



# Skydive City

## 1800888JUMP.com

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## WELCOME TO SKYDIVE CITY/Z-HILLS!

This newsletter contains a great deal of important information that will help make your visit a safe and fun time. Please take a couple of minutes to read it before you make your first jump here. Whether you're a first-time visitor or on your 20<sup>th</sup> visit, this will help you enjoy your time with us and learn more about Florida's busiest dropzone!



## FINANCIAL MATTERS & OFFICE

Everything pertaining to financial transactions and about your visit to Skydive City are handled at the Manifest office. You can receive a briefing there about how to check in, get a gear check, buy tickets, manifest, and boarding, in addition to an introduction to our jumping policies.

However, there are a number of things that are not covered in the verbal briefing. This newsletter discusses some things that you should think about before you jump at this or any other large boogie or busy dropzone. Please don't hesitate to ask Skydive

City's staff about anything. We welcome feedback about the operation and facilities. If you see maintenance or repairs that need our attention, please let us know in the office.

There are lots of special services we can help you with too, whether it be organizers, packers, video (including stills), coaching, rigging and repairs, jump starting a car or finding tools to work on a camera helmet. If we can't help you, we'll know who can.

Our goal is to provide you with a great skydiving experience but we will need your help. We count on you to skydive in a way that takes others into consideration, to inform us if an unsafe condition exists or if there is something we can do to make your visit more enjoyable.

You're the customer, so just ask! But you're also a friend and a fellow skydiver, so help us out!



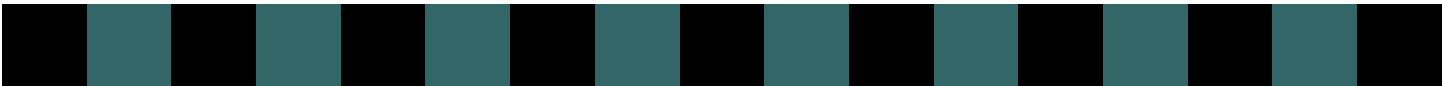
### LOCAL GEAR MANUFACTURERS

- Sunrise Rigging Int'l 813-788-1910
- Tony Suits 813-783-4753
- Morpheus Technologies 813-780-8961

### OTHER GEAR MANUFACTURERS

- Performance Designs 386-738-2224
- Michigan Suits 386-439-1036

**TK Hayes—DZ Manager, S&TA**  
**Paul Meagher-S&TA (& Bar Manager too)**





## LOAD ORGANIZING

We have a large staff of regular and guest organizers for RW, FF, CRW, wing suit and pretty much anything you need. The organizers are for skydivers of all skill levels, so don't be shy.

So how do I get on a load? Just come to Manifest and find out which organizers are jumping that day.

You can hook up with them and they will organize something for you to do on their next load. Also listen up: most of the organizers will announce they are collecting tickets for the next skydive.

Meet some new friends and have some fun at the same time!

Our RW Organizers include Oren Kalb, Mike Wolfe, Roy Harper Sr., Martin S, Nigel Turner, Sky, Paul Bartkus, James Saine, Rodney Cruce, Christine Freiherr and James "Bu" Klinge.

Our FF Organizers include Martin Skrzypczak, Jamie Knoop, Jay McCahan and Ari Perelman.

Our Wingsuit Organizers include Scott Bland, Scotty Burns, Quinn Lamb and Mike Mashheff

### Exit Order:

1. Low passes
2. RW large to small
3. Freely large to small
4. High pullers
5. AFF
6. Tandems
7. Wingsuits

## LOADING TIPS

Skydive City gives 20-15-10-minute and "Get It On" calls for each load.

Please be at the loading area by the "Get It On" call, because the plane will not wait for you. Being in the loading area a few minutes early means you'll have time to make sure you are on the right load and figure out the exit order with others on the same aircraft as well as give yourself a good gear check. A load sheet is printed in the loading area for each aircraft, so if there is any confusion, the sheet will indicate who should be on the airplane.

Our normal exit order is low pass, RW large to small, FF large to small,

high pullers, AFF, tandems and wing-suits. This works well for most situations. If there is a tracking dive on the load, jump run is not the best time to sort it out. It's up to you to be at the loading area in time to discuss these issues.

Generally, we prefer to put tracking dives out last (flying off the line of flight).

Time between exits is also something that should be discussed. If you would like to know winds aloft, the pilots usually write and/or post the report on the white board outside the Manifest window.

5-8 seconds from exit to exit is usually enough time between groups. If you are unsure of how much time to leave between groups, please ask one of the managers for

information before you go to the loading area or you can ask one of the instructors or organizers in the loading area.

Usually if it is really windy aloft, we'll try to remind everyone to leave extra time between exits, but to be safe it is best if everyone knows what is going on before boarding the plane.

In the airplane, please be considerate of your fellow jumpers. No leaning back & hogging space – sit up & tighten up. 6 people on each bench, the rest on the floor as usual. 22 jumpers MAX per plane.

The door must be shut, seatbelts on and helmets either on or fastened to your chest strap or seat belt until 1000'. No exceptions.



## SPOTTING AND LANDING OUT

At Skydive City, the pilot spots the airplane, and we expect you to exit if the green light is on.

If you see a completely unsafe situation, such as a plane intercepting jump run, obviously you can stay in. However, thinking the spot is a little long - or a little short - is not a reason to hesitate or to expect a go around.

Waiting to give yourself the perfect spot means everyone else loses. Early groups are supposed to be short—late groups are supposed to be long. We monitor nearly every load, and have a lot of experience with spotting. There may be other issues you don't know about, like another plane on jump run two minutes behind.

Unless conditions are extreme, we normally fly jumprun either due North or due South and offset to the East or West to make up for winds aloft.

This may seem odd to people who generally fly

upwind jumpruns, but due to the size and shape of our airport as well as the off field landing areas, we find this works best.

Please - if you think the spot is off but the light is green, 'GO' unless there is an obvious hazard other than landing out.

At Skydive City, the entire airport is an acceptable landing area. There are also many open fields along Chancey Road, although you may want to note that all paved roads have power lines near them. As a rule, avoid straight-line objects on the ground and you should have a safe landing area. Look out for trees, cows & fences!

Once again, do not expect a go-around just because you think the spot may be a little off. Be a good sport and get out; we'll work it out and we are is happy to discuss our spotting methods with you.

We'll try to pick you up if you land out, especially if

someone reports the out landing to manifest. If you do report an out landing, be sure to tell them direction, distance, and about how many people our chase vehicle should look

**“Please - if you think the spot is off but the light is green, 'GO' unless there is an obvious hazard other than landing out”**

for. Just saying “someone landed out” is useless information – we need specifics! If the spot is long, it is OK to pull 500' higher to help get you home, **IF AND ONLY IF** you are not endangering anyone that is exiting the plane after you.

Never track back to the dz. Remember, people left the plane before you! They'll be somewhere along that line if you track for the dz.

It's a really good idea to know what the wind direction is in case you do land out, especially under a reserve. As you go out to the loading area, take a few seconds to face into the wind and get your bearings. Another useful tip is to observe the landing area while under canopy. Even if you can't see the wind indicators, seeing which way other canopies are landing can help you decide on a direction.

If the spot gets long and the green light goes off, stay ready to jump. We will often do a second pass on a 180 turn rather than a 360. In other words, the plane will make a 180 turn and parallel the original jump run about six tenths of a mile to one side. In this case, when the light turns green again, exit immediately! Usually this is a downwind jump run, so don't take any longer than you would on a normal one.



## EXITS BELOW 13500'

During a boogie, low passes over the DZ may not be an option. For obvious reasons, we cannot have a plane dropping at 5,000 when other planes are dropping at 13,500'. It's almost impossible to coordinate low passes, so we often don't do them if more

than one plane is flying. You can ask for, but may not receive a low pass during the really busy times. There are other options - be on the first loads of the day or try to coordinate your jumps with fuel loads when perhaps only one airplane is in the air.

CRW has similar problems. We can accommodate experienced CRW practitioners with the skills to stay in safe airspace, but high openings must always be planned ahead. Do not plan to do CRW here without arranging it in advance. Novice CRW is especially

discouraged during boogies without a very thorough planning session with the management. We have a number of world champion CRW dogs here that would be happy to impart their wisdom upon you. Just ask Manifest to get you to the right people.

## UNUSUAL SKYDIVES & PLANNING



If you have an unusual plan, such as tracking, raft dive, skysurfing, etc., we need to know before you board. Please make sure that you tell one of the load organizers or instructors in the loading area and confirm that the information is relayed to the pilot. Sky balls in particular must be cleared by Management before manifesting! On really busy days, unusual jumps need to be planned carefully.

One of the things that makes a boogie (or almost any winter day at Skydive City, for that matter) different from most drop zone operations is the volume of jumping. It is routine for more than one airplane to be flying, and three or four

in the air simultaneously is fairly common. If you don't know where the other planes are, you have to make an assumption: another airplane could be on the same jump run, as little as two minutes behind. For this reason, opening high is extremely dangerous during busy jump days. Don't plan on opening above 4,000 feet for any reason, unless you receive prior permission from management. If you pull a little high and have a big canopy, do not sit in brakes or ride thermals on a busy day!

Realistically, a busy boogie is not the place for student jumpers or for testing new gear. If you have an A license, you should be pulling no higher than

4,500 feet. If you are planning on pulling anywhere above 3,500 feet, please notify one of the organizers or instructors in the loading area.

If you have accidentally deployed high, such as in an exit funnel, get off the jump run as quickly as possible! Fly ninety degrees to the line of flight until you are at minimum  $\frac{3}{4}$  of a mile from the jump run. If you don't know what line of flight is, please watch a few jump runs or ask someone before you get on the aircraft. Once you are clear of the jumprun path, you can choose to spiral down if you wish. We appreciate seeing some sort of activity so that we know you are not unconscious or hurt.

## LANDING AREA GUIDELINES

The landing area here at Skydive City is about 80 acres (HUGE!) and has plenty of room for everyone doing anything they want, but because of the possibility

of collisions and hard landings associated with avoiding them, it can be a dangerous place. The airspace above the central grounds of the drop zone is a no fly

zone below 500 feet. By this time you should be well established in a landing pattern. Under no circumstances is anyone allowed to buzz spectators or buildings on landing!

Canopy pilots need to be thoughtful of others and stick to patterns that are easy to read and do not cut off others in the pattern.

For this reason, we strongly discourage low turns or approaches that come downwind over the center of the landing area. These make it very hard for

others in the pattern to read your intentions. If you like to do bigger turns, you better be well aware of where EVERYONE on your load is!

### Pond Swooping

**If you plan to swoop the pond please understand that it is YOUR responsibility to make sure that there are no traffic hazards. Swooping the pond is a privilege, not a right! If your swoop is going to cause a hazard for the others on the load, it would be best if you land with everyone**



# LANDING AREA GUIDELINES *(CONT'D)*

else. Our pond runs North and South along the beer line. If the dominant winds run in either of those directions, there should be no problem. If you will be swooping the pond cross wind, do not do so at the risk of other jumpers' safety.

Maybe you fly a big, slow canopy. These can pose a hazard too. Please don't use deep brake approaches or "S" turns to set up your landing. These techniques are the equivalent of driving slowly on the highway or swerving from lane to lane, and have no place in a busy landing area.

Rogue canopy pilots will be spoken to, try not to be one of those people. We have alternate landing areas, such as the field north of the hanger. And you may be asked to stay over there if you want to swoop low and fast.

Whether you fly fast or slow, any behavior that is inconsiderate to the overall traffic pattern can result in restrictions on YOUR jumping, depending on the severity of the infraction. If you are a swooper, you would be wise to observe the local style and inquire with management about whether or not your technique is considered acceptable prior to any aggressive maneuvers.

No matter where you land, stay alert! And always remember that it's easier to give up "your" landing area and take it further out on the airport than it is to recover from a collision or a low turn caused by traffic conflicts.

Everyone follows the first person, again regardless of what the wind is doing. Don't spiral or hang out in brakes over the landing area & pattern. It's inconsiderate & unsafe.

Keep your head on a swivel.

The Yellow Arrow is the default landing direction.

On calm days (light & variable winds), the traffic pattern is often chaotic as people choose different directions.

***In calm conditions, the first person down establishes the traffic pattern. Do not chase the arrow!***

Light & variable winds will make the arrow move so follow the first canopy for landing direction.

We hope that you enjoy your time here at Skydive City. If you have additional questions or are unsure or uncomfortable with anything discussed above, please don't hesitate to ask!



**"The Yellow Arrow is the default landing direction. On light & variable days, the first person down sets the landing direction. It is that person's responsibility to set a safe and common-sense landing direction for everyone else."**

**Please - no >180 turns in the pattern!**



## SERVICES AVAILABLE AT SKYDIVE CITY

**Hard Dock Café**—  
Breakfast, Lunch and  
Boogie Dinners

**Sunset Bar**—Open every  
day after Sunset Loads  
departs

**Paragone Rigging**—full  
service rigging loft

**Sunshine Factory**—  
Complete Pro Shop & Gear  
rentals

**Nylon City**—Packing

**East Coast Freely & Total Body Pilot**—freely  
coaching

**Tunnelcoach.com**—Wind

*Tunnel Coaching*

**SkydiveRatings.com**—  
Complete rating certification  
for all USPA ratings

## THE DROPZONE BRIEFING

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Florida's #1 Skydiving Center

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

Thanks for helping to make Skydive City a fun and safe place to skydive.

If there is anything we can do to make your visit better, please let me know.

If we ever stop making this place fun—then we are obviously screwing up—so pull me aside and tell me!



**“Thanks to Oren & Laura for putting this together as well as Skydive Arizona and Betsy Barnhouse for letting us use sections of their Boogie Briefing.”**

## EMERGENCIES

Coming back to the topic of line of flight, this is a sadly neglected area of safety. An observed line of flight tells you a lot - where other people will be in free-fall, where other planes will be dropping, and so on. It's a good idea to know this, so that you'll know - for example - where you'll be if the spot is long or if you have a reserve ride. It's also a good practice to get open and then check your group and then scan others along the line of flight to see if anyone is under a reserve and could use a little help. Although it is no longer widely taught, a nice custom is that when someone is under a reserve and **conditions are safe** (i.e. heading for an open field, not the swamp!), one person follows the main, one the free bag, and one the jumper. You'll really appreciate this some day when it's you under the reserve at sunset, landing half a mile from the DZ with your new \$2,000 canopy drifting away into the swamp.

When someone does have a reserve ride, please report it to Manifest right away. We try to chase down every emergency to make sure the reserve landing is OK and to help recover the equipment. We may not see every jump, so please let us know if you see someone under a reserve. Once again, be prepared to report useful information. Report what you saw, distance and direction, and approximate number of people involved. We have a tracker that we often use when canopies go into the swamp or other inaccessible areas. He will need to know what the winds were doing, where you were and other details. Manifest can give you the contact information for the tracker.

If you see someone get hurt, also report to Manifest right away with detailed information. We have direct communication to the emergency dispatchers and that is how they expect to be contacted. Calling

911 on your own actually produces a slower response, since it might confuse them about where exactly the emergency is. The only time you should call 911 yourself is if the emergency is off the DZ and you can't report it to Manifest.

**All drop zone vehicles are off limits**, because we rely on these to respond with when something goes wrong. Under no circumstances should anyone “borrow” a golf cart or car that belongs to the drop zone! If you would like to use a drop zone vehicle for some reason, please ask Manifest or management first.

Finally, we welcome help from trained, current emergency medical staff. If you are qualified and are interested in helping out, please let us know at Manifest so we can give you a quick overview of the area protocols and our first aid capabilities.

