



# APEX BASE COURSES: FIRST BASE JUMP COURSE

## First BASE Jump Course (FBJC)

**\$1,295/person**

### PREREQUISITES:

**All students taking our course must arrive with at least 200 previous skydives.** An emphasis on canopy control and accuracy during the course of your previous skydiving training is very highly recommended. Although we require 200 skydives, we strongly recommend 1,000. There should never be a rush to get into the sport of BASE jumping. You have your whole life to enter the sport, and you cannot prepare enough prior to entering this next step in your jumping career.

### WHAT'S INCLUDED:

The course includes:

- As many BASE jumps as time and weather allow
- BASE-specific, state-of-the-art container and canopy rental is included at no extra charge\*
- Supervised packing
- A thorough ground school as well as a pre-briefing of each jump
- Video debriefs of every jump
- All pre-course materials, including a course manual and links to the Apex BASE packing video downloads
- Copies of all your jump videos and stills taken during the course for you to use as you want
- An Apex goodie bag (that includes a t-shirt, pull-up cord, stickers, and more swag which we all love)
- First-season continuing education\*\*
- Gear discounts\*\*\*
- Lodging, food and travel expenses are not included.

You should arrive at the course with the necessary equipment for your own safety: a helmet, long sleeve shirt, pants(not shorts) and boots. Knee pads are optional but highly recommended.

\*Although rental of a container and canopy is included when you take our FBJC, you are welcome to jump your own container and canopy if you already have them. Please note that there are no discounts if you jump your own gear during the course.

\*\*You are welcome to join us at other scheduled courses within 12 months of when you took your course, to advance your knowledge at no extra cost to you. We highly recommend this and encourage it. After that, a minimal fee will apply. Separate fees apply to all advanced courses.

\*\*\*Registering for our FBJC entitles you to purchase new Apex BASE equipment at 5% off the purchase price. This offer is good for one year following the course. You must place the order directly through the manufacturer – Apex BASE, CA – to receive this discount. You can contact them at [info@apexbase.com](mailto:info@apexbase.com)

### COURSE COST INFORMATION:

#### **Basic FJC Course Costs**

The total cost of the first BASE course \$1295.00 U.S. dollars (cash price). This includes copies of all video and stills from your course. Lodging, food and travel expenses are not included.

#### **Deposit & Balance Payments**

A deposit of \$295 is necessary to secure your slot. The deposit is non-refundable but is transferable to other dates and will remain valid forever. It is not transferable to other people.

You can pay the remaining balance:

- At the bridge (using cash, personal checks drawn on a U.S. bank or Traveler's Checks)
  - Prior to your arrival at the bridge, using Venmo: James Pouchert
- Regretfully, we do not accept credit cards.



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## Out-of-Course Gear Rental

If you would like to stay longer — after the official course — or would like to return, but you don't have your own gear yet, we can rent you a canopy and container. Please let us know in advance and we'll make arrangements. The cost is \$20 per jump, plus a one-time inspection fee of \$70.

## Recurrency Auditing

After completing your Apex FBJC, you are always invited to join us again any time we are at the bridge. If you are joining us after the season in which you took your course and have not been jumping or do not remember how to pack, we charge a \$200 fee.

## **SCHEDULING & PREPARING FOR YOUR COURSE:**

To start, check out the course dates on this website.

If one of the dates works for you, contact us to make sure there is a slot available for you. If none of these dates work, please choose a weekend that will work for you and contact us about it. We then check to see if that date works for us as well.

In case you don't find a course date that works for you, you are still welcome to pay for the deposit and get the material. This way you will be prepared for whenever you choose to join us, especially if it is on short notice.

## Once you have found a course date:

- 1. Send us a nonrefundable \$295.00 deposit.** This is non-refundable and covers required course materials. This deposit counts towards the cost of the course. If you do have to cancel, and it is not within 30 days of your course, the deposit is good for any course in the future.
- 2. You will then receive the required course material.** This includes a BASE Course Manual and instructional BASE Packing video in preparation for your course.
- 3. Read the manual carefully, watch the video and practice your pack jobs.** The more proficient you are when you arrive, the faster you will pick up the finer points at the course. (This also translates into making more actual jumps during the course.)
- 4. Complete our FBJC Questionnaire.** In it, you'll send us detailed information regarding emergency contact, room preferences, gear size, etc. This will be sent a couple of weeks prior to your actual course date.

## **ORDERING GEAR PRIOR TO THE COURSE:**

When you take our FBJC, gear is included during the course. However, you are welcome to jump your own gear. Please note that we can offer no discounts to students who choose to jump their own gear rather than ours, as we do not charge for use of our gear during the FBJC. There is a fee to use our gear during advanced courses.

## How to Choose

Here's an article that gives our best guidance on how to choose BASE gear: [Buying Your First BASE Rig](#)

## How to Order

Once you have taken our course and you are ready to order your own gear, you get a 5% gear discount from Apex BASE in California (Apex's manufacturing facility). Orders must be placed directly from the factory (no dealers). Provide them your past or future course dates.

## Discount Rules

· If you order gear prior to the course, in order to be entitled to get the discount, the gear must be delivered from Apex BASE, CA to us at the Perrine Bridge for your course. If you intend to practice packing with your own gear prior to the course, you might not be eligible for the discount. Please check with the Apex manufacturing department regarding this matter when you order your gear.

· Please keep in mind that the delivery time for your new gear could take several weeks. Please check with the Apex manufacturing department for the delivery estimated time (since delivery schedules quickly change).



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• You will need to pay for the course deposit before you can order gear. This is to ensure that we don't sell gear to skydivers that don't have any BASE experience or knowledge and plan to learn on their own. This is very dangerous for them and for the sport at large, so we try to make sure that it doesn't happen.

## **RENTING GEAR AFTER THE COURSE:**

If you would like to stay longer — after the official course — or would like to return, but you don't have your own gear yet, **we can rent you a canopy and container**. Please let us know in advance and we'll make arrangements. The cost is \$20 per jump, plus a one-time inspection fee of \$70.

## **MAKING TRAVEL ARRANGEMENTS:**

### **Airport options:**

- Salt Lake City (SLC), Utah (3 1/2 hour drive to the bridge)
- Boise (BOI), Idaho (2 hours from the bridge)
- Twin Falls (TWF), Idaho (25 minutes from the bridge)

Often, one option is more affordable than the other. This is constantly in flux, so do a little research.

In case we have some weather problems during the course, we stay until the end of Sunday (at no extra cost to you). You should schedule your flight to depart late on Sunday, if possible. **It is not a bad idea to plan to leave on Monday morning.**

**We make the reservations for the hotel and we will cover details later.** Once these arrangements are made, you will receive an email with your hotel reservation confirmation number and course balance.

**We can make your hotel arrangements for you.** We get a group discount at the Quality Inn Hotel and Suites, so we are happy to make your hotel reservation for you.

Once you're signed up, we'll put all the students on your FBJC in contact with each other. This way, you can organize amongst yourselves to ride together from a common airport and share the rental car expenses.

## **SUGGESTED PRE-COURSE CANOPY DRILLS:**

**Here are some canopy drills you can practice at your drop zone before attending the Apex FBJC.**

### **Important notes:**

- **These drills should not be executed on a high-performance 9-cell.** Drill these using a seven-cell canopy with an appropriate wing loading.
- **Do not practice these maneuvers under 2,000 feet AGL while skydiving.**

### **The Drills:**

#### **Step One:**

• As soon as you open, **practice turning your canopy around 180 degrees instantly with your rear risers**, both to the right and left, on different jumps. Do this immediately, before un-stowing your brakes.

• Then — still without un-stowing your brakes — **practice backing your canopy up with your rear risers**. You are not backing your canopy up until your pilot chute is in front of your canopy. This maneuver is scary at first, but you must become comfortable with this flight characteristic.

• Next, **unstow one brake and try to counteract the turn with the opposite riser**. This is simply an exercise to familiarize yourself with the flight characteristics of your canopy in this configuration (for instance: if you should experience a jammed control line).

#### **Step Two:**

• You should now un-stow both toggles and stick them on their Velcro.



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• **Practice flying your canopy around with your rear risers.** Fly forward in full flight and simulate that it is time to land. See how little riser input is required on both rear risers to flatten the canopy out to land. (A little riser input equals a lot of toggle.)

• **Watch that stall.** It should be noticed at this time that the canopy goes from a flat glide to a stall configuration very quickly. If you are near the ground, this could have very serious consequences. This is the biggest problem with landing on rear risers: you can only flatten the glide slope out with the rear risers; you really can't do a nice flared landing, so always expect to run out your landing or do a good PLF. It is better to just practice this up high and find the stall point. Save the actual landing for occasions if and when you need it, as we try to never endanger ourselves for the sake of the drill.

• **Practice your flat turns.** Oftentimes in BASE, we need to turn but don't have enough altitude to do a normal toggle turn. In this case, we do what is called a "flat turn." To do a flat turn, simply give just a bit of counter toggle input. If you want to do a right-hand flat turn, pull down the right toggle as much as needed while pulling the left-hand toggle down just a little bit. This left toggle is preventing the left side of the canopy from flying at full flight, thus preventing the steeper diving turn associated with a single-toggle (normal) turn.

• **Work on getting the balance right for the flat turn.** The trick is just to pull down the opposite toggle a couple inches, not a foot or more. If you pull down too much on the opposite toggle, the canopy either won't turn at all or it will turn so slowly that you will waste all of the altitude you are trying to save in the first place.

## **HOW TO OPTIMIZE YOUR EXPERIENCE:**

### **Arrive with a working knowledge of the BASE pack job.**

We can not emphasize this enough. **Watch the video that we've sent you and practice, practice, practice.** What you see in the video is exactly what we will be teaching you. If you arrive with a working knowledge of packing, you will save a lot of time throughout the weekend, resulting in more head space and a much better understanding of a BASE pack job. We will simply be fine-tuning your pack job (as opposed to starting from scratch). Jumpers arriving with absolutely no idea of how to pack spend most of their time struggling with the pack job instead of being able to focus on the jumping.

### **Watch your local rigger pack a reserve, if possible.**

Most riggers pack almost identically to a BASE pack job up until it starts getting S-folded for the free bag. You can also ask any local BASE jumpers in your area to let you watch them pack.

### **Read and re-read the manual you will be sent.**

We will be giving you a LOT of information at the bridge, all packed into a 4-day course. **Having familiarized yourself with this information prior to arriving will make it much easier for you to digest.** The manual covers all of the basics. During the course, we expand on this information with real-world situations and a lot of stories to reinforce each section.

### **Get some seven-cell canopy time under your belt.**

**Doing Canopy Relative Work (CRew) is a great method.** CRew is great practice for BASE jumping, because you are using your risers a lot and also seeing how your canopy reacts to toggle inputs. Landing a seven-cell is best practiced on a nice grass lawn at the local DZ that you are familiar with. The bridge has an excellent landing area, but in the event of a problem, you may have to land in one of the alternate landing areas (which are good, but not great). **Be prepared.**

### **Get insured.**

**We highly recommend getting an Air St. Lukes membership.** Air St. Lukes covers its members with emergency medical transport to the closest, most appropriate care facility. When you become an Air St. Luke's member, your annual membership fee waives any portion of the bill not covered by your insurance. It is a very good idea to have this in place.

## **WEATHER NOTES:**

We run our BASE courses from Spring until late Autumn, due to the danger of jumping over the river in the Winter months.



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