





the skeptics.

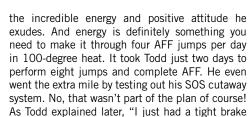


You may have wondered. "So what if...well. how will he...what about ...?" After a year of coordinating, planning, tunnel training and research and design, Todd finally had a chance to answer

Todd's rig was a major factor in making it possible for him to skydive solo. Following April's tunnel training the rig went back to UPT for the finishing touches. His Vector 3, equipped with an SOS. kicked even more ass when it came back! The new harness features a Kevlar enclosure that Todd is able to use as a landing surface. UPT's Louie Palomares remarked on the project, "This was a fun and interesting system to work on! I basically started with just the main and reserve container along with the provided silicone mold and had to get really creative. Some of the initial feedback (and in-house influence) helped with the design and I was happy to see the rig fit Todd so well both on the ground and in the air. I wasn't really sure how well the harness was going to fit him, so I created pockets in the saddle so you can swap out foam of different thicknesses."

D-Day (literally—it was June 6) finally came and Otter 1 had six slots dedicated to Todd's first jump: Todd Love (the student), Brianne Thompson and Niklas Daniel (AFF instructors), Mike McGowan (who volunteered his talents for photography). Wes Moraes (video), and Murv (just lurking). History was made! "Welcome back to Earth, Todd!" said Brianne following his smooth landing, "Let's do this again."

Anyone who has had the chance to share the Otter with Todd, see him land, watch him fly in the tunnel, or just hang out around the DZ knows



line and didn't think that I could land it, so I just got rid of it." Watch his AFF video (YouTube "Todd Love I Accelerated Freefall Training" or scan this QR code with your smartphone for all the awesomeness. >>

Todd completed eight iumps on his first trip to Skydive Arizona, four tandems with Mike Elliott earlier, and had 13 jumps remaining to complete his A license. American Airlines chipped in by setting Todd up with a ticket to Arizona. When he returned June 16 his ride from the airport, and hosts for the week, were Chelsea and Aniz of Green Light, who have been an amazingly supportive sponsor of this project. Todd and Aniz showed up at SDAZ early the next morning. While most students would be smoked after two, Todd put in five jumps showing no signs of fatigue!

Tom Deacon stepped in to coach Todd on the next six jumps Thursday and Friday. By Saturday morning Todd needed two more jumps for his A license, which translated into a Todd-way and a graduation jump, AXIS, Airspeed, Tom Deacon, Ian Mackenzie, and Sandy Radsek joined Todd on a 9-way jump (YouTube "Todd Love's First 9-Way"



or scan this QR code with your smartphone.

Having completed all the A license maneuver requirements early, Todd received coaching on transitions to the head-up orientation on his graduation iump with Nik.



Welcome to the sport, Todd! To say that seeing Todd skydive is inspirational is an understatement and the impact goes far beyond the wounded veteran and skydiver communities. One of the goals of Project X-Wing is to make skydiving accessible to a wider range of jumpers. If you have questions about special considerations for Todd's and other wounded veterans' training, contact Operation Enduring Warrior at enduringwarrior.org or AXIS Flight School at axisflightschool.com.

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## ABOUT THE AUTHOR:

Iveta "Murv" Muravveva is a pilot and a skydiver with more than 10 years of experience in both. She joined Operation Enduring Warrior in 2012 as the Operation X-Wing director with a goal of connecting wounded veterans with the skydiving community. Murv is also a member of 2MH and an apprentice videographer at Axis Flight School.

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