



MANIFEST

Please make sure that you manifest before walking out to the plane.

If you are jumping with a coach you will need to purchase a coach ticket to cover his/her slot. If you are hiring gear then you **must** purchase gear hire tickets and advise manifest which rig you are using. **Don't manifest unless you are ready to go.**

Before boarding the plane make sure you check your equipment. Before exiting, always check your pins, bridle, deployment system and handles. If you can't reach the pins yourself, have someone check for you.

Please make sure you **jump within your limits** ie. Have the proper qualifications for the load that you are on.

To be on any jump that is bigger than a 10-way you **must** have a **Star Crest**

To do freely jumps bigger than 3-ways, you **must** have a **Freely Crest**.

If you are doing a **solo jump**, please **notify** a buddy who is in the air or on the ground ie. Tell somebody.

Please observe **aircraft seating** for take off & flight below 1,000ft.

To **freely**, you **must** have a B licence, Cypress, hard helmet and audible altimeter, plus you **must** have a tight closing loop on main and reserve, no worn closing loops, no worn Velcro and no leg-strap throwaways.

To do **tracking, atmonauti or any angle jumps** without a load organiser you **must** check in with the load organiser, have a skilled leader and have planned direction that is no less than 90 degrees off jump run.

Good separation and a sensible opening height are essential on every jump. Listen to you load organiser and play by the rules. Be open **by 1,800ft**.

SPOTTING

Forecast winds for each day are posted by the manifest. The run in will be set by the **DZSO** and the spot decided by the actual winds and ground speed on jump run. A designated jumpmaster will be appointed for each load.

The general rule for **spotting** is: spot **LONG into the west and SHORT into the east**.

Watch out for other people **under canopy** – land safely.

1. The main **landing area** directly out the front is open to all licence levels. **Alternate landing areas** are located to the west towards the railway line and southeast on the other side of the runway next to the hangar.
2. In **light and variable conditions YOU MUST** follow the arrow located by the pit. If you choose to land in any other direction to that set by the arrow **YOU MUST NOT** land in the main landing area but land in the **alternate landing area** on the other side of the airstrip or the area to the west of the main area.
3. Try not to land on the **airstrip**, or in the aircraft operating area. If you choose the **alternate landing area** on the other side of the airstrip, look out for aircraft and cross quickly.
4. **A line drawn between the fire log and the corner of the basketball court is the beer line**, crossing it on landing will cost you a carton of beer. Swooping through the trees is not allowed and will also cost you a carton of beer and grounding.



Jumping Safety and Drop Zone Rules

5. If winds are from the **north & northwest**, beware turbulence created from the hills, plus behind the buildings and trees. The best areas to land in these conditions are the **alternate area** next to the hangar or in student alley (west of the main landing area) also look for whirly winds.
6. The big **gum trees** create turbulence when windy, don't fly or land behind them or in their wind shadow.
7. **Powerlines** are located at the back (north) of the drop zone & along the boundary fence of the landing area on the other side of the airstrip. Two sets of high voltage powerlines are located at the end of the strip on both sides of the road.
8. Try not to land in the **ditch** that runs along the strip near the emplaning area, as it is uneven with holes and rocks not friendly for landings. There are also snakes living in there. Wearing shoes is recommended for all jumps (beware hard ground, snakes, spiders, prickles & off DZ landings)

LAND SAFELY – WATCH OUT FOR OTHERS – LAND SAFELY

When **landing off** look out for fences, stumps, the railway tracks and powerlines. There are plenty of big open paddocks to the west of the drop zone and also to the east of the drop zone, over the road. These paddocks are mostly crops; please try to land on the edge of the crops so as to avoid damage.

Horse paddocks are located to the east and north of the drop zone, avoid landing in them altogether.

If trying to make it home from a **long spot from the east**, don't try to cross the road if unsure, as there are trees and high voltage power lines. Also don't try to land beside the highway, as there are more power lines, bitumen and **big trucks!**

Choose an out early. A pick up vehicle will be sent for you. Check in with manifest on your return.

Please **report off DZ landings** to the DZSO and/or manifest.

LAND SAFELY – WATCH OUT FOR OTHERS – LAND SAFELY

Any incidents are to be reported to the **DZSO** and incident report completed if necessary.

HOUSEKEEPING

No smoking underneath any roofed area, including the bar. Smokers, please dispose of your butts responsibly, butt trays are provided.

Ladies, please dispose of sanitary items in the bins provided.

Please dispose of rubbish thoughtfully, bins are provided. Please help us recycle, bins are marked

CANS -- GLASS -- RUBBISH

No parking signs mean, NO PARKING !

Respect the Landing Area! No driving on any of the landing areas at any time.

BE SAFE & HAVE FUN