normal on the old X-228 I was jumping so I casually pumped the toggles a couple of times but this time the slider didn't come down. Reluctantly I reached for the handles and cut-away! Feeling opening shock I looked up, expecting to see a fully inflated round reserve parachute and was extremely disappointed to be confronted with basically a tangled mess.

I started pulling on the risers and slowly the reserve started to develop into an uneven Mae-West malfunction. The canopy then began a rapid rotation towards the ground. (An out of sequence opening had caused several suspension lines to slide over the top of the parachute). I pulled out my hook knife and cut what I thought was one of the offending lines, result nothing! I spent the rest of the descent frantically trying to stop the rotation by pulling on various lines. Initially I had some success but if I pulled too hard on one side it would start to rotate in the opposite direction. At least I had something to do.

Anyway it had been raining for weeks at Corowa and the wind was drifting me towards the DZ that was pretty waterlogged. Knowing the landing was going to be exceptionally unpleasant I went back to trying to stop the rotations. The last thing I remember was seeing trees going past me on both sides and realised I was about to impact with the bitumen road bordering the Airport. I braced for an impact that never came. After landing I checked myself for broken bones and was relieved to be in one piece. Suddenly I realised I couldn't breathe!

Slowly it dawned on me that I was under water, as luck would have it I'd just missed the road and landed in the table drain next to it. As my head broke the surface I saw what was left of the reserve inflated on the road and a car heading straight for it at about a 100 kph. The driver just swerved around it and kept going!

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First APF licence photo. Early Eighties.



Despatching a work mate, Peter Miles on his first jump. Pakenham late eighties.



Group of first jumpers (High School teachers from Cobram).

CHUTING THE BREEZE WITH FRANK SMITH

Practice flag jump Corowa. Early Eighties.



1993 Grand Final (Essendon beat Carlton by 44 points - Go Bombers!)



Over Corowa - Late Nineties



The other Instructor on the DZ, HB Sullivan, having watched this fiasco, nonchalantly despatched two relatively inexperienced jumpers with the daunting instructions to "See what's left of Frank!" Thanks HB! By the time they arrived I was standing on the road with water cascading out of my frap-hat. As they got out of their car I started walking towards them. Their immediate reaction was to start backing away. I think they thought I was the Ghost that Walked.

Just for the record the only reason I appeared to be green and shaking was because the water was absolutely freezing and infested with algae! I was met at the DZ by Dingus, whose only comment was "don't just stand there you have other students to dispatch!" My reply cannot be published in a family magazine!

Around the same time Sydney Skydivers started holding the Nationals at Corowa and several hundred skydivers would descend on the drop zone for two weeks of skydiving starting on Boxing Day. Jumping from dawn to dusk and partying from dusk to dawn! And yes, I can remember some of them!

In the early Nineties I was able to convince Telstra that a skydiving team was a perfect fit in their promotion of the Barcelona Olympics and so started a two to three year period travelling round Australia jumping at various high profile events. Most jumps consisted of a three man team jumping flags, smoke etc. I would recruit a couple of local jumpers and ground crew and would like to use this opportunity to thank all the Victorian and interstate jumpers for their assistance and hospitality during that time.

Knowing nothing about flag jumping I asked those legendary riggers Jo Chitty and Ray Williams to make me a flag (I think my only stipulation was it had to be as small as possible) and they managed to deliver it to Pakenham the day before the first scheduled display in Tassie. Never having jumped a flag, nor having ever seen one jumped before, I figured I needed to do a couple of practice jumps before the demo. It was blowing a gale and as I recall nobody else would even get on the load. I missed the DZ on the first jump and just got inside the fence on the second. Next day on the demo I landed dead centre. I've always been a believer in third time lucky, probably not a great idea skydiving!

After that I thought I was the bee's knees and quite the pioneer until I rang Dave Benson to help me arrange a demo in Sydney. The conversation got around to flags and he asked how big my flag was and I stated "it's huge, 750 square foot, how big's yours?" His casual answer of 4,000 square feet left me feeling rather deflated. Who said size doesn't matter? Anyway Dave and I did quite a few demos in Sydney and Melbourne over the next couple of years and I learnt quite a lot about flag jumping from him, thank s Dave.

Peter King's Instructors. L-R: Neil Hobbs, Kim Foster, Peter King, Dave Clarke, Wayne Bennet & Frank Smith. Corowa. Mid-Nineties.



Also around that time Alison Creecey was the CI at Corowa and wanted to start doing AFF. She arranged an AFF Instructor Course which led to another memorable jump. Brett James, Tony O'Neill, Don Tester and I were practicing solo jumpmaster jumps. As Brett and Tony climbed out the pilot decided to stall the aircraft and we began an inverted spin. I figured this was not good and decided I was going out the door if he hadn't resolved the situation by 8,000ft (I was sitting behind the pilot's seat) but I looked at Don and he was stuck to the back window like he was riding the Rotor at Luna Park, he wasn't going anywhere.

At about 8,000ft the pilot had the plane back in controlled flight and asked if we wanted to go back to up to 10,000ft. Don politely informed him that while he had thoroughly enjoyed the experience he would prefer to get out immediately. The other two had an even worse experience ending up above the aircraft in freefall and slowly freefalling back towards it!

After several years working for Dingus and subsequently Peter King, I found a couple of willing partners, Faye Bendrups and Gary Samolin, and we purchased the DZ in 1997. Eventually they wanted to sell the business, reluctantly I agreed and in 2001 we sold, but the subsequent owner allowed the business to fail and my daughter Tabitha recently purchased and revived the business and I have returned to the DZ as her CI.

Another memorable jump (which I had better mention or Gail will kill me) was our wedding ceremony held in the Skyvan over Corowa on the way to 14,000ft. Pat Tierney, a skydiver and Clerk of Courts officiated, thanks Pat. I told Gail later that I only married her to get publicity for the DZ (which had happened thanks to a story Kelly Graham put together and was aired on Channel 10 News). Luckily the injuries healed quickly and I was able to walk about a week later!

Tabitha recently arranged a boogie at Corowa to celebrate my 60th birthday and it was just like old times at the DZ and great to catch up with a lot of old friends. Thanks Tab!

Other Highlights:

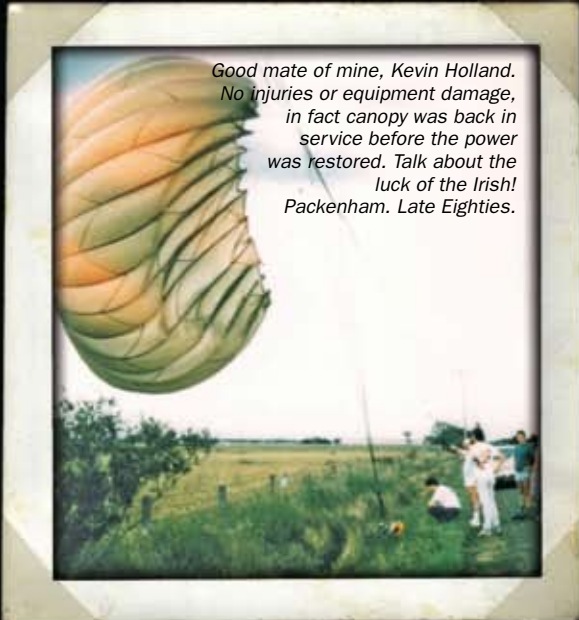
- Riding the tail of a Navaho over Optus Oval (pilot stalled it).
- First MCG Grand Final demo.
- The students I have trained who have gone on to become great skydivers and those not quite so good.

After thirty years skydiving it's not just the memorable jumps that made it worthwhile but also the great people I have met over those years.

To all ASM readers: Blue Skies and no low hook turns.



Santa - Practice jump at Corowa about 2008.



Good mate of mine, Kevin Holland. No injuries or equipment damage, in fact canopy was back in service before the power was restored. Talk about the luck of the Irish! Pakenham. Late Eighties.



Frank's traditional cylume naked scooter run.



1994 AFL Grand Final



directors direction

CEO UPDATE

The APF is currently calling for Tenders for all Technical Director (TD) positions, which is simply part of 'due processes' conducted annually. As a responsible organisation we take the action of declaring all APF TD positions vacant every 12 months, seeking new nominees who wish to give back to the Sport, get involved with the APF, and who are possessed of the necessary experience and qualifications. This is a healthy way to conduct business and ensures transparency, fairness and equal opportunity. It is hoped and expected that all current incumbents will tender for their roles as all of them are doing exceptional jobs! Additionally, plans are underway to begin providing Professional Development to the holders of APF volunteer positions such as Certificate IV in OHS and/or Training and Assessment and Risk Management (RM)/Safety Management System training. Train the Trainers is high on our priority list, providing benefits both to the individual Officials, and to APF as a whole!

It was very encouraging to see the support shown for our newly developed Aviation Risk Management Program with delivery of Module One, 'How to conduct a Risk Assessment (RA)' at the APF National Office in late September this year. In today's legalistic world, the importance of adopting suitable RA practices and procedures cannot be underestimated. Indeed, RA is increasingly becoming a standard requirement for members engaged in events coordination and operations management. Whilst some may be choosing to ignore these changes, the reality is the adoption of RM practices is not optional; it is here to stay and must be embraced by ALL STAKEHOLDERS if we wish to continue to do business!

The new online student registration system (pink cards online) is up and running and is meeting its objectives, providing an improved service for clubs and new members. It has been a long road getting to this point but the benefits are already becoming obvious with some of the biggest operators now using the system. Substantial online discounts have also been offered delivering further savings for clubs.

The APF Board recently approved an initiative to 'give back' to Instructors and Ratings holders, who play such an important role in the sustainability of the APF, by offering them their next revalidation free, or until 2013. The APF Board has also resolved to setup a 'Project Development Fund' in order to provide another means of funding projects and initiatives approved by the Board.

Over 2011 the APF has also seen a significant increase in Level 1 & 2 Sport Development Funding applications. It is encouraging to see our members organising coaching and training events as it all plays a part in the 'bigger picture' by keeping our sport vital.

Brad Turner

Chief Executive Officer



JUDGING

The World Cups are now over and I would like to acknowledge Craig Bennett, Peta Holmes and Ray Williams for their appointments to the respective judging panels of the three events.

The APF has now purchased our own electronic scoring system and in addition some State Parachute Councils have purchased a license of the software system for their use in their own region. This means greater use and exposure to the system throughout the year, plus backup if needed.

I am often asked by organisers of events "What do the Judges need by way of facility?" The answer comes easy, "The facility should be adequate to allow the judges to do the job that you expect from them". While the judges are able to plan and prepare themselves for up and coming events, one area that they have less control over is the judging area and furnishings provided by the organisers of events. If you would like the judges to do a good job, then please put some thought into the area set up for them to use on your drop zone. The quality of the equipment and image provided to the judges should be a priority, as it doesn't make sense to ask judges to make their judgements from inferior images displayed on tired equipment.

We are finding that more and more drop zones are now focusing on setting up a more permanent facilitate for judging and now that we as a federation have completed the step of purchasing our own scoring system for skydiving, the importance of facility is being encouraged even more.

Lastly, if you have any questions regarding judging, or becoming a judge, please contact either the representative Chairperson for Judging in your state, or myself.

Cheers and good jumping.

Lindy Rochow-Williams

APF Director of Judging



The State representatives for judging are:-

Jenni Plumridge	VIC	jenni@dropzone.com
Deb Hobbs	NSW	hobbsdebjoy@hotmail.com
Erika Wiszniewski	SA	erikawiz@optusnet.com.au
Peta Holmes	WA	zephyrjunkie@inet.net.au
Faye Cox	Nth QLD	asia@bigpond.com
Lindy Rochow-Williams	Sth QLD	lindywilliams@gmail.com

DIRECTOR COMPETITIONS

Congratulations to our members that have recently travelled to Europe to compete, judge and serve on the IPC Jury at international competitions.

What an awesome achievement for all involved - read about their experiences in this mag!

I had the pleasure of joining the Aussie Canopy Piloting team on their World Cup in Czech Republic, and got to see first-hand how competition brings out the best in performance, consolidates skills and increases mental awareness. I strongly encourage anyone to take up opportunity to attend and compete at an international competition. There are plenty of events out there where qualifying is not usually necessary, for example coming up soon are the Asiana Championships and the Dubai Cup - more on those in the next issue.

In other news, the APF Sporting Code for 2011 was issued in September, in time for the start of the state and regional championships season. This issue contains changes as a result of competitors' meetings at 2011 Nationals, and will remain in force until after the 2012 nationals. Reviewing and incorporating changes into the Sporting Code document is complex, and is prone to errors and omissions. From now until Conference next year, with the help of representatives from each discipline, we are working towards simplifying the document by:

- reducing length by removing discipline sections replicated from the FAI rules, and referring to FAI documents instead
- turning the APF Sporting Code into a Australian supplement to international standards, with exceptions and additions noted
- retaining any sections/rules specific to Australia (i.e. sections 1-5, intermediate rules, Australia only events)

We will present the proposed changes, as well as FAI updates, to the Nationals 2012 competitors' meetings and 2012 Conference, however in the meantime if you have anything to contribute please contact me at competitions@apf.asn.au

As we move into the warmer months, the competition season starts in Australia, with the state and regional champs held from September through January. These comps are the perfect opportunity to form teams and train for the 2012 Nationals next year. It's a great way to introduce newer jumpers to the different events, develop skills, set and achieve goals and most importantly, see how much fun competing can be! To all the experienced jumpers out there, get involved, coach an intermediate team and enjoy!

Happy competing!

Lisa Perdichizzi

Director Competitions
competitions@apf.asn.au



APF contacts



[APF OFFICE]

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

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

Chief Executive Officer

Brad Turner ceo@apf.asn.au

Operations Manager

Susan Bostock operations@apf.asn.au

Technical Officer

Kim Hardwick technical@apf.asn.au

Manager Training

Gary Myers training@apf.asn.au

Accounts Officer

Craig Perrin accounts@apf.asn.au

E/A Senior Administrator

Nyssa Thompson nyssa.thompson@apf.asn.au

Development Officer

Stephanie Campbell stephanie.campbell@apf.asn.au

Office Administrative Assistants

Julie Singh

Simone Bull

National Coach

nationalcoach@apf.asn.au

[OFFICE BEARERS]

President

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

Board Chairperson

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

Secretary & Public Officer

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

[BOARD MEMBERS]

South Queensland

Jason Cook 0407 756 540 cookie@cookiecomposites.com

Andrew Preston 0412 697 293 preston@qldbar.asn.au

New South Wales

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

Mark Szulmayer 0414 684 740 mszulmayer@hotmail.com

Victoria/Tasmania

Carsten Boeving 0401 145 489 carsten.boeving@bigpond.com

John Kinton 0407 287 590 johnkinton@bigpond.com

South Australia

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

Western Australia

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

Northern Territory

Trevor Collins 0401 118 203 trevor.collins@bigpond.com

North Queensland

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

Des Ewing 0402 156 139 dezewing@hotmail.com

A.C.T.

Neil Fergie 0401 736 920 neilandsharan@fergiefamily.com

[TECHNICAL DIRECTORS]

Safety

Paul Osborne 0417 713 166 p1953@bigpond.com

Instructors

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

Aircraft Operations

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

Rigging

Rory Hatchett 0412 908 071 roryh@pobox.com

Competition

Lisa Perdichizzi 0414 712 488 lperdichizzi@hotmail.com

Judging

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

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HEADSUP!

WITH DALE ELLIOTT

“Door!!!!” And the process begins, cogs start turning, well-rehearsed actions are initiated and a unique mindset is booted into gear. A whole heap of specially acquired habits are once again given the approval to control you. It’s such a powerful word really isn’t it? Below 10,000ft with the lack of a rig and alti the word ‘door’ means a whole different thing. Well, it really means nothing at all. It’s just a description of a rectangular barrier we open and walk through many times a day not giving a second thought. But, put that door up high with a well positioned spot and we have the perfect launch-pad for life and the wondrous activity of skydiving. As skydivers, we are ready for the environment on the other side of that door.

The not so obvious parallel here is the potential to train ourselves for operations on the ground, away from the aircraft, away from the DZ.

Imagine that if each time you walked through a door you had the right habits for the environment on the other side? You walk through the front door of your house after work and the right family habits kick in. You walk into a room filled with potential clients and the right networking habits kick in. You walk into a fruit and veg store and the right eating habits kick in. You walk into a pub and the right drinking habits kick in! I had to put that last one in because it is an area that many of us have prepared for and practiced. Sorry, but this is a skydiving magazine and I know the demographic too well! But seriously, you do need to know a bit about the possible environment on the other side of the door.

If you don’t, you can not practice and prepare for it. You need to think about doing a gear check before you exit the door, checking the applicable cogs are greased and actions rehearsed. Then it just comes down to one thing - timing.

‘One door shuts and another one opens’ is the saying, and I think this is quite true, but missing from this is how long the whole process actually takes and the location of the other bloody door! The closed one is in front of you! Finding and opening the door yourself is the solution.

Think about what a well-positioned door is for you? We never have a GPS to back us up and tell us when to go, that is a uniqueness found coupled only to jump ship doors and when this fails, what do we do? That’s right, we stick our heads out and wait for the right time. If it’s not the right time, we close it. This is what we need to replicate on the ground. Find the door that needs to be opened, do a gear check and get your mind-set, open the door and stick your head out, wait for the right time to exit and launch.

Awesome exits are a great way to begin a jump but you’ll also make the grandest entrance possible into an environment that needs you. Try yelling out ‘DOOR!’ next time your approaching one and see what automatic mind response is triggered. Then pick an environment that is normally full of risk and danger and start to practice your exit. You did that way back at AFF Stage 1 and look how far you have come. It’s time to take it further.

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The key representatives for judging in each state are:-

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Deb Hobbs	NSW	hobbsdejoy@hotmail.com
Erika Wiszniewski	SA	erikawiz@optusnet.com.au
Peta Holmes	WA	zephyrjunkie@iinet.net.au
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If everyone had the same taste, we'd only offer one flavor.





Safety matters

Skydiving is a game of odds. The object of the sport is to improve your odds as much as possible. Sandy Reid

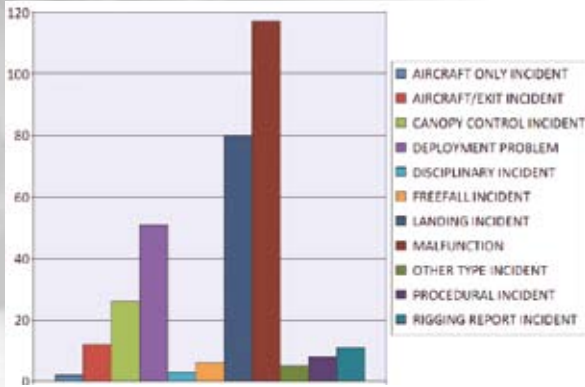


Table 1) Breakdown of total reported incidents (321). 1st half 2011.

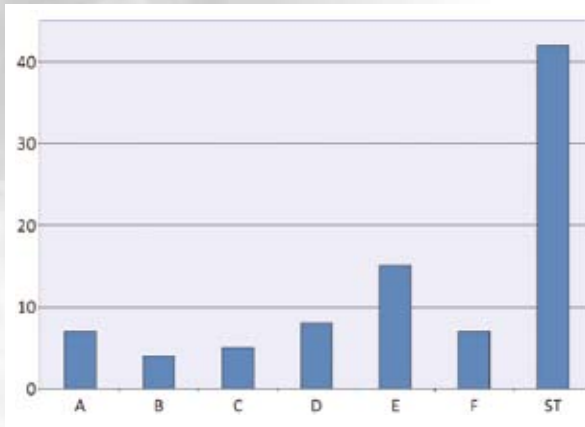


Table 2) 88 Incidents resulting in injury, from 1st half 2011.

The following are a selection of incidents as reported to the APF for the period **June - Aug 2011**. (Note: no tandem or student incidents are included)

AIRCRAFT / EXITS

'F' Certificate. 10 way freely jump planned. Exit from Cresco. Jumper doing dive exit from front of door, facing the tail. Stacked up with hands on sides of container of diver in front. On launch as travelling through exit was shoved from behind. This resulted in jumper being turned in the door to facing forward 45 deg off line of flight, in a crouched position, elbows by side, hands out in front, with right arm sliding between door handle and wing deflector. Arm was freed before a hang up occurred with only minor injuries sustained. Remainder of jump went without incident.

'D' Certificate. On linked exit from Skyvan, jumper rotated over top of the base group, straining shoulder and resulting in dislocation. Painful freefall with no right arm control. Able to deploy main Ok as uses modified left side BOC. Difficult flare with harder landing - no further injury.

Freely tracking group tracked down aircraft heading and tracked under two B-rel jumpers. As the leader of this group was on his back, it can be hard to maintain the correct heading. All jumpers involved realised they had made a mistake and reported it to the DZSO on landing. All jumpers

assured the DZSO that all future tracking would be 90 degree to aircraft heading. Action: DZSO counselled all jumpers at the DZ about the importance of separation from other groups when tracking.

'B' Certificate. Participating in a 5-way flat RW jump, exit funnelled. Collision between two jumpers on rebuild, unknowingly dislodging cutaway handle. Opened canopy after tracking. No practice flare conducted. On flare for landing, cutaway cables disconnected. Handle came away in hand. Action: Introduce into drill after opening: 1) Check cutaway cables left and right; 2) Check cutaway & reserve handles; 3) Practice flare (as long as not in >5 way); 4) Tell staff of DZ immediately.

'D' Certificate. Whilst attempting to back-fly - atmo staying close to the Leader. Looked away for a second and when looked back was heading towards them at high speed. Took evasive manoeuvres to avoid collision by balling up - missing the leader by 1m. Action: Further training and limited to certain size jumps.

FREEFALL

'D' Certificate. 1st Floater on unlinked exit, at rear of plane on stack up. On exit went a little unstable and did a back roll, during which, his Go Pro camera caught on other jumper's shoelace. Got flung around a lot. Realised Go Pro was caught, tried to get it off with hands before it came off by itself after a few seconds. Jumper 2 just thought Jumper 1 had hold of his leg and was docking a little hard. Jumper 1 went a little low on formation and then rejoined the jump and continued as normal. Rest of jump uneventful.

Action: Better housing for Go Pro. Looking into seamless attachment for Go Pro to prevent snag points. Jumper reluctant to jump helmet in that configuration again. Went through possible scenarios with jumper who would have undone helmet with throat clip if still tangled with shoelace. Also talked about importance of stable exits.

SNAGGING/DROPPING CAMERAS



When did we stop putting cameras in a snag proof box that protects the camera, your safety, and to ensure all equipment be attached in a way that prevents it from falling from the sky?

So a member recently posted in one of the Australian Yahoo email groups that they had lost



Compiled by:
Kim Hardwick

their Go-Pro HD camera on exit – offering a reward for its return. Certainly anecdotally, there appears to be a number of Go-Pro cameras getting snagged and/or coming off their mounts when used for skydiving.

Following is one experienced camera person's thoughts:

I have been jumping now for almost 17 years. With just over 2200 jumps, about 1500 of them are as videographer of: AFF, Tandem, Freestyle, and 2-32 way RW. In that time freefall videography has made many changes and advancements, not all of them positive. From neck breaking large cameras with counterweights and handles for opening, right through to cameras so small they are being lost. It is the later that worries me - these cameras are being lost in freefall all too often lately. The reason they are being lost is that they are not being properly attached to the helmet. While some of these cameras come with a handy little cover and mount that might be great for surfing or mountain bike riding, they are proving themselves to be completely unsuitable for freefall. They are a massive snag point, a point which bridles, risers and lines can, and do get caught on, with varying results, from losing your camera in freefall, right through to losing your life. Neither outcome is desirable, the first outcome is expensive, inconvenient, a breach of the OP REGS, the second has happened.

My video camera is bolted to my helmet and housed in a locking hinged cover that is both weather proof, and allows easy use of the camera. The housing is also smooth has no edges or snag points. There are many commercially available products that are made by skydivers for skydivers. These include helmets, mounts, housings, and even release systems should the unlikely happen. As yet there is no skydiver making video cameras for skydivers. While the cameras are becoming lighter and cheaper, making them more accessible to the 'average jumper', the temptation to stick a camera on every helmet is real. So too is the risk!!! The use of unsuitable equipment is no excuse for breaking an operational regulation. The rules are clear, anything you take into freefall should be properly attached. I hear all too often "that it is meant to come off if it snags". A more appropriate attitude would be: "I have prepared all of my equipment properly".

This is an issue there may be no easy solution to, with many different viewpoints needing to be considered. A possible solution could be formalising a training table for camera flying, as is becoming the case for many other specialised disciplines within the sport.

Matthew Luke E1445

Carrying of Cameras on Free fall Descents.

The APF Op Regs state that the minimum experience required to carry a camera whilst skydiving is Certificate "C".

With the advent of small and relatively inexpensive cameras such as the Go-Pro, Contour and Drift Stealth it has become easier for everyone to have a camera on their helmet.

I have had multiple Certificate "B" holders come to my DZ with these cameras. These skydivers seem genuinely shocked when told they cannot jump with a camera yet. The most common response I receive is "but I have been jumping it at

my home DZ". They are completely unaware of the Op Reg and even less aware of the complications involved in flying with a camera. Just because these new cameras no longer add bulk and weight, it doesn't mean they can't cause distraction to an inexperienced skydiver, not to mention potential hook up scenarios and other related issues.

These people are mounting cameras without consultation, proper briefing or supervision. It is up to every instructor to ensure that the next generation of skydivers benefit from the experiences (good and bad) of others, without having to make the mistakes themselves.

Stacey Edwards IB/AFF/Tandem/PA/JPA

So how does your Mount look?



Take the opportunity to talk to your Instructors and/or 'that experienced camera guy/gal' on the DZ to discuss how to help make your camera jumps safer.

DEPLOYMENTS / MALFUNCTIONS

'F' Certificate. During freefall, in a sit position, jumper felt something brush past face about 7000ft. At 5000ft tracked and deployed main. Straight away realised it was cutaway handle that had come out in freefall. Confirmed by looking. Pulled reserve handle. Reserve opened perfectly and landed without further incident. Later review of video showed no exit problems and cutaway handle looked to be in place. Action: Will make sure to check Velcro is secure on cutaway handle. This was first jump after changing canopies. Need extra care with checking rig. (First reserve ride ever for jumper after 1323 jumps and 16 years.)

'A' Certificate (109 jumps). Tracked at 4000ft, pitched at 3000ft. Bag lock. Cutaway under reserve 1400ft. Right hand riser had not released and had to shake it loose. At one moment reserve and main still attached. Main released after shake. Action: Jumper had not heard of 3-ring maintenance. (Note: Member did not renew!)

'A' Certificate. Solo from 10,000ft. Pitched p/c at 3,200' resulting in pilot chute in tow mal. Pulled reserve which opened normally. Later inspection found that the bridle had been misrouted. Jumper had packed the gear - and an instructor had checked it. Action: Advised to get bridle routing checked by instructor. Instructor advised the importance of giving a thorough gear check.

'F' Certificate. Deploying at 3000ft, canopy opened instantly into 360 deg turn and line twists. Jumper could see twists and reached up to try to pull risers apart. Twists rapidly continued catching left hand in risers. Unable to release thumb or pull hand from glove. Elected to cutaway @ 2000ft from now rapidly spiralling canopy. This tore thumb off glove but freed left hand

to pull reserve handle. Reserve open by 1500ft. Landed Ok in small paddock. Later located Main with one toggle off. Action: Extra care required while packing. Also, jumper always advises others to be wary of putting hands near risers/lines during opening. Best to practice what you preach.

'D' Certificate. Main deployed at 3000ft with one toggle off causing rapid spiral & line twists. Jumper attempted to kick out of the twists unsuccessfully for 11 seconds. Cutaway at ~1000ft, activating reserve three seconds later, which opened at 500-700ft. AAD cutter fired after reserve handle pulled. After a 21 second canopy ride jumper landed with no injury. Review of hand cam footage + cutter fire provides evidence of approx height of each stage of incident. No altitude checks were made during any stage of the incident - an obvious lack of height awareness evident. Gear inspection required toggles keepers to be tightened.

Action: Gear grounded until risers fixed. Jumper debriefed: He acknowledges lack of height awareness and lack of appreciation of height that is lost during a spiral. He now has appreciation of these critical aspects. DZSO satisfied jumper learnt from the lesson this incident presented. No further action required.

'E' Certificate. Spinning malfunction. Cutaway but did not deploy reserve until gained stability resulting in a low opening at 1000ft. CYPRES AAD fired - but handle was pulled first. Landed in unfamiliar area, sustaining bruised ankle. Action: Safety brief by CI on height awareness and emergency procedure drill.

'D' Certificate. Canopy opened with line twists, appeared to be untwisting then started to rotate. Jumper had some problems locating reserve handle as it had become loose. This caused the jumper to be low approx 1000ft. CYPRES AAD fired and loop was cut, even though jumper did pull both handles. This low activation altitude severely reduced the options of landing areas. Landed in half brake on hard ground in built up area, sustaining a foot fracture. Action: Jumper counselled on importance of height awareness in these situations. Small spinning canopies lose height fast so get off them early and land in a safe area.

'A' Certificate. Tracked off at 5000ft, pulled at 4000ft. Opened with canopy spinning. Tried unsuccessfully to correct with rear risers. Jumper got disoriented, saw 1000ft on alti, cutaway. Skyhook deployed reserve. 5 second canopy ride. Skimmed over top of trees on rears and landed on edge of branches on ground. Reserve was torn on trees. Action: Main inspected, one toggle was off. DZSO debriefed on importance of making earlier decisions on emergency procedures. Jumper understands the severity of the incident and will make decisions earlier. Will do solo and open high on next jump.

CANOPY CONTROL / LANDING

'E' Certificate. 8300+ jumps. Test jumping new helmet. Wearing cameras mounted onto different parts of the helmet and his body. There was nothing unusual on any part of the skydive. From Jumper's statements and from watching his video, it was evident that he has dropped a toggle after doing a 270 degree turn to the left. He had grabbed onto the front

risers with full open hands to initiate the turn leaving the opportunity open for the toggle to come out of his hands when he went to transfer to the rear risers to plane out. After leveling out and going to transfer to toggles again, he realized that his hand was not in the toggle so attempted to grab rears to try to land that way.

He was also wearing a wrist mounted Go-Pro camera. The camera was fitted with straps that velcro'd together on the face of his palm where the toggle would normally lie and behind his wrist. This could have left him with the feeling that the toggle was still in his hand when transferring to the rear risers and has contributed to the final result.

He may have stalled that side of his canopy when he realized that he didn't have his toggle in his hands and needed to use the rear risers to land, but that is still not too certain either. He may have just landed awkwardly as well. Other jumper said he expected to see him hop up. Landing resulted in multiple serious injuries.

'D' Certificate. After finding self deep on opening, attempted to fly back to LZ (experienced area) using rear risers. Misjudged and made a late decision to land short leading to jumper landing on medium strip of highway and canopy coming to rest in a tree. Alternate landing area was available if earlier decision made. Action: Jumper counselled on making an early decision to land in alternate area. Grounded for rest of the day.

'E' Certificate. Jumper on 2nd load of day participating in classic accuracy competition. Due to strong winds at height, jumper decided to swap from the Parafoil 300 to his more familiar Sabre2 135. He felt more comfortable as he had not jumped the Parafoil. Jumper was first in the stack. Observations were made that downwind leg was too far out, turned onto base, losing height, he then turned too low into final with half brakes unable to pull up, striking ground with feet and backside together, Very hard landing, resulting in spinal damage.

'E' Certificate. Jumper was observed making a carving turn to land, that appeared too low. There was a sudden grasp of brakes to correct, but he struck the ground impacting on left side & continued to slide, resulting in a fractured pelvis. Jumper had previously displayed good canopy skills. He is always open to constructive criticism and has a willingness to improve skills. Action: Judgment error and he'll be out of action for 6 months. Continue with local canopy flying procedures.

'B' Certificate. After a successful 4-way B-rel jump, tracked and opened main at 3500ft. Other members of the group had landed and jumper commenced final approach at ~400ft. Appeared to be 'fixated' with looking at arrow in student landing area - and did not steer to avoid. Commenced flare at 50ft and struck ground (50% off wind line) around hip area, resulting in a broken wrist, small fracture to pelvis & laceration to lower abdomen. Action: Canopy flight retraining options to be discussed upon return.



*« 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

DZ DAYZ

PILBARA PARA-MANIACS, WA

By Tex Wilkinson

Welcome back Wickham Drop Zone! The dz re-opened for AFF training on 1st July (thanks Cookie for coming all the way to the Pilbara to do the audit). Since then 19 new and keen student skydivers have taken to the big blue skies.

The Wickham Skydivers have been on the go (on and off) for the past 32 years but fell into a bit of a rut when the last Chief Instructor left. Thanks to Ralph Ford and Doug the DZ is rocking again. Thanks also need to go to new era pilot Stu (now Horn Island) and current Pilot "Silky" (warning to all females and anyone resembling a female).

Ralph, Doug, Jo-Ann and Silky are kept busy seven days a week with AFF, tandem and fun jumping – most of whom stay at the dz well into the night – enjoying sunset jumps, barbeques or the Tav, finishing off with the pyromaniac CI's bonfires. Then all do it again the next day in boardies and singlet (Pilbara dress code).

Congrats to all the AFF graduates currently fun-jumping at Wickham and further afield:

Jimmi, Jack, Dal, Panda, Cosi (everyone's favourite), Jayme, Pockets, Adam (nailed his AFF in 4 days), and Tex.

Big welcome to the fun-jumpers from other dzs: Wolfie and Tom (Picton), Dylan (Jurien Bay), Gibbo (Goolwa), Travis (Jurien Bay), Jack (Toogoolawah) and Pedro (from everywhere there's a good base-jump opportunity!) Thanks for the big day of B-rels Pedro – probably never see you again after that, but we're all hoping to!

Congrats to Wickham lifer Nutsy and partner Katie on the birth of "Little Miss Nutless".

All jumpers are always welcome at Wickham DZ - come jump and chill to the song of the Pilbara Palm.



TOOGOOLAWAH, QLD

By Dave McEvoy, C.I. Photos by by Lisa Perdichizzi & Mark Laing

It's been over 15 months since our new Caravan "Homer" arrived on the scene. Our DZ club, the Toogoolawah Skydivers Club Inc, has "taken ownership" of it and everybody who jumps it realises that every ticket they buy and use actually helps secure the aircraft for the drop zone for the long term. It is a beauty.

So far 2011 has been pretty good although the January floods didn't get us off to a brilliant start. The whole DZ landing area and strip were underwater, although not as bad as Frizzy's DZ at Gatton. We have gone from the big wet to the winter dry and last week we did our annual burn-off to get the DZ ready for our upcoming events. These include Erica's Vertical Record practice weekend 12/13th November, the next Learning Curve Camp in November, 14th-18th, the South Queensland Champs 19/20th November and the Christmas Feel Good Boogie from 26th-31st December. After that we'll be getting ready for the Nationals at Easter, our first Nationals since 2002.

In the meantime the jumping has been great here, all sorts of stuff happening: Crikey's freefly group, Hayden's wingsuit week, Belgie's AFF and tandem masters courses, CReW weekends, Big Way weekends, our Newsletter starting up, a new "Change of Guard" at our last TSC AGM – it's been great!

So please come along and do some jumps with us, we're open 7 days, there's a free Sausage Sizzle almost every Friday night and we have Load Energisers almost every weekend.



Martin McKenzie



Josh, Bubba, Mat and Martin



John McMahon's Group 2



Axelle Champagnat



Belgy and Dale Findlay

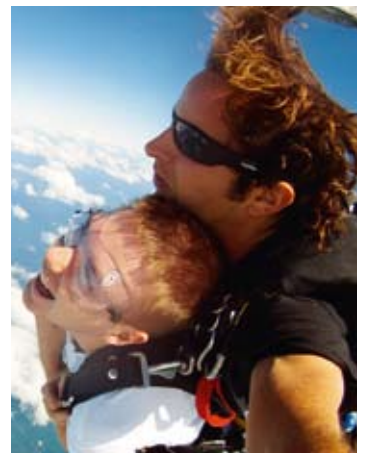
JURIEN BAY ADVENTURES, WA

By Chrissie Sparrow Photos by Pete Lonnon, Chris Garcia, Matt Carr and Dan & Leslie Aldridge

We're gearing up for a massive Summer and are finding ourselves flat out every weekend! We've seen 19 full AFF courses completed in intensive mid week camps over the winter, with most of them going on to achieve their 'A' Licences. Our new turbo 206 has arrived in the country, so with VH-DON in the air at the same time, we will have increased our lifting capacity by 150%.

We'd like to welcome our new staff and instructors; Matt Carr who has been with us since Easter and Mikey Williamson from Adelaide. With Chris Garcia back from Europe for the Summer, we've got the dream team. We'd also like to welcome packing wench Candice Workman from Mission Beach and new pilot Kendal Boughton. Chief Pilot, Nathan has been honing his outside video skills and Tanya has been sneaking off for beach tandems whenever she gets a chance.

Our new office/shop and accommodation facility is going up before our eyes and we hope to be in there for Christmas. With an interior designer working on it, it's going to be the funkier packing shed we've ever seen! Christmas will be our second anniversary here in the Bay and we can't believe how it's taken off. Just goes to show, look after your people! Treat your staff right; then your customers get treated right. It's a winning formula.



Pete, Amanda Green and Chris Garcia



Paraplegic



Aloha, Sevuss, Hola, Konnichiwa and G'day from Byron Bay... fantastic would be our answer when you ask how we've been, it's been. It's an amazing year with plenty of patches amongst the rainbows 'n towers, the whales are back, as is Woka Ta 'n Bulan. Stu went on a mission north with the whales and left the key in the bar... hmm... so we renovated the club area to accommodate for the increase of traffic coming through; a slab of concrete, a deck, some tables 'n chairs and knocked up a little kennel for Jax 'n Pud to share.

Milestone lane begins with numero uno Mrs Stacey Edwards nailing out her 10k jump with partner Steve on a magical hop 'n pop, then we have a wave of AFF students who made it through their courses now nailing out their b-rels 'n searching for gear. Big congrats for Alex, Jess, Rodrigo, Ben, Matt, Chris and Tash. Brad and Bulan both done their 1k as did my gangsta yoda tutor Matt Longhurst - keep doing what ya doing Matt, it works! Big Nath Keenan and Rachel had little Michael come into the world who I'm sure will meet Terry Tory's newbie, Lilly, congrats to ya both. Well done to the two cerebral palsy passengers Jamie-lee and Marlena, landing ever so gently with an A class experience here at the Bay.

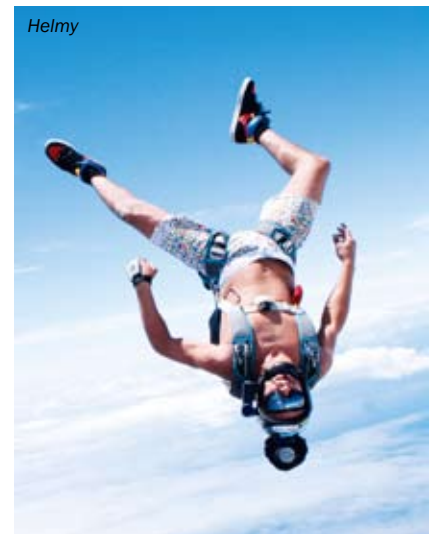
The dream factory runs so bloody efficient 'n clean it's bathing itself in the never ending organic flow of global revellers lining up to jump with the super talented team here at Byron which I could dribble on about forever, so yes would be the answer if you asked are we jumping tomorrow, and yyyeewwwww will be your answer when ya leave... c ya at the ranch... yyyeewwwww!

Stacey's 10K



Steve Edwards and Janie-Lee

Helmy



Matt Mcleod



The lads slab

Stacey's 10K



Steve Edwards and Marlena



Emma Pearson



COMMANDOS, VIC

By Goran Turk

A sad day was had at Commando's with the passing of great friend to everyone, Orlando Cobalti. A man that saved many lives in many ways will always be remembered at our club by his kind nature and his smile that warmed to everyone he met. An unfortunate accident between club members Luke Roberts and Orlando resulted in the loss of Orlando's life and serious injuries for Luke. This was a time for our club to rise up and stick together to support both Luke and Orlando's families, We held a memorial day for Orlando at the drop zone with friends and family to say goodbye and to honor him, our packing shed was renamed the 'Orlando Cobalti Packing Shed' as that's where he was most of his time saving lives...

Luke left hospital one week after the accident leaving him unable to go back to work, his income was gone, his rig was destroyed, his body was damaged and leaving Luke unable to do the thing he loves most – skydiving! Our club rallied together and produced a DVD called 'Going Commando'. Many sponsors came on board to support the fundraiser to help Luke get back in the air. The Commando Skydivers social club held a night of fun, laughs and a tribute to Orlando and raised a great deal of money for Luke. This night brought our family at CSD a lot closer and proved that our club spirit is still alive and striving to move forward. A lesson learnt on May 1st 2011 was that life is short and it can change in the blink of an eye, so respect your brothers and sisters in the sky and remember the reasons why you love to skydive the next time you leave the plane.

4-ways have made it to CSD. Team 'KAOS' has kindly taken four teams under their wing. Each coach has been training and jumping with each team, teaching dive pools and passing on great knowledge about flying the slot, with in depth creeper sessions and video debriefings with each team. Hopefully the teams will bring all their new knowledge to the Relworkers League. Brad Trevena is determined to bring a successful team from Tooradin and has done an amazing job with all our coaches, teams and organising reserved days so all teams had a plane available. Great work Brad and good luck to all the teams going into League.



Above and Below: Orlando Cobalti



The Units



Fundraiser Night for Luke Roberts



THE GREAT TURBINE VS RADIAL DEBATE

We gotta get rid of turbines, they are ruining aviation.

We need to go back to big round engines.

Anybody can start a turbine, you just need to move a switch from "OFF" to "START", and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots are even allowed to do it.

Turbines start by whining for a while, then give a small lady-like poot and start whining louder.

Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar.

We like that. It's a guy thing.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting.

Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps concentrate the mind.

Turbines don't have enough control levers to keep a pilot's attention. There's nothing to fiddle with during the flight.

Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell.

I think I hear the nurse coming down the hall.

I gotta go.

Ex-round engine driver.

NEXT GENERATION

DIDDY DINES keeping abreast of what's going on in Australian Skydiving during a potty training camp.



FLAG

"I can't believe I'm now a flag jumper!" **MOSSY**



ACTION-PACKED EXIT

"Here is a photo by **BRYCE SELICK** (see article 16 and Head in the Clouds, pg 21). It's the exit shot from a 5-way over Langhorne Creek, SA. The jump is **MARCUS PRIEM** celebrating 20 years in the sport and **VERNON WELLS** returning after a bad Speedflying accident."

CURTIS MORTON



COOL HYBRID PIC

"Here's a cool photo I took at Elerslie. It was **COL PARKINSON'S** birthday and 100th jump. He was accompanied by **RIA PECK, AARON TURKS, IVAN KLJAJIC** and hangers were **KENTON MCLEOD** and **CLIFF WILSON**. Camera by me, **MARTIN "MAMMOOTH" MCINNES**."



THIRD TIME LUCKY

Fear stopped **CHRISTINE CLARKE** completing her Static Line Course nearly two decades ago and her AFF Course a few years back, so she became a Tandem junkie instead, which was great fun for a number of years! But this time around she wouldn't let her fear get in the way, this determined woman embraced it and now she has not only completed her AFF Course, but is on her way to her 'B' Licence and she is loving it, albeit still rather scared! Photo: Paul "Splash" Maloney



NIGHT JUMP COURSE

"We did a night jump course in September. It went well, but a little too wind for the light weight **SANDRA**. She had to bail out of her last jump as she kept getting blown away!" **TABITHA HUGHES**



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www.airsuits.com

Visit our factory at Ramblers DZ

Timing The BEDD

Compiled by the APF at
ASM deadline time.

CERTIFICATE A

TINA	ABEL
KURT	ADAMS
TROY	ADCOCK
LAUREN	ALLEN
STEVE	ARTHUR
CHRIS	BAXTER
WAYNE	BEAVIS
BELA	BUGAR
CHRISTINE	CLARKE
ANDREW	COLE
THOMAS	CONTENAY
LIAM	CUNNINGHAM
MARCUS	CURRY
JEAN	DAJEAN
DI	DALY
SCOTT	DAVEY
RYAN	DEATHRIDGE
ZAC	EDWARDS
PETER	FARLEY
BENJAMIN	GRANT
SCOTT	HAMILTON
MITCHELL	HEINECKE
MARC	HUGELSHOFER
LEON	HUNT
TEO	KAISER
WESLEY	KENNEDY
PETER	KLAASSEN
TIM	LEITCH
LUKE	LINNELL
TROY	MAHER
LEE	MARSHALL
AODHAN	MCCANN
CHRISTELLE	MEYER
SCOTT	MILES
NICHOLAS	MILLS
NICHOLAS	ROSIER
BRENDAN	SAUNDERS
MARK	SAVIC
MICHAEL	SIDE
BEN	SIRASCH
GILLIAN	STEELE
KYLIE	STEPHENSON
JESSICA	THIEL
MICK	TUCKER
MARTIJN	VAN BERKEL
JEROEN	VAN BERKEL
KEV	VISSER
MARK	VISSER
LUKE	WICKLIFFE
CLINT	WOOD
BEN	WOOTTON

CERTIFICATE 'B'

MIA	ANGUS
MATTHEW	BAKER
MARIA	BAUER
THOMAS	BENKE
BELA	BUGAR
SCOTT	CATTIGAN
ADAM	DELACORN
WILLIAM	DYER
RUARRI	FAIRWEATHER
PATRICK	HOPKINS
GEOFF	KING
LUKE	LINNELL
AARON	NUTTALL
JORDAN	SCARLET
ALISTAIR	SHARP
ROB	SHEEHY
ROBERT	SPINK
MICHAEL	SUTCLIFFE
KIERAN	TURNER
MARK	VISSER
KEV	VISSER

CERTIFICATE 'C'

ANDREW	ARCHER
MARK	BAND
SCOTT	CATTIGAN
ADAM	FIANNACA
PHILIP	GREGORY
PATRICK	HOPKINS
DANIEL	JOHNSON
LOUISE	JOYCE
LOTHAR	LAUSZAT
JEFF	LUNT

TINA	MUDDLE
BRETT	OGDEN
NADAV	RAGONIS
MARK	REDMOND
CHRIS	SEARLE
JESSICA	SHARP
BEN	STOKOE
ADAM	STRUTHERS
MATTHEW	TAYLOR
LUKE	TUCKWELL
LENNA	WINGATE

CERTIFICATE 'D'

CAMERON	BENNETT
ROY	CHAMBERLAIN
LISA	CLARKE
MATHEW	COLES
LUKE	DENNISS
JAMES	DOWNHAM
GARRY	FAVRE
VICTORIA	MUTTON
GABRIEL	PHILLIPS
KENNETH	RICHARDS
MICHAEL	SMART
BRENT	TRINCA
JASON	WELFORD
TOBY	WILSON
CANDICE	WORKMAN

CERTIFICATE 'E'

ADRIAN	ACQUADO
CODY	BEKKERUS
DANIELLE	BLUNDEN
FRANK	CONWAY
HANS	DOMHARDT
MATT	EVERITT
JAMES	HEDISON
SCOTT	HINGERTY
AMOS	IBELL
BENJAMIN	MCPHERSON
MAC	PARKER
JAKE	SCOLES
MICHAEL	SMART
DARREN	WALSH

CERTIFICATE 'F'

TOM	MURPHY
CHARL	ROOTMAN
TERRY	WAHLEN

STAR CREST

ADRIAN	ACQUADO
CHRISTOPHER	BAIN
CODY	BEKKERUS
SCOTT	BROOKS
KELLY	CAMERON
JASON	DOS REMEDIOS
SHAY	DOWNIE
TIM	HANSELL
PATRICK	HOPKINS
DUNCAN	MARWICK
MARTIN	MCINNES
BENJAMIN	MCPHERSON
KATE	MONAGHAN
VICTORIA	MUTTON
MAC	PARKER
ISAAC	PARKES
MICHAEL	SMART
SIMON	THOMSON
LOUIS	TREERISE
KOK	WONG

CANOPY CREST

MEL	BURR
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PACKER 'B'

CODY	BEKKERUS
DAVID	BLEAKLEY
DARRAN	BUTLER
NICK	CHAPERON
JAYSEN	DAVIDSON
CAMERON	CAMERON
SHANE	GORRIE
SAM	HAWKE
BENJAMIN	HOOD
MAC	MCPHERSON
NICK	PARKER
MICHAEL	PIERCE
JAMES	SCHWACH
PETER	TAYLOR
	WILSON

PACKER 'A'

DANIEL	JOHNSON
KENNETH	RICHARDS
ANDREW	STEWART

DISPLAY 'D'

CHARLOTTE	ALLEN
ANDREW	ARCHER
CODY	BEKKERUS
CAMERON	DAVEY
DAVE	DOBSON
WILLIAM	DYER
GARRY	FAVRE
TROY	HENWOOD
KYLIE	HIGGINS
STEVEN	HORD
ROGER	HUGELSHOFER
RYAN	ISAIAH
BEN	MELMOTH
KAREN	OAKMAN
GABRIEL	PHILLIPS
TAMMY	PODOLUCH
ADAM	RIDLEY
GEORGIA	ROBERTS
ISRAEL	SIMPSON
ROCHELLE	STAPLES
TARA	WALLACE
DARREN	WALSH
RAYMOND	WORRALL

DISPLAY 'B'

TYLER	BAIRD
JOHN	MARTIN
MAC	PARKER

INSTRUCTOR 'D'

CODY	BEKKERUS
NICK	CHAPERON
SHANE	HAWKE
SAM	HOOD
BRODY	JOHNSON
BENJAMIN	MCPHERSON
MAC	PARKER

INSTRUCTOR 'C'

JULIAN	BRUNT
MIKE	HOWELL
DAMIEN	JOHNSON
JOHN-PAUL	JONES
NICOLAS	MADEHEIM

INSTRUCTOR 'B'

CRAIG	BENNETT
WADE	EDWARDS
ROBERT	ELLERY

INSTRUCTOR 'A'

BRYAN	YOUNG
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TUTOR FREEFLY

WAYNE	JONES
-------	-------

TUTOR RW

BRUCE	MOSS
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TUTOR WINGSUIT

ADRIAN	ACQUADO
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ENDORSEMENT AFF

NICK	CHAPERON
MARK	STODDART
JAMES	THROSBY

ENDORSEMENT STATIC LINE

SHANE	HAWKE
SAM	HOOD
MICHAEL	O'CONNELL
NICK	CHAPERON

ENDORSEMENT TANDEM

CODY	BEKKERUS
SAM	HOOD
WADE	EDWARDS
BRODY	JOHNSON
MARK	LUSH
BENJAMIN	MCPHERSON
MAC	PARKER
CRAIG	SANDER

TANDEM SUB-ENDORSEMENT - ATOM

BENJAMIN	MCPHERSON
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TANDEM SUB-ENDORSEMENT - STRONG

WADE	EDWARDS
SAM	HOOD
BRODY	JOHNSON
MAC	PARKER
CRAIG	SANDER

TANDEM SUB-ENDORSEMENT - VECTOR/SIGMA

CODY	BEKKERUS
GREGORY	BENNIE
MIKE	FLANAGAN
MARK	LUSH
BENJAMIN	MCPHERSON
MAC	PARKER
ANDREW	WOOLF

JUMP PILOT AUTHORIZATION

ANDREW	AITKEN
SHAUN	CLAYTON
STUART	FRASER
MICHAEL	GARDNER
BEN	HARRIS
ANDREW	HORTON
PHIL	LONEY
MICHAEL	PALAVESTRA
CRAIG	ROSENBERG
DAVID	SIMS
MATT	WHEELER



az directory

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

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

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC.

PO BOX 3114, DARWIN NT 0801
 CHIEF INSTRUCTOR: TERRY KING
 Club Phone: 0412 442 745
 Drop Zone Phone: 08 8976 0036
 Email: skydive_territory@yahoo.com.au
 Drop Zone Location: BATCHELOR AIRFIELD
 Web: www.skydiveterritory.com.au
 Aircraft: Cessna 182

TOP END TANDEM

PO BOX 692, SANDERSON NT 0813
 CHIEF INSTRUCTOR: ASHLEY SMITH
 Club & Drop Zone Phone: 0417 190 140
 Email: topendtanDEM@bigpond.com
 Drop Zone Location: DARWIN - LEE POINT BEACH
 Web: www.topendtanDEM.com.au
 Aircraft: Cessna 182

QUEENSLAND

QUEENSLAND - NORTH

AYRSports INCORPORATED
 PO BOX 546, TOWNSVILLE QLD 4810
 Non Training Operation
 Club Phone: 07 4728 4437
 Email: ask@ayrsports.org.au
 Drop Zone Location: THE AYR AERODROME
 Web: www.ayrsports.org.au

FAR NORTH FREEFALL INC

PO BOX 446, EL ARISH QLD 4855
 Non Training Operation
 Club Phone: 07 4068 5259
 Email: p1953@bigpond.com.au
 Drop Zone Location: TULLY AERODROME
 Aircraft: Cessna 182 and Cresco.

MACKAY PARACHUTE CENTRE

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

PAUL'S PARACHUTING

PO BOX 90N, CAIRNS QLD 4870
 CHIEF INSTRUCTOR: GLENN BOLTON
 Club Phone: 02 6684 1323
 Email: info@australiaskydiver.com
 Drop Zone Location: 1) EDMONTON CAIRNS
 2) MISSION BEACH
 Web: www.australiaskydiver.com.au
 Aircraft: Cessna Caravan x2(16 Place)

SKYDIVE AIRLIE BEACH

PO BOX 1152, AIRLIE BEACH QLD 4802
 CHIEF INSTRUCTOR: JONNY GOSS
 Club Phone: 0418 762 315
 Drop Zone Phone: 07 4946 9115
 Email: info@airliebeach.com.au
 Drop Zone Location: WHITSUNDAY AIRPORT
 SHUTE HARBOUR
 Web: www.skydiveairliebeach.com.au
 Aircraft: Two Cessna 182s & GA8 Airvan

SKYDIVE CAIRNS

PO BOX 105 N, NORTH CAIRNS QLD 4870
 CHIEF INSTRUCTOR: STEVE LEWIS
 Club Phone: 07 4068 7477
 Email: jtboffice@australiaskydivercompany.com.au
 DROP ZONE LOCATION: 1) EDMONTON,
 CAIRNS 2) MISSION BEACH
 Web: www.jumpthebeach.com.au
 Aircraft: XL750 (16 place), Cessna Caravan (16 place),
 Cessna 182,

SKYDIVE THE WHITSUNDAYS

PO BOX 291, CANNONVALE QLD 4802
 Non Training Operation
 Club Phone: 0414 566 697
 Email: nqpc@mackay.net.au
 Drop Zone Location: PROSERPINE/SHUTE HARBOUR
 Aircraft: Cessna 182

SKYDIVE TOWNSVILLE

PO BOX 1786, TOWNSVILLE QLD 4810
 CHIEF INSTRUCTOR: ALAN MOSS
 Club/Drop Zone Phone: 0412 889 154
 Email: info@skydivetownsville.com
 DROP ZONE LOCATION: 1) AYR AIRPORT 2) THE STRAND -
 TOWNSVILLE.
 Web: http://www.skydivetownsville.com
 Aircraft: C182

TANDEM CAIRNS

PO BOX 753, BUNGALOW QLD 4870
 CHIEF INSTRUCTOR: ADAM DAVIES
 Club Phone: 07 4041 2466
 Email: admin@tandemcairns.com.au
 DROP ZONE LOCATION: MUNDOO AERODROME INNISFAIL
 Web: www.tandemcairns.com.au
 Aircraft: Cessna 185

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM

PO BOX 86, Southport Gold Coast QLD 4215
 Non Training Operation
 Club Phone: 0416 611 499
 Email: paulweir56@yahoo.com.au

BRISBANE SKYDIVING CENTRE

PO BOX 226, Milperra LPO NSW 2214
 CHIEF INSTRUCTOR: BRIAN SCOFFELL
 Club Phone: 07 3333 2077
 Email: admin@brisbaneskydivers.com.au
 Drop Zone Location: WILLOW BANK
 Web: www.brisbaneskydivers.com.au
 Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD

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

QUEENSLAND ADRENALIN SKYDIVERS

PO BOX 166, GEEBUNG QLD 4034
 CHIEF INSTRUCTOR: JIM CZERWINSKI
 Club 07 3314 3664 & Drop Zone Phone: 0417 079 460,
 Email: tandemjump@optusnet.com.au
 Drop Zone Location: WOORIM BEACH BRIBIE ISLAND
 Web: www.adrenalskydivers.com.au
 Aircraft: Cessna 182 & C-206

RAMBLERS PARACHUTE CENTRE

CHIEF INSTRUCTOR: DAVID McEVY
 Drop Zone Location 1) TOOGLOOLAWAH
 Web: www.ramblers.com.au
 PO BOX 136, TOOGLOOLAWAH QLD 4313
 Club Phone: 07 5423 1159
 Email: skydive@ramblers.com.au
 Drop Zone Location 2) COOLUM BEACH
 Web: www.skydiverforfun.com.au
 PO Box 191, COOLUM BEACH QLD 4573
 Club Phone: 07 5446 1855
 Email: jump@skydiverforfun.com.au
 Aircraft: Cessna Caravan and Cessna 182

REDCLIFFE CITY SKYDIVING

PO BOX 105, REDCLIFFE QLD 4020
 CHIEF INSTRUCTOR: JOHN COOK
 Club Phone: 02 6684 1323
 Email: reservations@skydiveredcliffe.com.au
 Drop Zone Location: SUTTONS BEACH - REDCLIFFE
 Web: www.jumpthebeachbrisbane.com.au
 Aircraft: C182 & PA31 Navajo

RIPCORD SKYDIVERS

PO BOX 266, CANNON HILL QLD 4170
 CHIEF INSTRUCTOR: JOHN FRISWELL
 Club Phone: 07 3399 3552
 Drop Zone Phone: 07 5466 5521
 Email: ripcord@ripcord-skydivers.com.au
 Drop Zone Location: GATTON
 Web: www.ripcord-skydivers.com.au
 Aircraft: C-182 and C-206

RIPCORD SKYDIVERS ASSOCIATION

50 RICHARDS STREET, LOGANLEA QLD 4131
 Non Training Operation
 Club Phone: 07 5466 5630
 Email: ripcordskydiversinc@hotmail.com
 Drop Zone Location: GATTON
 Web: www.ripcord-skydivers.com.au
 Aircraft: C-206 & C-182

SKYDIVE CABOOLTURE

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

SKYDIVE CENTRAL QUEENSLAND

PO BOX 116, GEEBUNG QLD 4034
 Non training operation
 Club Phone: 07 3314 3664
 Email: info@skydivecq.com.au
 Web: www.skydivecentralqueensland.com.au

SKYDIVE HERVEY BAY

c/o 677 TOWER ROAD, BANKSTOWN AERODROME,
 NSW 2200
 CHIEF INSTRUCTOR: RAY CURRY
 Club Phone: 07 4183 0119
 Drop Zone Phone: 0427 969 875
 Email: admin@herveybayskydivers.com.au
 Drop Zone Location: HERVEY BAY AIRPORT
 Web: www.herveybayskydivers.com.au
 Aircraft: Cessna 185

SKYDIVE RAINBOW BEACH

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

SOUTH EAST QUEENSLAND SKYDIVERS INC

PO BOX 251, WARELL HEIGHTS QLD 4012
 Non Training Operation
 Club Phone: 0414 712 448
 Email: seqsclub@gmail.com
 Web: www.seqsclub.com.au

SUNSHINE COAST SKYDIVERS

PO BOX 1079, CALOUNDRA QLD 4551
 CHIEF INSTRUCTOR: TIBOR GLESK
 Club Phone: 07 5437 0211
 Email: admin@sunshinecoastskydivers.com.au
 Drop Zone Location: CALOUNDRA AIRPORT
 Web: www.sunshinecoastskydivers.com.au
 Aircraft: Cessna Caravan & C182.

TOOGLOOLAWAH SKYDIVERS CLUB INC.

121 KITCHENER ROAD, KEDRON QLD 4031
 Non Training Operation
 Club Phone: 0418 154 119
 Email: tscqld@gmail.com
 Drop Zone Location: TOOGLOOLAWAH
 Aircraft: Cessna Caravan

NEW SOUTH WALES

ADRENALIN SKYDIVE

4 RADFORD STREET, HEDDON GRETA NSW 2321
 CHIEF INSTRUCTOR: BILL TUDDENHAM
 Club/ Drop Zone Phone: 0422 585 867
 Email: skydive@pacific.com.au
 Drop Zone Location: GOULBURN AIRPORT, NSW
 Web: http://www.askydive.com/
 Aircraft: Cessna 182, 206

COASTAL SKYDIVERS

15 WEISMANTLE STREET, WAUCHOPE NSW 2446
 CHIEF INSTRUCTOR: TONY MAURER
 Club & Drop Zone Phone: 0428 471 227
 Email: jumpportmac@bigpond.com
 Drop Zone Location: PORT MACQUARIE AIRPORT NSW
 Web: www.coastalskydivers.com
 Aircraft: Cessna 182

COFFS CITY SKYDIVERS

PO BOX 4208, COFFS HARBOUR NSW 2450
 CHIEF INSTRUCTOR: LAWRENCE HILL
 Club & Drop Zone Phone: 02 6651 1167
 Email: jump@coffsskydivers.com.au
 Drop Zone Location: COFFS HARBOUR AIRPORT
 Web: www.coffsskydivers.com.au
 Aircraft: Cessna 182

FUNNY FARM SKYDIVING

11 MARINE STREET, BALLINA NSW 2478
 CHIEF INSTRUCTOR: ROGER MULCKEY
 Club Phone: 1800 302 005
 Drop Zone Phone: 0402 008 924
 Email: info@goskydive.com.au
 Web: www.goskydive.com.au
 Drop Zone Location: EVANS HEAD AERODROME,
 KINGSFORD SMITH PARK- BALLINA
 Aircraft: C-182 (Super)

JUST JUMP SKYDIVE

PO BOX 4009, EAST GOSFORD NSW 2250
 CHIEF INSTRUCTOR: BILL TUDDENHAM
 Club Phone: 02 4322 9884

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

Email: bookings@justjumpsydiving.com.au
Drop Zone Location: 1) HOPE ESTATE, CESSNOCK 2)
WHITTINGHAM AIRFIELD, SINGLETON
Web: www.justjumpsydiving.com.au
Aircraft: Cessna 206 & XL-750

NEWCASTLE SPORT PARACHUTE CLUB
PO BOX 116 BRANXTON, NSW 2335
CHIEF INSTRUCTOR: TONY MAURER
Club & Drop Zone Phone: 02 4938 1040
Email: info@skydivenewcastle.com
Drop Zone Location: MOORES LANE ELDERSLIE and
WITTINGHAM AIRFIELD, SINGLETON
Web: www.skydivenewcastle.com
Aircraft: Cresco 750

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

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

SKYDIVE COFFS HARBOUR
PO Box 351, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: Mark Brody
Drop Zone Phone: 0433 254 438
Email: skydivecoffsharbour@australiaskydive.com
Drop Zone Location: COFFS HARBOUR AIRPORT
Web: www.skydivecoffs.com
Aircraft: C-182

SKYDIVE MAITLAND
PO BOX 202, RUTHERFORD NSW 2320
CHIEF INSTRUCTOR: JASON CLARKE
Club Phone: 02 4932 7989
Drop Zone Phone: 0425 200 185
Email: info@skydivemaitland.com.au
Drop Zone Location: RUTHERFORD AIRPORT
Web: www.skydivemaitland.com.au
Aircraft: Turbine Stretch Fletch PT6 and C-182

SKYDIVE OZ
PO BOX 925, MORUYA NSW 2537
CHIEF INSTRUCTOR: JULIA McCONNEL
Club Phone: 0438 185 180
Email: fun@skydiveoz.com.au
Drop Zone Location: MORUYA AIRFIELD, BATEMAN'S
BAY & COUNTRY NSW
Web: www.skydiveoz.com.au/
Aircraft: Cessna 180 and Cessna 185

SKYDIVE TEMORA
PO BOX 2, TEMORA NSW 2666
CHIEF INSTRUCTOR: GREG COX
Club Phone: 02 6978 0137
Drop Zone Phone: 0417 695 759
Email: sales@skydivetemora.com.au
Drop Zone Location: TEMORA AIRPORT
Web: www.skydivetemora.com.au/
Aircraft: Cessna 182

SKYDIVE THE BEACH
PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: GLENN HOGAN
Club Phone: 02 4225 8444
Email: info@skydivethebeach.com
Drop Zone Location: STUART PARK, WOLLONGONG
Web: www.skydivethebeach.com/
Aircraft: Navajo, Cessnas 206, 182 and Caravan 208

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

SYDNEY SKYDIVERS
PO BOX 226 Milperra LPO 2214
CHIEF INSTRUCTOR: PHIL ONIS
Club Phone: 02 9791 9155
Drop Zone Phone: 02 4630 9265
Email: admin@sydneyskydivers.com.au
Drop Zone Location: PICTON, NSW
Web: www.sydneyskydivers.com.au
Aircraft: Skyvan, Beaver & 750XL

TANDEM SKYDIVING
25 COMARA CLOSE, COFFS HARBOUR NSW 2450
CHIEF INSTRUCTOR: DICK PETERS
Club Phone: 02 6651 9016
Drop Zone Phone: 0418 275 200
Email: rpeters@ozemail.com.au
DROP ZONE LOCATION: CAMBEWARRA
Aircraft: Cessna 180

WESTERN DISTRICTS PARACHUTE CLUB
PO BOX 172, DUBBO NSW 2830
CHIEF INSTRUCTOR: MIKE CARRE
Club Phone: 02 6884 8266
Drop Zone Phone: 02 6852 3845
Email: lyndon.p@optusnet.com.au
Drop Zone Location: FORBES AIRPORT
Aircraft: Cessna 182

AUSTRALIAN CAPITAL TERRITORY

AERIAL SKYDIVING PTY LIMITED
8 FRASER PL, YARRALUMLA ACT 2600
CHIEF INSTRUCTOR: GRAEME WINDSOR
Club Phone: 02 6285 1453
Drop Zone Phone: 0418 487 953
Email: aerialskydiving@ozemail.com.au
Drop Zone Location: MINT OVAL, DEAKIN, ACT
Web: www.jump-act.com
Aircraft: Cessna 206

SKYDIVE CANBERRA
4 BADGER PL, OXLEY ACT 2903
CHIEF INSTRUCTOR: PAUL SMITH
Club Phone: 02 6296 1911 (BH)
Drop Zone Phone: 0458 736 920
Email: neilandsharan@fergiefamily.com
Drop Zone Location: CANBERRA - MINT OVAL, DEAKIN,
ACT
Web: www.skydivecanberra.com.au
Aircraft: Cessna 182

VICTORIA

AERIAL SKYDIVES
PO BOX 266, CHURCHILL VIC 3842
CHIEF INSTRUCTOR: JANINE HAYES
Club Phone: 1800 674 276
Email: janine@aerialskydives.com
Drop Zone Location: LATROBE REGIONAL AIRPORT,
TRARALGON
Web: www.aerialskydives.com
Aircraft: Cessna 182

AUSTRALIAN SKYDIVE
PO BOX 839, TORQUAY VIC 3228
CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE
Club Phone: 03 5261 6620
Drop Zone Phone: 0401 809 022
Email: info@australianskydive.com.au
Drop Zone Location: 1) BRIDGEWATER ON LODDON 2)
TIGER MOTH WORLD TORQUAY
Web: www.australianskydive.com.au
Aircraft: Cessna 182, 206 & 208

COMMANDO SKYDIVERS INCORPORATED
PO BOX 2066, ROWVILLE VIC 3178
CHIEF INSTRUCTOR: Peter Knights
Club Phone: 1300 555 956
Drop Zone Phone: 03 5998 3702
Email: jump@commandoskydivers.com.au
Drop Zone Location: 1) TOORADIN AIRFIELD 2) PHILLIP
ISLAND AIRPORT
Web: www.commandoskydivers.com.au
Aircraft: 2 x Cessna 206

FREEFALL UNITED INC
14 ITKESTON ST, HERNE HILL, VIC 3042
Non Training Operation
Club Phone: 03 5221 8606
Email: geoffg2@tpg.com.au
Drop Zone Location: VARIOUS
Aircraft: Cessna 182

MELBOURNE SKYDIVE CENTRE
285 AUBURN ROAD, HAWTHORN VIC 3122
CHIEF INSTRUCTOR: PAUL MURPHY
Club Phone: 1300 734 471
Drop Zone Phone: 0400 550 479
Email: sales@melbourneskydivecentre.com.au
Drop Zone Location: LILYDALE AIRPORT
Web: www.melbourneskydivecentre.com.au
Aircraft: Cessna 182

RELWORKERS INCORPORATED
2 Chicquitta Street, Bacchus Marsh VIC 3340
Non Training Operation
Drop Zone Location: NO FIXED DZ
Club Phone: 0409 802 338
Email: info@relworkers.org
Web: www.relworkers.org

SKYDIVE NAGAMBIE
PO BOX 311, NAGAMBIE VIC 3608
CHIEF INSTRUCTOR: DON CROSS
Club Phone: 03 5794 1466
Drop Zone Phone: 03 5794 2626
Email: jump@skydivenagambie.com
Drop Zone Location: NAGAMBIE
Web: www.skydivenagambie.com
Aircraft: XL 750 & Cessna 182

SKYDIVE THE BEACH MELBOURNE
PO BOX 5361, WOLLONGONG NSW 2500
CHIEF INSTRUCTOR: GREG HAYS
Club Phone: 02 4225 8444
Email: bookings@skydivethebeachmelbourne.com
Drop Zone Location: MORAN RESERVE, ELWOOD
Web: www.skydivethebeachmelbourne.com.au
Aircraft: Cessna 182

SKYDIVE VICTORIA
PO BOX 16, COROWA NSW 2646
CHIEF INSTRUCTOR: FRANK SMITH
Club Phone: 02 6033 2435
DZ 0415 704 748
Email: enquiries@skydivevictoria.com.au
Drop Zone Location: COROWA AIRPORT
Web: www.skydivevictoria.com.au
Aircraft: VARIOUS

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING
PO BOX 1014, GOLDEN GROVE SA 5125
CHIEF INSTRUCTOR: ALLAN GRAY
Club Phone: 08 8520 2660,
Drop Zone Phone: 08 8520 2660

Email: info@adelaideskydiving.com.au
Drop Zone Location: LOWER LIGHT
Web: www.adelaideskydiving.com.au
Aircraft: C-182

ADVENTURE AIR SKYDIVING PTY LTD
PO BOX 333, GLENELG SA 5045
CHIEF INSTRUCTOR: SCOTT GRIST
Club Phone: 0438 148 490
Email: skydivegoolwa@yahoo.com
Drop Zone Location: GOOLWA AIRFIELD
Web: www.skydivegoolwa.com.au
Aircraft: C-182

SA SKYDIVING
89E GOODWOOD RD, GOODWOOD SA 5034
CHIEF INSTRUCTOR: GREG SMITH
Club Phone: 08 8272 7888
Drop Zone Phone: 0418 845 900
Email: greg@saskydiving.com.au
Drop Zone Location: LANGHORNE CREEK AIRFIELD
Web: www.saskydiving.com.au
Aircraft: Cessna 206, Cessna 182

SOUTH AUSTRALIAN SPORT PARACHUTE CLUB INC
PO BOX 884, NORTH ADELAIDE SA 5006
Non Training Operation
Club Phone: 0405 167 493
Drop Zone Phone: 0488 778 864
Email: committe_bounces@lists.saspc.asn.au
Drop Zone Location: LOWER LIGHT, LANGHORNE CREEK,
GOOLWA
Web: www.saspc.asn.au
Aircraft: Cessna 206, Cessna 182

WESTERN AUSTRALIA

HILLMAN FARM SKYDIVERS INC.
PO BOX 75, FLOREAT WA 6014
Chief Instructor: Graham Lee
Club Phone: 0415 714 585
Drop Zone Phone: 08 9736 1386
Email: andy_vukovich@bigpond.com
Drop Zone Location: HILLMAN FARM
Aircraft: Cessna 182 & NAVAJO

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

SKYDIVE JURIEEN BAY
PO BOX 810, JURIEEN BAY WA 6516
CHIEF INSTRUCTOR: PETE LONNON
Club Phone: 08 9652 1320
Email: office@skydivejurienbay.com
Drop Zone Location: JURIEEN BAY
Web: http://www.skydivejurienbay.com/
Aircraft: Cessna 182

SKYDIVE BROOME
PO BOX 293, WICKHAM WA 6720
CHIEF INSTRUCTOR: RALPH FORD
Club/ Drop Zone Phone: 0417 011 000
Email: info@skydivebroome.com.au
Drop Zone Location: WICKHAM AIRSTRIP & BROOME TURF
CLUB
Web: http://www.broomeskydiving.com/
Aircraft: C-182

SKYDIVE EXPRESS
PO BOX 151, LEEDERVILLE WA 6903
CHIEF INSTRUCTOR: DON WOODLAND
Club Phone: 08 9444 4199
Drop Zone Phone: 08 9641 2905
Email: jump@skydive.com.au
Drop Zone Location: YORK
Web: www.skydive.com.au
Aircraft: Cessna Caravan and Cessna 182

SOUTHERN SKYDIVERS
PO BOX 1478, BUSSELTON WA 6280
CHIEF INSTRUCTOR: AUSSIE POWER
Club Phone: 0424 174 197
Drop Zone Phone: 0439 979 897
Email: glenn@southernskydivers.com.au
Drop Zone Location: BUSSELTON REGIONAL AIRPORT
Web: www.southernskydivers.com.au
Aircraft: C182 and C206

SPORTING SKYDIVERS CLUB OF WA
10 VALENCIA GROVE, MOUNT NASURA WA 6112
Non training Operation
Club Phone: 08 9399 7333
Email: cblenco@bigpond.net.au
Drop Zone Location: VARIOUS

WEST AUSTRALIAN SKYDIVING ACADEMY
PO BOX 439, NORTHBRIDGE WA 6865
CHIEF INSTRUCTOR: ROBIN O'NEILL
Club Phone: 08 9227 6066
Email: wasac@inet.net.au
Drop Zone Location: PINJARRA
Web: www.waskydiving.com.au
Aircraft: PA31-310 NAVAJO, G8 Turbocharged Airvan and 2
X C182

WICKHAM SKYDIVERS INC
PO BOX 293, WICKHAM WA 6725
Non training Operation
Club Phone: 0418 937 680
Drop Zone Phone: 0437 011 000
Email: glen@oceanicoffshore.com
DZ Location: WICKHAM

