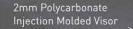






ASM AUSTRALIAN SKYDIVER MAGAZINE FLAGSHIP PUBLICATION OF THE AUSTRALIAN PARACHUTE FEDERATION







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FRONT COVER	Captain Tibbsy flying with Wingsuiter Shal Maitland DZ, NSW. Photograph: Dunco	
	p>5State Champsp>19Valkyriesp>23Afterlifep>28Go Troppop>315D Maitlandp>35CRU in Chinap>40Flygirlsp>410Flygirlsp>446Sport Development Fundingp>48Asianap>52Packer A Coursep>54APF Directors Directionp>58GPSp>60Safety (flattersp>63DZ Dayzp>73Ring the Bellp>74DZ Directory	From the outset of fatalities and the of and hard year of ju some, it's on the of way hey, so hats of Looking back throu many people jump there in the blue re The silly season is So what's been Ho Jules & Vaughny Tracing Wingsuiting 105-way 4-way coaching we CRW Rel Week Wangles 5D Super Caravan Genetix Jules & Vaughny Skysisters Body Painting Lingerie Jumps
<b>U</b> LLI J	Line of the second of the s	CRW Records Ookoonono Jurien Bay Dogs n Flockers Elderslie's 50th Go Pros Homer Jules & Vaughny Icarus Tandem Wingsuit Dare to Dive Sonic 109-way Tunnel time VRW Cairns Conference As we sayonara a s interesting skydivir also set to welcom think is going to be eventful and excitir ahead. May all you wishes come true a

APF in relation to the publication of Australian Skydiver Magazine I am required to make a gener st that I parachuting equ or event hein nted in ASM am a 🛛 Drop Zone Pty Ltd and I am a organises various events and is some of which arameters of the Australian advertis hute Federation lie in sport to time advertise in the ASM from time

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Photos submitted will be

or delay in publication o

09-way unnel time RW airns Conference s we sayonara a surprisingly teresting skydiving year we are so set to welcome what many nink is going to be a massively entful and exciting year head. May all your Christmas shes come true and your will to achieve those resolutions be strong.

Susie Mc



Ronnie Perry over Tully at Go Troppo. Photographer: Lisa Perdichizzi

rom the outset of this year with all the natural weather disasters, atalities and the GFC challenges it felt like it was going to be a slow nd hard year of jumping. While that might have been the reality for ome, it's on the contrary for others. Where there's a will, there's a vay hey, so hats off to you Aussie jumpers, you've been going off! ooking back through the pages of ASM it is astounding to see so any people jumping so many ways and doing exceptional things up ere in the blue room.

he silly season is a time to reflect on the year and take stock. o what's been HOT this year?

way coaching weekends

Jules & Vaughny Cypres 20 years SA 50 years Future 8 Rotor Out The Addicted **Canopy Piloting** "In The Corner" Frank Smith Norman Kent SOS World Record Tom Noonan Dale Elliott Relworkers Bam! Fun Days Dubai Jules & Vaughny Lisa Perdichizzi Sky Art Canopies Gold Cypres Learning Curve Camps Afterlife Commandos 50th SEQS Club 112-way Going Troppo 18,000ft jumps The Begics The "Fi Fund" Jules & Vaughny

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One of many moments special with bestie, Cecilia Morton

# **Next Deadlines** Issue 59 Deadline 5th January, 2012 Mag Out Mid February, 2012 Issue 60 Deadline 5th March, 2012 Mag Out end April, 2012

# TEAM OFF TRACK FLYING THEIR NEW JVX'S OVER BALLINA, NSW AT GO SKÝDIVE.

SHE



STATE PARACHUTING CHAMPIONSHIPS ARE HELD EACH YEAR, IN VARYING DEGREES OF STYLE, PARTICIPATION AND SERIOUSNESS. THE PROCESS BEGINS WHEN THE STATE COUNCILS ASK THE DROP ZONES FOR BIDS TO HOST THE STATE CHAMPS. DROP ZONES PUT IN THEIR BIDS AND THE BEST BID WINS. THE DROP ZONE SETS THE DATES AND RUN THE CHAMPS HOW THEY WISH, USUALLY AS STATED ON THE BID. SOME STATES COMBINE THEIR CHAMPS, SUCH AS ACT & NSW AND VIC & TAS. SOME STATES HOLD SEPARATE EVENTS FOR ACCURACY (SQ) AND CANOPY PILOTING (NSW), DEPENDING MOSTLY ON THE INTEREST IN THAT AREA, OR BECAUSE THEY HAVE SWOOP PONDS. MOST STATES DON'T EVER SEEM TO HOST ALL DISCIPLINES. MOSTLY DUE TO LACK OF INTEREST. THE VICTORIANS HAVE THEIR OWN RELWORKERS LEAGUE IN THE LEAD UP TO THE STATE CHAMPS AND NATIONALS. SOME STATE COUNCILS GO ON TO SUPPORT THE WINNERS IN EACH EVENTS FINANCIALLY TO HELP TEAMS OR INDIVIDUALS COMPETE AT THE NATIONALS.

ALL-IN-ALL, THE STATE CHAMPS ARE AN AWESOME PLATFORM FOR UP-AND-COMING AND EXPERIENCED JUMPERS ALIKE, TO LEARN NEW SKILLS, GAIN VALUABLE COMPETITION EXPERIENCE AND HAVE A WHOLE LOT OF FUN IN A GREAT TEAM ENVIRONMENT.

# 

# 4-way VFS

# By Kim Hopwood "The Addicted" Photos nyu Dave Noble

We used this State Meet as a first competitive test of the new dive pool for Open VFS. A bit of background first - due to the handful of top competitive VFS teams around the world, namely USA and France, average scores getting so high that they were around the same as the 4-way flat teams, the judges were having trouble keeping up with the speed and needed to slow the competition down. So they extended the comp from 4-5 points per page to 5-6 points. This increase meant introducing five new blocks and randoms and modifying three existing blocks; further increasing the difficulty of arguably the most technically challenging discipline in skydiving. Just what we need! We had recently trained the new moves in the Singapore tunnel, so it was time to take them to the sky.

As a team we could feel the increase in difficulty, with minimal sky training of the new moves our average ended up about 40% lower than at the last Nationals. The plus side was we had huge improvement with the older moves, so now it's back to the sky to invest in some solid time training these new blocks and randoms

We have seen a lot of interest around the country in VFS of late, so are looking forward to a competitive Nationals in both the Open and Intermediate categories. All our team members are looking to build inter teams for the comp so if you are interested, please get in touch with us at team@theaddicted.com.au

Team Members: Lucas Georgiou, Kim Hopwood, Cath Comyns, Tim Goldsby Smith & Scott Hiscoe











NZAEROSPORTS\_C











# NEW SOUTH WALES

# **CP State Champs**

**By James Cooper** 

Sydney Skydivers played host once again for this year's annual NSW State Canopy Piloting Championships. Twelve competitors came to Picton DZ for the event with nine in the Open division and three competitors in the Intermediate category. The Weather Gods provided less than favourable conditions for the event, which made for a very interesting and sometimes wet competition.

Round 1 of Speed brought some entertaining runs from the intermediate competitors, ending with cautionary yellow cards for some and a potentially new freestyle move being invented by yours truly. At the end of the Speed rounds, Fully Sik led the intermediate division and Selwyn Johnson took out the Opens with Michael Vaughan trailing not too far behind by only nine points.

With the Speed rounds over and done with, and the clouds and rain reeking havoc, the comp was put on hold due to visibility and safety reasons; just in time for lunch. After a few possible opportunities and some reasonably clear skies, Meet Director Johnny Mac gave the all clear for the Distance rounds to get under way.

The conditions for the Distance rounds were less than ideal however competitors slugged it out and dealt with the crosswind, lift and sink that the course offered and managed to get through the three rounds of Distance. Once again the Open division was taken out by Selwyn Johnson and Intermediate by Jimmy Cooper. Although conditions were improving towards the end of the day, it was agreed by all that enough was enough and hopefully tomorrow was

going to be a better day with more suitable conditions for swooping.

With all the competitors hoping for better conditions for Zone Accuracy, the Weather God's unfortunately didn't deliver. Less than ideal winds had set in managing to catch a few of the boys off guard. Nearly all competitors opted to navigate safely to the end of the course, which resulted in more donuts being handed out than one would see at a cop convention. Despite the winds, two rounds of Zone Accuracy were completed with Vaughaney taking the gold on "Clara" and Shannon Straubinger winning the Intermediate Division.

The competitors were fortunate enough to have the use of brand new inflatable markers for the first time and also the new electronic sensors; both of which were generously supplied by the APF. A big thanks goes out to Sydney Skydivers for holding the event as well as judges Dean Brooke-Rerecich, Bruce Towers, Kate Langley and the wonderful Lisa Perdichizzi for giving up their time. Ben Crowe and Aaron Bootland were kind enough to give their time to help set up the course and work with Vaughaney as the Course Director, good job lads.

The Australian National Championships for 2012 are coming up in February and will be at Picton's doorstep before we know it, with some hot competition sure to be had.

"I had the pleasure of assisting at the NSW CP Champs. This meet was to be the exciting debut of the new CP equipment purchased by the APF! With Michael Vaughan as Course Director and Course Assistants, Aaron and Ben, working hard to set up the new inflatable markers, sensors, timing devices and display units, the course was fully functional for the comp. The new judging software, called InTime, was also trialed at this event, initially encountering some teething problems, but was used side-by-side with the usual manual judging method to get a feel for its functionality. Scores were posted quite quickly using both methods and the Chief Judge seemed quite impressed by its capability and ease of use. Thank you APF for investing in the future of this very popular discipline. The competitors are grateful for the support and look forward to having it all up and running for the 2012 Nationals!"

Lisa Perdichizzi



# **2011 Overall Placings Inter**

			Speed					Distance					Accuracy																
N	Name	Canopy	Size	1	%	2	%	3	%	Tot	Rank	1	%	2	%	3	%	Tot	Rank	1	%	2	%	3	%	Tot	Rank	OA Total	OA Rank
	<sup>1</sup> Fully Sik	JVX	69	30.000	0.000	2.660	100.000	3.042	97.329	197.329	1	0.00	0.000	68.25	100.000	62.10	91.728	191.728	2	91	100.000	34	50.746		0.000	150.746	2	539.803	1
	<sup>2</sup> Shannon Straubinger	JVX	74	30.000	0.000	2.896	86.787	2.993	100.000	186.787	2	0.00	0.000	61.60	90.256	0.00	0.000	90.256	3	61	67.032	67	100.000		0.000	167.032	1	444.075	2
	<sup>3</sup> James Cooper	Katana	120	30.000	0.000	30.000	0.000	30.000	0.000	0.000	3	0.00	0.000	68.05	99.706	67.70	100.000	199.706	1	61	67.032	0	0.000		0.000	67.032	3	266.738	3

# **2011 Overall Placings Open**

	Speed													Dista				_											
							Spe	ed			_	Distance					_	Accuracy											
N	Name	Canopy	Size	1	%	2	%	3	%	Tot	Rank	1	%	2	%	3	%	Tot	Rank	1	%	2	%	3	%	Tot	Rank	OA Total	OA Rank
	<sup>1</sup> Selwyn Johnson	Velo	96	3.021	100.000	2.983	100.000	3.245	83.629	283.629	1	100.00	100.000	110.80	100.000	87.60	99.432	299.432	1	77	91.666	48	81.355		0.000	173.021	2	756.082	1
	<sup>2</sup> Michael Vaughan	Clara	69	3.027	99.669	3.245	86.906	3.146	88.062	274.637	2	0.00	0.000	96.37	86.976	88.10	100.000	186.976	4	67	79.761	59	100.000		0.000	179.761	1	641.374	2
	<sup>3</sup> Dave Noble	Velo	84	3.240	88.988	3.269	85.845	30.000	0.000	174.833	5	79.10	79.100	90.70	81.859	83.00	94.211	255.170	3	84	100.000	0	0.000		0.000	100.000	3	530.003	3
	<sup>4</sup> Scott Brown	JVX	79	3.493	78.505	3.234	87.399	30.000	0.000	165.904	7	86.77	86.770	80.95	73.059	87.80	99.659	259.488	2	50	59.523	0	0.000		0.000	59.523	7	484.915	4
	<sup>5</sup> Darren Griggs	JVX	79	3.514	77.724	3.283	85.236	3.772	65.073	228.033	- 4	92.83	92.830	82.18	74.169	0.00	0.000	166.999	5	62	73.809	0	0.000		0.000	73.809	5	468.841	5
	<sup>6</sup> Luke Oliver	JVX	89	3.265	87.855	3.276	85.539	4.135	55.832	229.226	3	0.00	0.000	81.35	73.420	78.35	88.933	162.353	6	61	72.619	0	0.000		0.000	72.619	6	464.198	6
	7 Glenn Farrell	JVX	79	3.357	83.878	3.247	86.817	30.000	0.000	170.695	6	81.25	81.250	87.75	79.196	0.00	0.000	160.446	7	0	0.000	59	100.000		0.000	100.000	3	431.141	7
	<sup>8</sup> John King	Velo	84	30.000	0.000	3.501	76.573	4.609	46.592	123.165	8	93.80	93.800	72.50	65.433	0.00	0.000	159.233	8		0.000		0.000		0.000	0.000	9	282.398	8
	<sup>9</sup> Brad Jones	Velo	96	30.000	0.000	30.000	0.000	2.915	100.000	100.000	9	0.00	0.000	0.00	0.000	0.00	0.000	0.000	9	35	41.666	9	15.254		0.000	56.920	8	156.920	9

# FS State Meet **By Benjamin Crowe**

The forecast for the weekend was gloom with a serving of wind and rain to go with it and so with that my plans for a long weekend of jumping went out the window... That was until Friday afternoon while at work I received a phone call from none other than Michael Vaughan asking if I was interested in throwing together a last minute 4-way team for the State Meet that weekend. To say no to such an opportunity is like being offered a years free jumps and knocking it back. Any who have jumped with the man know that not only is he extremely talented but he is a down to earth person who has a real passion for life.

The weather at the DZ on Saturday morning whilst wasn't perfect was definitely jumpable and so that is what the teams competing in 4-way Open, Inter and 2-way Novice set out to do - dirt diving the challenging jumps that had been dished out by Meet Director Jonny Mac only the day before. Two teams entered in the 4-way Inter category, spurred on by the effort of the two captains only the day before in making phone calls to anyone's number they had. So came together "The Fat Boys" with Derek, Robbo, Matt Baker, Phil Budge and Barry on camera, and "The Slim Jims" with Michael, John McCosker, Adam Struthers, Ben Crowe and Matty Barrell on camera, in a head-to-head battle for gold. Struggling to get height for part of the day due to ATC testing there were a few zero scores recorded for both teams as working times were reduced. By the midway point it was anyone's game with only two points the difference however a solid second half from "The Slim Jims" lead them to take the gold by ten points.

In the 4-way Open category there only looked like one team coming to the table with any offerings being the" Valkyries" made up of Kate R, Kate L, Michelle and Riss with Calder on camera. The Valkyries are a recently formed team from various medal winners from the last nationals, hoping to slay all the competitors in the Open category at the Nationals next year and go on to represent Australia. Go girls! To make things interesting for them, another team was formed at the competition meet in the morning to spice things up, "The Avatars" with Jon McWilliam, Barry, Shawn and Stretch with Calder on camera. An early lead taken by The Avatars was kept throughout the competition however the Valkyries did not go down without a fight.









The 2-way Novice comp was kicked off on the Saturday and the entry conditions for this event are that one of the jumpers couldn't have more than 150 jumps. This was well received with one of the entrants having only 30 jumps when she started the competition! It was great to see even the newer jumpers getting in on the competition spirit however as the conditions worsened they didn't feel comfortable in continuing. Good work in putting your name down Natasha, we will see you again at the next State Meet winning the gold.

The poor weather on Sunday meant that there was no jumping. However on Monday the rivalry in the 2-way competition picked up, with Fully and his team mate Jay (Jayden) dead set on taking the gold from Mr Vaughan. The jeering started first thing in the morning with their team name "Out ta beat Vaughanie." Not to be put down by this, Michael carefully selected the name "Fully = Lone Ranger" a cryptic suggestion that Fully would be taking the silver. (For those not of that era such as myself, the original Lone Ranger had a horse named Silver.) One of the DZ manifest staff, Penny, wanted in on the action and with her teammate Kalon and with the team name "Nekk Minnit" they hoped that this was the turning point in their lives. The name was not just a taunt but they put up some good competition. One of the DZ regulars, Joe McCosker, paired himself up with a newer jumper, Jacob. Good to see another of the newer jumpers getting in on the competition! A late entry by Dr John Cusack and Matt Baker (who couldn't get out of bed) chose the ambitious team name of "2 Fast" but they did not live down that name and took the competition by storm posting the highest score in the first round of the competition! Everyone was a little concerned at this stage with the latecomers stirring up the ladder. In the end though Fully = Lone Ranger took the gold with 2 Fast taking the silver and the bronze going to Out ta beat Vaughanie.

A huge thanks to our pro dubber Liz Siedlecka providing the judges with the all important footage and to the two judges for the meet, Bruce Towers and Dean Brooke-Rerercich, who may have gone unnoticed being stuck in the judges room all day but without the two of you we wouldn't have had the adventures of a competition. A big thanks to our Meet Director Jonny Mac for organising the day, our pilot Seebas for getting us the height whenever he could and also to Sydney Skydivers for hosting the event. See you all at the next State Meet.



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# **SQ Accuracy Champs**

# By Lisa Perdichizzi Photos by Chris Poole, Joel Carpenter, Lisa Perdichizzi, Rachel Poole & Sheena Simmonds.

What a fantastic weekend for the competition! Kindly hosted by Sunshine Coast Skydivers on the 5th and 6th of November, the Champs were held at the beautiful Moffat Beach landing site, a large sandy area between the beach and park. We were blessed with glorious sunshine, low winds and with an impressive turnout of 20 competitors in the Sport Accuracy and 9 competitors in the Accuracy (Precision) Landing events. After a slow start, orientating competitors with the landing site, rustling up floatation devices and working out transport arrangements, we were underway by mid-morning.

It was great to see lots of new faces, in particular the large contingent from Caboolture drop zone that supported this event under Meet Director, Ian "Crusty" McGregor's encouragement. Sport Accuracy was up first and appeared to be anybody's game from round to round, until Jason Ford and Nathan Beckingham finished work jumping and came through with some sizzling hot scores to establish the lead. Sport was put on hold for some as they started the Precision event midafternoon with a few new faces giving it a go. Again it was neck and neck, with the display "singing" out some zeros.

Saturday night was an early night for most, as the close comp was to continue on Sunday in both events. Five rounds of Sport Accuracy were eventually completed on Sunday, with some players discovering that one fall down (touching down with any body part other than feet) could cost them the competition! The Precision was fiercely contested right up to Round Ten, with only a couple of centimetres in it for all medal placings, and eventually resulting in a tie situation for second and third place! A special award for "Most Improved" went to Jamie Beck, an up-and-coming young accuracy jumper.

Congratulations medallists and all competitors, experienced and new, for a great competition and a safe weekend all 'round. Big thank you to Tibor Glesk and Jodie Prime for being such lovely hosts; lan "Crusty" McGregor for Meet Directing; the judging team: Faye Cox (Chief Judge), Jim "Jock" Moir, Bruce Towers, Sheena Simmonds (Trainee), Angie Sutton (Assistant); the pilots James Dale and Rob Gallagher; Ray Currie and his C206; and of course all the volunteer drivers and beach setup crew.

See you all again next year!







# **RESULTS OF 2011 SQ ACCURACY CHAMPS**

Accuracy Landing	Individual	Total (10 rounds)
1st	Tibor Glesk	18cm
2nd	Andy Pike	20cm*
3rd	Mike Dyer	20cm*

\* tie-break determined by highest number of dead centres (Andy x 2, Mike x 1)

Sport Accuracy	Individual	Total (5 rounds)	Team	Total (5 rounds)
1st	Jason Ford	1.45m	Will Dyer, Andy Pike, Shaun Hagan,	143.26m
			Jodia Prime, Chris Poole	
2nd	Nathan Beckingham	8.91m	Lisa Perdichizzi, Luke Oliver,	
			Kevin Visserio, Mick Gruit	196.97m
3rd	Luke Oliver	16.72m	Rob Moschella, David Sirianni,	
			Marty Miller, Tibor Glesk, Owen Meeks	281.78m









Exits









# 

# **SQ Regional Championships**

# By Leanne Critchley

# Photos by Frank Klaus, Lisa Perdichizzi, Mark Laing & Steve Fitchett

What a difference a year makes! In 2011, the South Queensland Parachute Council's Regional Championship was held at Skydive Ramblers Toogoolawah on the 19th and 20th November in gloriously hot and sunny conditions.

Saturday saw two Open and five Intermediate 4-way teams registered to take part, many having used the new on-line registration facility on the SQPC website. Subsidised camera slots were offered up by the Council to all the teams and the competition was on in earnest.

This competition was truly a spectator sport with the outstanding application of the new In-Time scoring system up and running under Chief Judge Lindy Williams' watchful eye. Everyone on the ground enjoyed the benefit of watching the judging in real time on the big screen, in between jumps - great way to get into the competitive spirit and great preparation for the Nationals in April 2012!

Sunday had three Intermediate 8-way teams and six VFS 2-way teams lining up.

An awesome competition between the second and third place for 8-way saw team "Stragglers" take the Silver medal, having recruited the team half way through the first round, great effort Allison! Thanks Belgium Steve and Greg Maskell for coaching.

Freeflyers new and experienced built a great comp, everyone enjoying themselves and getting excited about the Nationals.

It was a great weekend of jumping and somehow, in between rounds, we managed to celebrate Simone Bull's 500th with a canopy flock and the sad farewell to Marios Christodoulou who is returning to his homeland of Cyprus. His sunset horny gorilla was a fitting end to this years Championship weekend.

The South Queensland Parachute Council would like to the following people:

Meet Director: Belgium Steve

DZSO: Rodney Wilson

Judging Team: Lindy Williams (CJ), Faye Cox, Jim "Jock" Moir, Bruce Towers (trainee), Sheena Simmonds (trainee) Tech Support: Marc Dergacz. Video Controller: Joel Carpenter State Coach: Chris Rose

See you all at the Nationals in April!

# **RESULTS OF 2011 SQ REGIONAL CHAMPS**

**4-way FS Open** Gold: All Out 4-47 Silver: SOOS

**4-way FS Intermediate** Gold: Rexona 4 Men Silver: Brut 4CE Bronze: Stranger Danger **8-way FS Intermediate** Gold: Air 8 Silver: The Stragglers Bronze: 8-Ball **2-way VFS** Gold: I.T. Silver: Pure Blonde

Bronze: Crossaint











































# WESTERN AUSTRALIA

# WA State Meet

# **Bv Lushv and Dixie**

For the first time in well over a decade Hillman Farm Skydivers hosted the WA State Meet, on October 22 and 23, 2011. Competitors, friends and spectators began arriving Friday night and the local team "Hillman Sidal Tendencies" in particular were keen enough to engineer their opening dive there and then, with special guest coach Jeremy Langford. We're not quite sure how useful it was when all had already had their first beer or two for the weekend and the gallery were keen to come across to the hangar and offer as much advice as they could...

Saturday dawned overcast and still, although the cloud was high enough, (above 11,000ft), for the comp to kick off just as soon as WA Skydiving Academy's lovely nearly new Airvan arrived, and intro's and the mandatory safety and judging briefings had been given by Dixie, Cookie and Peta Holmes. Four teams were registered for 4-way FS, two in Open and two in Inter, and fourteen nominations were made for the Dave Lock Sports Accuracy Open and Novice, although when Rob Tasic heard that points were to be deducted for not standing up landings, he promptly withdrew. Rob, what's so hard about having a 30m circle, nil winds, a small cross braced canopy and a requirement to stand up every time?

The opening two rounds of the 4-way FS went very smoothly, although the Inter teams struggled with their exits from the unfamiliar Airvan door, or maybe the problem was with the pilot's standard take off routine (point it up the runway, throttle up, stick back, flaps up, ipod up, tunes loud!). Having said that, we weren't complaining, having a near new eight place aircraft with five people on board all to ourselves, for a smooth and quick ride to height... and all on a glorious morning for skydiving.

After the first two FS rounds and a hold for low cloud it was time to get the true spectator sport happening with round one of the Dave Lock Sport Accuracy. The nil winds and a

bit of target fixation made for some spectacular landings, with only three out of thirteen making a stand up landing inside the circle. Unfortunately there were also two injuries amongst the carnage, with Linz spraining an ankle and Hector having to be flown off to Collie Hospital to have a nasty broken wrist attended to. The comp was on hold for an hour until the Airvan returned from its mercy mission and then round three of the FS went in similar fashion to the first two. Airtite had an understandably strong hold on gold in Open (even if their average was a long way short of their best) from "Righty Tighty" and "Hillman

Sidal Tendencies" were three points ahead of "Winners and Grinners" in the Inter.

The final two rounds of Accuracy then finished Saturday off in style in a steady strengthening breeze (it was up probably to five knots for round two and twelve knots for round three anyway). Landings became a lot smoother with the light head wind and by round three there was even some scores on the disc. Lushy was most disappointed to find that his 11cm was only second best to Darren Vickers' 7cm, with Ash Saunders also scoring a 19cm hit. Ash Genève and Big Bruce continued to impress all as the only ones to make three out of three stand-ups in the circle. Certain Open and Novice golds and much respect for you fellas!

Saturday night saw the long table dinner, some quality fooseball and presentations of the Dave Lock Sport Accuracy and the "Lee Irvine Spirit of Skydiving" award. In the Accuracy Novice division Big Bruce had a commanding win from our two favourite Irish girls Ursula and Debbie. In the Accuracy Open division Ash Genève took out the Dave Lock Memorial Trophy from Ash Saunders and Lushy. The perpetual Lee Irvine trophy, as voted by competitors at every WA State Meet, went to Hillman Sidal Tendencies for best displaying the true spirit of skydiving at the event. Thank you very much Andy Oakeley for explaining and coordinating this very special award for us.

Sunday morning, unluckily for some but luckily for others, saw heavy grey skies reflecting quite a few heavy grey heads and after much debate and conjecture Dixie called it without another load taking to the skies. The 4-way FS Open gold went to Airtite easily from Righty Tighty and in the 4-way FS Inter Hillman Sidal Dendencies were

three point winners from Winners and Grinners. The final award of the weekend, the 2011 Coaches Award, went to Adam Easto for showing fantastic consistency and improvement for a (barely) 'C' Licence jumper. Well done Adam! For a small club like Hillman







# **RESULTS OF 2011 WA STATE MEET**

4-way FS								
Team		Round 1	Round	12	Round 3	т	otal	
OPEN						•		
Airtite		14	8		10	3	2	
Righty Tighty		7	3		5	1		
INTER		•	0		0			
Hillman Sidal Tendenc	ioc	2	3		2	7		
Winners & Grinners	163	2	0		2	4		
Winners & drinners		2	0		2			
Dave Lock Accuracy								
Name	Rou		Rour		Round		Total	Place
	Distance	Score	Distance	Score	Distance	Score		
OPEN								
Ash Genève	3.1	3.1	14	14	1.38	1.38	18.48	First
Ash Saunders	6.82	6.82	15	30	0.19	0.19	37.01	Second
Jeremy Langford	12	27	-	-	-	-	-	-
Ben Hood	12	27	15	30	-	-	-	-
Mark Lush	15	45	2.41	2.41	0.11	0.11	47.52	Third
Darren Vickers	-	-	15	30	0.07	0.07	-	-
Lindsay Wiltshire	12	27	-	-	-	-	-	-
Hector Johnson	15	45	-	-	-	-	-	-
INTER								
Bruce Jensen	5.64	5.64	6.94	6.94	10.63	10.63	23.21	First
Adam Fianacca	2	17	15	45	7.5	7.5	69.5	fifth
Ursula Kelly	15	30	3.7	3.7	8.17	8.17	41.87	Second
Debbie Murphy	12	27	1.8	1.8	5.05	20.05	48.85	Third
Brett Moir	15	30	15	30	-	-	-	-
Janette Savage	15	45	7.69	7.69	5.26	5.26	57.95	Fourth

# NORTH QUEENSLAND

# NQ Champs

Photos by Issy Dore

This was my first year as Meet Director at a boogie (yes I bought my beer) and was a great learning curve to see how much work that not only goes into organising competitions but dealing with the little hiccups that are thrown at you along the way. I must say it was most enjoyable and I would put my hand up to do it again.

On the Friday we held the Canopy Competition, whereas the freefall events took place on the Saturday. We ran the comp like last year using the canopy piloting course to score points.

The Intermediate group had three rounds of Accuracy without any vertical extensions, this made it possible for all levels to compete. The Open had four rounds in total, two rounds for Accuracy and two rounds in Distance using the 5ft entry gate rules.

The Intermediate group had a vast difference of experience levels competing, ranging from 'A' Licence to experienced instructors with over 4,000+ jumps each and holding a Display 'B'. After watching the comp, it was absolutely fantastic to see the first person to score any points was an 'A' licence student! After three rounds, our winner only had about 150 jumps and our runners up had less than 100 each.

Our experienced instructors struggled to put any points on the board at all, which goes to show that no matter how many jumps you have, we all need constant practice on our accuracy, and just cause you have lots of jumps, it dosn't give you the right to jump into a display area, you still need to train and be current at whatever discipline you choose to do. Well done to Dylan Anderson who took out first place, winning himself a new Alti from Gravity Calls gear store.

The open group had six competitors. Everyone did really well and even though we had no pond, the safety and respect for flying high performance canopies close to the ground at high speed was awesome. Everyone practiced safety first, then to score points was a bonus. This was a great introduction for some jumpers to taste what the swoop comp is all about. Even though Ronnie was ahead after the Distance rounds, I was able to pull back the difference and win overall. I was lucky that he missed one gate coz on all his jumps he scored 100%. My goal was then achieved, to beat Geezer!

Thanks to all who competed for being safe and having a great time and also to our judge Crash. Can't wait to do it all again next year.

Kieran Rundle Kieran@gravitycalls.com







"The FNQ champs run at the Go Troppo Boogie was once again a pleasure to judge, with the 2011 highlight again being the mixed tutor 2-way Freefly comp. Tutors were rotated through the competitors, all of whom displayed similar skill levels. This made for a REALLY tight comp, with Jason Cyran aka JJJ only taking the title in the Free round and only because of the creativity shown in his "smack me with my thong" routine!

Safety and discipline was once again displayed by the swoopers this year - most of whom had attended Ronnie Perry's canopy school and this really showed. Because of the lack of a pond at Tully, we dispensed with the water gates for intermediate (as we normally do) and the lack of experienced Open competitors meant that we did the same for them. Challenging conditions certainly sorted the field out! My thanks go out to Lisa (APF Director of Competitions) and Ebone (the DC's fluffer) for help with judging the swoop comp - I couldn't have done it by myself.

The 4-way FS comp suffered from a lack of trained teams, so the interested jumpers were split into intermediate scratch teams to fight out the titles, with "FLUKE" taking the 2011 FNQ State title. There were no camera busts and the quality of the video supplied meant that the judging was easily completed with only one view being required for most teams jumps.

Thanks for the invitation to judge!"

Crash www.freefallsupport.com SERIOUS SKYDIVING GEAR





intermediate!



"I really enjoyed competing in the NQ Champs this year! Ronnie made me enter the Intermediate Canopy Piloting in Zone Accuracy (under protest) and now I truly understand that running a course and not land in the "water" or go too far out the other end is much more challenging than just landing accurately on a target. All zeroes for me, but it was fantastic to see a competitive Open event and the under 100 jump guys blitz the

Onto the 4-ways with a focus on novice participation - all teams were scrambled to include at least one novice member each, most of which who'd just completed B-Rels during the boogie or we're doing a 4-way B-Rel 10 for the first time! With some quality coaching, they pulled off some amazing results.

The Novice Freefly event was going off too, culminating in the loss of pink thong in an outstanding performance by Bec and JJJ that I'll never forget! Congratulations everyone, the smiles said it all! Big thanks to Kieran for an outstanding job of Meet Directoring, Crash the super judge and to NQPC for putting on so many coaches/camera slots for all to enjoy the competition. See you all next year!"

# Lisa Perdichizzi





# SOUTH AUSTRALIA

# **SA State Meet**

# By Beau Gora Photos by Curtis Morton

On the 24th and 25th of September, Langhorne Creek, AKA 'Miffland', hosted the 2011 SA State Championships. Disciplines included 4-way FS beginner/intermediate, 2-way FS Intermediate and new to competition, a 2-way Wingsuit comp.

Saturday kicked off the event proceedings with the 4-way Formation Skydiving competition featuring two all star teams the "Langhorne Misfits" (Laura Watson, Marcus Priem, Martin Truman and Tommaso Liccioli) and "The Lower Light Army" (Al Grey, Charl Rootman, Vlasto Zamecnik and Adam Pemble). Thanks to some training by the Lower Light Army they proved to be the better team on the day and took out first place.

Saturday also featured a new 2-way Wingsuit event, which was guided by Travis Naughton, who not only competed but backed up and also helped out with camera for the other teams, as did Ben Barclay. The event featured two teams and was a good start for its first appearance. Winners were undecided due to more rounds being required.

Saturday evening featured a fantastic Swoop 'n' Chug, with the Italian Stallion Tommaso Liccioli taking out the fastest time. However the clear entertainment winner of the evening was the blind speed packing contest which involved a blind pack and then a mandatory jump the following day with gravity being the final judge. The event featured five budding contestants each being guided or unguided by a chosen partner who would talk them through the pack job. It was a seriously close race right to the end, but the clear winner of Part 1. was Tim "the wonder jumper" Phipps. However in order to be crowned winner each pack job needed to be jumped the following day on the first load. A few hard openings resulted but Phippsy still came out on top to earn himself a free reserve pack job from Vernon Wells. Sunday brought blue skies and it was onto the 2-way intermediate Formation Skydiving comp. The event featured five teams and brought out some of the SA young guns and also the experienced in relative work. After three rounds of competition and some collisions with teams and their camera men the overall winners were:

1st - Team Bam Divided by 2 (Helen Hayes & Chris Kalnins)

2nd - The A Team (Bryce Sellick & Jed Smith)

3rd - Ratbag Express (Beau Gora & Tim Phipps)

The day also experienced a visit from Red Bull and Channel 9 who did a cover story as this year is also the 50th Anniversary for Skydiving in South Australia.

The events of both days could also not have been a success without the tireless efforts of judges Kathy Ricketts and Erika Wiszniewski. An extra special mention should go to Erika who put on amazing breakfasts, lunches and dinners. She has truly become a backbone of skydiving in SA when it comes to feeding hungry jumpers; I'm sure we would all be lost without those coffees, keep up the good work.

Overall this was a great weekend for South Australian Skydiving with some great laughs and some great jumping. Thanks to the APF and SASPC for its support in helping out with camera slots, all competitors, cameramen (Adam Pemble, Vernon Wells, Travis Naughton, Bryce Sellick, Jason Ellul, Curtis Morton & Ben Barclay), judges, pilots, packers, manifest staff and of course the one and only Greg Smith for giving us his drop zone for the weekend.

Also thanks goes out to support from Cypres, Icarus Canopies and Chuting Star – Plan B Specialists. The event would not have been what it was without their help.

Until next year, Blue Skies...



# FS 4-way Open (2 teams)

1st - Adam Pemble, Charl Rootman, Angelique Rootman, Vlasto Zamecnik, Curtis Morton (v) 2nd - no info provided

# FS 2-way Open (5 teams)

1st - Team Name: BAM divided by 2 - Helen Hayes, Chris Kalins, Curtis Morton (v) 2nd - The Wannabes 3rd - Ratbag Express

Swoop and Chug (number of teams and further results not provided) 1st - Tommaso Liccioli

Wingsuit - (2 teams) No info provided on results







After Starcrest











Adam, Charl, Angelique & Vlasto





азм **17** 



# GOING LIVE ON LINE FINALLY!

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I was distracting one of my patients at work a month ago with some idle chitchat, telling her of my upcoming trip to the USA for skydiving. I mentioned that my women's team was heading over to get coached from one of the best teams in the world – well at least in 4-way FS... although this would have just sounded like Double Dutch to her, so I didn't go into that much detail. She was shocked "Wow – your team must be really, really good!" Well, sure we are... in a 'little Cindy in her school Christmas play was really, really, really good' kinda way. We have a whole heap of fun, are determined to do as well as we possibly can at next year's Nationals and are hoping to qualify to

represent Australia at the World Meet in Dubai in 2012. We are, however, only a new team, having less than 100 jumps together. Half our members have just stepped up from intermediate. We range in jump numbers from 300 – 1,800. In terms of

Kate Rogers Kate Langley Riss Anderson Michelle Hales



# By Riss Anderson Exit photo by Bill Schmitz

worldwide competitive standards... well, we have a few more training sessions to go!

So how does a team like mine end up getting a week of tunnel and ground coaching by the hottest FS team around? Why ask them, of course. This is possibly one of the coolest things about skydiving - it doesn't matter who you are, where you're from, or what level you're at, you are still able to learn from the best.

October took no time in getting here and all of a sudden I was heading from California to Arizona to meet up with my three teamies who were arriving from Oz. Now I have to say - Arizona is spectacular. The landscape around Eloy is gob-smackingly gorgeous. Massive flat brown desert plains, spotted with giant cacti and the odd cotton field, scenery where your mind can wander as far as the horizon... inspiring stuff! The perfect place to have a world-class skydiving facility plonked in the middle of... and possibly the easiest DZ to find from the air with the three green grass landing areas sticking out in the middle of dusty nothingness. Warm, dry air. Spectacular sunsets. How's the serenity...



Now the pressure was on. We had a mere week to absorb as much as humanly possible from the Sky Gods that are "Airspeed". The schedule consisted of three days of tunnel (some individual/some 2-on-2/some 4-way), a rest day, followed by another three days of jumping with 4-way tunnel in the evening. The aim was about a total of four hours tunnel each and approximately 24 jumps. We rocked up... notepads at the ready... ridiculously fat smiles... anticipation piqued... tunnel cherries ready to be popped... nerves frazzled at the thought of being in the company of (and under the scrutiny of) the Gods.

As soon as we met them, we were able to breathe again. These guys were really nice - laidback, down to earth, funny, friendly and all ridiculously good-looking (not that our girls team really notice these things being so dedicated to our skydiving and definitely more focussed on the techniques they were demonstrating than their butts in those tight jumpsuits, ok ok). They were attentive, observant, dedicated and talented – both at flying and at teaching. Over the course of the week we got to work with all four current regular members Mark Kirkby, Josh Hall, Thomas Hughes and Niklas Hemlin and their stand-in man who we'd jumped with previously at Skysisters, Nick Grillet. We were also stoked to be filmed by their very own cameraman, Bill Schmitz.

Individual sessions began, with individual flying skills being either honed or hosed. Bad traits were attempted to be flogged out of us (damn my stubborn habit of chicken wing flying) and new techniques taught in an attempt to replace them (hands in front of the chin - eat the hamburger). Legs wider. Not that wide. Arms further forward. Not that forward. Bend them more. Straighten them more. Use more arms when you turn. Now use more leg. Stop twisting your torso. Head up. Chest out. Head switch late. Head switch later. Head switch even later. Head switch as late as humanly possible! Be stronger. Don't flap about so much. Let me push you. You're meant to try to stop me! Knee down. More knee down. Left then right. Right then left. Argghhhh. We each got to work on skills that we tend to use a lot of in our positions on the team. As 'Point' I do a lot of outward facing moves so I spent quite some time chasing them around backwards in order to put my knees in their hands. Some of the guys were definitely nicer than others in this department! For those of you who've never been in the tunnel – it's FANTASTIC. It really is a fabulous arena for learning. Hard yakka, but well worth the effort. And those darn tunnel rats, geez they know how to fly - totally inspiring/ jealousy-provoking!

Everything was running pretty smoothly and we were managing to chase the boys around the tunnel quickly and accurately enough without running into the walls too hard or too often to warrant moving onto 2-on-2s. And so the fun continued. This is a fantastic experience, because your piece partner and your opposite are all of a sudden AWESOME (no offence girls and not that I would ever swap my real piece partner or opposite, but you know, it was kind of cool for something different!). Every random and every block all of a sudden worked and you got the chance to feel how it was meant to feel (although I'm pretty sure the guys weren't thinking the same thing!). This was a really cool experience and a chance to put some muscle memory of how things are meant to feel on the shelf. Finally at the end of the third day they threw all four of us in the tunnel together for the last 15 minutes. Now that we'd each had a

chance to feel how things were meant to be and get to know the moves a bit better... it was... TOTAL CARNAGE. Hilarious! And a perfect way to work up a thirst for a few bevvies that night given we had the next day off. Margaritas, helmet-face impersonations and meeting the locals at the Bent Prop ensued.

Plans for our day off included climbing the nearby mountain, grocery shopping, doing other shopping/square two chores, washing dusty desert clothes and relaxing. Reality unfolded with muffled heads, no desire to climb any god-forsaken mountain and a strong inclination to lie on the couch and watch movies on the 70 inch flat screen that our awesome house host James had proudly installed. I mean, we did need to save our energy for the next three days. Sometimes the smartest thing to do is as little as possible, right? We did manage to make it down to the DZ for a single jump – get that pesky 'first' out of the way so we could concentrate on other things the next day. We pulled off a nice 6-way with a couple of Yankee lads hanging about.

The final three days were awesome. Mark was our ground coach for jumping, as well as taking us for 4-way in the tunnel each evening. They were long and tiring days, but so totally satisfying and exciting. There were ups and downs, frustrations and yeah yeah – a few tears (we are a chicks team, doh!). But Mark was fantastic - he was more than happy to share tips about everything from the order they do things in, creepering skills, dirt diving techniques, exit positions, exit transitions, team dynamics skills, he even sat in on our first ever team "pass the rock" session! I really can't fault the guy and highly recommend giving him a call if you are thinking of getting some FS coaching in Arizona. He made an effort to understand each team member and the way they learnt best and worked professionally and conscientiously while still having fun and laughing along with us. Top marks all round.

So was it all worth it? Obviously for the privilege of jumping/ getting coached by these guys you have to pay for it! But I have to admit... it was CHEAP! Hang on a sec – at the risk of them putting their prices up or being offended by being labelled cheap I will rephrase that – it was TOTALLY REASONABLE and TOTALLY WORTH IT! For all that we learnt, for the progress we made, the fun we had and the skill development experienced, I was really surprised at how affordable it was (just don't look at my credit card bill for a few months). It is a commitment to make, but to anyone out there contemplating it – it is one I would definitely say yes to. If there are any teams out there who may be interested in getting some of these guys over to Australia for some team coaching, please contact our team 'Valkyries' – either on our Facebook page or through Sydney Skydivers.

# Big thanks must go to:

- Arizona Airspeed Mark, Josh, Nik, Thomas, Nick & Bill you guys rocked!
- Skydive Arizona what an awesome DZ.
- James host with the most, and packer (contact if you need an awesome place to stay in Eloy).
- WTFS for sharing it all with us, with special mention going to the organising guru that is Greg Jack – without whom all of this would have been either impossible or a lot bloody harder than it was!
- Ben, Jim, Taff, Dan, Josh, Mick, Al, Ivan and all the other awesome people that were about in Eloy to help entertain us, provoke us, feed us alcohol, laugh at us and laugh with us!
- Sim & Shannon (our coach & cameraman) for letting us off our leash and allowing us to roam the world knowing that we'd come back to you guys when we were ready.
- And of course to the best teamies ever: Langers, Rogers & Numbers – the pact is still on!







The team with their host and packer, James Alan





Enthusiastic load organisers, Tyler Baird and Mason Corby of "Genetix", were on hand, coaching eager jumpers on Atmo angles along with International guest, Rob Heron, sharing his expertise in Freeflying, BASE & Wingsuiting.

The vibe was electric. Fantastic prizes were on offer from Icarus, The Skydive Shop, Deepseed, Downward Trend, 5D, SunPath, Cookie Composites, S-Fly, Spirit, Tonfly, Turbolenza... to name but a few.

As the jumpers arrived, so did the clouds, although the clouds didn't dampen our spirits! New friendships were made, great conversations were had, a few drinks were shared and all day ground coaching was on offer.

Geezer from Deepseed, when not jumping, was found measuring up skydivers keen to order their new stylish suits.

technology in gear and accessories. Thanks Joe! The last day of the boogie went out in spectacular fashion, with a fantastic aerial stunt over the Coffs Coast. The Skydive Spectacular had display jumpers fly their canopies onto The Jetty Beach to a crowd of over two thousand onlookers, live band and media crews. The community spirit was high and Steve Hill, Afterlife organiser, proud of his crew, his community and the skydivers that came from all over the globe to support this wonderful event, said it was "a momentous occasion".

Back at the DZ, the last load of the boogie was reserved for Coffs City Skydivers very own David 'The Don' Sirianni's Undie One Hundy! Congrats David! What a way to end another awesome Boogie.

As the rigs were being packed, the heavens opened, a fantastic downpour timed perfectly to end the event. Jumpers settled into the beanbags to watch the day tapes over again (thanks to new video editor Sam Firth, who did an ace job on the day tapes! Great work Sam.)

Thank you! See you all next year :)





By Carley Taylor and Steve Hill Aerial Photos by Wayne McLachlan Ground photos by Cailey Taylor

The Green Machine (Cresco) flew into Coffs Harbour to herald the start of the much anticipated 4th annual Afterlife Boogie hosted by Coffs City Skydivers.

Skydivers from near and far arrived a day early and were quick to grab jump tickets and bust out several loads before the Afterlife was to begin.

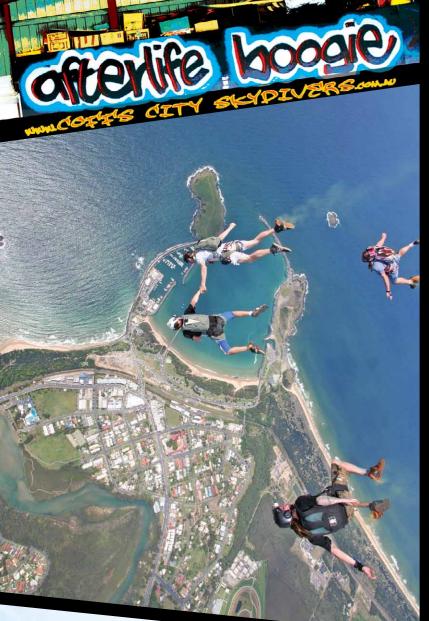
More great coaches arrived including Icarus Canopies' Attila Csizmadia, James Evered, 5D's Hayden Galvin and Brad Ward; all on hand sharing their knowledge and skills.

Great food and entertainment kept the jumpers happy on the ground 'til the clouds parted and the real fun began in the sky with all disciplines attacked. From Atmos, Tracking, Wingsuit Flocks, FS, Freefly... even excited tandem passengers enrolled to do the AFF course after sharing a part of the amazing boogie atmosphere.

The Skydive Shop was cracking and added a brilliant flare of colour and the latest

Planning is already underway for the 2012 Afterlife Boogie, with amazing special guests, awesome training opportunities and fun to be had by all! Be there!

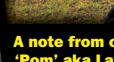
Coffs City Skydivers would like to publicly thank the APF for the Sports Development Funding and the NSWPC for their invaluable contribution also. Your support, along with all our incredible sponsors made this great event possible











11111 MARALLE

"Flying wingsuits over the coast at the Afterlife Boogie! The coaching and load organising by 5D, Hayden Galvin and Brad Ward, was awesome. They set the standards high then coach the wingsuit pilots to really learn to get the best out their wingsuits and themselves. This provided for all levels of skill, from first flights to advanced flight. The theme for the Boogie was "bring your brilliance", the theme for the wingsuit pilots seemed to also include "release your brilliance", let it fly!

if you like.

My favourite jump... an 8-way, Brad leading, build the formation fast, a 3D stack, Brad flying on his back, row of three above him, row of two above them and a row of two behind. As soon as the formation is built Brad gives the key, the formation dives and turns 90 to the left, then levels back out. As soon as the formation tightens back up, Brad gives the key, the formation dives hard, then 45 to the right then 90 to the left, then straight but still diving, levels out, then Brad gives the key to break-off at 5,500ft... yeehah!





# A note from our CI & Wingsuit Instructor 'Pom' aka Lawrence Hill:

In a follow on from the 5D wingsuit camp earlier in the year, we were flying fast in 3D formations with dramatic changes in speed, angle and direction - "the new school"

What's next? There will be a 5D wingsuit training camp incorporated as part of the Afterlife Boogie 2012, this will mean you can book with 5D for the camp and there will be an agreed number of jumps per day, load organising with specific goals, debriefing room and more. We will be attempting one or more Australian wingsuit records during the Boogie. Follow 5D, come to Afterlife 2012, get involved, feel good, there are exciting times ahead! See ya there, the Pom. Look out for the 5D Axis Attack 2-way National Wingsuit Competition starting

soon (link on 5D wingsuit page FB)."

<sup>АБМ</sup> 25

A big Afterlife Thank you to our most ful si Get online and ch them out. They deserve our return support.

Icarus 5D The Skydive Shop Deepseed Cookie Turbolenza Tonfly Vigil Sunpath APF NSWPC S Fly **Downward Trend Coffs Harbour City** Council **Showtime Toilets** Para Gear Larsen & Brusgaard Go Pro



Afterlife 2012

3rd - 9th September





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# 21st - 26th September 2010 GO TROPPO Fully Featuring NQ State Champs





"So another booked up Canopyschool at Troppo! A couple of notable new comers to school in the form of Bec Scott & Lisa Perdichizzi, go the girls! The weather played the game all week and gave us some good 'learning conditions'.

Topics covered in no particular order of importance were; harness turns, turn recovery, harness position, rear riser flying, turn mechanics, front riser flying, carousels, harness set up for freefall & canopy flight, circuits, formation landings, switchblades, blindman, deep brake surges, 2-way exercises, hop'n'pops from 14k, smoke jumps, separation under canopy, gear maintenance, after landing procedures & the list goes on & on! RP Canopyschool would like to thank the following Canopy Pilots for

their interest in connecting their brains to their canopies; Shaky, Lisa P, Josh, Bec, Pete, Spready, Tristan, Vicky, Dylan A (D1), Dylan (D2), Jonas & Bloody Kieran.

All this was made possible by the NQPC with their ongoing support for Canopy Schools & coaching, thanks NQPC!"

Ronnie, RP Canopyschool



Issy Dore's perspective on Troppo: "This year I had an awesome time. Did some great jumps with a lot of new faces. Good to see a lot of new up-andcomers and people keen to learn to freefly. The weather was great, the bar noisy (my tent was WAY too close!!) and as usual was great to catch up with all the jumpers from far and wide. The food was sensational... thanks Kat... I didn't want to go home!"

Sunset with S



# **FNF Committee**

Always good to see another Troppo come together. Special thanks go out to all who helped make the boogie happen especially Kat with the most awesome boogie food, Jonas for the entertaining day tapes and the beautiful manifest bird in the form of Penny.

**Also the sponsors:** Jupp from CYPRES, gravitycalls, NQPC & The Skydive Shop.

A special moment was had at the awards night when we remembered Fiona & all her efforts for us up here. Even though it's been a year it's still tough & we miss you, cheers Fi. xx



Ronnie on landing patrol





"Another ROCKING TROPPO BOOGIE. Great weather, great DZ, great jumps, great people, great bar. Everything the young boogie jumper could want. 10+ point B-Rel 4-ways, formation load Star Crests and regular good old fun as hell boogie jumps. All washed down at the bar with great mates, loads of laughs and ample beer Ring-ading-ding! Just don't chop over the cane fields..." Sas

# fot Questions - Get Answers/

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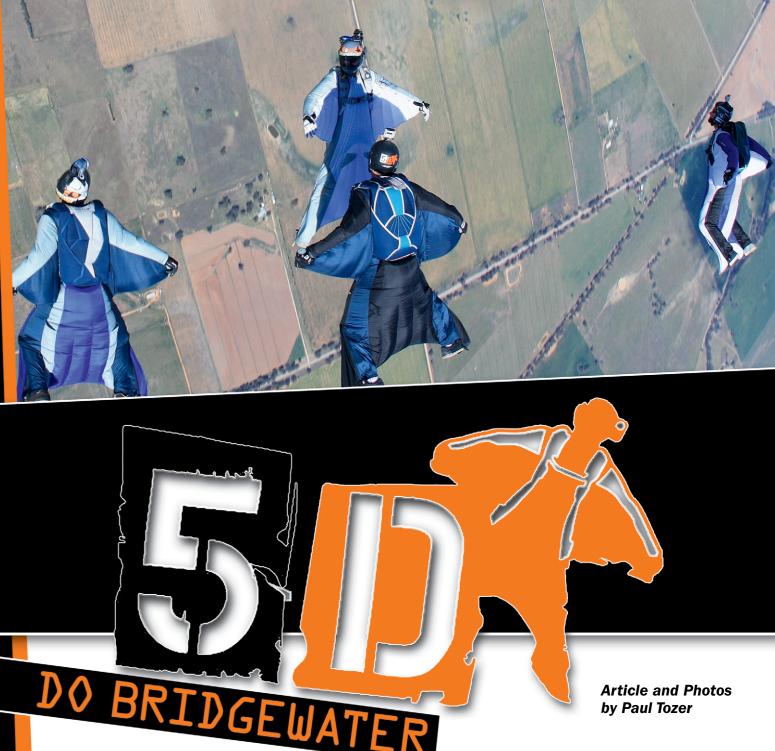
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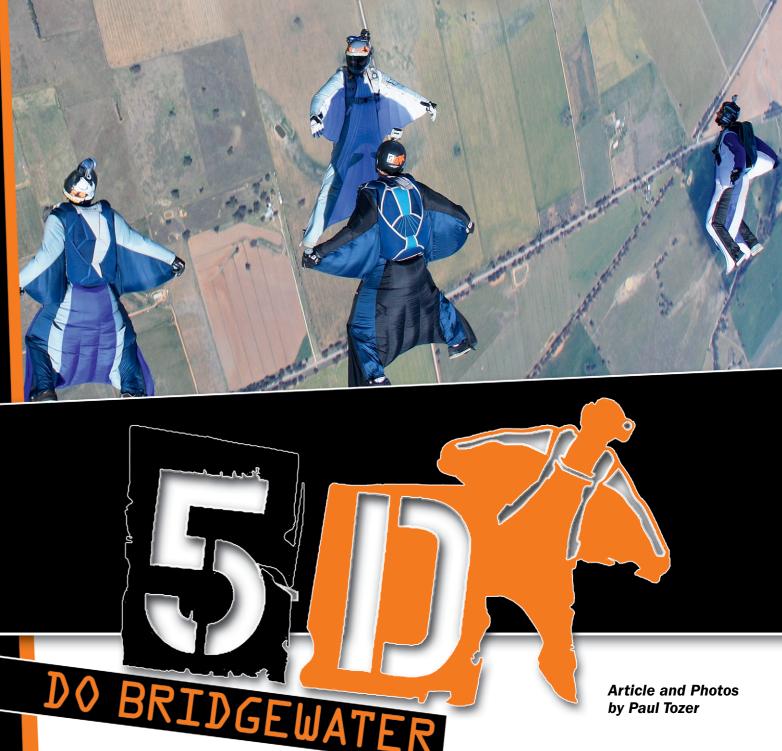
- Sponsors

# **AUSSIE RECORD** 150 JUMPS in a DAY

WHEN: Friday 13th Jan, 2012 WHERE: Skydive Oz, Moruya, NSW WHY: OOKOONONO?!

For more info: www.ozrecordjumps.com





When Ralph Presgrave invited 5D down to his Drop Zone in Bridgewater Victoria to run a Wingsuit Coaching long weekend with a few 18,000+ feet jumps thrown in for fun, Hayden and I were there with Bells on!

20+ keen Wingsuiters arrived from all around the country to play and all learned heaps and had an awesome time.

We had Wingsuit Pilots from Victoria, South Australia, Queensland, Far North QLD & NSW make the trip to experience the Bridgewater hospitality and some radical Wingsuit flying led by Hayden Galvin and filmed by myself. It was a privilege to be a part of.

Radical is the only way to describe what we did... Of course the weekend started off feeling out the experience of each flyer by doing some pretty basic vertical formations three levels high, but once we could see who was going to work well in which slot the fun really started.

What we did then was straight out of Fighter Pilot School and you were forgiven if you found yourself humming "Danger Zone" whilst flying your Wingsuit in to a near vertical turning dive.

The stack ups were tight, the exits were fast and the formations were all built within 10-15 seconds out of the door. Anyone who didn't know how to do a near vertical dive down to a formation in a Wingsuit, sure knows now! Hayden had the formations build three to four people wide and three rows high with him on his back on the bottom, flying base. Once everyone was in slot and flying tight he would initiate a fast turning dive to the left and everyone was to follow whilst staying in their slot. We would then wait for the formation to regroup then turn and dive again, this was repeated until break off.





This was NOT a "Flocking" Camp, this was Atmo & Tracing in Wingsuits! The goal was for every Wingsuit Pilot to really learn to really fly their suit to its full potential. The catch words for the weekend were: Fly "Tight", Fly "Aggressive" and Fly "Your body and suit to its limits". In fact I didn't hear the word "Flock" the whole time!

We did around 20 odd jumps over the long weekend. Most were from 14,000 feet but Ralph was kind enough to take us to 18,000 feet for one jump on Saturday afternoon and then 20,000 feet straight after that. Wow, that was an incredible jump!

We also did four First Flight Courses over the weekend as well with most of them doing at least three Wingsuit jumps each. They are all now converts to the movement and won't be looking back.

An enormous thanks to Ralph Presgrave and his awesome crew from Australian Skydive Centre in Bridgewater, Victoria for having us down there. Your hospitality, aircraft, DZ and general atmosphere was top notch and I honestly can't wait to head back.

Stay tuned for the next 5D instalment, we are only just getting started!





one is!"



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A

# IN LAIWU! WOOHOO!

5

空航用通阳安

Ookoonono (Jules McConnel, Michael Vaughan and myself) plus Andrew 'Sarge' Preston represented Australia and New Zealand (I still hold a Kiwi passport), as part of a Canopy Formation World Team. The team met up in China 24 - 28 September, to perform demo CrW jumps at the 2011 China International Airsports Fiesta in Laiwu city, 500km south east of Beijing.

of course!

PUT THE

# By Craig 'Crash' Bennett Photos by Bruno Brokken brunobrokken.com

Chris Gay (CrW legend, world champion 2-way CF team member, pilot of the World Record 100-way CrW formation, pilot of the current Aussie 36-way National CrW record formation, Ookoonono's friend, coach, mentor and all round nice guy!) was the demo organiser. He invited jumpers from nine countries to form the team (Argentina, Australia, Belarus, Belgium, Canada, Germany, the Netherlands, New Zealand and the USA). All of the Canopy Formation World Team members had participated in the World Record 100-way Canopy Formation in Florida in 2007 - except me... no pressure to perform

> Ookoonono hadn't really done any CrW training since the World Meet last year in Russia - we'd taken some time this year to try and rebuild our lives and finances after throwing the last few years into 2-way CF - and we hadn't really jumped Lightnings for a couple of years.

> > As training for this AirShow, Ookonono got together for a couple of days at Moruya to do a bunch of 3-way jumps on Lightnings, then we went to Maitland for the weekend to practice our wing docks and lockup skills with Tracey Basman, Dave Loncasty, Shannon Ninness (originally slated to do camera, but dragged into the formations on the day because of the noshows!), with Jed Ansell on camera - thanks for the jumps guys. This had to be enough preparation - it was all that we could do in the time available! Jules had work to do and I had to go to the Go Troppo boogie.





Jules got to China a couple of days before Michael and I, and she spent some time looking around the sites of Beijing – Tiananmen square, the Great Wall, the Forbidden City. I think she kept missing train stops just so that she could have rides in Rickshaws! Of course Jules said that the Chinese Acrobat show she saw was her Beijing highlight!

Once Michael and I arrived in China, we met up with most of the team assembling at Beijing airport, caught a flight to Jinan, followed by a bus trip to Laiwu about an hour further into the countryside. Sarge and Pam flew into Shanghai the next day, then Laiwu and spent the next couple of days trying to sort out where Qantas had sent their bags that hadn't turned up... either luck or good planning meant that the bag with his rig and jumping gear turned up, but not the others. There's a message there for all of us, I think!

We had four days of practice scheduled before the AirShow began. On the first practice day in time honoured skydiving tradition we had our three AN2 aircraft available, but no pilots. On the second practice day we had aircraft and pilots, but (of course) no access to airspace! So we went sightseeing, climbing the 6,660 steps up Taishan mountain the first day (or taking the cable car if you had any respect for your legs like Sarge and I!), changing money to Yuan and looking around Laiwu city (which could only just be seen through the smog from the top of Taishan mountain), on the second. Taishan mountain is the most revered of China's five sacred Taoist peaks and apparently the most climbed mountain on earth. It is said that if you climb Tai Shan you will live to be 100. Some of the locals climbing it already looked 100. True to form, Michael and Jules both managed to get interviewed for Chinese national television once we reached the summit - their fans are everywhere we go!

And a handy hint – if you're going to countryside China, change your money first – it'll save you more than an hour of sightseeing time... but there's really not that much to see in a Chinese country city anyway - although getting into Laiwu on our bus was the first time that most of us had got stuck for an hour in a gridlocked traffic jam on a country road!

The third practice day dawned and we had it all - weather, planes, pilots, airspace permission and keen jumpers! Woohoo! Let's gear up and go... What was that? The plan is to build a 25-way diamond first go? We've never jumped as a team before and we're going to do this from 10 grand? You're kidding, right? Apparently not... so off we go in formation in our three 1950s Soviet designed Chinese AN2 biplanes, at a blistering climb rate of 200-400 feet a minute, getting to about 9,000ft about 35 minutes later. Despite the very loud voice in my head giving me good advice ("Don't f\$%k up, don't f\$%k up!") we built the first 25-way diamond by about 3,500ft over the lake, turned it towards the stands where the public would be and heard Mike (the diamond formations pilot) saying "OK, call it Ernie" on our radios at around 2,500ft. The starburst count was given by Ernie and we were all out of the formation uneventfully by 2,000feet. A new Chinese CrW record formation on the first attempt - now that's what we're talking about!

Just to prove that it wasn't a fluke, we went up and did it again that afternoon, exiting at the same height and building it by about 5,000ft this time. To improve what would be the crowd's view of the starburst, we took the break off starburst call down to about 1,000ft. Apparently it looked as spectacular from the ground as it felt in the air...





















There were plenty of smiling faces on the bus travelling back to the hotel that night - especially Sarge, who finally heard from the hotel that he had his bags and some clean clothes waiting there for him... or did he?

The next day was the VIP day and a dress rehearsal for the show program. After lining up on the tarmac in the hot sun and waiting an hour or so, we were inspected by the Regional Party Head of Committee. We then went up and did our 25-way diamond display at 3:30pm in front of a crowd of around 20,000 spectators, exiting at a bit below 10,000ft and building the formation by about 5,000ft in fairly turbulent conditions. On the "ribbons, ribbons" radio call from Ernie (we'd decided that 'streamers, streamers' wasn't perhaps the best call to use for a parachute display!), the people on the top, bottom and wings of the formation deployed their 100 foot long streamers, with some 300ft long tapes deployed at the edges of the formation. We turned the diamond to the crowd, doing the starburst at what was now our normal breakoff height of around 1,000ft. As jumpers, we think building a 25-way diamond is pretty cool, but the crowd there thought that the starburst was the really cool part – it looked like fireworks... very Chinese! The best thing I heard that day was Mike our formation pilot saying to me "Hey Crash - from what I saw, you hardly sucked at all on that one!". I think the best thing that Sarge heard was that his bags had finally turned up at Laiwu airport and that Pam had gone there and actually picked them up!

We did this display jump every day of the AirShow, except two. To mix it up a bit, on the middle day of the show week we did two 9-way diamonds side by side, with a couple of 3 stacks and a 2-way parabatic display by Lyal and Aidan, the Canadians.

There was a fair amount of smog every day and a couple of days it was hard to see the ground from 10,000ft. The spectators could only see the formation once it started to build - single canopies were impossible to see at that height. We had great weather every day though, up until the last day of the show when we could only get about a 3,000ft cloud base with sprinkling rain. So that day we performed three 4-way diamonds, some 3-stacks and the two Canadians did another Parabatic 2-way along with a downplane that they took down to way less than 100ft. It was perfect timing for the weather though, it started raining as soon as we landed and was still raining when we were leaving for Jinan airport the next day.





The 2011 China International Airsports Fiesta is the largest. most distinctive air sports event in China. The Fiesta included 800 air sports pilots from over 20 countries participating in aerobatic stunt flying, parachuting, microlight aircraft, helicopters, hot air balloons, model aircraft and other performances.

Any time we went for a walk we were mobbed by locals wanting photographs with us. After the display jump each day we had a mob of locals crowding the fence between the public stands and the airstrip wanting us to autograph ticket stubs, t-shirts, jackets, umbrellas and hats. We all felt like rock stars (Wok stars?), but after a few days the local police guarding the fence appeared to have had enough of the autograph sessions after our jump. They know how to forcefully control a crowd over there, so we didn't do it so much after that.

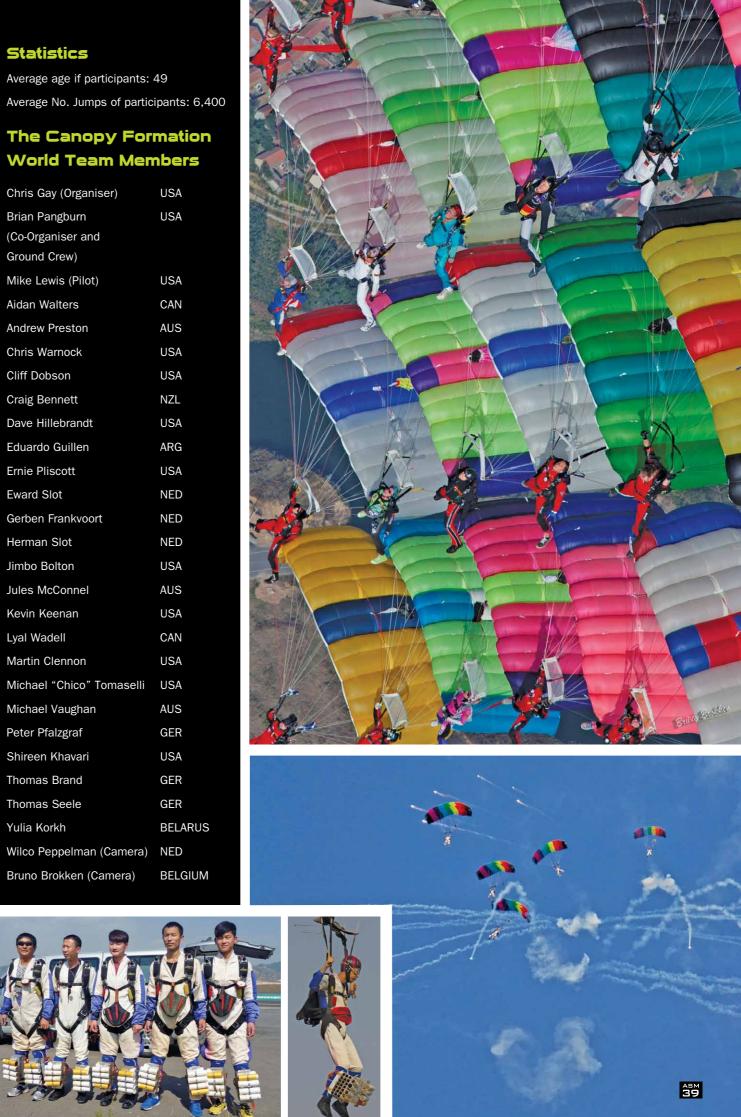
This was a fantastic week of jumping, catching up with friends, making new ones and experiencing China - many of us for the first time. At first having Chinese UFOs (Unidentifiable Food Objects – whatever you thought you could identify, wasn't what you thought it was - and some of the unidentifiable stuff was actually pretty good) for breakfast, lunch and dinner was a little hard to take, especially the unfamiliar spices, but by the end of the week it didn't seem quite so unusual to see chicken heads (complete with beak and the comb still on top!) and feet as part of a dish anymore. Despite the lack of Facebook, Youtube, English speaking people and having no coffee for the first three days, we were made to feel very welcome. Another handy hint - if you want unfiltered internet access in China, organise a VPN connection from your home country before you leave.

From all accounts the AirShow organisers were very happy with our performances and one local TV channel was dedicated to the AirShow, playing it from start to finish every day of the show. It was the first time most of us had seen demos we'd done on TV - a pity we couldn't tell what they were saying about it, but they sure sounded enthusiastic!

The Aussie contingent would like to thank everyone who helped us out and made this trip possible for us: Moruya DZ, Maitland DZ, Tracey, Dave, Shannon and Jed, ASPA for the Lightning canopies Jules and I used, the other 21 people in the formation for making us look so good, Wilco and Bruno for recording it and especially Chris for inviting us!

Oh, and Sarge would like to thank Qantas for finally finding his bags...

Chris Gay (Organiser)	USA
Brian Pangburn	USA
(Co-Organiser and	
Ground Crew)	
Mike Lewis (Pilot)	USA
Aidan Walters	CAN
Andrew Preston	AUS
Chris Warnock	USA
Cliff Dobson	USA
Craig Bennett	NZL
Dave Hillebrandt	USA
Eduardo Guillen	ARG
Ernie Pliscott	USA
Eward Slot	NED
Gerben Frankvoort	NED
Herman Slot	NED
Jimbo Bolton	USA
Jules McConnel	AUS
Kevin Keenan	USA
Lyal Wadell	CAN
Martin Clennon	USA
Michael "Chico" Tomaselli	USA
Michael Vaughan	AUS
Peter Pfalzgraf	GER
Shireen Khavari	USA
Thomas Brand	GER
Thomas Seele	GER
Yulia Korkh	BELARU
Wilco Peppelman (Camera)	NED
Bruno Brokken (Camera)	BELGIUN



By Nicki Dowden Aerial photos by Travis Naughton Ground Photos by Bryce Sellick

# WHAT A GREAT BUNCH OF CHICKS! TWENTY TWO FEMALE SKYDIVERS ATTENDED FLY GIRLS INCLUDING THREE FROM NSW.

I attended a female paragliding event called Women with Wings, in Bright Victoria earlier this year. The knowledge and confidence I walked away with was mind blowing. I found the dynamics of an 'all female event' interesting and encouraging. The way the women freely opened up about their fears, experiences and self expectations was great. I wanted to take this event and mirror it in Skydiving for the chicks in South Australia.... and then there was Fly Girls!

I originally thought there would be about six or seven girls floating around who may be interested and after promoting the event on Facebook I soon realised there are many keen chicks, new and old, wanting to gain new skills and knowledge within this sport.

After gaining results from a survey sent to girls it was evident that nearly everyone wanted to focus on canopy and landing skills. Straight away I knew we needed a bloody cool chick who new her stuff and my mind led to Jules McConnel! Of course Jules was keen and we triple scored because she bought Sally Baker and Bec White along too! Jules kicked off the event with a fantastic canopy seminar that prepped the girls for the following two days. Heaps of hop 'n' pop loads went up allowing the girls to focus on their canopy skills and landings. Every landing was filmed and the debriefing proved very beneficial! The learning curves were soaring and the excitement and feedback was very positive.

**Skills and Confidence Camp** 

25TH 26TH JUNE 2011 LANGHORNE CREEK SA

The very cool Matty Palmer coached Nicole Fleet, Sandy Glenday, Kate Furness and Laura Watson on 4-ways. The team worked fantastically together and walked away with some great results.

Marcus Priem was super keen to get his knees in the breeze and focus on some freefly coaching. Marcus took Sally Baker through the new and improved Freefly Table and Sally the champion completed it in three jumps.

Naomi Vlaholias and Jessica Church showed some brilliant freefall skills completing tracking jumps coached by the tunnel rat, Calum Hunter. A very impressive barrel roll by Naomi was caught on camera too, good work ladies!





Elisha Vlaholias made a milestone by completing her 50th jump, Nellie Barnett did her first jump back after her first little bubba Sophia, Jenny Neubauer and Haley Welch showed advanced canopy skills in high winds. Skye Taylor and Bec White impressed Jules with their canopy skills and were awarded some fantastic vouchers from Cookie Composites and Way Cool Industries.

Alison Van Erp oozed the most enthusiasm of all, each time I turned around she was there ready and rearing to get on the next load. Alison showed fantastic skills under canopy and enjoyed jumping at a new drop zone.

Joy Weissenfeld cranked out some freefly jumps coached by Martin Truman and went on to enjoying a streamer jump with Kelly Farmer.

We had two very inspirational speakers on the Saturday night, Helen McKerral, a South Australian Hang gliding pilot, did a talk on 'Dealing with Fear, a Females Perspective'. Helen gained such a great response and the girls are still raving about her now. Dale Elliott then took the stage and captivated the audience with his amazing life stories. Both Helen and Dale armed us with life tools and inspirational words.

A huge thank you to Erika Wiszniewski and Elle Kempton-Richards who catered the event, the food was very well received from some hungry jumpers. Greg Smith you rock!





Thanks for letting us hold the event at Langhorne Creek. Thanks to all of our wonderful coaches for giving up their time and knowledge for a great cause; Rob Glenday and Beau Gora for helping with pick ups and ground footage; Travis Naughton, Bryce Sellick and Cash Man for your excellent camera flying; Garth Camac for all the behind the scenes help and support; Nicole and Sally for great manifest; and the skilled pilots and the weather gods for great conditions.

> Thank you to all of our wonderful sponsors: CYPRES, Cookie Composites, Way Cool Industries, CASA, APF, SAPC, SASPC and Vegan online.

Fly Girls was such a successful event, made so wonderful by all the girls who attended. You all put in so much effort and energy and it really showed. We are keeping the momentum running by holding monthly learning seminars and running an open forum on Facebook. Knowledge dispels fear, so lets keep the knowledge flowing. Bring on FlyGirls 2012 А5М 41

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TO CELEBRATE MY 30 YEARS OF SKYDIVING I DECIDED TO DO 30 JUMPS IN A DAY TO RAISE MONEY FOR CANCER SUPPORT FOR GIPPSLAND CENTENARY ROTARY HOUSE. THE CANCER COUNCIL OF VICTORIA AND THE CANCER COUNCIL OF AUSTRALIA. SO ON SATURDAY 5TH NOVEMBER AFTER A NO GO TWO WEEKS PRIOR AND WITH A LOT OF HELP I MANAGED THIS GOAL.

# SA WHERE BIB IT BEGIN?

My first poem in 1973 at age 13 was about jumping:

# **My Freedom Skyways**

Delving into the unknown, far above those below, Falling, falling, falling

- Buffeted by the pressing wind Freedom is mine All ties are torn
- But no My parachute opens
- My ties are bound together Jolted I slowly descend Reaching upward - I can do no longer,
- Prison once again as I thud to the ground.

In 1978 I rang up Bernie Shaw about skydiving and discovered that the course cost \$90 and at the time that was a week's wages and as I was paying off my first car I put the course on hold until 1981 when I discovered a friend had been. I promptly enrolled the following weekend along with some Irish guys who frequented the pub where I worked.

All good intentions were thwarted by the weather and a trip hitch hiking around Tasmania.

So six weeks after my course I competed my first jump on 19/9/1981 at Labertouche with Claude Gillard at the helm, where I did a static line jump wearing B fore and aft gear and jumped a Piglet (round parachute) looking like a trussed up chook. Colin Holt wrote "Good exit, pushed off with hands, went over on back, good canopy control, good loud count, Good effort - congratulations."

Over seven months, on my first 54 jumps I had 22 different Instructors, jumped at four different DZs, starting at Labertouche, Tyagarah, Labertouche and then Elderslie, on four different sets of gear from fore and aft gear to SOS Handbury and back to fore and aft and back to SOS. Only one of my Instructors was a female, Jenny Barradel-Smith on jump four. Considered a problem student I was however an expert on eagle attack training. After bouncing off the aircraft wheel on numerous occasions I finally got the hang of falling stable and decided indignantly that my stubbornness would prevail along with the few Instructors who were able to steer me in the right direction. I eventually completed my 'A' Licence at a DC3 weekend at Rutherford in 1982 all on round parachutes -Piglet, C – 9, Para Commander and a Sierra Light. My 55th jump was a square conversion on a 228 at the original Gatton DZ. I thought it was too noisy and too close to my head.







The next nine years were spent jumping around South East Queensland where I helped start a couple of DZs with my first husband, Jim Czerwinski. (Thanks for your early guidance). While observing the fortunes of different DZs around the country progress the sport, I became involved in the APF firstly as National Development Officer then in a position

as VTPC representative Board member, assisting with organising conferences and developing the awards as we know them today.

During my student training I discovered that I did not like walking too far in the long grass around Labertouche as I was not fond of snakes so my accuracy improved somewhat.

My efforts on a PC were rewarded and this was a skill which I transposed to square parachutes, mind you I had good tuition from members of the early Australian accuracy teams. While I enjoy formation skydiving I have always been challenged by accuracy and have been fortunate to go on numerous teams overseas which has included jumping into some amazing towns, cities and countryside around the planet.

On my return to Victoria in 1990 I worked at Bairnsdale initially flying but then was more passionate about Instructing so continued with Sandy and Steve Smedley Instructing for 10 years. When the Smeds moved to Tassie in 2000 I wanted to jump ten minutes from where I lived so set up the DZ at Latrobe Valley Airport with the support of Ken Hills my partner and husband for the past 20 years. (A man with many stories and a World Meet silver medallist from 1975.)

So after 30 years in the sport I still find it a privilege to be airborne and find nothing more satisfying than hanging around under canopy just soaking up the views with the notion that I am under my own steam on a piece of nylon attached by lines just flying about... it is not normal but it is fun.

# So to some statistics on my 30 jumps.

- Due to fog, lift off was at 9.04am.
- I intended to jump my Parafoil (232) and my 128 Firebolt for most of the jumps. (I gave up on the Foil after four jumps but then saved it for jump 30).
- My shortest time was five minutes between landings, mostly I averaged 10 minutes.
- I managed six jumps in one hour and one minute, twice.





- I averaged five jumps an hour.
- · I got motion sick around load four and threw up for about 10 loads.
- · I do not recommend a not quite ripe banana or red Gatorade as a cure for motion sickness.
- The temperature was 30 degrees Celsius.
- To ease my stomach I ended up having a break of 47 minutes at 11.09am after jump 10, then for 26 minutes after jump 16 and then for 1.06 minutes after jump 21 (this was never about killing myself.)
- The last jump was completed at 5.17pm with Ken, Kelly and Chris.
- It was Kelly's 1,515 jump... Chris had accompanied me on one other load.
- · I also jumped a 135 Sabre, a 135 Stileto (thanks Kelly) and a 170 Sabre (thanks Chris)
- I helped pack a few times... you can only micro manage for so long.
- I had one brake with a tension knot which I was still able to fly, one line twist which I thought might get worse but got onto it pretty quick and one hard opening.
- On my second jump I thought I was going to land out on the foil – upper northerly's, some hard core front risering helped for 500 feet and I was greatly relieved.
- The ground wind was light in the morning and a little gnarly during the afternoon but settled down.
- · I only had to put the flaps up for the pilot once.
- Total flying time was 3.18 hours.
- My accuracy was pretty good for most of the 30 jumps, however no dead centres.
- I did not land on the 5ft snake that was found on the streamer pole at the end of the day however I landed close by and if I had of known it was there I would not have needed an aircraft to do the next jump.
- · I will treasure the words of encouragement sent by Jean Burns and the phone conversation since regarding my efforts - what a character.











SO AFTER 30 YEARS IN THE SPORT I STILL FIND IT A PRIVILEGE TO BE AIRBORNE AND FIND NOTHING MORE SATISFYING THAN HANGING AROUND UNDER CANOPY JUST SOAKING UP THE VIEWS WITH THE NOTION THAT I AM UNDER MY OWN STEAM ON A PIECE OF NYLON ATTACHED BY LINES JUST FLYING ABOUT... IT IS NOT NORMAL BUT IT IS FUN.









the bag.

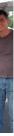
No woman or man is an island and that any achievement no matter how big or small can never really be an individual – there is always someone providing some sort of support... so to anyone who has been part of my last 30 years thank you. Life is too short and skydiving is an amazing privilege. Skydiving is, has and will always be a constant in my life... I often say I don't know how to give it up... after 30 years maybe I won't.





Thanks to the support crew and packer husband Ken Hills who always goes along with my nutty ideas, Kelly Brennan a skydiving stalwart, Chris Bricknell local jumper and his mate Tim Menzing, Kelly Gavin from the Aero club, Jamey Lawn who went ground crew for the last jump, Dave Boulter for lending me the tuffet (seemed like a good idea at the time but feeling unwell did nothing for my accuracy), pilots Russell Snelton and Alan Campbell for their skills and safe passage on every load, my good friends Wendy, Cheryl, Janet and Carmel my old kinder mums who encourage me always.

For those of you who made a donation I am truly grateful for the support and due to the generosity of family, friends both skydiving and non skydiving



and many acquaintances I managed to fundraise \$6,000. Mine was not a record (well it was for me) however I would like to acknowledge all jumps in a day record holders (the ones I know about) including Neil Fergie 50 jumps to fundraise \$50,000, Greg Lappin and Don Cross 30 in a day who did them for their birthdays. There are probably loads of others and the big one in Australia so far... packing unassisted Tim Stevens made 100 jumps at

Bairnsdale with Steve Boekel, also completing 100 jumps within 24 hours. Steve had people packing parachutes for him. Steve Smedey had to retire hurt at 11.00pm at night after 80 odd jumps. These guys jumped 7 cells so no mean feat for their day.

So to Jules McConnel and Michael Vaughan - all the best for your record in 2012, I am sure with a little help from your friends it is in

# So what have I learnt?

# A Lasting Tribute to Fiona McEachern -The Sport Development Fund

"The Fi Fund"

By Kelly Brennan, Susan Bostock & Stephanie Campbell

The late Fiona McEachern "Fi" was one of the most talented and passionate ambassadors for the sport of skydiving within the APF. An inspiring mentor and coach, Fiona's illustrious career spanned 27 years and over 7,500 jumps, including 13 years as APF Director of Competitions. A familiar face at events in Australia and overseas, Fiona's warmth of character and dedication to developing the sport made her a cherished friend of many in the skydiving world. She is and always will be sorely missed.

Since Fiona's tragic loss in September last year there has been an outpouring of suggestions from the membership regarding how to honour her memory. After a lengthy consideration process, the Awards Validation Unit in conjunction with the Funding Committee decided that in keeping with Fiona's absolute passion for competition skydiving, the most fitting tribute of all would be to rename the APF Sport Development Fund, the 'Fiona McEachern Sport Development Fund'. This proposal was subsequently approved by the APF Board at the November 2011 meeting along with a considerable budget boost for 2012.

Fiona was a founding committee member and driving creative force behind the Sport Development Fund, being the first to recognise the

need for a structured APF funding program that could support worthwhile skydiving initiatives. It is with this thought in mind we ask that in future when you are at an APF funded event – and you are acknowledging the APF – that you think of Fiona and toast the 'Fi Fund' in memory of a very special leader in our sport who made fantastic things happen.



# Origins of the Sport Development Fund...

The Fi Fund had its origins in 2007 when the APF acknowledged a need to support grass roots events. At a time when a strategic plan was developed at management level, Board members also recognised the need to encourage enthusiastic members who were getting things happening on drop zones around the country. It was a kind of 'help those who help us' philosophy. The initial allocation was \$30,000.

Since then, we've tweaked the criteria, nagged the Board for more money and streamlined the process to ensure we're doing the best we can with members' cash. We've got \$55,000 for Level 1 and Level 2 allocations in 2012.

# How we've been spending the money...

In 2011, we funded around 30 Level 1 recipients plus a dozen for Level 2. Amounts ranged from \$187 to \$5,000. Events covered nearly all the disciplines, ranging from training camps, to coaches at boogies and even equipment for canopy piloting. We've also had safety projects like Tom Noonan's seminars. Each Council area received some funding, with New South Wales well atop the list, and NT and WA receiving one allocation each.

We don't fund nationals, state championships or normal DZ activities.

Level 3 funding is the highest available and we seek the highest possible returns for the APF's investment. Skysisters 3 received a generous slice of Level 3 funding in 2011. The 120-way FS effort in Perris is also likely to receive high level funding. In both cases, we asked the organisers to ensure maximum publicity efforts for the APF.

# **Conditions attached to grants...**

We reckon we're pretty reasonable when it comes to attaching conditions to allocations. When applicants put all sorts of promises on their forms, we like to keep them to it. If they promise 100 participants, we usually set a sliding scale of funding. That means less money if there's a low turnout. You wouldn't want us to hand over \$5K to a boogie that ends up with 20 participants would you? If they promise media coverage, we often insert a condition that they actually get it. If they promise star crests, B-licences and all sorts of milestones, we often ask for a report afterwards outlining what achievements were made. We make no apologies for that. The Fi Fund is all about developing the sport. It's APF money and we want returns for the Federation.

We also often ask for the APF sponsorship to be acknowledged to participants. It's not too much to ask. If Nike was your sponsor, you'd wear their product. It's a bit annoying on raffle night at a boogie when the biggest cheer goes to the likeable sponsor who donated 2 T-shirts and half a dozen pullup cords, with no mention at all of the APF's thousands of dollars!

Likewise, we want you to tell the wider skydiving community about how we helped your event. We usually seek acknowledgement in an ASM article. There's no need to go over the top with praise, but a genuine 'thank you' would be nice. Sadly, it doesn't always happen.

# Maximising your funding chances...

This sounds a bit simple, but your best chance of getting a big tick is usually just a case of sticking to the criteria. Look at the webpage, look at the criteria, and address the strategic objectives of the APF. We don't care about your dreams for world domination or saving the whales. Just the facts! Extra pages don't mean anything to us if you don't answer the questions on the application form first. What is your event? How does it develop the sport? Give us a fair assessment of costs, how you plan to spend the APF money and how we – the sport and its members – will benefit from your event.

There is one tricky part though. You MUST plan ahead! You're not the only one after a slice of this pie. We treat applications on a first-in best-dressed basis. Once the SDF budget runs out for the year the funding is CLOSED. Don't come to us in October, expecting payment for an event or project in November. The money has probably run out. One year it ran out in May. Another year it (embarrassingly) wasn't all spent. Last year, the pool was spent by October. Oh, and don't try to get us to pay for ALL of your event. It's not going to happen! Show us your budget, complete with contributions from the organising DZ, state council support and other sponsorship arrangements. We'll often help offset (reasonable) coaching fees, but don't ask us to fund their first class plane ticket or five star hotel. This funding is designed to help you put on an improved event, to develop the skills of members. It's not to improve the profit margin for the DZ owner.

# The Funding Committee...

We're the ones who work with the National Coach, the Development Officer and the APF Board to set the guidelines for the Sport Development Fund. It's all about checks and balances. Your Level 1 applications don't come to us at all. They're decided by the National Coach. However, we keep an eye on the annual overall spending to ensure it's all fair and to consider any improvements. For Level 2 applications, we are the ones you have to persuade.

We assess them and make recommendations to the Management Committee. Likewise, for Level 3, convince us of the project's merits and we'll make recommendations to the Board.

We want to direct funding to a variety of members and events. We're noticing a trend where the same people are making applications each year. It's great to see the same skydivers still pedalling away to generate terrific events, but let's see some new names on the paperwork and some new events. We want to direct funding across as many disciplines as possible, and we want to direct funding to inclusive events, open to all eligible APF members, which assist in the DEVELOPMENT of a maximum number of people.

We hope you can all understand what we're trying to achieve. We're pretty passionate about the positives from having this fund. Maybe we'll see your name on the next application that comes our way!

Your Funding Committee: Kelly Brennan (Chair) Vic-Tas, Jason Cooke SQ, Mark Szulmayer NSW, Lisa Perdichizzi SQ and Peta Holmes WA.



<u>Cland</u>es

Parachuting Championship & China International Open 14 – 22 October 2011 Fuyang City, Anhui Province, China

The championships were hosted and conducted by the Aero Sports Federation of China, Fuyang City Council and Fuyang Sports Bureau in conjunction with the Asiania Parachute Federation. The Asiania Parachuting Championship allows for member countries to nominate a team for each of the Asiania events, while the China International Open is open to every team and individual who attends from any country as long as they are FAI members. Member countries of Australia, Bahrain, China, Egypt, China, Hong Kong, Indonesia, Iraq, Japan, Kazakhstan, Korea, Malaysia, Mongolia, New Zealand, Oman, Saudi Arabia, Singapore and Uzbekistan, together with those from international countries Canada, Poland, Romania, Russia and Ukraine took the opportunity to attend this well conducted event and certainly enjoyed the warm and generous hospitality of the city.

Parachuting and skydiving certainly dominated Fuyang city's daily life for the weeklong event. Huge, colourful signs advertising the event were displayed throughout the city, commencing on arrival at the airport and everywhere one walked or drove they couldn't be missed. The spectacular opening ceremony was enjoyed by delegations plus thousands of spectators at the fully packed, even overflowing, stadium. Approximately 2,000 Fuyang personnel carried out various field sporting, singing, dancing artistry and cultural groups providing well-rehearsed displays, ending with a very enjoyable and colorful fireworks display.

Accuracy Landings were carried out at the modern Fuyang Sports stadium, where thousands of spectators visited every day and were able to enjoy a bird's eye view of the precision landings. 4-way Formation Skydiving (FS), 4-way Canopy Formation (CF) Rotations and Freefall Style were carried out at the Fuyang airport, where competitors had plenty of area to land safely, room to creeper, pack and relax in airconditioned comfort in one section of the airport lounge area which was especially blocked off from any public use for the competition period.

Twenty one FAI and National judges worked well on the panels in their various disciplines. Australia's Faye Cox and Ray Williams were representing as Chief Judge and FS Event Judge respectively.

Competition conditions were generally pretty good, with clear skies and 3mps average winds. However the nearby trees, stadium buildings and signs made the accuracy jumping very tricky at times, causing quite a few regretful scores. Events proceeded fairly steadily until the last two days when heavy fog and a few showers prevented any aircraft from taking off at all due to lack of visibility. Finally a total number of seven rounds of accuracy, six rounds of CF, five rounds of FS and two rounds of Style were completed.

Magnificent trophies and medals were awarded to the winners of both Asiania and the International Open events. Top placings for each event are listed on the www.asiania.org results page. The championships provided an excellent source of competition experience for all competitors who attended, from the world class teams to the up-and-coming challengers.



Congratulations and sincere thanks to the organisations and all of those personnel who worked so hard to ensure the success of this spectacular event. Thank you to all of the sponsors who contributed to make the event outstanding and the many happy and keen young Fuyang University students who volunteered to work as interpreters and general help were indeed much appreciated.

Asiania remains a constant training ground assisting with promoting and developing competitions and skills in all areas of the sport, as well as providing a platform to make new friendships, exchange ideas and share experiences. It is really a good opportunity for Aussie jumpers to gain more competition experience on the international scene and we hope to see you at the 15th Asiania Parachuting Championship next year!

See www.asiania.org for more information

- 4th place Bahrain)







# 2011 WAS ELECTION YEAR FOR ASIANIA OFFICE BEARERS.

- ASIANIA PRESIDENT Mubarak Al Swailim (Saudi Arabia)
- 1ST VICE PRESIDENT Azizan Abdul Aziz (Malaysia)
- VICE PRESIDENT Han Zhaofang (China)
- · VICE PRESIDENT Nisfu Chasbullah (Indonesia)
- VICE PRESIDENT Mohd Ahmed Malalla Al Sabt (Bahrain)
- VICE PRESIDENT Abdelmoen Hassan (Egypt)
- · ASIANIA SECRETARY GENERAL Faye Cox (Australia)
- ARAB LIASON OFFICER Modh Ahmed Malalla Al Sabt (Bahrain)

# 8TH ASIANIA EMAX COMPETITION

• 4-WAY FS (1st place Oman, 2nd place Singapore, 3rd place New Zealand,

- · 2-WAY CF (1st place Ookoonono Australia).
- All participants receive an Asiania Certificate plus an Asiania Medal for
- 1st, 2nd and 3rd place. Events were judged by FAI judges at the
- 14th Asiania Parachuting Championships and China International Open.





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2012

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Nightly Entertainment and prize draws HEAPS of Load Organisers! Freefly, Flat RW and more!



See APF website: www.apf.asn.au, for up to date event info and Sporting Code (competition rules)

# NATIONAL CANOPY PILOTING

# CHAMPIONSHIPS & EASTER BOOGIE 5-11 APRIL, TOOGOOLAWAH QLD

4-way Inter & Open, 8-way Inter & Open, 10-way speed, 16-way Vertical Formation Skydiving: 4-way Inter & Open Formation Skydiving: 2-way sequential, 4-way sequential, 4-way rotations Canopy Formation: Artistic Events: Freestyle Skydiving, Freeflying Freefall Style, Landing Accuracy &

Sport Accuracy Training: from 31 March Easter Boogie: with coaches & entertainment More Info: Steve Geens,

belgiumsteve@hotmail.com



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Expressions of interest are called for those who would be interested in attending a Packer "A" course to be conducted in Canberra over two full weekends. Dates for the course to be advised providing there is sufficient interest. **Contact Phil Thamm.** 

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and PLUMBER Repair Salesmen.Exp. Preferably married.Santo Monica or a con

The course was planned to run over two weekends in Canberra and covered the theory part, 100 guestion multiple choice exam, heaps of hands-on packing, inspection and assembly of a rig and lots of tips and tricks of the trade to turn the black art of reserve packing into a clear and concise concept.

On the first weekend we met at 8:30am in the community centre of the Duntroon Military base. Our course assembled the two locals, Rob Clarke and Peter Sanderson, plus Andrew Wright from Sydney, and Nick Chaperon and myself from Melbourne. The first challenge was to get through the child safe gate of the community centre where Phil our instructor had already claimed some space covered with carpet and CRW rigs.

After a brief introduction to the facility and amongst the five Packer 'A' apprentices we started with a theory session covering OpRegs, Service Bulletins, RACs, materials used in the parachute industry and where to find answers to the 100 exam guestions. Before lunch Phil demonstrated a reserve repack which looked quite simple and tidy as he explained and folded calmly the seams over each other keeping the lines in the centre and the fabric under control. He ended up with a nice fitting package in the Molar bag. How easy was that! Even the closing of the container was no gritted teeth exercise, no sweat appearing on his forehead. A short lunch break provided us with the necessary carbs for the upcoming practical exercises and for the rest of the time it was up to us to wrestle the fabric into the bag and then get the container closed.

The first pack after sorting the lines and flaking the canopy similar to the Pro Pack method showed almost everyone of us standing next to the laid down canopy looking baffled at it and asking: "Phil, so what was the next step and where did the folds go? Which part goes where?" On the first pack there was a lot of help provided to our questions, but the more we progressed the more Phil retracted his help, encouraging

weeks later there was enough interest in the course provided so the planning could go ahead with a rough estimated date of October/November and Phil kept us well in the loop about progress and supplied updates, forms, maps how to get there, what to bring plus what and where to buy stuff needed for the course. Being serious about the course I ended up with a bag of clamps, a Cypres packing kit, packing paddle, scissors, Poynters Parachute manual, a packing logbook and 200Mb worth of container and reserve parachute manuals.

This advert in the APF news of 12th August was the start of me

becoming a Packer 'A'. After replying to Phil's call for interest

the wheels started turning and the journey began. A couple of

us to use the manufacturer manuals as guidance and the guestions became fewer and the packs neater. Most of us found out that swearing at the canopy and bag didn't make it any smaller or slip by itself into the bag so we became a fairly quiet working group.

Day two brought us a new challenge as Phil pulled out a pilot rig with a round reserve parachute and demonstrated the packing for us. Everyone had a go at it and it seemed easier to pack compared to a Ram Air parachute, which was welcoming to all of us. During the lunch break we discussed the 100 questions and two of us had a crack at the closed book exam in the afternoon. Thanks to Phil's theory session and good preparation we both passed. A debrief of wrong answers cleared up our mistakes and so we continued packing and sweating. After the first weekend most of us had done between 7 and 8 reserve repacks of a variety of systems including Softie Pilot rig, Sigma Tandem, Talon, Vector, Javelin, Vortex and Wings featuring RSL and Skyhook.

Monday and Tuesday after the weekend were the worst days as all of us could barely move as the crawling and kneeling for two days took it's toll.

Two weeks later we met again at 8:30 at the same place and Phil had already prepared an assembly challenge for each of us. The task was to get a reserve canopy connected to the container with correctly attached line sequence, tack down the slider stops and pack it so Phil could check it after returning from the Queen's Colour Presentation parade. It took us most of the morning to get the job done without line twists or crossed over brake lines. After Phil's return we started popping our reserves to get them inspected and handed back just for another repack. Some of us did homework and practised packing their own rig or closing containers and it was like a paint ball fight with flying pilot chutes across the room in the afternoon. At the end of Day 3 and another three repacks added to my belt Phil's home brew was acknowledged as quite tasty and appreciated by everyone.





Next morning I could still move so the technique of rolling on the ground must have improved and I headed down to meet up at 8:30am for our last packing day of the course. Three of us still had to do the closed book exam and all of us had to face one of Phil's inspection challenges where he introduced common mistakes on a rig and we had to find these hidden faults. The misrouted brake was a classic where the toggle was fed through the finger trap before passing through the riser ring... Just imagine spinning under your reserve after you chopped the main... something you don't want to have! Another fault was the orientation of the Cypres in its pouch and also the packing card with some mismatched serial numbers.

At the end of the day all five of us passed the tests and will take up the responsibility of packing reserve parachutes for live drops in the future. I would recommend and encourage everyone to go

to such a course as you learn a lot about your equipment. The course concept of two weekends focused on packing reserve parachutes is spot on. You learn and practice what you need in a concise time frame well structured and supervised in a productive environment without distractions.



The course

# IN THE OP REGS



- Being accurate and thorough
- A keen eye for detail
- Willingness to learn and follow procedures
- A good course concept and
- A great instructor... and Phil is certainly one of them!





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# Director Instructors Director

# **CEO UPDATE**

2011 has been a very busy and productive year for the APF. In looking back on the year there are some clear goals we intend striving for in 2012 and they are all based around achieving national consistency in interpretation and application of APF rules, regulations and processes. The current situation is that rules and regulations and subsequent decisions made at Council level often differ greatly from one state to another, particularly in respect of safety and instructional oversight. It is becoming increasingly obvious that this is a concern for many APF members as lack of consistency breeds angst and erodes confidence! One of the goals of the APF Management Committee in 2012 is to continue a review of existing oversight structure and to come up with solutions to address these issues that will result in greater 'fairness and consistency' for all concerned.

Furthermore in 2012 we will be taking a long look at the role, duties and responsibilities of various APF positions including Examiners, Chief Instructor and DZSOs. There have been concerns that we are possibly 'watering down' certain responsibilities – we seem instead to develop business rules or create regulations to try and cover every contingency, as a means of maintaining order. But rules can only cover so much - the application of 'duty of care' and 'sound common sense' must be applied by those in positions of authority at all times. But are too many risks being taken? Are decisions being made erring on the side of caution? Are responsibilities fully appreciated and understood? Is 'duty of care' understood and applied? Some say that "common sense no longer applies unless you have a regulation to support it". I disagree as in many industries such as ours without common sense and understanding of "duty of care" to support the regulations, we put our industry at serious risk.

It is pleasing to see the latest rewrite of the Operational Regulations almost at the completion stage with the Draft Document being presented to the membership in December for the NPRM process and subsequent member feedback. It is to be hoped that members will find the revised document more succinct, less repetitive and easier to use. This Operational Regulation rewrite has been a long and lengthy process and I extend my appreciation to all those who have contributed their time and expertise to this project.



PF Board of Directors Annual Meeting at the APF National Office, Brisbane 16/17 November 2011

Back L-R. Jack Cross (NQ/Chair), Trevor Collins (NT), Mark Szulmayer (NSW), Des Ewing (NQ), Neil Fergie (ACT), Carsten Boeving (VTPC). Front L-R. Brad Turner (CEO), Grahame Hill (NSW), Dave Smith (NSW/President), Graham Cook (WA), John Kinton (VTPC). Absent from photo: Jason Cook (SQ). With the recent appointments of two new Technical Directors (TDs) I take this opportunity to thank the outgoing TDs for their dedication and commitment over their time in these positions. Paul Osborne as Director Safety and Don Cross as Director Instructors were both very proactive individuals who were instrumental in playing their part in respect of Safety and Instructional oversight in the field and are to be commended on their efforts. Additionally I welcome our two new appointees – Ralf Jaeger as Director Instructors and Richard 'Dick' Petters as Director Safety, and I look forward to working with them both.

The Online Student Membership Application system (pink cards online) was successfully launched in September this year with a good proportion of all APF Clubs now fully utilising the system. At the end of November 5,000 individuals had successfully registered and been processed via this system with numbers increasing each and every month. By all accounts it is proving to be a great improvement to processes with positive feedback being received from those utilising the system with savings to clubs tallying over \$10,000 by 30/11! Thankyou also to those clubs who have provided positive feedback – rest assured all recommendations are being considered prior to further enhancements of the system.

Following a successful trial release of the Student Membership Personal Accident Insurance (PA) option in late 2010 I am pleased to report the program is now fully functional and is available to all first time skydivers. This program not only provides benefits for the individual it is also an important component of the APF's Risk Management strategies.

I also commend the Awards Validation Unit, the Funding Committee and the APF Board on their very fitting tribute to our good friend Fiona McEachern with the renaming of the APF Sport Development Fund to the 'Fiona McEachern Sport Development Fund'. Whilst Fiona was a true champion and possibly one of our most passionate ambassadors for the sport she was also a very unassuming person who would not have wanted 'too much fuss' however I am very sure she would have approved of this endeavour. This Fund was driven by Fiona from the very beginning and it is therefore highly appropriate that forever more it will be named in her honour.

Furthermore I extend my appreciation to all those APF Clubs who have worked with the National Office in 2011, supporting our initiatives, complying with and embracing our processes and generally striving toward a common goal – the growth and sustainability of the APF and skydiving in Australia. Thank you – the results speak for themselves.

And to all those hardworking volunteers including the APF President, APF Chair, Board members, Technical Directors, Committee members and Council Officers, on behalf of all APF members I extend sincere appreciation for all the work that you do. Last but not least I commend my National Office Team who give their best and go above and beyond every day.

Season's greetings to all APF members – may 2012 bring all that you wish for!

**Brad Turner** Chief Executive Officer





The past 18 months have been lucky or unlucky depending how one looks at the incidents involving aircraft operated by APF affiliated organisations.

Unlucky or bad management is the fact that there have been way too many incidents involving jump aircraft in recent times. Aircraft and/or pilot management has played a big part in almost all of the incidents.

Lucky we have not lost a jumper killed in any of the incidents though there have been injuries, some quite serious.

In all the incidents involving injury, the jumpers were not wearing restraints. The use of the restraints clearly could have limited the injuries in most cases. A Tandem Master being forced under the dash by the tandem passenger and suffering multiple fractures of the pelvis is just one example.

While jumping in Spain and France in the past few years, I was not offered the option of restraint or not. It is mandated with no exception.

Surely it is time to take the wearing of restraints as a normal requirement when in a jump aircraft. Are we going to wait, as the Americans did, for a major crash with a high loss of life (16 killed) or in New Zealand (9 killed), before we take the issue seriously?

I have heard of people at some drop zones being somewhat belittled in wanting to use a restraint. This is a problem which will be addressed. The APF is moving to ensure compliance through commitment of the Chief Instructors and reminding pilots of their statutory duty to "secure the aircraft load".

If members out there have had difficulties with the attitudes of some drop zones to restraint use, please feel free to contact the APF or me directly and we will investigate the circumstance and take appropriate action to correct problem.

We as a fraternity of skydivers, pilots and operators of the aircraft

must get serious and ensure everyone on board is restrained so as to minimise the consequences of an incident or crash.

Graeme Hill

APF Director Aircraft Operations



r National Development DuddDirector National Development

# COMPETITIONS

mpetitionDirecto

It's great to see the competition season is in full swing at the moment!

By the time this issue goes to print most of the State Championships will have been completed (as featured in this mag) and the local League competitions in Victoria and South Queensland, run by Rel Workers Unlimited (RWU) and South East Queensland Skydivers Club (SEQS Club), will be half way through. Also, an Australian team of 14 will have represented at the 3rd Dubai International Parachuting Championship in Accuracy landing, Canopy Formation and Canopy Piloting.

The Dubai event, while a relatively new venture by Skydive Dubai, has quickly become very popular with competitors worldwide, the event in November/December attracting almost 700 competitors from over 40 countries. Apparently, they're fast getting a reputation for putting on a great event and are able to offer lucrative prize money for medalists. A spread on this event will be in the next issue.

Whether experienced or first-time competitors, participating in competitions locally, nationally or internationally, competing is a great way to consolidate skills and learn to deal with the real and perceived pressures of competition. It's a fun learning environment that adds a different dimension to mental awareness. I recently found myself in a good position going into the final round of a competition and discovered a new realm of distractions – things that would not otherwise bother me – but I messed with my own head and blew it! While regretful as far as performance goes, it was a huge learning curve. I'm sure others can relate to this effect and the experience can only make you mentally stronger the more you deal with it.

Next year's Australian National Championships in Canopy Piloting (February: Picton, NSW) and all other disciplines (April: Toogoolawah, Qld) are shaping up to be huge! The organisers and the APF are putting in a lot of effort into making the events spectacular for both competitors and the public. Between now and then, the APF will be launching a website full of competition information and live updates during competition for members, media, friends and family. Also, in use will be the new judging software purchased by the APF and some area councils - I have seen InTime used a couple of times now and it has been quite impressive. The APF has also purchased a complete set of canopy piloting hardware, such as inflatable markers, sensors and displays. It's great to have equipment of our own and to have access to them for future local/state competitions, as well as Nationals. Thanks APF for investing in our sport!

Happy competing!

## Lisa Perdichizzi

Director Competitions competitions@apf.asn.au



Michael Jackson released "Bad" **Lance Franklin was born** The first Rugby World Cup was held **Prozac was introduced** Microsoft released Windows 2.0 "Lethal Weapon" came out Kylie Minogue hit #1 with "Locomotion" Australia won their first Cricket World Cup Sun Path opened its first facility

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# Jump Flying and Spotting with a GPS

By Kris Reiser APF JPA / Cert 'D'

Four years ago when I found my first gig flying a 182 jump plane, I had a fairly vague idea regarding the job and what it's all about. Get in the plane, bring these people to 12,000ft over the drop zone and let them jump out, then come back down and do it all over again. Not much to it, right? Well it turns out I was wrong. With the exception of the actual hands on flying part (which I was still learning, being a 250hr wonder) most of what I was doing was new to me... I still had a lot to learn! Hopefully this article will shed some light on a couple guestions that seem to come up frequently.

An important and very handy tool at the drop zone for both pilots and jumpers are the forecast winds, which are published by the Australian Government's Bureau of Meteorology, or BOM for short. The forecast is available via fax, telephone or online and they are updated at regular intervals 24 hours a day. To get to their website, you can use this address, http://www. bom.gov.au/aviation/forecasts/arfor/ or Google "Australian aviation weather" and click on the first link. From there you can select Aviation forecast on the left of the page, then Area Forecast (ARFOR), then select the appropriate region which applies to your drop zone. The winds are always given in the same format, in degrees true and knots (nautical miles per hour, or 1.85 km/h) In the example below, the wind at 2,000ft would be forecast at 110 degrees true at 15 knots, at 5,000ft it would be 120 degrees true at 15 knots and at 10,000ft, 130 degrees at 15 knots, and the temperature will be plus 8 degrees Celsius (PS08, which is included in the forecast at the 10,000ft altitude and above). The forecast is surprisingly accurate and a rough jump run can usually be discussed with the DZSO prior to the first load.

On the way to height during the first load of the day, the pilot will confirm that the forecast is accurate. He/she will make a series of "S" turns or possibly a 360 degree turn or two usually at opening height, somewhere at a mid level altitude, and maybe again closer to jump altitude. During these maneuvers we note the ground speed displayed on the GPS. Reference the forecast above, at 5,000ft during a right turn from East (090 degrees) through South (180 degrees) the pilot notes their initial ground speed of 90 knots dropping to a low of 70 knots somewhere around 120 degrees, and then as the turn progresses the groundspeed starts to rise again. You can bet your last dollar that the wind is coming out of the south-east, or about 120 degrees. To get the wind speed, we need to take the difference between the highest and lowest ground speed and divide by two. In this example, they will continue the right hand

AMD OVERVIEW:

ISOLATED THUNDERSTORMS WEST OF KERIN/YCRY AFTER 00Z AND ALSO NORTH OF YHID. ISOLATED SHOWERS. ISOLATED SMOKE OVER LAND, LOCALLY THICK NEAR FIRES.

WIND:					
2000	5000	7000	10000	14000	18500
110/15	120/15	120/15	130/15 PS08	140/10 PS03	180/10 MS03
REMARKS	: WINDS	NE OF YMBA,	/CARDO 10-15KT	STRONGER AT	AND BETWEEN 3000
AND 1000	DOFT.				

CLOUD: ISOL CB 4000/38000 OVER LAND W OF KERIN/YCRY AFTER 00Z AND ALSO N OF YHID BKN ST 1000/2000 IN PRECIPITATION SCT CU 2000/10000, BASE 4000 INLAND, BKN WITH ISOL TOPS TO 20000 WITH SHRA SCT SC 4000/10000 BKN AC AS ABOVE 10000 WITH CB. turn to a heading opposite of 120 degrees (our wind direction) producing a direct tail wind and therefore giving us our highest ground speed. If that happened to be 110 knots, we would note a difference of 40 knots, divide that by two and the answer we get, 20 knots, is our wind speed. Once the forecast has been assessed on the way to height, the pilot/load master/DZSO can decide on a spot that suits the particular load. In this case, if you happened to be in a 182 with a tandem and a 2-way, the ideal run-in direction would be close to 120 degrees and we would have the door open over the top. By the time the 2-way climbs out and exits, the plane will travel another 0.1 or 0.2 nautical miles putting the load slightly upwind of the target on deployment.

Another item that comes up a fair bit is the GPS. I would take a guess that most of the commercial drop zones in Australia are now using it as a primary means of spotting. It allows for very accurate jump runs and gives pilots the ability to adjust the spot by 0.01 nautical miles (that's just short of 20m!). In addition, it also takes away the unpredictability of visual spotting. You can imagine trying to spot for a caravan load with seven or eight exits. An experienced jumper may get it right the very first time, however on the next load someone who has a different idea on how to spot could possibly put the load up to a mile short or past the idea!!

There are many different units and models of GPSs. With each model the pilot also has the ability to adjust the information on the display to what he/she feels necessary. Most GPS units in jump planes will indicate at least your ground speed (not to be confused with air speed), distance in nautical miles, as well as a bearing to the drop zone and the current track (aircraft heading plus or minus wind drift) you are flying. These will usually be under the headings of "GS", "DIS", "BRG" and "TRK" respectively. Fancier units will have additional information such as your distance either side of the desired track (jump run). Again, all this information may be displayed differently or not at all. Most of the time it's best to ask your pilot, especially if you are not familiar with the GPS.

In the GPS image below the aircraft is 2.38 nautical miles (4.4km) from the drop zone with a ground speed of 111 knots (205km/h). It is flying on a track of 139 degrees and the drop zone is at a bearing of 102 degrees (37 degrees to the left of our current track).



After the three-minute call, the pilot needs to get established on jump run and this is where GPS earns its keep. Everyone will have their own routine, however in general we try to keep steep turns to a minimum. Personally I like to be on jump run at about the one minute call, that way no turning is necessary when jumpers are moving about preparing to exit. In the photo above, the jump run that day was 090 degrees (which is represented on the display as the purple line) and we had the door open at 0.3 nautical miles past the dz. We will be established on jump run when the bearing (BRG) to the drop zone and the track (TRK) we are currently flying both match up with our selected jump run of 090 degrees. In this case, as we get closer to jump run (that purple line), the bearing will reduce from 102 to 90 degrees and the track of 139 degrees will do the same assuming the pilot started their left turn in time to intercept the track.

Depending on where your drop zone is, Air Traffic Control (ATC) can play a big part in how smoothly the operation is run. Generally, the closer you are to large airports, the more input is needed by ATC to confirm acceptable levels of safety between air traffic. From the controllers' point of view, it's kind of like the game Frogger (www.frogger.net if you're not familiar with it). We need to cross 14 lanes of traffic to get back home, but this time instead of a frog sorting its way through pixilated cars and buses, ATC needs to sort out a path for us humans through lanes of jets and other general air traffic! To accomplish this, they can impose altitude restrictions or time restrictions, put us on hold, or not provide a clearance at all. It is frustrating at times, especially if you are put on hold and can't see a plane anywhere. One thing I do know for sure is that ATC doesn't just deny clearances or put us on hold for fun. There is always a reason.

You also may have noticed from time to time that your standard "Three Minutes!" call isn't really three minutes at all and may barely measure up to two minutes. More often than not the pilot has been given a clearance requiring them to be jumpers away and on descent by a certain time otherwise a lengthy hold will result. Of course, if you are not ready to jump then don't jump!

> On that note, I will leave you with a few do's and don'ts that will keep your pilots happy. We all have our own pet peeves but in general:

- In smaller Cessna type aircraft such as 182s and 185s, try and keep movement to a minimum prior to the three-minute call. Every time the weight shifts in the airplane, we need to re-trim for the new weight position. After five or six loads on a hot Saturday afternoon, this gets a bit annoying.
- After the three-minute call, we get quite busy with radio calls to ATC, other aircraft operating in the vicinity of the drop zone and ground crew. Questions like "what are the winds doing", "what's the spot", and "hey are you coming to the pub after work for tea" should have been asked much earlier.
- Be very aware of the fuel selector particularly in the Cessna 185. It is easy to nudge the pointer into the "Off" position without knowing it.
- Two things you can't remind us enough about would be to hold the brakes on exit (Cessna 182s without the step) and to slow the descent rate after a no-jump to avoid all the AADs firing.
- · A cold beer after a busy day is always welcome!

Hopefully this will answer a few commonly asked questions about GPS and jump flying. Most pilots are eager to offer some insight into the flying side of things, so if you are a bit curious about how things are done or why they are done a certain way, don't hesitate to ask!





Compiled by: Kim Hardwick

The following are taken from a selection of incidents as reported to the APF for the period Sept - Oct 2011 and are published in the interest of safety education. (Note: no tandem or student incidents are included.) While every effort is made to ensure accuracy, neither the APF or ASM make any representations about their accuracy, as information is based on incident reports as received. Comments in italics are compiled by Kim Hardwick, APF Technical Officer.

# AIRCRAFT / EXITS

**Certificate 'C'.** Jumper was making a dive exit from XL-750. Had forgotten to secure chin strap of helmet before exit. Helmet blown from head immediately after exit, narrowly missing aircraft stabilizer. Helmet not recovered - lost in farm land. Action: Jumper has been made aware of the seriousness of items being dropped in freefall. Will now include chin strap in pre-exit gear checks.

# **DEPLOYMENTS / MALFUNCTIONS**

**Certificate 'D'.** Wingsuit jump, break-off at 4500', pitched p/c at 3500'. P/C caught in burble. Twisted body slightly to clear p/c, but stayed slightly twisted and main opened straight into line twists, then into a dive. Tried unsuccessfully to untwist. At 2,500' Cutaway and deployed reserve. Clean landing in off DZ paddock. Action: More stable pitch position. Research a longer bridle.

**Certificate 'E'.** On deployment right leg buckle of harness came undone, putting canopy into a left hand harness spiral. Tried to level the wing using right rear riser, without success. Cutaway and reserve ride was all good. The rig was not cut for this jumper, which was probably the reason. The harness a bit short, which tilted the leg strap vertical. Action: Will have leg strap lengthened before using rig again.

**Certificate 'D'.** Linked 4-way RW exit for a stage 10 B-rel. Jumpers cutaway handle was inadvertently and unknowingly partially dislodged during exit by jumper who was set up inside the doorway. Freefall was uneventful. After separation and track-off, deployed the BOC activated Main – which then released, the RSL deploying the reserve parachute. Landing was uneventful next to main and freebag in a nearby paddock. Action: Brief jumpers not to grab handles on exit. All jumpers on DZ briefed by DZSO about need to know where they place their hands during a stack-up.

Each jumper must exercise care during climb out, exit set-up and exit and ensure equipment handles are safely guarded to avoid snagging them on the aircraft or another jumper. Practicing the exit on the ground can help ensure proper grips are taken during the actual exit. The APF receives several reports each year involving premature deployments. While some of these deployments are uneventful, others have resulted in injuries, fatalities and complete destruction of aircraft.

**Certificate 'E.** Opened main at normal height. At 1500ft after a 720 degree toggle turn, the Vigil AAD unit activated the reserve. The reserve opened into a Bi-plane configuration and both canopies were flown to landing. Prior to the jump when conducting the start-up of the AAD, the jumper was only able to set it for 'student' mode and made the decision to jump it like this. The performing of several turns in succession exceeded the limits of the AAD and it naturally fired to its set parameters. Action: Do not jump if startup problem occurs.

# Reminder of Best Practices for use of your AAD no matter which brand you use:

- Only turn your AAD on at the takeoff site, do not turn it on at home then drive to the DZ since it will think your home is "Zero Altitude" and may fire higher or lower than expected because of this.
- 2) If a "multimode" device, ensure the unit is in the correct "Mode" for the skydive you are about to do.
- Notice any errors during the start up or during operations during the day and alert your rigger before completing another jump on the unit.
- 4) Be aware of the shutdown timing on the AAD and if needed turn it off before you leave at the end of the day. Also be prepared to reset the unit if you will be doing more than 14 hours of jumping (Night jumps especially are of note on this)
- 5) Only configure offset information into the unit if you are truly jumping at an altitude different than you are taking off from. Also be sure you know whether the unit retains the offset information or not.

Certificate 'C' and 'E''. Night Jump. This was the Cert 'Cs' first night RW jump after completing his 3 night solo jumps earlier in the evening. Uneventful freefall - 3 person formation. Break off altitude was planned for 3500ft, with one jumper to deploy and the other two to track and deploy at 2500ft. The break off altitude was lower than planned and commenced at 3000ft. The jumper tracked and when reaching for pilot chute fumbled twice and states his main opened at 1500ft. As the main inflated, the reserve container opened due to the Vigil AAD firing and cutting the reserve closing loop. The reserve inflated behind the main canopy and stayed in a biplane configuration. The jumper chose to fly the reserve canopy using the toggles, and flared on landing. He did a PLR and the landing was uneventful into the slight prevailing winds.

The Cert 'E' (5000+) jumper tracked and started to begin deployment at 2000ft - slow main opening. As main fully inflated, reserve container opened due to CYPRES AAD firing and cutting reserve closing loop. Canopies immediately went into a down plane configuration, so jumper cutaway main canopy. Main canopy released uneventfully. Jumper landed reserve ok.

Action: DZ to set a minimum break off altitude of 4500ft for all Night Relative Work descents at club.

Also mandatory use of audible altimeters for Night Relative Work descents at this club.

# Certificate 'B'. Exit 400ft,

deployed main 3000ft. Experienced pilot-chute in tow. Executed EPs successfully. Main encased in 'D' bag fell to the ground. Normal reserve ride to LZ without further incident. Later inspection of the main revealed pilot-chute material tied in a knot - suspected cause of the tow. Action: Jumper's method of stowing pilot-chute checked.

**Certificate 'D'.** Exit height 9000ft. Deployment at 3000ft. On opening checked canopy and found the centre was depressed and appearance was like a bow-tie. Canopy was erratic and winding up. Malfunction drill carries out by 2000ft. Landed reserve with no injuries. Possible line-over mal. Action: More care with packing. Supervised pack jobs recommended to check packing procedures.

**Certificate 'A'.** Tracked away from formation and deployed at 3000ft, canopy opening extremely hard suffering ripped cells. Executed EPs and reserve opened. Injury: Jarred back.

Most skydivers experience very hard openings of the main canopy sometime during their skydiving careers. A hardopening canopy is potentially dangerous: The severity of the openings varies widely, and injuries can range from slight bruising or muscle strains, broken ribs and damaged necks, to internal injuries with even fatal results.

Apart from ensuring stability during deployment, jumpers should also pack carefully according to the manufacturer's recommendations to reduce the chance of hard openings and to help ensure that the canopy opens correctly. Other factors that can affect a canopy opening are the jumper's air speed (eg. don't dump in a track & slow down after freeflying) and the density altitude at which the canopy is deployed.

If you do have a problem with hard openings, talk to someone about it. Riggers, instructors or an experienced jumper with a similar canopy can all help.

**Certificate 'C'.** Main deployment at 3500ft. Canopy opened spinning caused by main brake line-over mal. (observed later on video). Elected to cutaway ~2500'. RSL deployment of reserve in an unstable body position due to rotating main. Action: Jumper counselled on packing techniques to clear brake lines from stabilizers.

**Certificate 'D'.** 1st wingsuit jump. Lazy closing of leg wing on deployment at 6000ft. BMI observed main bag lift with a twist. But jumper didn't remain closed on all wings through the deployment. Progressive line twists resulted. Unzipped wings to go for risers but was on back with line twists almost to top of head. Went straight for handles. RSL deployment. Both handles extracted. Action: Close all wings firmly through entire deployment sequence.

**Certificate 'C'.** Had hooked up new canopy day before. Jumper deployed a bit higher than usual at 4000ft due to downsizing in canopy size. Observed something was wrong with the right risers. They seemed back-to-front or twisted. After checking height, elected to execute Emergency Procedures.

Jumper had packed his own main. Later inspection showed rear riser was connected front of canopy on one side, brake lines went through slider rear grommet, to brake guide rings on slider that was attached to the front of the canopy. Action: Ensure thorough checks are done when reconnecting a canopy.

**Certificate 'E'.** Premature brake release at opening causing canopy to dive with line twists. Clean cutaway and reserve deployment. Action: Older risers. Keepers not as secure as they could be. More chance for the slider to knock a toggle off at opening. Will get new risers.

**Certificate 'D'.** Toggle off on opening resulting in line twists and spiraling. Cutaway and RSL deployed reserve. Reserve lines caught helmet & held until helmet strap let go. Reserve landing on DZ all good. Action: Toggle keepers too loose. Keepers replaced.

# **Brake Fire**

Most jumpers will experience a brake fire at some point. It happens when a toggle releases prematurely during opening, and can be due to bad packing or incorrect stowage. It will usually lead to an abnormal opening, as instead of a nice even deployment, the canopy will



be on half brakes on one side and full drive on the other. If the toggle fires at a late stage in the deployment, then the result is likely to be a good canopy that is turning, but that can be corrected by releasing the other toggle. However, if the brake fire happens early on, then the canopy has much more time to become uneven during the deployment itself, leading to twists as is happening in the photo below.

Quickly releasing the opposite brake is still probably the best course of action if possible, but it may be the case that the twists have 'locked in' the unevenness in the canopy. If so, then instead of kicking out of twists on a nice level canopy, you may find yourself trying to kick them out while stuck in a half-brake spiral. The chances of you needing to cut away and use your reserve are pretty high at this point!

Other things to be aware of are that you can rapidly lose altitude while trying to sort the problem out, and that you do not have full control of your canopy while doing so, so cannot avoid other canopies. Jumpers can be surprised at just how much height they lose in a continuous spiral, so have one good attempt to fix the problem and then do your drills if you can't.

# **CANOPY CONTROL / LANDING**

**Certificate 'A'.** B Rel stage 10 completed well. On base leg, jumper thought was too low to make a turn onto finals so maintained direction. Landed on fence with feet, then fell backwards, resulting in a grazed shin, twisted knee and stiff neck. Action: Revision of flight plans. Discussed options of evasive action. More canopy handling training and revision.

**Certificate 'E'.** 30 jumps made in previous month. 2nd jump of the day. Previous jump successful - using 2nd (larger) rig). This jump - hop 'n pop from 10,000ft. Strut hang exit, FF & deployment not observed. Canopy flight went as expected until landing. Witnesses observed jumper make a 2700 turn to land - did not plane out before impact at 450, knees first. Jumper himself reported he started the turn 30' too low, turned too slow and missed his rears. Suffered injury of open fracture to left femur and facial cuts. Action: Jumper had performed these landings on this gear at this (and other) DZs numerous times. Possibly due to just returning from a BASE trip (60+ BASE jumps), plus previous jumps being wingsuit on a larger canopy - he was less current with this smaller canopy and approach set up.

**Certificate 'A'.** Flared too high then reached for the ground with right leg. Landed awkwardly with deep brakes, suffering a broken ankle. Commented afterwards that was not in the right head space - wasn't sure if wanted to jump. Action: Will undergo more canopy handling training before jumping again.

**Certificate 'D'.** Flew a fairly low circuit. Flared late, more of a stab than a flare, not allowing canopy to react in time. Both feet impacted same time and jumper was very rigid, resulting in a broken ankle. Some turbulence had been experienced on finals which may have distracted. Action: Currency potentially an issue. 5 jumps in previous 6 months. 301 jumps over 12 years. Was advised not to leave such large gaps between jumps and to seek canopy handling advice.









& Because of the higher risk of canopy malfunctions with wingsuiting we wanted an AAD where we can rely on when needed. So our only logical choice was Vigil. From our point of view the most effective AAD on the market ... »





y Maria Luise Bauer

We all got good through the dark Victorian winter and finally packed away our thermals.

The Bridgy crew went down to Portland right at the end of the Great Ocean Road to do a heap of tandems. Sports jumpers were also on board to do some demo jumps.

First the weather looked a bit disappointing but the clouds blew away and we had two amazing days. A lot of local people came down to do tandems and enjoyed it a lot. Our fantastic jump ship, the Caravan, brought us up to 12,000 feet with a great view over the ocean and we had heaps of fun. The first use of the Bridgy tube (proudly presented by Matty) as well as many first demo jumps were a good enough reason for a party down in Portland.

Back home in Bridgewater the Wingsuit camp with Hayden from 5D Wingsuit was definitely our highlight in October.

We are also running AFF courses once every month, so there are new friends up in the sky with us! Congratulations to Rachel, Ashlee and Dan for getting their A-Licenses!

November kicked off with the Annual Bridgewater Money Meet where we had 3 teams competing in FS. The teams BAM (Tessa, Chris, Helen, Darren and LJ on camera), HI (Anna Marie, Robert, Michael, Sas and Peter on camera) and Blue Skies (Dale, Bernie, Josh, Maria and Brucie on camera) did some great jumps and Bam were the winners

of the weekend. Sas was doing an awesome job coaching so there

The VFS competition had not enough competitors so Leigh McCormarck (Macca) run some steep angles and some freefly action with the boys, which was great fun for everyone.

Our Caravan took off to Lower Light Boogie mid November and is now back here to bring us up to some fun in the skies. We are all looking forward to the Christmas Party and the new year will also bring some events.

January is packed with an AFF Course, Atmo Camp followed by the Phoenix Fly Wingsuit Training Camp with Jarno Cordia. Douggs will come down for this event so don't miss out on that one! Straight after that event we will have the VIC Championship on from the 26th to the 29th of January...





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where big smiles around everywhere.





# N IT UP AT MAITO

We're happy to say it's been another great year for the crew at Maitland and like all drop zones so much has been happening from cool fun jumps, new techniques and suits to play with, demos, new jumpers to the sport and of course the celebration of many milestones.

Speaking of milestones, February saw us pack up and take JAV our stretch-fletch to Glosta (Gloucester) for an over nighter to celebrate Yay's 40th. Saturday afternoon was brimming with tracking jumps and Star Crests and sweet demos into the golf course before a massive 1970s themed party. It was great to see old and new faces in the one place together to celebrate 40 big years, you old POPS you! We had so much fun back at Glosta that we found ourselves going back a month later to re-introduce the locals to skydiving and having yet another, top weekend away.

Tracking Suits and Wing suits have definitely been flavoursome this year. it's been great watching the guys comparing distances and freefall times after a jump. Capt Tibbsy and Shannonnn have been working hard all year on project 'Formation Aircraft & Wingsuit' and with Dunco never far behind on camera he's caught some pretty cool footage. Apparently they're still working on the sweet spot and I've been informed the best is yet to come.

In June we held a 4-way Learning Curve Camp, thanks to the NSW State Parachute Council for sponsoring the weekend and to the legendary Gazza Nemirovsky for his time, enthusiasm and wealth of knowledge. The weekend started with lots of ground training as we waited for the wind to back off but as soon as she did the guys were smashing out the jumps. Learning how to construct a successful dive, fine tune creeper techniques and understand the importance of debriefing were the highlights and of course the awesome jumps and day footage.

August was a massive month of activity as we welcomed an introductory freefly learning camp weekend. A gracious thank you goes to MD and Joe who stepped up to the plate and offered their time and experience to so many eager jumpers all wanting to know where and how to 'get started' with freeflying. Some picked it up REAL quick and others not as quick (darn that inbuilt arch), all-in-all a lot of knowledge, learning, skydives and great footage prevailed. It's great to see the guys now putting into practice what they've learned and working on their new found skills.

We wished Sik 'Bo voyage and good luck' as he headed off overseas with the canopy pilots for the FAI World Cup Canopy Piloting Championships and shortly there after celebrated Glny and Sambos engagement which turned out to be their wedding! WOW what a week, congratulations guys.

The demo team have had fun jumping into local shows at Cessnock and Newcastle as part of the opening ceremonies. We've been privileged to regularly skydive Newcastle Beach and share the amazing visuals of the coast and city with the locals

On the first weekend of Spring we welcomed the CRW superstar Team 'Ookoonono' and some new friends to the skies above Maitland. Their goal for the weekend was to get in the air after winter, build some diamonds, hang wing docs and practice locking them up in preparation for China later that month.

The guys had a great first jump together completing two 6-way boxes with a run back in between setting the vibe for the weekend. All of those on the ground (including local residents) had a front row seat watching the guys create boxes and diamonds and there was of course a spectacular wrap between Dave and Shannonnn - surviving unscathed with nothing but a great story to tell over a beer that night.









the skies above Maito as it had been a good 6-8 months since the last, thanks to everyone for playing it safe, nice work by Jed on camera and as always Team OoKoonono... well... you know!

At the end of September we guivered our bottom lip and said 'lataz' to MD & Cate who succumbed to their addiction with the tunnel and decided to move to the US for a few years. Alas we ensured they had a party they would remember, or should I say wouldn't! They'll be missed heaps but I know we'll see them soon as now we have excuses to visit. We also farewell Benjo as he heads back down south from the NSW Hunter vineyards to the VIC ones, thanks mate for all your help and good luck.

We've enjoyed a few sweet sunset formation loads with the Elderslie crew, there's nothing more fun then catching up in freefall followed by a beverage as we watch all the camera angles and agree at how great we all are, looking forward to more as the warmer months roll in.

This season has had a tremendous start with 6 of our jumpers completing their AFF and starting their Brels. I can't believe how quick these guys are smashing out the jumps, it's awesome! Congratulations to Puppy, Tommy, Narge, Ryan, Shannen, Lauren, Tommo and our youngest student Julian. Cartons all around (and lemonade for those under age) all I can say is, the beer fridge is well stocked for the weekends ahead.

Further congratulations go to Giblin on his Star Crest and 300th, Cuz on his 100th celebrated in true nudie fashion, Barnsey's 200th and Start Crest plus Simon's B Licence, Curly's 200th and D Licence (celebrated with a nice hoop jump), Benjos 300th (celebrated Beach style) Jas W on his Star Crest, Ross on his ,D' Licence and Dunco on his Tandem rating and to others CONGRATULATIONS!

The drop zone continues to grow as we welcome old friends back and new ones to the sport. The next generation is getting bigger as this year we welcomed new additions little baby Isabelle (Tibbsy & Haley), Grace (Ian & Maria), Martin (Bron & Joe) and Jaydan (Lisa & Marc) to the existing grommies we love having around.

To those jumpers who are always there and continually go above and beyond to make our drop zone what it is, thank you, you guy's rock!

Wishing everyone blue skies, nil winds and sweet landings.









# CYPRES 2 THANK YOU!













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**20**YEARS



Fantastic... 'I'll have a late thanks mate, na make it a green tea unless ya going to make me one of those special smoothies ey.' Fitness time here in the Bay, Sobertober too someone tells me, well there is a lot of us trying it out which is creating an abundance of energy flow here. With summer time approaching we are all ready for plenty of blue skies. Nado kept the factory running while Steve n Stacey went for a game of golf off the coast of Africa. A total of 1,400 episodes of Whale TV finished (so the man at the lighthouse tells me and increasing every year), uncle Woka Ta hitched a ride down south on whale number 1,399 - thanks for your help this winter Wok, you're a true inspiration, can't wait to see you next time. Our good friend Stephan is back from his walkabout, Sir Paul n Mr Mcleod completed their Rel Tutor rating just in time for the ever increasing students we have developing here, Brad and Bulan completed their tandem ratings, nice one lads and Speedflyer Nick slotted in the family effortlessly with his positive attitude to work, keep it up bro, just stay off the skateboards please.

"Tandem focused, Fun Jumper friendly", remember, and it's a real friendly place lately with a heap of fun jumps happening on a daily basis. There is a lot of freeflying happening with the standards increasing day by day. Ben keeps showing up for his monthly dose of jumping, getting better each time he returns from sea (keep ya eye on this new kid, he's a guick learner) and the Gold Coast boys keep showing up with their wingsuits











flocking over the picturesque light on the coast. We had Tyler n Smiley infect the ranch crew with their creativity on flight and the angles that can be achieved, cheers boys, run hard, and we have had numerous B-Rels and Star Crests completed, big congrats to you all, peace, love and brown rice eh John.

Tunnel time or sky time? I can't control the urge to go for sky time, the east coast has to be the best in Australia - the colours of the ground and sky are forever changing, as is the gear and jumpsuits, making it eye candy for anyone who dares to come up. But for those who have restructured their lifestyle and finances to allow for tunnel time, 'good on ya' I say, come back and tell us all about it, it is the way forwards after all, the beauty of skydiving never ending learning and the sharing of knowledge, the way life is, here in organic Byron Bay.... vveeeeewwww!

# RAMBLERS, TOOGOOLAWAH Photos by Lisa Perdichizzi





















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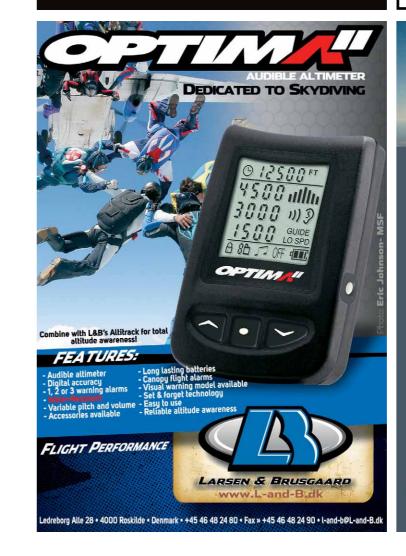
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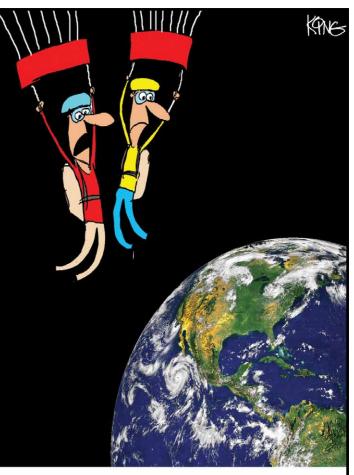
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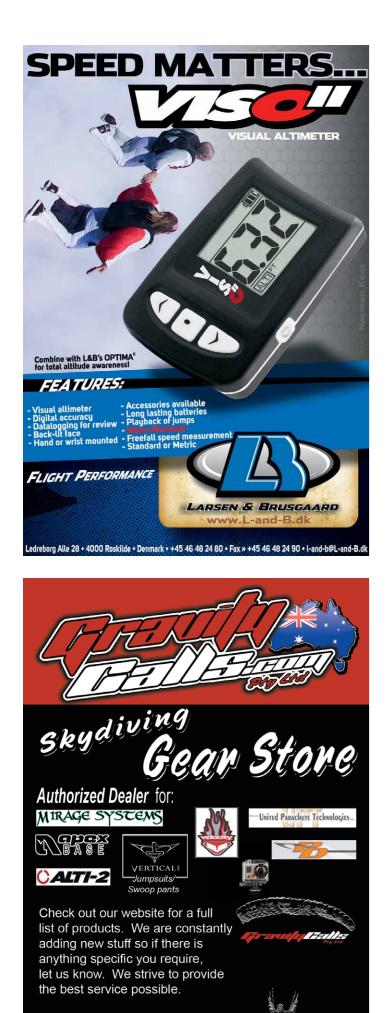
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Malcolm Mam	GOODWIN HALKET	TARAN Austin	LAVAL LAWSON	JIM ANDREW	SHEE STEW SUM
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ANESSA Martin	LAURET	GARY JORDAN	SCHEEPENS SCHOTT	SANDRINE TRAVIS	MOLI
PLENDA	LEVETT LONG LUNT	TODD Brandon	SHORTER SHORTLAND	JACK	NOOF
ANESSA MARTIN SPLENDA RIAN CALEB STEPHEN BRETT MARTIN DAM DIACE A	GIBSON GOMEZ HERNANDEZ GOOMME GOODWIN HALKET HALKET HALKET HALKET HANSAR HAYNES HAYNES HAYNES HINSCHEN HUNT JERMEY JOHNSTONE JOHNSTONE JOHNSTONE JOHNSTONE JUHAS JUHAS JUHAS JUHAS JUHAS JUHAS JUHAS KIEKMAN KLAPPER KNOCK KOTTEK KRAUTER LAUPET LETCH LEVETT LONG LUNT MACDONALD	JASON DAVID DAVID MATTHEW	SIENKIEWICZ SIRIANNI	EMMANUEL	RAVIL
RETT	LUNI MACDONALD MANNING MCGINLEY MERINO MULCAHY MUNRO	DAVID	SMEDLEY SMITH	PHILIP SIMON	SEIDE Thom
	MERINO	KYTE	SPECHT	MARIUS ROBERT	VAN I Vern
NGELA GRAHAM	MUNRO	ADRIAN	TURK WEAVER	RAYMOND LUCAS	WORI YEO
iayley Lya Clem	MURPHY NALIVKIN	KALON Certificate 'C'	WILLIAMS	<b>CERTIFICATE 'F'</b>	
PHILIP	NEWELL NOBLE	STEPHEN MATTHEW	ARKWRIGHT BAKER	GARTH KOPPEL	CAM/ SOLO
USTIN EFFREY	O'CONNOR O'CONNOR	BASTIAN AARON	BLUM BOOTLAND	STAR CREST	
NATTHEW 'OM	O'DONNELL OWENS	PAUL PHILLIP	BORRETT BRIDGES	MATTHEW GRANT	bake Barn
avid Geoffrey	POLLARD QUINSEE	HAMISH	BRISSETT BUGDEN	MARIA CASEY	BAUE BUTL
EREMY	REIMANN REINARTZ	JARROD DAVE CHERIE	CLERKIN	MICHAEL BEN	CHOI CROV
(AT (ARA	ROBERTS ROGOWSKI	KEVIN	CLOTHIER COOPER	PETER	DAWS
AM BRETT	ROOTES RUDDELL	ANDREW CHRIS	CORRONE COULSON	ROBERT Adrian	FERG
HOMAS	RUSSELL SCHMIDT	BLEDDYN GREGORY	DAVIES DIXON	ANDREW MAX	FORS GLUK
FF	SCORRAR	REBECCA ANDREW	DODSON ELLARD	MATT DALE	HART Hoop
CHRIS	SHARPLES SINKO	CHRIS SIMON	FORTE FOX	MARC JAY	HUGE
erje Melinda	SKULSTAD SMITH	anita Katja	FRANCESCHINI GALLUS	TROY DEREK	MAG
OREY	SMITH SMITH	MAX SCOTT	GLUKHOVTSEV GOATLEY	KARA	MCDE
.uke Mathieu	SPILSTEAD St Louis Stokeld	GREGORY DEAN	GOTTLIEB GUM	GAVIN MATTHEW	MCKI MCLE
immy Ac	SUTHERLAND	SEAN ULRIKE	HAYSOM HEINZ	BARBARA Phong	MEIS
iames Peta	SWAN Thompson	TROY MARK	HENWOOD HIGGINS	JACK Sandra	NOOF Nort
Peta Ryan Dliver	THOMSON TOPLIS	MARC	HUGELSHOFER	AARON	NUTT
(ELLY N ISON	TUDHOPE VAN ERP	ALEX BARRY	JOANNOU JONES	TRISTAN	RAGO
ARIUSZ Iathan	WAGAN WAGEMANS	SAM JASON	KEATING KENNEDY	louie Philip	SCHE Seide
IAI FY	WELCH WELLS	hayden Amanda	LE PAGE LECKIE	JIM GAVIN	SHEE
Cherie Christian Nichard	WHYTE	JAY JONAS	LIPPERS LUETKE	SHELLY	WILLI YE0
IAYDEN	WILKINSON WILKINSON	MARK REBECCA	MOORE MORRIS	FREEFLY CREST	
ALON EAN	WILLIAMS	LISE DEBBIE	MULKEY MURPHY	JOHN ANDREW	BROV FORS
Mark Man	WILLIAMS WILLS	SANDRA AARON	NORTHEY	SCOTT	HING
TEPHEN	WINNALL WORRALL	ADAM COLIN	PARIS PARKINSON	NICK	KONT
ROLAND	WRIGHT	TIM	PHIPPS	TRACEY CANOPY CREST	LANE
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	ALISON BAILEY	MATTHEW PETER	ROBINSON SAKRZEWSKI	STEWART	GILLI
YLE	BALFOORT	ISRAEL	SIMPSON	LISA	PERD
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HEINZ HUGELS HULLIN LAWSO LEITCH NORMAI NUTTALI TUCKWELL TURK VAN DER SCHATTE OLIVIER VERNER WALLER WHITE ALLEN BUTLER CARF DAWSON O'CALLAGHAN VERNE BAIRD POULTER GAZLEY ISOR RICH HAYTER MCLEOD AFF DUFF Marks Martin Van Neuren STATIC LIN CASI FY

Compiled by the APF at

ASM deadline time

**Tand** Ben TANDE Adam BROD) Ove JOHN

PHILLI Reilly PFTFR JRICIO SPLENDA RISTIN JUSTINE RAVIS OLIN david Annette jim Meagan LUKE ROBERT CLIFF

PACKER 'A' NICK Robert Max JAN BRETT ANDREW

**Jump P** Kendal Kait<mark>lyn</mark> OHN

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CHAPERON CLARKE

EA QUEST-HUNT S-HAWKE DPER SUZOR WILLIAMS WOODHOUSE

<sup>АБМ</sup> 73

# Z OMREROF

# Source: APE Database as at deadline time

**AIRCRAFT LEGEND** Aircraft Type Cessna 180 Max. Skydivers 4 pla Cessna 185 4 place 5 place 6 place Cessna 182 Cessna 206 Islander 10 place 20 place 10 place 8 place, turbine Islander Piper Navajo Beaver 16 place, turbine 10 place, turbine Cessna Caravan Cresco XI 17 place, turbine 20 place, turbine Skyvan 20 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 TANDEMS

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

# **OUEENSLAND**

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 OLD 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@australiaskvdive.com Drop Zone Location: 1) EDMONTON CAIRNS 2) MISSION BEACH Web: www.australiaskydive.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

абм **74** 

PO BOX 105 N, NORTH CAIRNS QLD 4870 CHIEF INSTRUCTOR: STEVE LEWIS Club Phone: 07 4068 7477 Email: jtboffice@australianskydivcompany.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@tandemcairms.com.au DROP ZONE LOCATION: MUNDOO AERODROME INNISFAIL Web: www.tandemcairns.com.au Aircraft: Cessna 185

# **OUEENSLAND - 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: tandemiump@optusnet.com.au Drop Zone Location: WOORIM BEACH BRIBIE ISLAND Web: www.adrenskvdivers.com.au Aircraft: Cessna 182 & C-206

# **RAMBLERS PARACHUTE CENTRE**

CHIEF INSTRUCTOR: DAVID McEVOY Drop Zone Location 1) TOOGOOLAWAH Web: www.ramblers.com.au PO BOX 136, TOOGOOLAWAH OLD 4313 Club Phone: 07 5423 1159 Email: skydive@ramblers.com.au Drop Zone Location 2) COOLUM BEACH Web: www.skydiveforfun.com.au PO Box 191, COOLUM BEACH QLD 4573 Club Phone: 07 5446 1855 Email: jump@skydiveforfun.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 Navaio

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 OLD 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 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, WAVELL 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@sunshinecoastskvdivers.com.au Drop Zone Location: CALOUNDRA AIRPORT Web: www.sunshinecoastskydivers.com.au Aircraft: Cessna Caravan & C182.

# TOOGOOLAWAH SKYDIVERS CLUB INC.

121 KITCHENER ROAD, KEDRON QLD 4031 Non Training Operation Club Phone: 0418 154 119 Email: tscqld@gmail.com Drop Zone Location: TOOGOOLAWAH 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.coastalskvdivers.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@coffsskvdivers.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

# Email: bookings@justjumpskydive.com.au Drop Zone Location: 1) HOPE ESTATE, CESSNOCK 2) WHITTINGHAM AIRFIELD, SINGLETON Web: www.iustiumpskydive.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 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 AIRFILED, BATEMAN'S **BAY & COUNTRY NSW** Web: www.skvdiveoz.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 Statistic Oct of the the hold and the state Email: info@skydivethebeach.com Drop Zone Location: STUART PARK, WOLLONGONG Web: www.skvdivethebeach.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 Milpera LPO 2214 CHIEF INSTRUCTOR: PHIL ONIS Club Phone: 02 9791 9155 Drop Zone Phone: 02 4630 9265 Emplie depir @external.chipse 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 PETTERS Club Phone: 02 6651 9016 Drop Zone Phone: 0418 275 200 Email: rpetters@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@fe

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

Club Phone: 03 5261 6620 Drop Zone Phone: 0401 809 022 Email: info@australianskvdive.com.au Drop Zone Location: 1) BRIDGEWATER ON LODDON 2) TIGER MOTH WORLD TOROUAY 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.commandoskvdivers.com.au Aircraft: 2 x Cessna 206 FREEFALL UNITED INC

Email: geoffg2@tpg.com.au Drop Zone Location: VARIOUS

Aircraft: Cessna 182

Aircraft: Cessna 182

Email: info@relworkers.org

Web: www.relworkers.org

SKYDIVE NAGAMBIE

Aircraft: Cessna 182

DZ 0415 704 748

SOUTH AUSTRALIA

Club Phone: 08 8520 2660

Drop Zone Location: CANBERRA - MINT OVAL, DEAKIN,

PO BOX 839, TORQUAY VIC 3228 CHIEF INSTRUCTOR: RALPH HAMILTON-PRESGRAVE

14 ITKESTON ST, HERNE HILL, VIC 3042 Non Training Operation Club Phone: 03 5221 8606

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@melbourneskvdivecentre.com.au Drop Zone Location: LILYDALE AIRPORT Web: www.melbourneskydivecentre.com.au

**RELWORKERS INCORPORATED** 2 Chicquita Street, Bacchus Marsh VIC 3340 Non Training Operation Drop Zone Location: NO FIXED DZ Club Phone: 0409 802 338

PO BOX 311, NAGAMBIE VIC 3608 CHIEF INSTRUCTOR: DON CROSS Club Phone: 03 5794 1466 Drop Zone Phone: 03 5794 2626

Email: jump@skydivenagambie.c 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

Chiler INSTRUCTOR: GREG HAYS Club Phone: 02 4225 8444 Email: bookings@skydivethebeachmelbourne.com Drop Zone Location: MORAN RESERVE, ELWOOD Web: www.skydivethebeachmelbourne.com.au

SKYDIVE VICTORIA PO BOX 16, COROWA NSW 2646 CHIEF INSTRUCTOR: FRANK SMITH Club Phone: 02 6033 2435

Email: enquiries@skvdivevictoria.com.au Drop Zone Location: COROWA AIRPORT Web: www.skydivevictoria.com.au Aircraft: VARIOUS

ADELAIDE TANDEM SKYDIVING PO BOX 1014, GOLDEN GROVE SA 5125 CHIEF INSTRUCTOR: ALLAN GRAY 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.skydiv 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, GOÓLWA 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 SKYSPORTS 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 JURIEN BAY PO BOX 810, JURIEN BAY WA 6516 CHIEF INSTRUCTOR: PETE LONNON Club Phone: 08 9652 1320 Email: office@skydivejurienbay.com Drop Zone Location: JURIEN 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@skvdivebroome.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@iinet.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



