

Jump



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Issue 4 October 1984

Welcome to "JUMP" This magazine aims to report information on or relating to Jumping off things... It takes a while to collect enough information to fill these pages, thanks to those of you whose contributions are in this issue, keep writing. A special thanks to the individuals who gave their valuable spare time to help with it's production. With your continued support and

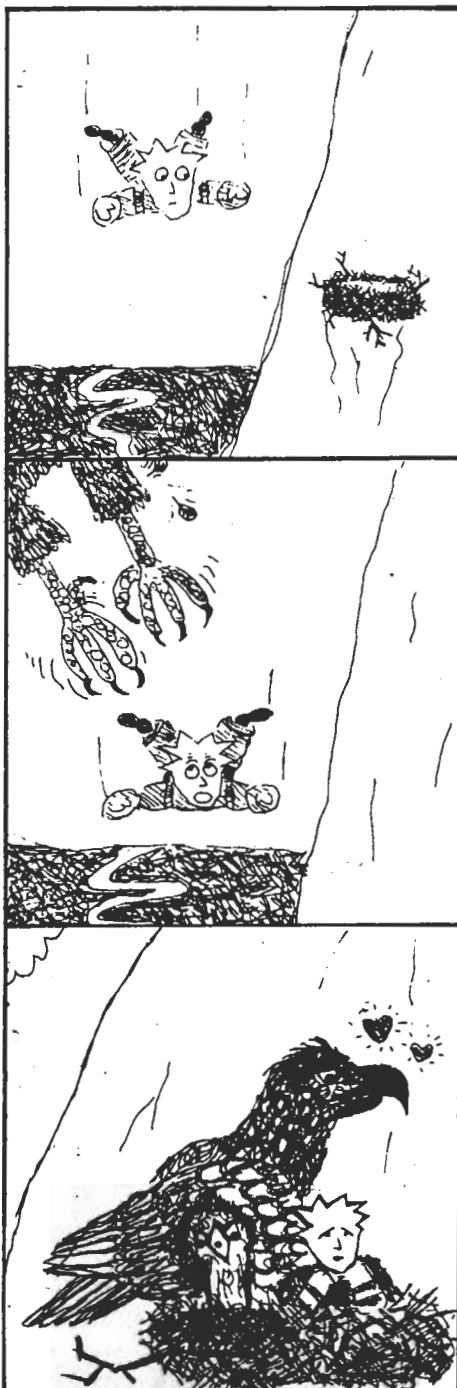
contributions we hope for "JUMP" to be biannual. If we have enough to fill more issues then we will! We have enjoyed putting this together and hope you enjoy reading it.

"JUMP" is published by Nigel Slee of 38 Clifton Gardens London W.9. The views expressed in this magazine arent necessarily agreed with or held by the Editor or the B.B.A.

Correspondence from readers is welcomed from all viewpoints. Names will be printed with letters unless requested to be with-held. Articles and photographs can only be returned if a S.A.E. is enclosed with the original letter.

The British Base Association was founded for and dedicated to the safety, advancement and positive public image of fixed object/BASE jumping in the British Isles. The B.B.A. does not encourage or advocate that anyone should make a BASE jump. Neither the B.B.A. nor the editor of this magazine knowingly endorse or condone any foolhardiness or disrespect of any British Law. The B.B.A. came into existence as there was no established or recognised body to represent British BASE jumpers.

Advertising enquires welcome



Contents

Jumping Off News and happenings on the latest BASE Jumps and Jumpers. Page 3



Letters: a selection of readers correspondence Pages 4-7

Bridge Day '83: a report and statistics from the third year of jumping from New River Gorge Bridge Pages 8-10



Contributors/ Photographers

Phil Smith	Nigel Slee
Randy Leavitt	Amanda Tucker
Carl Boenish	Conrad Freeman
Peter Stone	Jean Boenish

Thanks to....

Charlotte Atkins - Word Processing
"OLD BOOT ARTWORKS" 01 723 3333
Gary Pearce



Eiffel Tower: the inside story by Amanda Tucker with pictures. Pages 11-13



Carl Boenish: Letter from Jean Boenish. Page 14

Incidents: reports from the field. Page 15

Plus Cartoons, Crossword with Prize Picture Quiz

Cover Photo Carl Boenish

Jumping Off

100th BASE JUMP

Phil "Smitty" Smith made his 100th BASE jump back in February. He says it was "just another jump!", a night mast jump with some of his friends. Smitty also mentioned he was making a demo jump into a football game in New Orleans with a 220 ft. dome jump, carrying the football. Smitty contributed some of this issue's photos.

ACCELERATED BASE?

Rick Quiroz, brother of the Skydiving photographer Randy Quiroz, has now made three jumps: a 150 ft. bridge in Tampa, a 700 ft. building in S. Florida and a Florida TV mast, after coaching from his brother. He has yet to make a jump from an aircraft.

ANGEL FALLS

Angel Falls jumped by a large party of US jumpers including Jerry Bird. Carl Boenish has sent us the photographs of the jumps for a later issue. Landings were into a very tight clearing or into the trees at the foot of this 3,000 ft. waterfall. The trip was arranged by a USA film production company.

YOSEMITE

JUMP has had reports of a new site, the Rostrum, 1,000 ft. total height, 650 ft. sheer, 3 second delays and 2-way exits. Jumps so far with square canopies.

BASE PATCHES

Jean Boenish reports BASE Award patches are nearly ready; more news to follow.

NRGB RECORDS

Greg Gates is keeping a record of all NEW RIVER GORGE BRIDGE numbers. His address is: 8116, E.45th Street, Lawrence, In. 46226 USA.

FLORIDA BASE

Florida jumpers earn BASE, jumping off a 55-storey building in downtown Miami. Two British jumpers also made the jump in October. That makes the third building in the USA to be jumped by British jumpers.

British BASE pioneer Frank Donellan was the first to jump off Crocker 1 back in 1982 with Jim Tyler. A Texas jumper experienced a problem with his canopy on a building jump and landed under a crippled square, breaking both

legs. It was reported he should make a slow but full recovery.

NEW BASE JUMPERS

Ex-patriate British jumper Derek Thomas was introduced to BASE jumping at the Bridge Day in October along with his new boss, Ted Strong. They both found their bridge jumps a refreshing break from their Tandem jumps at Deland. Ted Strong jumped his tandem rig (passenger) with a rip chord deployed "Mighty Mak" canopy (380 square feet).

LEGAL JUMP

Carl and Jean made a legal Building jump for a Bank in Memphis Tennessee 432 feet 37 floors.

E.T.I

Amanda Tucker enters the history books as the first person to make a parachute jump from the Eiffel Tower. It was Amanda's first BASE jump after several months of coaching from Mike.

B.J. Worth repeated the jump for the new James Bond movie.

8 1/2 MILES HIGH

"Dirty Dave" Gutierrez of Iowa has climbed 8 1/2 miles vertically whilst making his 27 tower jumps. Dave says 2,000 feet take two hours to climb with a ten-second free fall down. On one climb Dave and his friends took 20 lbs of food and had a picnic at the top before jumping off.

Baselines

"He who dares shares" (BASE 4)

"The ground's the limit" (BASE 1)

"Man versus technology? No; Man versus himself? Yes!" (BASE 14)

"The last thing to conquer is yourself ..." (BASE 12)

"Attention to detail" (BASE 4)

"A canopy ride is rehabilitation to reality" (BASE 24)

"For those who believe no explanation is necessary; for those who don't believe no explanation is possible." (Frank Wefel)

"Why? Because it is there!" (George Mallory)

"We're here for a reason, let's do it." (Gary Gilmore)

"What we do stands apart from moral functions, apart from wisdom or folly, from good or evil." (Reinhold Messner).

BRITISH CLIFF

cheddar
gorge

New British Cliff site jumped reports of 10 jumps F/F and S/L from 370' Gorge. Jumper injured after Cliff Strike, report to follow in Issue 5



Phil "Smitty" Smith jumping a train in Texas as it passed over a 300 foot bridge Phil used a round canopy (main) and an 8 foot hand held reserve see issue 3 for report

Letters

Last year while making my first BASE jump at New River Gorge Bridge, I came across a copy of your BASE journal. I would like to be a subscriber to it if possible, but all I have is your address. Please send information about it. I look forward to your response.

(Arturo Rodriguez, 149 Charmont DR Columbia SC 29204)

Dear Nigel,

I just received the October copy of BASE you sent and have read it cover to cover (several times!) Fantastic! Can you send me back copies of issues 1 and 2 and also a copy of 4 when it comes out. If you do not have any spare back issues, a photocopy would be OK. The only source of information I have is the occasional mention in "Skydiving". I have written to Carl Boenish for his BASE magazines, but the answer to my last letter took 7 months! If you have any spare copies they would be very welcome.

Could you also send me details of all the British sites that have been jumped? I had heard that Beachy Head had been jumped using a static line but this was 2nd (or 3rd/4th) hand information. Any comment? I had also heard that "live" radio aerials were damaging to your health - apart from the risk of falling off! It causes sterility for one. How do you make sure they are not transmitting on the way up? Is the risk of collision with the guy wires a real one, or do they just look intimidating? With single top wires you would fall past them after the first second.

Could you please explain the difference between "height", "rock drop height" and "free fall height", mentioned at the end of BASE 3? Why don't we see the 8' reserves in the picture on the front cover? Were they not used for this jump? I am also puzzled by the tandem rig and front reserve worn on the building jump at night in Skies Call 3 p.122. Hope to hear from you soon. Quick openings! (SM)

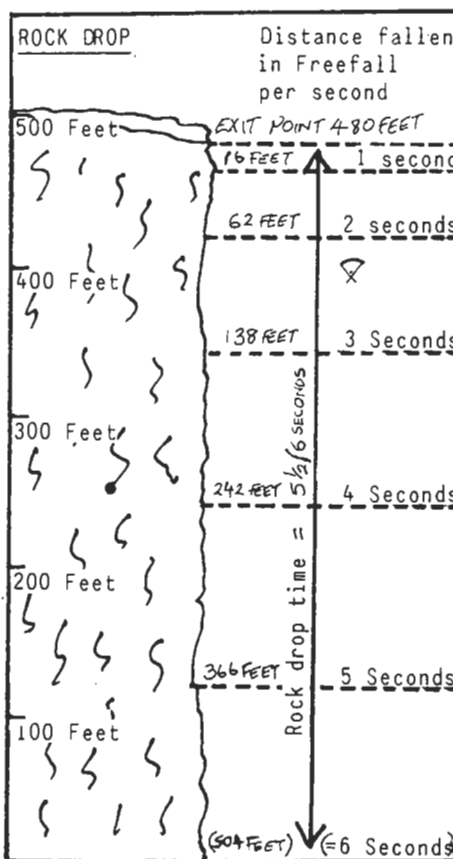
Reply from the editor:

Dear SM,
Thank you for your interest in the Newsletter. In answer to a few of your questions:



S/L Square sequence from Beachy head an "unforgiving landing site"

Issue 3 was the first newsletter to be printed (2 years after the first British Base jumps). Carl Boenish's BASE magazines stopped at No. 6 and are an invaluable record of the early history of base jumping and reference source.



For details of sites in your area contact a local jumper with BASE experience. BASE jumping is still in it's early stages; we now have the techniques but do not have the availability of sites to put it into practice on a regular basis apart from such events as "Bridge Day" at New River. As stressed elsewhere in this newsletter, BASE jumping is a case of "individual responsibility" - it is up to the individual to decide what is possible and within his limits. Bear in mind that you will personally experience any reactions as a result of your activities. This newsletter tries to disseminate information on all aspects of BASE jumping. In this issue, there are some reports from the field of several malfunctions that others can learn from.

Beachy Head was jumped 11 times in 1982 by a group of jumpers who needed a cliff to obtain Carl Boenish's BASE Award and the British BASE Award. After these static line jumps from the 350/400 ft. high Chalk Cliffs, the site was abandoned due to the unforgiving nature of the landing site, strewn with large boulders. One jumper experienced a 180-degree opening and flew into the cliff face and scraped down repeatedly bouncing against the face. The canopy remained partially inflated and the landing was hard. The canopy was badly ripped and the jumper extensively bruised. The canopy had been packed in a conventional factory-style pack job by an overseas visitor - a method not used on the British BASE scene. British BASE jumpers have two different pack jobs that have proved to produce consistent on-heading openings. Both are free packed and lead to the canopy deploying with the cells of the nose being exposed as soon as the canopy leaves the back. Owing to these factors, plus several accidents and close calls with premature break tie release, static lining has become less popular among many jumpers who prefer to concentrate on higher objects where free fall is possible and there is more control of the deployment. You are correct about "live radio transmitters": to climb on a live radio antenna could be fatal. The whole antenna is the transmitter and live, whereas a TV transmitter is usually the last 100' or so of the antenna. If the whole antenna and guy wire earth fixings are sitting

on insulators, it is electrified. IT IS NOT TO BE CLIMBED. Bear in mind that all transmitters are someone else's property and should not be climbed when transmitting.

The risk of collision with guy wires is real, which is why the wind direction is so critical and on-heading canopy openings are a must. To calculate how far one falls, consult a free fall table and add 70/100' for canopy opening (with slider down). The difference in the different terms is shown in the diagram. 8' reserves can only serve any purpose on jumps over water where a high speed of descent into water can be survived. Many low BASE jumps are still one-chute jumps and have to be treated with the respect they deserve. Tertiary hand-thrown reserves are often worn as in the picture in Skies all 3.

I hope this answers your questions. If you wish to know more, I suggest you speak to a jumper with BASE experience.

Cliffing

Dear Nigel,

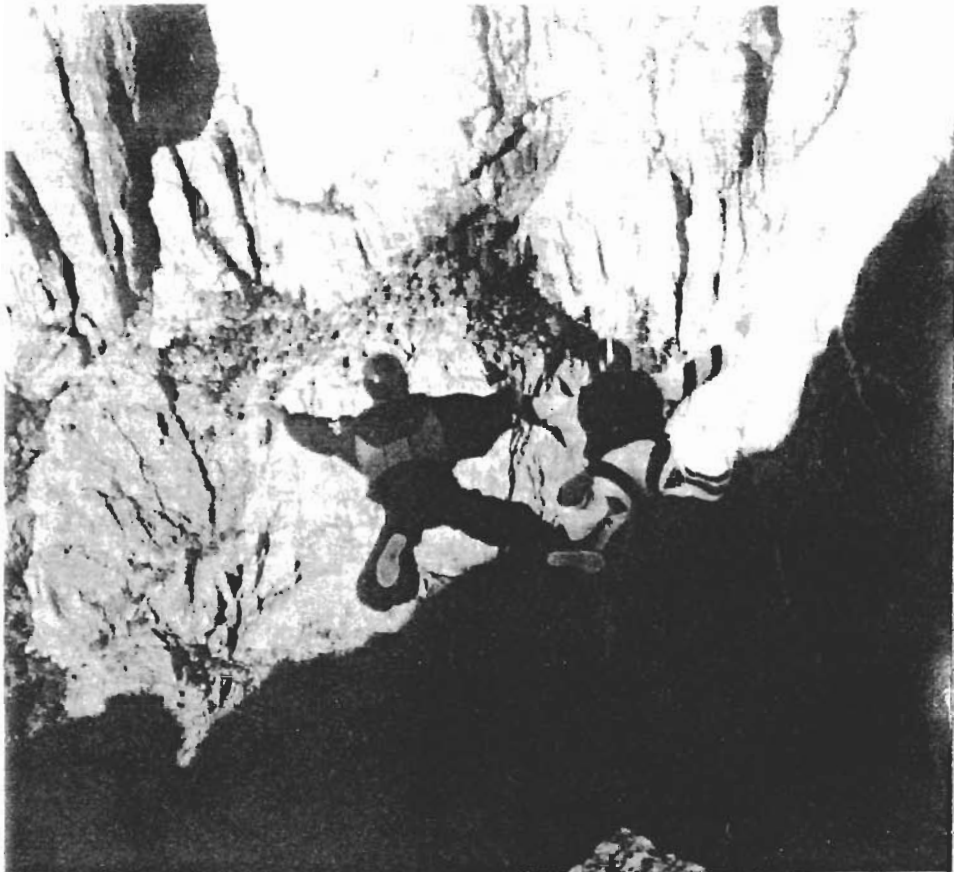
Thanks for all your time and effort in sending the info., letter and newsletter to me.

I have written about cliffing, but it is not ready to publish. However, I enclose two slides. No. 1 is of me on the "Sea of Dreams" route on El Cap in Yosemite. (photo: Rob Slater). It is the hardest big wall climb in Yosemite. Unfortunately, I broke my leg halfway up and had to retreat. But later, my partner Rob Slater finished the route and parachuted off without me. He was the fourth person to climb/jump El Cap.

Photo No. 2 is of Rob (white) and I (black) - Night Base Nos. 16 & 15 respectively - jumping off the Painted Wall (Black Canyon, Colorado) in an effort to jump/climb. Rob hurt his leg on the rocky landing and we had to give up the climb.

Cliffing is a pure thing. There are some involved in it who stretch the rules and concept just to say they are a "Cliffer". I am not saying that I am making the rules, but I do not want it to become a number game (as BASE tends towards sometimes).

I want to tell you a lot more about it, but now I do not have the time. Hope these pictures



Randy Leavitt and Rob Slater making a two way exit from Serpents point, Black Canyon, Colorado USA. The Cliff is around 2,000 feet and requires good tracking during a delay of 8 seconds approx. Randy and Rob had planned to climb back up the sheer walls.

Photo Rob Slater

hold your interest for a while. You may publish them in your newsletter. Please write back.

(Randy Leavitt, Leavittation Enterprises, 207 13th St., Del Mar, CA 92014).

Skydiving climbers are combining both skills and are cliffing. Randy Leavitt and friends have been cliffing on several famous cliffs, including the formidable El Capitain and Half Dome. They have the advantage of tackling objects that the non-climber would not get the chance to jump.

Records show that cliffing was going on back in 1965. The December '65 issue of "Skydiver Magazine" has an account of Austrian dentist Felbermayer climbing and jumping the famous yellow rim on "Drei Zinnen" in the Dolomites - a drop of 280 metres. After a 4-second delay, the ripchord deployed a TU modified 28' round canopy and landed after a 14-second canopy ride. At the time, dentist Felbermayer had around 730 parachute jumps. Is Mr. Felbermayer still jumping?

More recently a Californian climber wanted to experience a

cliff jump from El Cap after watching others jumping it as he was climbing. He bought a Swift rig from a jumper at a southern California DZ and asked to be shown how to pack it. He accumulated an hour of freefall time in the vertical wind tunnel at Las Vegas and then made a stable 10-second delay from El Cap, with a stand-up landing in the meadow. A park ranger happened to be nearby and arrested him. The story goes on to say he is now satisfied and has no more plans to jump.

Climbers have a "different", more realistic outlook on their abilities and the potential danger involved. Unlike a jumper, they remain exposed for whole days and nights. This must build a healthy respect for their own capabilities and safety (don't climb up if you can't get down). A BASE jumper is only exposed to a potentially dangerous situation for a few seconds - and it is far easier to attain that position (get to the edge and jump) without acquiring the same degree of responsibility for his actions. Hopefully when Randy sends more of his thoughts on cliffing, we can all learn more about this unique activity.

Letters

Dear Nigel,

So nice to have met you and Andy at Bridge Day. Since you asked for a little background, I will give you the basics. Burro Creek is a big part of my BASE history, and I will fill you in on how I came across it.

I first became interested in BASE when El Cap was legal and popular with USPA. I heard of BASE itself from Skydiving magazine, and decided I would like to 'pop' a building. I began correspondence with Carl, to glean info for the building jump: the whens, wheres, hows. As I talked with Carl over many phone calls and letters, I began to realize what a neat, incredible person he was. It was the start of a year-long 'friendship' even though we had never met! Anyway, I decided Crocker Bank was it. Nick Bender had previously hit Crocker 3 times and he gave me a wealth of info including a very successful pack job I still use.

On Friday, May 21st 1982, I rode up an elevator, disguised as a worker, hard hat and all, my rig paper wrapped as a package. I exited the north face, 53rd floor, under the eyes of about 15 workers who had heard of this but never seen it. It was incredible, the rush, the flight, the 9 a.m. morning rush of workers (thousands on the streets!) and the escape. The rest was history. All I knew, besides total exhilaration, was that I would do it again! Only two days later, back in Phoenix, Nick said he had a 1000' smokestack. We got it. On Friday, a week from Crocker, we got 750' Glen Canyon Dam Bridge. Got arrested too! £168 fine and a day in jail. In 7 days, I had B.A.S. - I needed earth! On 7th July 1982 I got 450' Saddleback Cliff. I was Base 37! Now we needed new thrills. Nick and I formed an alliance; we had to, we were the only BASE jumpers around.

In late August 1982 I 'found' Burro Creek Bridge. Chuck Wright, 23, and I tested rigs off it, and knew it was jumpable - yet I could not bring myself to it. Finally, in September, Nick jumped it static-lined, successfully. I 'chickened out' there twice, gear fear. On Halloween weekend Carl Boenish came over to film. I made my first jump, the first of that weekend, after Carl had set me straight. Thanks to Carl I had a

procedure to completely rid me of gear fear - something I could not find myself.

Anyway, the results of the weekend are on Base Tape 2. Since then, Nick has made a mere 26 jumps here; I have made 14 to date. In Burro Creek we had a great site, only 2 1/2 hours driving time from Phoenix. Since 'opening' this site, over 85 jumps have been made, 40 no less by Nick and I. I began to get serious, and built my own bridge rig, with a 48" P.C. I have used it at Burro, New River Gorge and at a cliff in Ariz that Carl and Jean introduced me to. I have built my own tertiary reserve too.

To date, my BASE career has been very rewarding. The following is my log list:

- 1 building
- 1 smokestack (Attenae)
- 19 bridges (3 different, 2 at night, lowest Burro Creek Superstructure 338' tallest, - Glen Canyon Bridge 750')
- 4 Earths
- 4 Burro Creek,

My life has been enriched by the jumps but, more importantly, by people like Nick, Carl and Jean, who gave so much to me. Thanks folks, I love ya!!!

Well, there it is, in a nutshell.

(J.D. Walker, Arizona Parachute Enterprises, 507 W. El Prado Rd., Chandler, Arizona 85224)

1900' TV mast jump

Dear Nigel,

Thanks for your Newsletter. I think it is an excellent production. I will certainly be glad to receive subscription details about future editions. Hopefully more jumpers will become aware of what can be done with reasonable safety. I myself did a 7-second delay from the KULTV Tower in Coweter, Oklahoma. It is 1900' in height and I enjoyed the job. I first arrived in Muscogoy in May 1981, and heard about the tower. While I was there a guy climbed it and jumped it at night. I thought it risky at the time and did not think much about it. A year later I returned and got chatting to two New Zealanders who had just jumped the bridge at Lodi near Sacramento. We decided to go and check out the tower. We drove 30 miles up the road to Tulsa, lots of towers could be seen and the tower at Coweter was fairly easily seen.

We turned left off the main road and after about 45 minutes managed to find a track leading to the site. At the perimeter fence was a board with visiting hours. We met a guy with a dog. He was very friendly and invited us into the hut and told us about the various TV monitors inside. Outside we started talking about the mast. He told us two guys, Smitty and another, had jumped it a week ago. The guy in his hut had phoned his base in Tulsa who sent a chopper to film them jumping! The pilot then picked them up and flew them to the DZ.

Who is this man?



Which Bridge? What year? See page 10

In the centre of the tower is a lift, but before the lift is used the microwave transmitters at the top have to be switched off for a period of two hours. We were told the microwaves can sterilise your eyes. Next to the transmitter is a 6' ledge, the structure is made of angle iron with a ladder outside the main base up to approx. 20' where the main interior ladder starts. The tower is painted white and red, each colour being approx. 92'. The tower has 3 corners with three sets of guy wires on each corner. Then I met Lori Love who had jumped it previously with an English girl. They went to the 1300' level as the girl's hands were bleeding (she hadn't any gloves). So finally at 3 a.m. on 15th July 1982 we met. Pete and my mate drove us to the perimeter fence. It was a clear night with a full moon, we wore jumpsuits and had Clouds in Wonderhogs. Then we walked for about 1/4 mile and came to the inner fence, which is about 9' high, made of chain wire fencing with barbed wire running across the top sticking out 2', overhanging. We were careful to be downwind to avoid the dog scenting us. I pushed her up and followed, then proceeded to the bottom. The dog started barking. We stopped, and it ceased.

We then climbed for about 150'. The dog started barking again and the hut door opened. We froze for about 10 minutes. He looked up and said nothing and walked off. We said "**** it" and carried on climbing, stopping for a rest every 15'. At about the 1200' level we started throwing paper down to find out the wind direction. It was blowing straight between two of the guy lines (perfect!) We saw a few vans pulling up to watch us. Lori had been fined one dollar the previous dive.

So, after 4 hours and 20 minutes we were 100' from the top. We saw Pete in the pickup arrive. I took my rig off and took a few pictures. We decided to step off to avoid front looping. I went first and tried tracking, which I found impossible. After the third set of guy wires I dumped out having done a 7-second delay and Lori having done a 3-second delay. We landed OK and jumped into the car, having had a nice, enjoyable jump. All the best,

(RH KULT 80 approx.)



Smitty back to earth from "Highbridge" Tennessee (300 feet) with a front mounted Base rig containing a round canopy deployed by 52 inch pilot chute with hand held 8 foot reserve

Slider down warning

The following is an extract from a letter JUMP received. It is the account of a cliff jumper who blew up his canopy by over-delaying with the slider packed down. 4 seconds would seem to be the longest delay advised with slider packed down. The site was around 1000' sheer, 1700' to the water. Read on ...

"... Weather and wind were perfect. I packed with slider down and put on a big grabber (52" pilot chute). I planned a 5 second delay, but went over 5 to 6 seconds. When I let go (I had the pilot chute in my hand) I got that very, very hard opening shock. Then I suddenly realised that I had ripped my main apart. Both top and bottom, from front to back all the way to the tail. Since I was kind of low from before, I did not want to cut away but pulled my round reserve. Watching it open,

I cut away my main as the reserve was filled with air." Strong winds brought me into and very near to the lower section of the wall. I almost touched the trees. Steering was very difficult. Two times I was sure I was going to land in the trees. It was obvious I was not going to land over the water. But as I came down I saw I was not too far from the water. The reserve was turning around when I bounced into a rock with my left foot. Then I fell backwards and slid down the rock into water, thank God."

Luckily the jumper was not seriously hurt and his ground crew in the pick-up boat retrieved him and his canopy. As with all jumps, plan your emergency procedures before you jump. If you plan to delay over 4 seconds, put your slider up, bearing in mind that slider up can add up to 200' to the opening.

BRIDGE DAY '83

October's Bridge Day set new records for BASE jumping. 242 skydivers registered to make the 876' bridge jump. 420 jumps were recorded by the manifest that was set up at the exit point. Carl Boenish organised the registration forms and distributed a "Helpful Guidelines" sheet that is reproduced here.

Carl addressed the potential jumpers at a comprehensive briefing prior to the start of jumping on Saturday morning. 70% of the jumpers were making their first BASE jump so they listened very attentively to Carl who gave a very straightforward and thorough briefing on how to make a safe jump. It was an impressive sight to see the car park area filled with jumpers packing rigs. It was like being at a conventional Skydiving Boogie, meeting old friends and recognising familiar faces.

By 9.45 there was a large gathering of jumpers in gear, waiting to get onto the bridge. The police had closed one side off and were waiting till 10 a.m. to allow the pedestrians onto the bridge. It was a funny feeling to be walking down a road to make a jump, passing all the stalls and stands amid a carnival-type atmosphere.

The bridge was opened by a group of local runners who broke through the cordon of police. Keen jumpers were running along with them in their eagerness to be the first from the bridge. Soon after 10 a.m. there was a queue of around fifty jumpers waiting to enter the roped-off exit area. It was strange to be queuing up to make a BASE jump. At one stage it had definite overtones of being a lemming. We watched jumper after jumper disappear over the edge with a shout. The edge was lined with would-be jumpers wanting to watch a few jumps before getting in the line. A jumper would disappear, all the heads along the bridge edge would look down, and finally look back up, shaking their heads. Us lemmings in the queue did not know what had happened to the jumper. Had the canopy opened? Had they landed in the water? We simply shuffled forward and watched the next lemming disappear...

After a while, we reached the exit area and waited for the jumper in front to go. Next, we gave our registration numbers to the girl at the manifest and checked our gear and prepared our pilotchutes as the jumper in front stood on the other side of the rail positioning up to go. Back was the old pre-jump feeling, dry mouth and apprehension ... suddenly there was a clear space at the railings and we cautiously climbed up and over. There it was, a 900' drop down the river. The noise of the crowd went unnoticed, the pulse quickened, the adrenalin started to flow, no turning back, we had just flown all the way to West Virginia for this jump. "Are you ready?" "Yeah!" ... "5..4..3..2..1..GO!" I launch off, weightless, totally committed and falling. "One thousand ... oh dear, I don't feel comfortable ..." Arms and legs flailing to keep head high. The bottom of the arch of the bridge all rusty and brown shoots by. "Three thousand". I'm now in clear air beneath the bridge. I must give Andy clear air to open in. "Four thousand". On "five thousand" I throw out the parachute; before I can count to two, my Cruiselite has burst open and I'm looking at the bottom of the canopy and Andy under his Firefly above me also opens on heading, and heading for the landing site. Line up for the sandbank. I'm sinking over the water, and land short in 2 feet of water.

The landing site is full of jumpers packing as fast as they can, buzzing from their jump. It's hard to stop watching the bridge, as every minute there is another jumper or two in freefall. Getting back to the bridge top was hard work. If you were lucky you had a ride in or on a van. Unfortunately, we had to walk. A nice October day walking up the side of the gorge, still watching jumpers coming off in a never-ending stream.

Jumpers were notably more relaxed on their second jumps, less jumpers appeared to front loop and some became more adventurous with their exits. Back loops and F- were seen. Andy and I only managed three jumps each but by the last jump at the end of the day we felt so relaxed we really enjoyed the jumps. Some jumpers managed to make as many as five jumps.

It was a memorable feeling to be standing on the sand bar at the landing site as the bridge was being closed. It was late afternoon and the landing area had a relaxed end-of-the-day feeling. The last few jumpers gracefully stepped off the bridge, each under the impression they were the last jumper. Ex-patriate Brit Derek Thomas was the second to last jumping his sliderless Comet Reserve canopy. After opening, he gave a fine demonstration of reverse flight down the gorge. You could share his feeling of "Alright!" He was yet another



Carl addressing the potential jumpers in the car park area.



Two British jumpers caught on exit from the 876feet high New River Bridge. Phil Smith took this picture from the basket of a mechanical "Cherry Picker" hanging off the bridge.

first-timer who made three jumps. That evening in the bar at the Holiday Inn, the football on the TV was turned off and on came the BASE videos much to the surprise of the whuffos; next came video footage of the day's jumping, which was much appreciated by the gathering of jumpers. New friends were made, much beer was drunk and jump stories swapped. The night went on and on ... Late that night the jumpers started back for home and another week at work... This year the conference room at the Holiday Inn has been booked for the first ever BASE AGM and banquet. An international gathering of BASE jumpers. This year's Bridge Day should be on the first weekend in October and there are plans afoot to make it a smooth-running and safe "un-organised event". After last year's unfortunate fatality it was universally agreed that there should be greater support on the river in case of water landings, though it is ultimately up to the individual to remember water landing procedures.

Prior to last year's Bridge Day it was suggested that every jumper contribute a few dollars for a rescue boat. Many jumpers contributed but many jumpers were

Bridge day statistics as compiled by Carl Boenish

242 jumpers registered
420 jumps recorded
2 illegal jumps on the Sunday
1 jump every 51 seconds
Most experienced jumper 4996 jumps
Least experienced jumper 35 jumps
Average no. jumps 729
70% jumpers no previous BASE exp.
37% wore flotation gear
58% wore helmets
50% wore jumpsuits
91% jumped with slider down
80% held pilotchute on exit
64% used deployment bags
62% stowed suspension lines
6% female jumpers
27 states represented, plus
England and South Africa
2 jumpers used ripcords
1 jumper used a 40' static line
CRW hook up by 2 jumpers from
Texas
3 jumpers from England
2 jumpers achieved BASE nos. 51/52

The date of this year's Bridge Day is Saturday October 13th for further information contact Greg Gates who is keeping a record of all NRGB jumps (see BASELINES).
8116, E.45th St. Lawrence, In. 46226

less than happy that they might have to pay some money towards their own added safety when it was going to be a free jump ... The statistics published were compiled by Carl Boenish after painstakingly working through all the registration forms that were completed. He also has a complete record of all the jumps, who the jumpers were, and the timings of the jumps. Carl spent six hours in the bucket of a "cherry picker" filming the jumps and offering welcome words of advice to the jumpers before they slipped off. His wife Jean spent her time in a small helicopter filming the day's events from the air, while photographer and jumper David Blattel, who also helped film the first jumps from El Cap, spent the day stuck on a ledge at the side of the gorge, also filming. The results of their hard work - 4,000 feet of shot film - can be seen on a soon-to-be-released 25 minute video which is an enlightening and entertaining record of the day's jumping. There is a wide cross-section of jumps recorded, good and bad exits, stable and unstable, on and off heading openings, malfunctions, even a successful cut away! RW and CRW, and accurate



BRIDGE DAY '83 Cont.

and not so accurate landings. If you are interested in making a bridge jump, grab a copy of the video and watch it several times. You see state of the art and first times - the good, the bad and the ugly.

The mechanics and organising of the involvement of jumpers in Bridge Day was achieved by Phil "Smittie" Smith and Greg Gates, who dealt with the local organisers who made it possible.

The incident at Bridge Day has already had an effect on the planning of this year's event. This year it is planned to have fast motor launches with rescue teams and have a line stretched across the river downstream which a jumper in the water could cling to if the boat missed them.

BASE jumping is a science and requires "attention to detail" and is ultimately down to individual responsibility - once you step off, it's all down to you ...

Who is this man?

Don Boyles of Tulsa, Oklahoma, is pictured prior to his jump from the Royal Gorge bridge, September 7th 1970. Gear was military surplus with a TV modified 28' round canopy as the main. Deployment was ripcord activated with canopy packed in a sleeve. Don was one of the 220 jumpers at Bridge Day making his second jump with the help of some of his friends using a Strato Cloud canopy with ripcord. Don designed the patch for Bridge Day re-printed in this issue which he can supply as patches, transfers or T-shirts.

Note that Don earned a place in the Guinness Book of Records with his jump as the "highest bridge



jump". Will last year's Bridge Day earn a place as the most BASE jumps done in one day, and as the most jumped object in the world? It was good to see you at Bridge Day, Don, keep on jumping.

If you would like info on Don's Bridge Day merchandise, you can drop him a line at: Don Boyles 9536 E. Newton Pl, Tulsa, Okla. 74115 USA.

HELPFUL GUIDELINES

(Please read this carefully)

- JUMPING BEGINS TODAY AT 10:00am AND ENDS AT 4:00pm.
- GROUP EXITS WILL BE LIMITED TO 2 MAX.
- ALL JUMPING WILL BE CONDUCTED FROM ROAD LEVEL ONLY, AND FROM WITHIN THE DESIGNATED ROPED-OFF AREA.
- STAY OUT OF THE ROPED OFF AREA UNTIL YOU HAVE MANIFESTED AND ARE READY TO JUMP.
- KEEP ALL DELAYS WITHIN A 2 - 3 SECOND ENVELOPE TO HELP ENSURE SAFE OPENING ALTITUDES.
- PLEASE HELP TO KEEP THE LANDING AREA CLEAR AT ALL TIMES.
- NEVER COMPROMISE YOUR SAFETY BY RUSHING YOUR PACK JOB, CHECK YOUR GEAR CAREFULLY BEFORE AND AFTER EACH JUMP.
- REMEMBER YOUR WATER LANDING TECHNIQUES, AND HAVE THEM SET IN YOUR MIND BEFORE YOUR JUMP. REMEMBER. . . IT'S BETTER TO LOOSE YOUR GEAR THAN YOUR LIFE!
- IF FOR SOME REASON YOU MUST INITIATE A WATER LANDING, REMEMBER TO AVOID THE SWIFT MID-RIVER CURRENTS, AND HEAD FOR THE CALMER AREAS CLOSER TO THE SHORE.
- THINK ABOUT YOUR LANDING CAREFULLY. HAVE BOTH A PRIMARY AND OPTIONAL LANDING SITE IN MIND. THE RIVER IS SWIFT NEAR THE CENTER, AND THE SHORE IS QUITE ROCKY. IF YOU HAVE NOT EXAMINED THE LANDING AREAS FROM THE GROUND - DO SO NOW! THE NUMBER OF JUMPS YOU WILL BE ABLE TO MAKE WILL DEPEND HEAVILY UPON THE SUCCESS OF YOUR LANDINGS. IF THE ROCKS BOTHER YOU, THINK ABOUT LANDING IN KNEE DEEP WATER.
- FOR STANDARD BASE EXITS, KEEP YOUR HEAD HIGH, BEND YOUR KNEES, AND THROW THAT PILOT CHUTE INTO CLEAN AIR!
- IT WOULD BE GREATLY APPRECIATED IF YOU OR YOUR FRIENDS COULD LEND THE USE OF YOUR VEHICLE TO HELP SHUTTLE JUMPERS BACK TO THE TOP.
- THE SUCCESS OF THIS BRIDGE DAY, AND FUTURE ONES, GREATLY DEPENDS UPON YOUR COOPERATION. THIS IS AN "UN-OFFICIAL EVENT", AND YOU ARE RESPONSIBLE FOR ALL YOUR ACTIONS!

HAVE A GOOD TIME ! ! !

(NT. BASE#18 & NGPW#1)

Up close and personal

Once-a-year open house at the New River Gorge Bridge

By Terri Thornton
Staff Writer

FAYETTEVILLE — At about noon Saturday, a man stopped and stood beside a sign on the New River Gorge Bridge which read, "No Stopping or Standing."

He was among the more than 40,000 people who walked, skated or bicycled across the 3,030-foot-long bridge during Bridge Day '83.

From 10 a.m. to 4 p.m., the bridge looked like a county fair, lined with more than a hundred vendors selling everything from crafts and T-shirts to beans and potato salad.

Across the bridge and around the corner, craftspeople sold or demonstrated leather goods, wood crafts, pewter, woven wool, guns and old-fashioned wreaths, while babies raced to the finish line in radio stations WOAY's Diaper Derby and a

storyteller spun curious tales about life near the river.

On the bridge, parents chased their children, afraid they would fall over the concrete and steel edge.

"Don't lean over so far," a shocked mother called to her little boy.

"I'm not," he said absently, as he leaned further.

"Don't worry me like that, please," she said as she jerked him away from the side of the bridge.

Other people weren't as frightened of the fall, choosing to jump from the bridge into the gorge, 876 feet below. From above, spectators could hear the faint sound of a siren echoing through the woods, while on a tiny street beside the river, a matchbox-size ambulance sat waiting — just in case.

A chocolate-brown poodle sniffed the concrete wall, while his young owner

peered over the edge, watching crazy people jump from the bridge.

A small boy in a hospital-type bed, casts covering his legs, sneezed as his mother pushed him toward the south end of the bridge. No one wanted to miss the year's only opportunity to see this grand structure up close.

The afternoon held lots of entertainment as well as food and sales, with the five-man Fayette Station Band picking and singing traditional Appalachian and bluegrass music throughout the day.

"What am I doing hanging 'round? I should be on that train and gone," they sang, their audience smiling almost as much as they.

Mountain Transit Authority shuttle buses took weary visitors from Fayetteville to the bridge, to the Canyon Rim Visitor Center and back again. Those with

walking shoes ignored the buses and got plenty of exercise.

At Canyon Rim, Talcott's Jimmy Costa started his story hour with a banjo tune or two. A group of children filled the front row on the shady hill, letting the adults fall in behind.

Costa told the crowd about an old woman who got a face-lift. One of the woman's friends told him, "I think they overdone it. Ever' time she blinks, her nose goes up and down," he said in a high-pitched voice, poking fun at the old woman.

Bridge Day festivities today include the following events: 10 a.m. to 5 p.m. — River Crafts Fair, Canyon Rim; 1 p.m. Old Time Music with Jimmy Costa, Canyon Rim; 2 p.m. — The Crossmen, gospel music.

Eiffel Tower

Towards the end of March, Mike McCarthy, British BASE 1, slipped over to Paris to check out a possible site; within two days he was back collecting his rig.

Back in 1982 Frank Donellan had made the same trip with the same idea. He found he had to queue for two hours and he only made it up to the first stage. He came back with the same message but never had a chance to return, but he described his trip to those who were into BASE jumping. Mike had picked up the idea again and had now focused all his energy into the idea.

The next weekend, Mike and Amanda Tucker were on their way back to Paris with their rigs. In Mike's words, "We're not coming back until the Eiffel Tower has been jumped".

Mike had found a gap in the suicide net that he had calculated was 8" wide, enough to squeeze through. The only problem was, it was about 8' up. It was a further ten days before Mike and Amanda jumped it. During that time they rehearsed every aspect of the jump time after time, even timing the speed of putting on a rig. Amanda went back up the Tower several times to study the habits of the

security guards and to measure the exact size of the gap in the suicide net. On one visit she took a parabolic bag stuffed full with



sleeping bags and clothes to see if she would be searched. In the meantime, Mike organised the photographic coverage with the media. Finally, the day came and Mike and Amanda set off to the Tower with some friends to make history. It was to be Amanda's first BASE jump but by no means the first time she had set out to make a BASE jump. She had been on three previous intended BASE jump trips only to be weathered out. Mike had been coaching her for her first BASE jump since October last year. Only a fellow BASE jumper can imagine the way Amanda must have felt on the way to the Tower and in the lift and on the top platform surrounded by tourists, until Mike said the word... The rest is history. They jumped off the pages of history, their story to be seen all around the world. Yet another object conquered, leaving us to wonder what is left to jump? I'm sure Mike has some ideas.

EIFFEL TOWER EQUIPMENT INFO.

Amanda jumped a Firefly and Mike an old Merlin. Both canopies were free-packed nose down (a refined form of the "Trash Pack") with slider down on the connector links. 52" pilot chutes were used; Mike did the BASE version of a hop and pop while Amanda made a 2-second delay prior to throwing the pilot chute. Velcro riser covers were left undone and all velcro on the bridals was also peeled.



Hot Shot Reporting!

BRITONS JUMP OFF EIFFEL TOWER WITH ONE 'CHUTE

A BRITISH man and woman jumped from the top of the Eiffel Tower yesterday using only one parachute.

Londoners Mike McCarthy, in his 30s, and Amanda Tucker, in her 20s, evaded security measures to make the forbidden jump from the top of the 905ft. tower.

They hid the steerable stunt parachute in a rucksack and got past two anti-suicide nets and surveillance television cameras.

After jumping, Mike and Amanda floated safely down to land on the grass of the Champ de Mars.

Management at the tower, which is owned by the City of Paris, were conducting an inquiry last night.

The first parachute jump off the tower was by a Frenchman in 1911.

Daily Mail 19 April '84

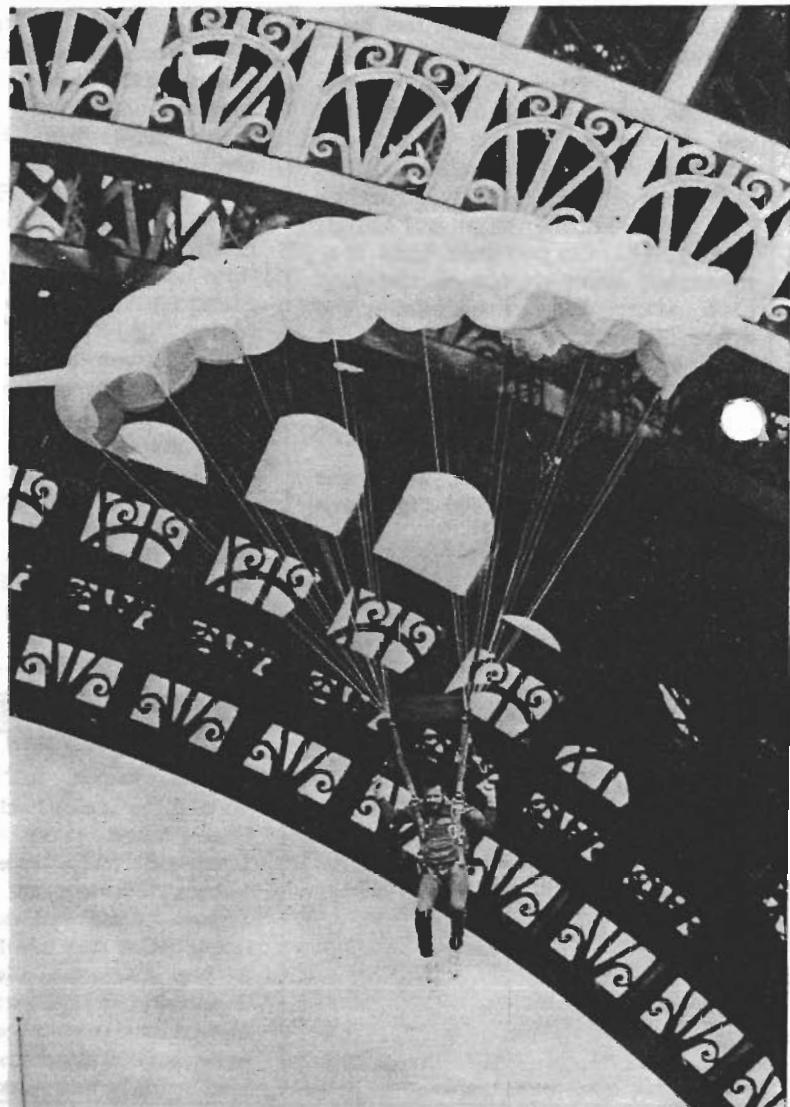
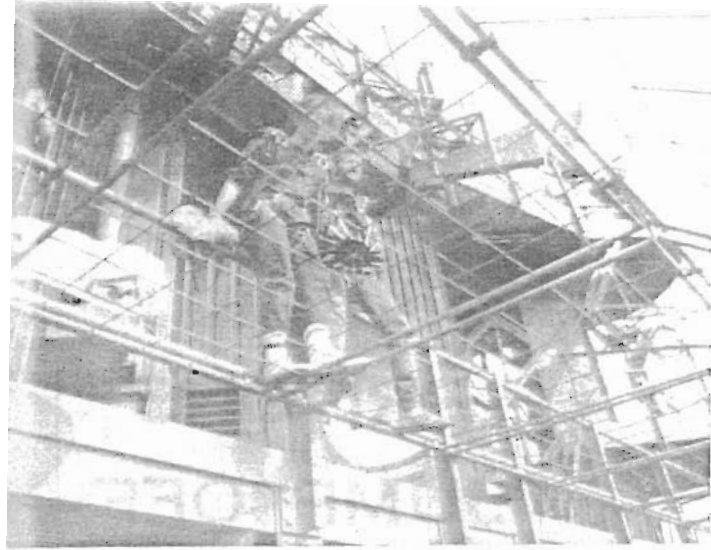
A letter from E.T.I

April 18 1984- I made my first jump from a object. Exiting from the third platform of Eiffel Tower, 900 feet up. After two weeks of preparation and waiting for the right conditions the ascent on a busy sunny morning- during Easter

Fixed the we made week.

The viewing platform was crowded with around 150- 200 tourists and a couple of inconspicuous camera men. In order to reach the exit point we had to climb up on to a workman's gantry above the public gallery and out onto the anti-suicide screens- keeping in the people below.

We rehearsed this climb and putting on the rigs many times judging the whole sequence of actions- until jumping to take us 45 seconds. After that amount of time we thought we could expect alarm bells, security guards etc etc... However come the real thing we found we had as much time as we wanted



with no interruptions whatsoever About four minutes in all-
Half of which was taken up by myself-standing on the edge
sorting my brain out.....

When I did eventually leave I managed to stay stable for two
seconds before throwing away a hand held 52" pilot chute
which quickly pulled out a "Trash- packed" Firefly canopy in
a SST Racer. I had 40 seconds of fun canopy ride before
landing on the Champ de Mars grass below. Mike followed me
off about 30 seconds later also using a 52 " pilot chute
which he let go of almost immediately. Unfortunately his well
worn Merlin, also "Trash packed" with slider down, stalled
on opening, leaving him almost touching distance from the
girders of the Tower before slowly moving away.

Anyway we both managed to stand up in front of the cameras,
and then after a quick discussion took off through the park
to a waiting car; adrenalin moving us along fast-and keeping
us that way for at least the rest of that day.

Since then the French Parachuting Federation has banned us
from jumping in their country for life and a few clubs in
Britain, mainly military, have done the same. The B.P.A after
much discussion have decided to take no action against us,
appreciating that we did no harm to the image of "Sport
Parachuting" and were outside their boundaries. Editors note:
Amanda and Mike have now had their membership renewals
accepted.



A letter from

JEAN BOENISH

On Friday, July 6 Carl obtained the world record for the highest BASE jump, measured in vertical altitude from point of launch to point of landing. His record jump was made at the Trollveggen site called Trollspiret "Troll Spire" which is to the south of the regular jump site, Brur Skar, and about 500 feet higher, but still on the same amphitheatre shaped wall.

The normal jump site, Brur Skar, is about 5,000 feet above the sea level landing area and has a 1,800 foot sheer wall that allows freefall delays of 8 seconds. The hike up the back is strenuous and requires a guide, and the jump itself requires good cliff jumping abilities and positively on heading canopy openings.

The record jump site, Trollspiret, is about 5,500 feet above the same landing area and has a 2,500 foot sheer wall that, partially due to the steep talus, allows freefall delays of 17 seconds. Climbing ability and a guide are both necessary to safely get to the launch area, and the jump site does not tolerate poor exits or poor tracking, so this site is only for the well seasoned BASE jumper. Proper rock tests identify 2 ledges that need to be cleared, the first at 6 seconds. The day after having made 3 very successful jumps from the Trollspiret, Carl hiked up the back with two climber-guides who had no knowledge of parachuting. He had intended to photograph the jumper's logbook at Brur Skar and then to possibly jump from that site, so he had with him his BASE rig-velcro-closed, 48"-pilot-chute-in-hand, chest-mounted hang-glider reserve, packed slider up. Half-way up, he decided to try a new site in the adjoining, closer amphitheatre-shaped wall to the south. The site is called Stebhem "Stump" and, like the Leaning Tower or Pisa, is very overhanging for almost

the first hundred feet. Then, the wall begins to slope gradually back outwards. There is a fifteen foot ledge almost three hundred feet (4 seconds) directly below the launch point. It is very difficult to see beyond that ledge until about 650 feet down (7 seconds), where the wall appears to continue sloping gradually outwards. This information was obtained from a number of careful rock tests done after the accident by two jumpers—one dropping rocks from the launch point while the other watched and timed from a view point to the side, since the launch point did not afford a steep enough view. Reportedly, Carl made two rock tests from the launch point.

After a 20-minute weather hold, the clouds are notorious for causing long periods of unjumpability that can last for weeks at Trollveggen. Carl made a slightly head down exit. From the guides descriptions, it seems that Carl probably passed the first ledge in freefall and then began to deploy his main. Though we can never be certain of what happened just afterwards, the canopy probably opened very close to the wall and was suddenly turned around into it. Equipment damage and physical injuries seem to support the possibility that the left brake line could have come unstowed prematurely. (The toggles are the free hanging type that do not velcro stow onto the risers.

Carl died very quickly, though the helicopter rescue was not completed for three hours. He went doing what he loved, "celebrating the human spirit" and dissolving human limitations. Often, he remarked that he was very satisfied with what he had already accomplished during his life and that if he died "tomorrow" that would be fine. Carl's spirit will always remain a special part of our experience:



"Happy are those who dream dreams and are willing to pay the price to see them come true..."

With the gratitude for the loving support of the jumping community, Jean Boenish. Parachuting Enterprises, continuing as before, only a little bit slower.

A number of people have asked about a memorial jump. It seems most appropriate that it be held the same day as the NRGB Day-Saturday 13th October, this year. That way people can also make such jumps at their home drop zones on the same day if they so choose.

THE HONOUR OF BEING HUMAN

The following is taken from the Manchester Guardian 25th March 1959, which seems still relevant today. Caving in the British Isles was in its infancy when a young caver, Neil Moss, became trapped in a narrow shaft in a cave in Derbyshire. He was wedged in for three days while there was the most concentrated rescue attempt ever made in British caving. The incident had a profound effect on the development of the Cave Rescue organisation. After the accident, the following was part of the leader:

"Those who risk danger, whether in caves, on mountains or at sea must sometimes have to pay the full price they have pledged. It could not be otherwise. The adventurous cannot guard against all risks without reducing adventure to make believe. The death that came in the darkness at Peak Cavern is pitiful, but it is good that there are those who, for youth or adventure or a cause, are willing to risk such an end.

It is in this that the honour of being human exists." (Patrick Monkhouse).

Incidents

PILOTCHUTE IN TOW

An experienced US BASE jumper (with around 27 building jumps) had a 52" pilotchute in tow after jumping from a 400' bridge. The pilotchute finally pulled the pin and the canopy deployed and he landed (just enough time to open his eyes!). The container was reported to be a tight fit for the canopy resulting in a tight pin. Several jumpers are now using custom BASE rigs which are closed with an ingenious velcro closure which peels off the flaps and is part of the bridal. It is rigged in such a way that the bridal unpeels itself so as to eliminate the possibility of the velcro strips staying mated if pulled along the full length of the strip. This set-up hopefully minimises any locked container malfunctions (where the canopy is trapped inside the container by a tight pin or fouled gromets). There is an associated problem that has been experienced with the velcro rigs and conventional pin set ups. The jumper zaps his rig prior to exit, by catching or treading on the bridal. Jumpers have rigs set up to open with the least force. This happened to at least two jumpers I met at Bridge Day. They then had to re-pack before they could jump.

Bridge Day '83 also came up with some other pilotchute-involved malfunctions. Several jumpers went unstable and fouled the pilotchute/bridal on their legs, which cleared after a few seconds as the jumper kicked and the air speed increased. One jumper had a pilotchute streamer and had to deploy a conventional piggy back reserve. Another jumper did not set his pilotchute into clean air so it sat on his back flapping in the burble. It cleared as he pulled his conventional reserve. The jumper landed under square and reserve into the river.

There were also some documented square line-over malfunctions. One jumper rode the remaining rotating three cells into the river while a female jumper successfully cut away after two spirals. It is thought by some to be as a result of packing/deployment which allows the brake lines on one side to end up running over the top surface of the canopy.

BRIDGE DAY DROWNING

A jumper at last year's Bridge Day drowned after making a water landing under his square main and round reserve. Jumpers contributed to a rescue boat but it appears not to have reached him. He was rescued downstream apparently still attached to both canopies. His square had apparently caught on a rock and the reserve opened under water downstream and he was thus submerged between the canopies. See "Skydiving" issue no. 47 for a thought-provoking letter from Jon Bowlin on this fatality. It appears that the jumper experienced a pilotchute hesitation, deployed his reserve, landed under both canopies and failed to achieve separation from either of the canopies.

CLIFF STRIKE/ BACK SLIDING CANOPY

A S/L cliff jumper experienced a cliff strike on a 300' cliff in Europe. The canopy is reported to open on heading and then fly back into the cliff (reverse flight). The jumper pulled down front risers and cleared the canopy from the cliff to land normally. The jumper was repeatedly bounced down the wall with his reserve acting as padding, absorbing some of the impact. The canopy was a heavy Strato Cloud. A BASE jumper who has S/L a heavy loud explained it to "JUMP!" as follows: The Cloud has a slow forward airspeed, with deep brake settings the canopy is liable to fly backwards on opening until the brakes are released and the canopy fully inflated." (Editor's note: Ram airs open initially on bottom surface and dive forward over the jumper as they inflate. The faster one releases the brakes allowing the canopy to fly the faster you are moving forwards gaining airspeed. See issue 3 for description of the pendulum effect - Moab Cliffs, Utah.

It appears that the Strato Cloud is not well suited for S/L jumps. A recent Eiffel Tower jumper recounted a similar thing to "JUMP!" i.e. that his flat-angled Merlin sank back until he had the brakes off and had it inflated. It must have been unnerving to see the girders of the Tower getting closer as it slipped back! He puts forward the theory that with a strong launch or run-up, there is a greater possibility of the canopy opening in a stall position and the weight of the jumper combined with the trim and brake

settings of certain canopies lead to the canopy sliding backwards on bottom surface. After watching the '83 Bridge Day tape, "JUMP!" spotted some similar openings with older generation canopies. If any readers have first-hand experience of this problem, it would be interesting to hear more for a later issue.

BREAK TIE MALFUNCTIONS

Dave "Dirty Dave" Gutierrez of Iowa experienced a premature break tie release while making a 180' bridge jump over water. The break tie connected the S/L to the canopy. He rolled on his side and hit the water with nothing deployed. He surfaced conscious, and was pulled from the water by the ground crew into their boat. He spent several days in hospital with internal bruising and damaged ribs. There have now been one, possibly two, fatalities as a result of premature break tie release and several close calls. A European jumper experienced a premature break tie break on a 250' bridge and had to deploy the canopy by beating it out of the container with his elbows. The free-packed canopy caught enough air to lift off the jumper's back and open around 20' above the water. (There was no pilotchute set up).

A more recent development from California has been the direct bag S/L as described in British BASE no. 3. With this system the jumper is either under a canopy or hanging on the end of a static line.

Another good reason not to use the break tie method of S/L is the occurrence of canopy damage. Back in November 1981 the first S/L square jumps were made in this country. There was concern about the possibility of premature break tie release so three 100 lb break ties were attached between the S/L and the attachment point on the canopy. It was pointed out by Carl Boenish that by looping the break tie between the S/L and the canopy, we were in fact doubling the strength of the ties to 600 lbs...

Two F111 canopies were damaged as the fabric stitching and seams gave way before the break ties snapped. A pre-F111 Unit survived undamaged only to rip up the next year on a LALO jump of around 200'. It was the 7th S/L jump on the canopy and it ripped up in a big way. The top surface ripped in four places. The top surface

Incidents Cont.

was ripped from the bottom surface. "On opening shock I grabbed the brakes to inflate the canopy to find it did not want to pressurise. It seemed 'soft'; I pumped the canopy all the way to the ground, 3/5 seconds and did a crumpled plf onto the grass." With the present light weight canopies it seems very probable that anyone who makes a number of S/L break tie jumps will experience canopy damage. Note: after the first S/L jumps we scaled down to one 100 lb break tie used in a loop giving 200 lb. On one load we went down to 50 lb chord looped but went back to 100 lb after a break tie snapped prematurely.

SNIPPETS

B.J.Worth has repeated the E.T.jump for the forthcoming James Bond movie "A View to Kill" It is reported from a reliable source that B.J's assistant and canopy packer 'Tweet' was fired from the set for 'accidentally' falling off the tower the next day.

Low and behold

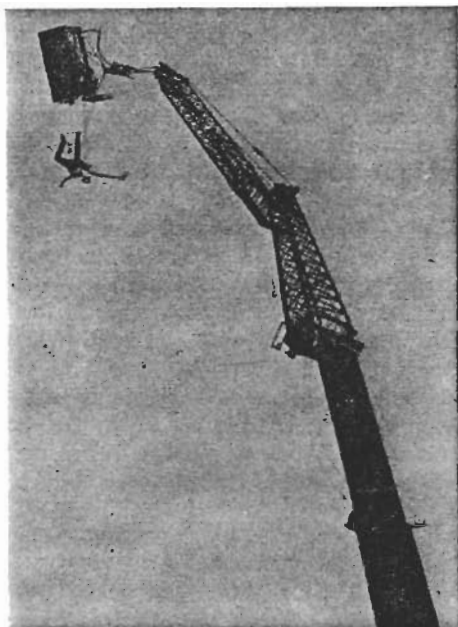
A WORLD record for the lowest parachute jump was claimed by Conrad Freeman, 22, yesterday, after he leaped just 142 feet from a crane in Peterborough, Cambs, using a parachute packed in a shopping bag.

Leapfrog

FRENCHMAN Pierre Gevaux has made the first-ever parachute jump from the 14,690ft Swiss peak The Matterhorn. He landed safely.



"....then I stepped back into the road to count the floors"



Conrad Freeman jumping from a crane basket at 150feet.

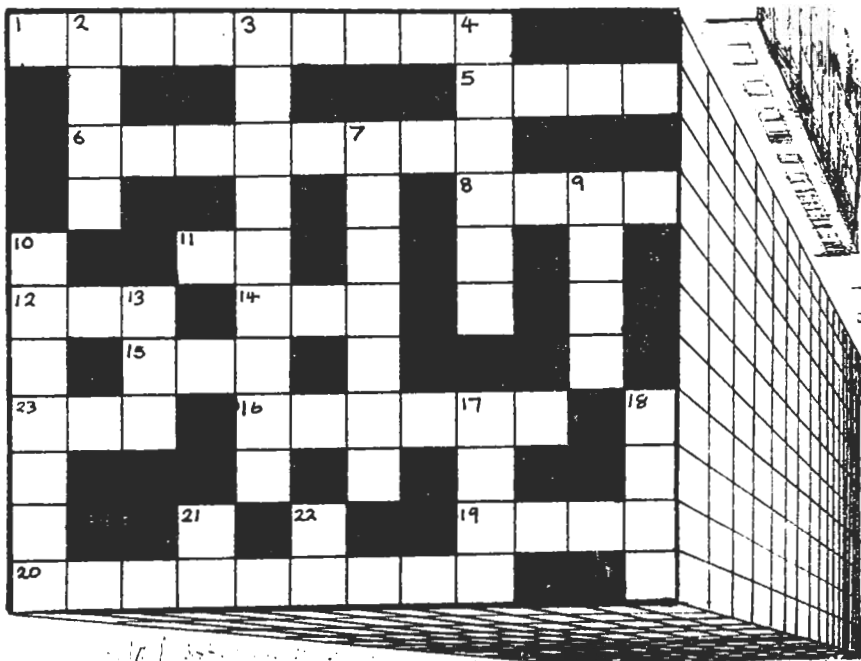
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Crossword No.1

ACROSS

- Mexican soldier of rank (9)
- Deploy canopy (4)
- Fresh-water (8)
- Initials of Arizona site (1,1) (issue 3)
- Depression (3)
- Steep approach under canopy (3)
- Loap (1,1,1)
- Steering device (6)
- High, on vertical axis (4)
- Dark activity (5,4)
- Pleasure (3)

DOWN

- Honest delay (4)
- Essential requirement for a BASE jump (9)
- Troll country (6)
- BASE jumper ailment (7)
- Look beforehand? (4)
- Suspension bridge (7)
- Who dares? (4)
- Succeed (3)
- Not punctual (4)
- "State of the art"? (4)
- British cliff initials (two choices) (1,1)
- The initials of a musical instrument, as well as an award (1,1)

Correct solution in issue 5.