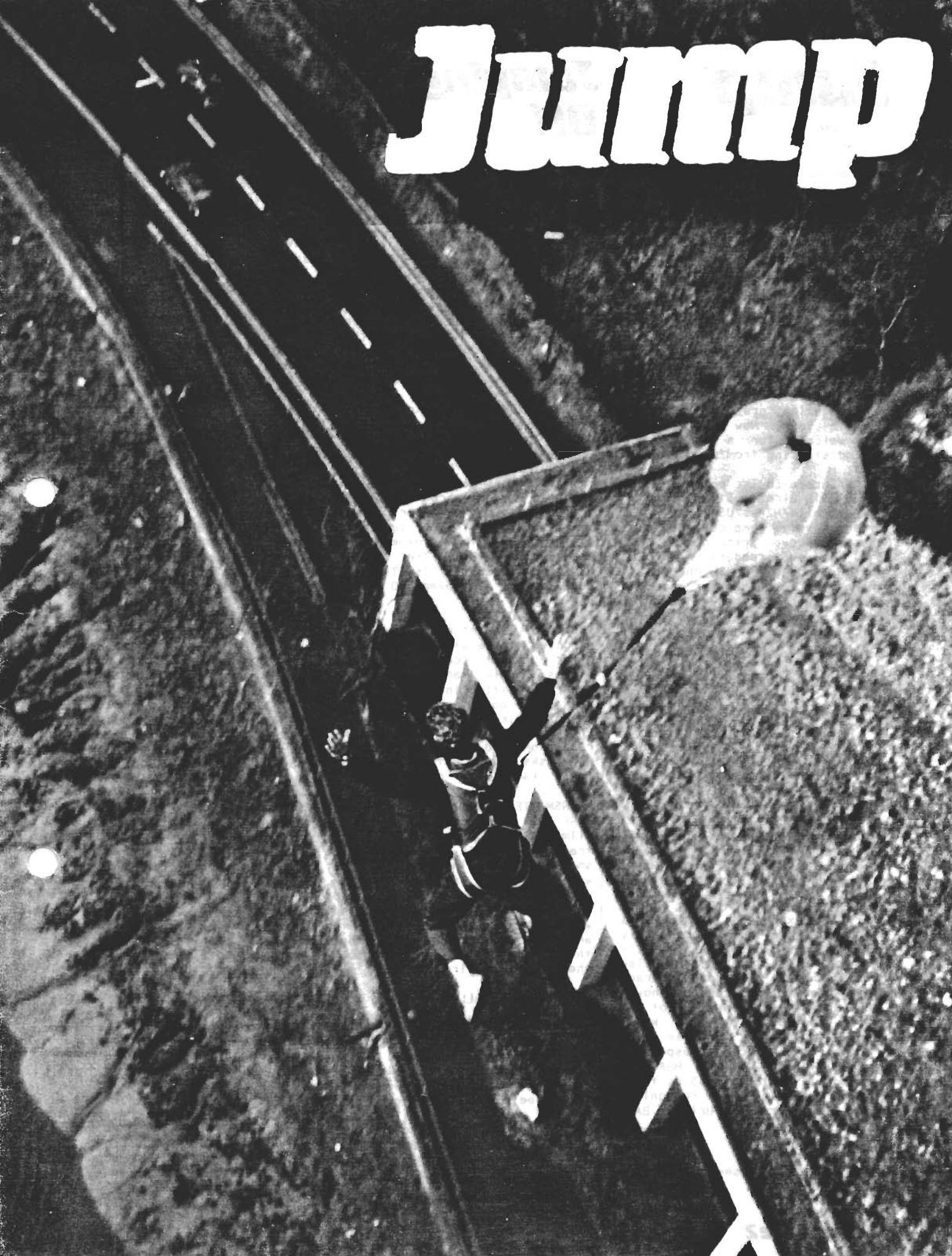


Jump



Jump

July 1986
Volume 1, Number 3

Welcome to Jump, the BASE magazine. Correspondence is welcomed from readers on all aspects of BASE jumping and any point of view.

Articles & reports should preferably be typed with double line spacing, otherwise clear handwriting. Names will be printed with these unless requested otherwise. If you wish to have your article or photographs returned enclose a self addressed envelope and postage.

SUBSCRIPTION

Jump magazine presently appears once a year. New subscriptions are welcome for a four issue period starting from Jump October 1984.

- * UK/Europe £8 Inc postage
- * USA \$19 airmail \$15 surface
- * Australia/NZ as USA \$

Alternatively, Jump may be purchased at cover price of £2/\$3 US + \$1 p+p. US readers - Please don't send personal checks as there is a \$3 charge for changing them! Send either \$ cash or Postal order.

COVER: "What scares you most will set you free an angel once said to me." - Human Music by Robyn Hitchcock, Can of Bee's, The Soft Boys.

Site: The Clifton Suspension Bridge, Bristol, England. (S.P.)

PHOTO CREDIT: Jump 1985 cover captured BASE 60 making the first British Cliff free fall off Beer Head, Devon.

THANKS TO...

Uni Gatano, Iris, Gaz, MCP, Stuart, Hector, UNIX (vi, nroff), Village, William Laing, and everyone who contributed, and patiently waited, for this issue.

READER ASSUMES ALL RISKS!

The views expressed within this magazine are not necessarily agreed with or held by the editor or the British Base Association. The BBA does not encourage or advocate that anyone should make a BASE jump. Neither of the above mentioned parties, knowingly condone or endorse any "foolhardiness" or disrespect of any British law. The BBA was formed in October 1983 as there was no established or recognised body to represent British BASE jumpers.

BBA/JUMP
c/o 50 Mount Pleasant Crescent
London N4
England
01 263 6736

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Jumping Off

BRIDGE DAY CHANGE

Jumpers wishing to travel to this years event will have to register with organiser Jean Boenish to reserve a slot. Last years Bridge Day was considered by the organisers to have reached a critical mass above which the 6 hour event could become unmanageable. Jumpers wishing to attend will have to send in the postal registration forms once they appear in Skydiving magazine (early summer). British Jumpers are recommended to write ensure their slot. There will probably only be 200 slots so keep an eye on Skydiving magazine. Full report inside + Jeans address.

850' BUILDING FOR LONDON

Permission has been given for the erection for three 750-850' office buildings on Canary Wharf on the River Thames in London England. Building is expected to start in 1987. The tallest building presently is The Nat West Bank at just over 600 feet.

TV MAST CLOSED

The 1003' TV mast near Ipswich is reported to be closed to jumpers after a recent occasion where two groups double manifested on the tower and exited in daylight. A new sign posted at the foot of the mast directly addresses parachutists and warns them of rf radiation and security cameras and asks them not to climb the mast. (see letter on next page).

TRANSMITTER DETECTOR

BASE 109 suggests that tower climbers who are unsure if a transmitter is in action, carry a small radio playing on the medium wave band. The radio will pick up any rf interference. As to the question what is harmful and what isn't its best to play safe and avoid getting close to anything transmitting. Anyone out there have any firm facts?

BRITISH FREE FALL BASE

Two jumpers are now British free fall base qualified, (with all jumps being off British sites). Up to now most British BASERS only free fell the "A" classification. The late jumps were made with free packed "nose down Trash packed" squares, BASE pilotchutes and velcro closed containers. The heights were B (357'), S (245'), & E (300 - 350') A (700-1000).

BEER HEAD ACCURACY MEET

BASE 60 reports that the BEER

HEAD skydiving club are holding an invitational accuracy meet & Beach Bar-B-Q for early July. Invitations have been sent to 16 jumpers. The shingle beach under the 300 foot high cliff is ideal for soft accuracy landings.

BASELINES

Phil Smith is planning a "low key" publishing venture to be titled "BASELINES", a quarterly newsletter on BASE jumping for jumpers in North America. Phil hopes to print a full listing of all BASE qualified jumpers in the first issue and then update the list every issue. Phil would welcome any news, stories or articles for the newsletter. First issue out around June (contributors deadline May 10th). Subscription is 5 US dollars or 7 US Dollars overseas.

BASELINES

1014 Shady Trail
Houston TX 77038
USA

Tel (713) 931 7709

EMPIRE STATE BUILDING

Mike McCarthy and A. Boyd recently jumped from the 1050' observation gallery of the famous New York landmark.

BLACKPOOL TOWER

Two jumpers have recently static lined from the 450' observation platform on the 512' Eiffel tower look alike in Blackpool, North England.

24 HOUR BASE

Two teams of jumpers are planning an assault on 4 objects in one day. J.D. Walker reports that he & Jon Bowlin have mapped out 4 virgin objects and estimate a time of around 16 hours to complete the circuit baring delays. A British group led by BASE 14 are planning a similar operation except they will be using existing sites.

BIKE JUMP

J.D. Walker also reports that Jon Bowlin & John Carta "rode a motorcycle off a ramp at (the 750 foot) Auburn Bridge". The bikes rig failed and it went in while the jumpers landed OK.

TROLL BOOGIE

Plans are afoot for a Cliff Boogie at Trollvegan this summer. The idea, coming from different sources, is to make cliff diving safer by encouraging jumpers to travel to Norway at the same time & share the information needed to make safe cliff jumps. This is aimed at preventing re-occurrence of "preventable accidents" and improve the image of cliff diving in Norway. Last year two skydivers were reported killed

when they had cliff strikes as a result of off-heading openings. Unstable exits and off heading openings are common for inexperienced BASE jumpers, and claim a large proportion of the injuries. These problems can be eliminated by gaining help from a jumper with BASE experience who has a proven pack job. Ideally, the potential cliff jumper should be testing their packing method on regular skydives. If you need help ask around, (like the owner of this magazine your reading). Exit experience can be gained cheaply at your local swimming pool.

The boogie idea is to encourage the exchange of essential information on recommended exit points, hiking routes, exit techniques and packing methods and hopefully minimise accidents. It is feasible to have a top to bottom radio link to advise on weather conditions and summon help if it is needed. If your planning on visiting the area get hold of a copy of BASEic's from JSBA and read up on tackling cliffs. Address herein.

Some experienced Troll jumpers are recommending that the original, and until recently the only exit site jumped "Staben", be abandoned in favour of the higher, and less accessible Troll Spires, for which a guide is needed. Christophe Lachoviez (TV 73) of France suggests the third week of August for a "meeting" of cliff jumpers, a time after the end of the various international parachuting competitions. Norwegian John Mjeon recommends the last three weeks of July as the best weather period for jumping and a similar meeting or "Troll Days". The main meeting place would be the campground. That such action is being considered is good news for the future of European Cliff living. If you are interested in ending your support to the idea you can contact either of them at the addresses below.

Christophe Lachoviez (TV 73)
gens parachutistes
4 av de Verdun 92330
France

Sgt John Mjoen
H.J.S.
2059 Trandum
Norway

OZ-BASE

Trevor Yates reports from Australia that a 440 foot building still under construction was jumped in Brisbane earlier this year, both free fall and static lined with squares and they have a building in Sidney presently at

around 350 feet while estimated to reach 500 feet later this year. Trevor was on the now legendary legal Cable Car jump of 1981 (to appear in the future).

Trevor also writes of his experiments with brake settings, so as to get intentional slow controlled turns on opening. They tried it off a 57 Metre (150 feet) river bridge. Exit was over deep water - landing area off to the side on a sand bank. Trevor explains "...With the idea of a short canopy ride in mind we set our left brake lock settings 1.5 - 2.5 inches more than on the right. So on opening when you get that "fast" opening it would turn left and set us in the right direction for a dry landing even as we were reaching up to release our brakes." Trevor reports that it worked fine except his old UNIT was slow to open and didn't make the shore while his friends "3 jump old" canopy made it easily. Both canopies turned as predicted before the brakes were released.

Trevor and his friends pack use the British "refined nose down trash pack", refined by our own Ian Marshall. (The pack job was developed for the requirements of fast on-heading openings for CRW and was later adopted by early British BASE jumpers for static lining squares, where it proved to be equally successful).

Trevor suggests that this modification could be useful for other situations, such as the unjumpable "Down the Wire" Tower days. Jumping out into a cross wind and on opening turning into a "holding" position, counteracting the canopies tendency to weather vane down wind. See article in this issue. (Jumping in these conditions is not recommended). Trevor reports that "other BASE is being done" in Australia.

AUSTRALIA BASE

Two jumpers in Australia have qualified for Australian BASE 1 + 2. The BASE qualifying jumps were from a 900' approx cliff in Tasmania.

AUSTRALIAN CLIFF FATALITY

An Australian jumper was killed jumping from a 700' cliff. First reports indicate the jumper had a "terrible launch, opened head down, canopy turned and crashed jumper into the wall". This follows shortly after a group of skydivers made a high profile televised 900' building jump in turbulent wind conditions with one of the jumpers striking the wall after opening. As a result of the bad pr for conventional skydiving, a 6 month ban from skydiving for anyone caught BASE jumping in N.S.W. Australia.

BASE SITE RECORDS

It has been suggested by BASE 14 (BritBASE 3) that we include an up to date list of sites jumped in the UK & Europe. On page 18 in this issue we have a report on bridges in Germany.

To all British BASE jumpers

Dear fellow jumper,

We have to regretfully inform you that the Mendlesham drop zone is no longer open. The owners have politely asked that we stop using their transmitter as a jump platform. Over the past few months the centre has been re-fitted with new equipment and they are concerned about the dangers of RF radiation, cancer etc to jumpers. There is also now a night time camera.

We respectfully suggest, that all jumpers comply with their request for a trial period.

It should be noted that this move was taken as a direct result of double manifesting and the subsequent late exit during daylight hours. Basically we abused the countries oldest and best student dropzone by not following well established drop zone procedures.

Our safety record at Mendlesham has been first class, with only one canopy malfunction requiring reserve deployment in 4 1/2 years after 150+ recorded jumps by at least 55 different skydivers. If we ignore this request then we risk losing this valuable drop zone completely.

Mendlesham 3

?? STATUE OF LIBERTY JUMP

Who was the man
and in what year
did he not only
jump off this
famous landmark
but also the Wil-
liamsburg Bridge
and the 37 storey
Bankers Trust
Building in New
York?



Answer page 13
col 3

??

*JUMP*JUMP*JUMP*JUMP*JUMP*JUMP*JU

BACK ISSUES

BASE(British)October1983"
70p inc postage \$2 USA.
JUMP October 1984 Eiffel
Tower Norway NRGB JUMP
AUGUST 1985 World Trade
Centre, Phil Smith, El Cap,
Bridge Day. £1.20 /\$2.50
USA

JUMP*JUMP*JUMP*JUMP*JUMP*JUMP*JU

base, THE LAW and You

On the 1st January 1986 a new act, The Police and Criminal Evidence Act 1984 came into effect in England & Wales. This effects every one and gave wider powers to the Police. It also brought new legislation to govern the way the law is enforced.

First and foremost, BASE is not a criminal offence. However, it is affected by the laws governing our country (England & Wales). As with all legislation it is long drawn out. I shall explain the part that effects you most, and then give an example of how it effects you.

THE SUMMARY OFFENCE

The new law states that a constable can arrest anyone without a warrant for a summary offence if certain conditions cannot be satisfied.

A summary offence is an offence that has can be dealt with the the service of a summons. Basically, it covers everything from parking on double yellow lines to criminal damage etc.

Summarising the condition, if the constable doesn't believe that your name or address is correct, or that a summons could reach you at that address, or that your actions could cause damage or injury to yourself, then he can arrest you. Bear in mind that you have to be, or in the act of, or having committed an offence for these powers to come into effect.

The Police cannot arrest "willy nilly" because you wouldn't give your name or address. You could be arrested for parking your car on double yellow lines, so be careful where you park your get-a-way vehicle!

To be serious this would be taking it to the extreme, but it must be remembered that the Police have a job to do and that like some people who don't even understand parachuting, BASE can confuse and arouse suspicion. Have you tried to explain to a non jumper what it's like to launch off a building?

'BPA' OR THE LAW?

To give an example of how it could effect BASE, lets look at the Clifton Suspension Bridge, Bristol, Avon. It is covered by a byelaw. A summary offence fine of £5. (Ed - For overseas readers - this is a local law, often over one hundred years old and quite often redundant though still in force).

Up to now if you were caught, the Police would request details and a summons would be issued because various offences had been committed. Climbing on the structure, leaving the footpath etc.

I hear you say, "What's the worry of a £5 fine?". I think the major worry for most people is

not the Police, but the fact that being caught on a well known landmark means publicity and that means "B.P.A."

Rightly or wrongly the B.P.A. have taken a dim view on BASE and you could, (if a member), have your membership suspended or revoked if identified as a BASE jumper. (Not that this would totally stop you sky diving in the UK but it would make life difficult).

"Give false details" you say. But now that is covered and you can be arrested. Arrest means even more publicity. Under the new powers you could be arrested on the bridge, attempting to jump because the Police officer thinks you could cause physical injury to yourself.

Buildings and Masts (US = Towers) have civil trespass laws in force. The Police have no powers on civil trespass but there is always "Ways & Means". If you're seen walking away from a building or Mast by the Police and spoken to, and you don't 'come across' very helpful you could be arrested on suspicion of criminal damage. Did you smash a window? Force a lock, cut a wire? If you didn't, then once this was established you would, under the new Act, be released on the spot. (Ed: On the otherhand it would take hours to check a 1,000 foot mast for signs of criminal damage).

I think the main offence that covers BASE is Breach of Peace. Jumping off objects is not the norm in society. Therefore it can be construed as a "Breach of the Queens Peace". If you were caught on the top of a block of council flats and the Police attended, they could reasonably argue, even though you are only committing civil trespass, that your presence there was liable to cause a Breach of the Peace, and therefore arrest and publicity? This offence cannot occur if you have already jumped and are down. The act is completed. It had to be about to occur or in the act of.

BASE ETHICS

However much you argue the case, BASE is flaunting authority and societys rules. It is not for me to argue whether BASE is either right or wrong. When you BASE you take on certain responsibilities - and you must do it right.

If you plan well it should go well.

Don't cause damage

This opens up all sorts of problems. Remember the maxim "Leave only footprints, take only photographs".

Pick your time

don't upset (or endanger) passers by, if necessary explain your actions to avoid causing a Breach of Peace. "Screaming residents call Police!" (Members of the public are suprisingly re-assured when you explain what you're about to do).

Always separate your self from

your kit as soon as possible on landing. Without a parachute you can walk anywhere. A good ground crew can help a lot and relieve you of your kit on landing in suburban areas. (It is good practise to always carry a large plastic 'rubbish' bag to use to stash rig incase you have unwanted company and no ground crew. Simply stash the bag and walk away, the rig can be collected later once the coast is clear).

KEEP YOUR HEAD!

If you are confronted by the authorities, "Don't Panic", the last thing you want to do is cause alarm. If you are separated from your kit and are stopped by the Police - what have you done? He (or they!) may be suspicious but can't prove anything. You don't have to give your details (unless you have committed a summary offence e.g. Clifton). Of course circumstance might be that it would be wise to do so to avoid any further action.

- Just jumping off a building, cliff or mast is not a summary offence if you caused no damage.

- Don't treat the Police as the enemy - with that attitude you can't win. I think a lot of them would think it was strange that you like jumping off things, but they have a job to do. If you have committed no offence, you'll probably walk away.

I have tried to write this in away that a layman would understand. It is not in legal jargon and therefore is not complete. To do so would take a book.

Remember...

Plan well - Make it smooth.

Have fun, know fear.

Terry Towers

STUNT JUMPing

"THIS IS A DANGEROUS SPORT AS CAN BE SEEN WITH THE CANOPY MALFUNCTION, AND THEREFORE THE SPORT SHOULD NOT BE ATTEMPTED BY ANY PERSON WHO DOES NOT KNOW THE TECHNOLOGY USED IN BASE JUMPING...."

Steve Adams BASE 80 Martin Calais BASE Pending

Why BASE jump? It's like some one coming up and asking "Why do you skydive?" You can probably come up with the same answer. Two friends started doing BASE jumps last summer (84) by leaping from the local radio tower. It was something they had heard about in Skydiving Magazine and through the grapevine. Very little technical information was available.

On October 13th 1984 several people from Southern Ontario were also interested in BASE jumping and ventured to West Virginia to a 876' span (Bridge). With the experience and knowledge acquired from Bridge Day 1984, three individuals started their quest to join BASE.

BASE an acronym for Building, Antenna (tower), Span (Bridge) and Earth, represent the objects to be jumped to qualify for a BASE number. Antenna and Span requirements were completed and suitable buildings and cliffs were being scanned. Finally, a building in downtown Toronto was their next target.

The IBM building located at Wellington and York, provided 40 floors (500ft) of altitude. Proposed landing area was on the opposite side of the street in a very small courtyard facing three other buildings. Entrance was obtained by walking in through the underground parking entrance and with the building still under construction only 36 floors could be climbed. Exit from the building was a beam located 4 feet from the floor level. The building done, they only had one requirement left. Where in Ontario do you find a cliff high enough to jump?

Well, this took a while. Then one day, one of the jumpers was talking to a climber and he told the jumper of a 1300' cliff in Northern Ont. After it was checked out, it turned out he was right. It was sheer enough, but it was only 350' Max, and it would be a water jump.

On May 11th '85, with a ground crew consisting of a boat operator, video operator, and 2 Toronto Sun Reporters, three jumpers plunged 350' from "Fools Point" on Bon Echo rock. The jumps (free fall) went without incident and were celebrated with the traditional champagne as they

were the first Canadians to receive their BASE Award, and numbers 80, 81 and 82.

Four days later two of the jumps and an interview with the first Canadian BASE 80 was aired on Mid-Day, a local television programme.

CLIFF BOOGIE

With their quest completed, and a rising interest from fellow jumpers many more exciting BASE jumps have followed. For example we went as far as planning our own Bon Echo weekend. It was a weekend of camping and Cliff jumping. There was a total of 10 people who jumped the cliff and a total of 16 jumps made that weekend. Spectators thought it was great and a lot of fun, just a little on the crazy side. All the jumpers had a great time and will go back again one day.

As a grand total, there have been 23 jumps made off the cliff, with one canopy malfunction. The jumper was injured, but not seriously, and only missed two weekends of skydiving.

BASE'R ASSUMES ALL RISKS!

This is a dangerous sport as can be seen with the canopy malfunction, and therefore the sport should not be attempted by any person who does not know the technology used in BASE jumping. Secondly, any person who makes a BASE jump must make this decision by themselves and assume all risks.

TECHNOLOGICAL DEVELOPMENT

Our next goal is an all Canadian BASE. We have the Building, Antenna and Earth, but are still working on the Span (Bridge). We have our eyes on a bridge now, but it is a low jump and will require a faster opening canopy. For this we have purchased a 24ft, unmodified, ripstop, round canopy. We are still in the process of modifying it to our own needs. We hope to try it sometime in October or November. Until then watch for future BASE jump stories.

P.S. BASE IT UP



Why BASE jump? It's like some one coming up and asking "Why do you skydive?" Photo Robin Held

THE CHEDDER GORGE

Sky-divers put the blame on climbers

TWO SKY-DIVERS were injured recently after jumping off High Rock in the Cheddar Gorge. But when they were admitted to hospital they reported the incident as a climbing accident — at a time when climbing in the gorge was banned.

This obviously causes a problem for the climbing world in that it could upset the delicate access agreement at Cheddar, but it also gives cause for concern should similar accidents occur on British cliffs. Over the past few months *High Magazine* has become increasingly aware of this extremely hazardous branch of sport-parachuting, which is in fact illegal and banned by the sport's national body, the British Parachute Association (BPA). But base-jumping, as it is known, from buildings, bridges, cliffs and aërials is becoming more popular and there has been a rise in the number of accidents.

The three sky-divers who jumped off High Rock, the 350ft showpiece of the gorge up which the classic Coronation Street wends its way, were breaking new ground. It was the first time the cliff had been jumped but only one parachutist made it successfully. A bad landing resulted in a broken foot for one, whilst the other experienced what all base-jumpers fear — the chance of the parachute opening incorrectly and turning the sky-diver into the cliff. He was smashed against the rock and fell with his canopy partially inflated before crashing 30ft free into the car park below, breaking his pelvis and both legs.

They then drove to Bristol Royal Infirmary where they said they had a climbing accident. The police were not informed and it is unlikely that the Cheddar authorities know of the matter — until they read this. But if the story sticks that there was a climbing accident when the area was out-of-bounds they could take a very dim view of letting climbers use the gorge outside the busy tourist months.

The reason the sky-diver were so quick to disguise the accident was that if the BPA found out their names it could suspend or revoke their parachute licences. In the highly regulated world of parachuting, governed by Civil Aviation Authority laws, the minimum legal height for opening a parachute is 2000ft and all jumps must be witnessed and logged. Base-jumpers operate well outside the rules of their sport and make their jumps in the early morning to avoid detection.

Base-jumping has its origins in the late seventies when sky-divers started to jump off the 3000ft El Capitan in Yosemite. They then turned their attention to buildings and bridges. Since then the sport has covertly developed and aspiring base-jumpers must perform four disciplines — jumping a building, a suspension bridge, an aerial and a cliff — in order to qualify for a "Base Number". One of the main exponents of the sport was American Carl Boenish, recently killed jumping down the Troll Way in Norway, who kept a register of British and American Base Numbers. (Base, incidentally, stands for Buildings, Aërials, Suspension bridges and Earth.)

Because of the clandestine nature of base-jumping it is impossible to judge the number of participants in Britain. One authority, who wishes to remain anonymous, puts the figure "at around 200" and reports that the number of incidents is growing. Last year a sky-diver ended up paralysed from the waist down after an accident at Berry Head in Devon; just recently another was fortunate to escape injury when he jumped the Clifton Suspension Bridge at Avon — his canopy only opened when his



feet were level with the road and the river broke his fall. The current state of the art in this country is shown by a jump off a 120ft high building in London with the pavement and road as the landing area.

Whilst obviously admiring the courage of base-jumpers, the climbing world is concerned that it is taking the blame for a non-climbing accident. The Cheddar sky-divers knew nothing of the climbing ban, but how many others will when they come to emulate the feat? And as base-jumping gets more devotees and other cliffs are jumped, the possibility of accidents would overburden the Mountain Rescue services as well as causing friction between climbers and landowners in sensitive situations.

The message to base-jumpers is, do what you will, it's a free world, but if you want to blame the climbers, you can take a running jump.

Reprinted from *HIGH Magazine*.

Dear Sir,
I am writing to you to try and straighten out a few points in reference to the parachute jumps made off Cheddar Gorge. Let me first apologise to climbers for the incident involving the first three jumpers. They were totally wrong suggesting the accidents were due to climbing. They would have been better to say they fell down a slope or something. The accident involved one broken ankle and the other person was stiff for a week.

You were totally wrong about the broken pelvis and the two broken legs. If that was the case why was he walking around a week later?

Now Cheddar Gorge has since been jumped by another group twice and there hasn't been another incident. I don't feel the group went about their jump in the right way. We never knew the climbing was restricted to the winter season only. Now we know and we will do our best to keep jumpers to doing it only in the winter as well. The fact about BASE jumping is that it is not illegal. There is no law to say someone can't parachute off a structure. The British Parachute Association is our governing body and they have put the threat of a life ban on anyone caught BASE jumping. They cannot stop us skydiving totally but it would make life very awkward.

The Australian and the United States Parachute Associations came to a different conclusion on BASE jumping. They said it was a different sport and nothing to do with skydiving. That is the same attitude as BASE jumpers. Unfortunately the BPA don't see it that way. Hence BASE jumpers jump at dawn or at night and our paranoid about getting caught. BASE Jumping has arrived in this country and it will not go away. People will always try that new challenge. BASE jumping is not suitable to everyone. I would love to see it restricted to experienced jumpers but there is no way to do that. So like the climbing world, we do have our small minority of cowboys in BASE who give us a bad name.

Reference to Beer Head; no one has been paralysed from waist down in an accident there. It has been jumped by over 23 people, making over 30 jumps without a single broken bone. Yes we have had a couple of incidents and there are bound to be more. While the BPA keep their stand we have no option but to stay quiet about it. So we are unable to pass on our knowledge, which a few of us have gained over the years. We have a special packing procedure with square parachutes. It means we fall no further than 70ft and the canopy opens on heading. The other important factor in a BASE jump is your body position on exit.

I can understand the BPA stance and why they won't change it. If they changed it I believe 60% of Skydivers would turn into lemmings over night and the inexperienced skydivers would try and

copy the experienced jumpers. If only they would say those with over 600 jumps could participate and it would not have anything to do with the BPA. Your article on BASE jumping made the whole thing sound suicidal which it totally unfair.

Carl Boenish kept a record of all jumps made off El Capitan. Five hundred people jumped and no-one died. Yet one in every 100 that climb El Cap is killed. Sure, climbing can be done safely, the same as BASE jumping. Sure, there are risks in climbing the same as BASE jumping. The average man in the street will always ask what the point is on climbing a rock or jumping off one.

For all of us surely, the answer is the challenge and the fun of it. So please don't judge all of us BASE jumpers on the two who blamed their accident on climbing. One was doing his first BASE jump. Here's hoping our two sports don't clash again. Go safely and we will see you all of a sudden.

European BASE 3 (Anonymous)
P.S. Anyone know of any 300' sheer rocks with a landing site?

(Why not try Stanage Edge - Ed HIGH Magazine)

- I recently visited Stanage edge (west of Sheffield) and was surprised to find nothing that could be described as 'jumpable'. Asking local Rangers, for the location of a 300' sheer drop they explained the tallest sheer face on the Stanage Edge was only 110 feet.

If anyone can track down this mystery 300' sheer cliff (or any others) we would be interested to hear from them -Ed.

BRIDGE JUMP VIDEO

This professional 23 minute documentary contains the most unique, exciting, and scariest jumps of the 1983 New River Gorge Bridge Day. Utilising Carl Boenish's footage with folk music and interviews, this video gives the best comprehensive coverage of this unusual event. Send check or money order for \$55 to:

Chris Poulouin,
231 Mercury Road,
Newark,
DE 19711
Specify VHS or BETA

Well, that was the way the headline ran in the BMC's "HIGH" magazine. The report concerned a group of BASE jumpers who on 1st August 1984 made the first skydives from "high rock" in the Cheddar Gorge. In the ensuing weeks stories on regular DZ's and among other BASE clubs quickly emerged, they were as diverse as they they were contradictory and in most cases founded on speculation and heresy. Some weeks after the incident another jumper who was neither on the scene or informed of the facts wrote a letter to "HIGH" magazine 'correcting' them on several points of their editorial. Unfortunately he too had many of his facts wrong. I was in the first group and in order to put the record finally straight I have been asked to document the events of that morning.

It was four O'clock and just getting light when we awoke. Checking the weather conditions we found it to be an absolutely perfect day. The sky was completely cloudless and the branches totally still. We had packed our kit on the previous evening and now made a final check. line. Terry had BASE jumped once before, a cliff dive from 300 feet and we did not consider his experience of still air exits sufficient to justify a free fall descent. Steve, El Cap 88 had made 7 BASE jumps at the time, he had completed the circuit and made three successful and well executed fixed object free falls. This was my tenth BASE, it was also my fourth cliff jump and fourth free fall

The kit, a Pegasus previously BASE jumped nine times and with a good safety record though having opened off heading very slightly twice to the left. My own Light Cloud, also a pre-tested canopy of eight jumps opening consistently on heading with maybe a couple of ten degrees right. The third canopy was to be an unjumped

(BASE) Cruisair, on several occasions we had found these to be a suitable canopy. The Cruisair was to be static lined while for the other two we had 52 Inch pilot chutes and long bridals and very loose six inch packing loops. Note: Be warned, very loose packing loops make container zapping prior to exit a possibility. Rather have a correctly closed container, neither tight nor loose. All canopies were packed in the conventional slider down, nose open BASE manner. Also as another safety innovation we had passed a very loose bungee over the end of each line stow to stop a single line flying loose on opening. If you've ever winced at the pile of garbage lifting off your back in those sequential photo's you'll know what I mean.

In retrospect I would question the wisdom of our not wearing helmets. At the time none of us considered helmets a necessary precaution as our confidence in the technique was absolute. Whilst on certain BASE dives I feel that helmets are not essential, a 350 foot free fall I would personally now say justifies such a measure. This is a personal decision. The opening will obviously be low and on a new site where canopy rides are only to be estimated from previous experience, and one can never be sure where he will come to rest.

After a two hour drive we came Cheddar, the village was deserted as we drove on into the gorge. This was my first visit but when we turned the corner into the rock amphitheatre below 'High Rock' I knew without being told that this was it, the site was absolutely perfect. In a car at the foot of the wall our cameraman was waiting. We got out, it was cold with and a clear bright sky showed above. The top of the wall looked, as always, lower than I had expected. The overwhelming impression for me was of the rebounding echoes of the birds

wheeling away from the cliff edge high overhead.

THE SITE

Directly above us, the exit overhung slightly, about half way down it fell sheer to the ground. Up to a third of the way the limestone was dotted with small bushes clinging precariously to the cracks in the wall, playing host to screaming crows. Below the wall was a broad car park semi-circular and maybe reaching forty feet to the road. Opposite shielded by low rocks and shrubs is a wide exposure of open ground sprinkled with small rocks and tufts of grass. This is infact a picnic area, which when clear, doubles as a perfect landing site. Standing below, we worked out our flight plan.

FLIGHT PLAN

Free fall, we reckoned even with the lower opening height, would still leave the jumper overshooting the Dz if he steered directly towards it. We elected to turn right away from the DZ on opening, then after a couple of seconds do a left turn to face it, go onto deep brakes and then let up and go onto full drive at 50 feet for no-wind flared landing.

I briefed Terry on the static line to keep cool given the extra height and face away from the DZ for longer and hold on deep brakes until the danger of overshooting was passed. The overshoot in the gorge is either, the other side or various boulders and trees. Our flight plan figured out we zeroed our altis and started for the top.

After following the long path that starts in Cheddar Village we came to a broad gorse plateau at 400 feet. Looking over to the edge we could see a little way down through the trees to our exit point fifty feet below. Excitedly we scrambled down the rock face, through the wood and emerged onto the tiny launch plateau. The launch point we settled for was an oblong boulder some three feet

long and eighteen inches wide. You had to step down onto it which meant no run up but a cold poised launch. I am told the second group exited from an upward sloping rock ten feet further to the right and managed a running launch. We set the camera man up on a third rock to the left and below, this afforded a good view of the jumper silhouetted against the sky.

Our film was 1600 asa from a Canon powerwound at 3 frames a second. We had meant to use 400 asa in order to obtain less grain and better enlargements but due to an oversight we were only left with the faster film. The strong point is the base of a silver birch tree and we measured out our static line for a six foot overhang, we all checked the knot and then checked each other over. Steve was to go first, then me, then Terry on the S/L last. We erected a pile of large rocks to mark our feat and Steve walked down to the edge.

At seven O'clock Steve stepped down onto the launch point. I took up position next to the camera man. As always while watching our friend prepare to jump we all shared his emotions. In the absolute silence he stood pilot' folded in hand staring across at the other side of the gorge. We



"...his mind made up in that sentence he leaned forward, bobbed down and leapt out from the edge 350 feet above the road." photo BASE 60

had pre-arranged his cue for the camera to start rolling and checked that we were ready. Calmly he said, "O.K..... Im going now." His mind made up in that sentence he leaned forward, bobbed down and leapt out from the edge 350 feet above the road.

What followed seemed to us like watching a horrific slow motion film. Our friend, so close but painfully so far beyond our reach went radically head down until he was falling parallel to the vertical rock about ten feet out. He let go of the pilot' as he started to cartwheel over the top and although his canopy opened very rapidly (about 150 feet), it had caught around his leg o deployment turning it into the cliff. It snapped open, went into its forward surge and disappeared from view under the overhang.

"Jesus Christ", I muttered to the cameraman, "he's hit it". Even as I said it I couldn't believe it had really happened. I expected him to appear under a full sunlit canopy or hear him shouting that he was O.K. having steered it clear in time.

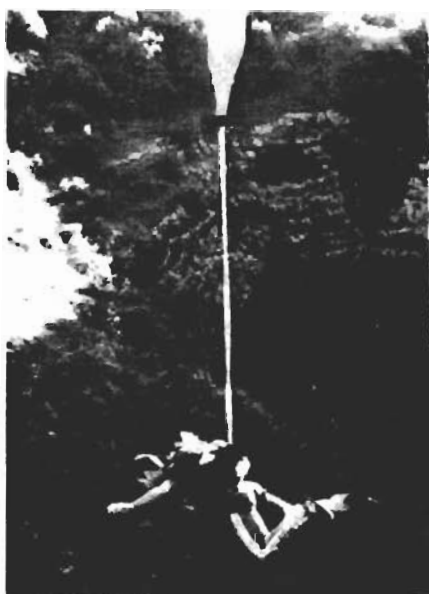
Quite simply, Steve had not projected the centre of his gravity correctly, instead of exiting hips forward and head high he had dived off as if it were a diving board. In the many hours o talk that followed we pieced together that his canopy had at no time deflated during his descent until the last thirty feet, up until which time he was alright. He said he remembered hitting the rock with his legs out in front, loosing a training shoe as it got ripped off by a bush. He managed to riser turn the canopy away as it stalled back from the cliff. Then at thirty feet we are almost certain that the pilot' on its long bridal had snaked around around another bush pulling the canopy back into a complete stall. Tearing free it dumped Steve in a sitting position on the stone car park.

Slumped forward he was laying spread eagled half under the canopy. He was still conscious and shouted up that he couldn't move his legs. 350 feet above we stood wondering what course of action to take. To descend back down through the village would take a full 20 minutes. I thought it out, still convinced that properly executed the jump was perfectly safe, I elected to go.

I will not say my belief in the safety of the jump was unshaken thought standing on the edge looking straight down on my semi-paralysed friend I had more than a twinge of doubt. It took a further 2 minutes of talking aloud to myself reasoning out the safety aspects before I finally shut myself up in disgust and stepped off the edge. Maybe it was the fear, excitement, need to get it right, to help Steve but I flew up and straight out into a flat stable one second delay. I can remember having time to look down from where my eyes were looking at the other side of the sunlit gorge to where Steve lay directly beneath me, 300 feet away and now closing very fast. I could see his yellow tee shirt and the individual lines of his canopy draped over him; the expression on his face staring wide eyed over his shoulder at me. I must have been pretty hyped up because Steve later said I actually opened up over the road, about 40 feet away from the wall.

The lite-Cloud opened bang on heading. My scream of relief bounced off the wall back at me. crows scattering from the "crash" of my canopy opening, hurtled past like the fleeing shadows of my fear.

I fired my brakes and turned right, glancing over my left shoulder I sighted the DZ and after a second hooked deeply round towards it. I cleared the first trees and sat on deep brakes at about 80 feet, finally letting up to a tip toe landing on a broad patch of short grass.



"...Steve lay directly beneath me 300' and closing fast".

Shrugging off my kit I ran to check on Steve. He was alert and calm but obviously in extreme pain. He told me to remove his kit and hide it in the car, I then checked on his condition. He could move his toes but not his legs although his sense of touch was not impaired. Immediately I thought it was a breakage rather than paralysis. We decided to take him to the hospital rather than await an ambulance.

At this point there came a loud crash above us and looking up we saw a Cruisair very high up go soaring across the gorge. Completely forgetting the pre-set flight plan in the turmoil of the proceedings he had turned directly towards the DZ. At fifty feet he realized that he was about to overshoot and instead of going onto deep brakes and salvaging a bad job, due to his inexperience, he spiralled the canopy. He impacted very fast onto a pile of sharp rocks away beyond the DZ behind some boulders. I ran over and found him laying face up in an appalling state. His legs, arms and face were cut and bruised and bloodied, thick blood was spattered across his forehead and into his hair. His teeth looked broken, in fact they were not, his mouth was crusted with stone chips, flaps of skin and dust. So

hard had been his impact that his jeans were split from mid-thigh clean down through the hems to lay in tatters behind him.

I got them both into the car, Steve being close to unconsciousness.

Our dilemma was to think of a fictitious accident in which the injuries sustained would be the same. We decided to say that Steve had scrambled up onto a tall rock to take a picture, had fallen, and Terry trying to catch him as he slid past had fallen with him. It was at this point that the medical staff first wrote climbing as the cause of the accident. We had not in fact said we were climbers. That was when the climbing fraternity took offence as climbing at Cheddar is forbidden during the busy tourist months. By the time "HIGH Magazine" got the story it bore no resemblance to the story we had reported. But the argument with the climbers is now history and apologies have been made. Steve had received a broken coccyx and severe bruising to the legs. Terry had broken the bones in one foot also receiving a multitude of cuts and light abrasions.

This incident brings up a point that needs attention from the British BASE jumping community. The letter of apology written to "HIGH Magazine" stated that we now know of the summer climbing ban, and that we jumpers should also use it only in the winter. It is up us, as British BASE jumpers to come to a similar agreement with the landowners, to arrange times when we may also share the Gorge and fit in with the schedule of other Gorge visitors. Fixed object skydiving is a sport in its own right, having a totally different set of parameters and requirements, and as such has little to do with climbing restrictions. I would suggest that it is possible for fixed object skydiving through the summer months (during the climbing ban)

Continued on page 18

BRIDGE DAY

"DESPITE GOOD BACK-UP AND ORGANISATION ADVERSE WEATHER CONDITIONS HAMPER EVENT..."

By 9.00am Saturday morning it was obvious that for the sixth annual New

River Gorge Bridge Day numbers had swelled considerably from previous years. This BASE Convention is really growing, imagine seeing a Holiday Inn sign proclaiming "Welcome BASE Jumpers", surely a sign of the times. It turned out that 448 jumpers turned up to take advantage of the annual 6 hour bridge jumping event, off the world's most jumped object. Final jump total though was only around 600 manifested jumps.

This is "THE BASE Boogie"... The park area is swarming with jumpers in varying stages of preparation, and buzzing with anticipation. Its remarkable how the in-between year just disappears once you're back in the park.

Jean gave a final briefing to as many of the jumpers who could hear. The registration area has a long, long queue... Already the number of jumpers registered is approaching four hundred. The voluntary helpers were working hard giving practical advice to the many "First Timers", many of whom came with mismatched equipment.

It was with disappointing frequency that you would be presented with another rig with a worn out pilotchute, a short bridal and a tight closing loop. The canopy still packed for terminal. For those of us who had been at Bridge Day '83 when the jumper drowned after landing with both canopies out after his "Burling" pilotchute led to him dumping his reserve. These unsuitable rigs seemed to be tempting fate.

There was an air of urgency as the time approached 10am. There was simply not the time for many of these jumpers to repack though many were helped with an extra length of bridal here, or by the purchase of a "Tuna Net" pilotchute there.

It was encouraging to see so many jumpers invest in one of the several types of large pilotchute's being offered by the various vendors present. J.D. Walker had sold all his stock of 48" pilotchutes well before 10am!

9.50am: and the masses are leaving for the bridge. It is obvious that there is no rush as it's about to take a while to work off the numbers. 10.30 am: The car park area is still full

with late comers packing. John Mjoen (Norway's first BASE qualified jumper) and his fellow compatriots arrive from Florida still having to pack. BASE qualified jumpers from Sweden and France had also made the trip.

10.45am: Out to the bridge but the line is massive... It is immediately apparent from watching a couple of jumps that we the strong headwind is making reaching the landing area a problem. Jean Boenish and her fellow organisers had set up two exit points, an express lane for experienced bridge jumpers and an assisted lane for the newcomers and those requiring some assistance. Both exit points had purpose built steps which really make things easier, good idea from last year, thanks to Ted Strong (where were you Ted?).

This year the impressive array of back-up and organisation which, with past years weather conditions would have been more than adequate to cope with the numbers present, was to be nearly overwhelmed by the adverse weather conditions.

The organisers had the foresight to hire another white water raft with crew. This provided a 12 jumper capacity (at any one time) plus a Kayak, (which could provide assistance until a rescue boat was free).

This would allow the jumping to progress while one or other of the boats coped with the small number of water landings expected, (in '84 there were only 33 deep water landings out of 563 jumps). There was comprehensive radio communications, twelve or so voluntary helpers and a fleet of local CB pick-up drivers co-opted as "altitude transport".

In spite of all these facilities we could barely cope the strong headwind that kept up through out the day. So here were 500 jumpers waiting to jump in conditions that were marginal for making it to the landing areas. The stiff breeze coming down the gorge from the landing area cast a different light on the whole day's activities. Quite simply we were not geared up to handle several hundred water jumps.

WIND & WATER!

The requirements to reach the landing area were quickly found to be a 2 second delay, an on-heading opening and a good glide ratio/canopy penetration. The majority of openings were still off-heading (Why do canopies do such a fast 180 degree turn?) sending the jumper down wind, leaving little chance of a safe shore landing. Users of the larger custom BASE pilotchute's



Bridge Day "staff" '86 (back row left to right) Libby & Greg Gates, Jean Boenish, J.D. Walker, Robin Heid, Kevin Venell. (front row left to right): Phil (?), Phil Smith, Phil Mayfield & Nigel. Rick & Randy Harrison missed this impromptu photocall. Photo Chris Ivin.

were suffering under canopy for that extra area of drag. The effect of this drag was most noticeable on the smaller 180 sq ft canopies. You could watch the front of the canopy pull back every time the pilotchute bobbled out of the burble and inflated. Penetration was minimal until below one hundred feet where there was little or no wind.

The rescue boats had to haul out the majority of jumpers from the river and consequently the "Jump Masters" were left with no other sensible option but to call jump holds until there was a boat in readiness. The white water rafters worked flat out all day and I wouldn't mind betting they will re-consider the value of their services for any future years!

The morning progressed with the helpers working flat out, checking rigs, helping jumpers prepare their pilotchute's and wait at the bridge edge. The wind picked up, the holds became more frequent and the queuing jumpers became more disgruntled. Many jumpers had to queue for over two hours to make their first jump. For a while things looked nasty as the frustrations built. Most jumpers, not expecting to have to wait so long, had been standing fully geared up and ready to go for several hours in a line which didn't appear to move. Not unnaturally annoyed, a small minority of jumpers took to the rails away from the organised exit areas and there was a steady trickle of bandit jumps. This only added to the exasperation of the rafters who felt committed to providing a rescue service to any jumper in trouble, and sure enough the bandits were also landing in the river.

In an attempt to ease the congestion, experienced jumpers offered the option of jumping through the 'holds' and taking their own chances. Even this option did not help very much as the majority of jumpers preferred to wait for the all clear. The landing area helpers radioed up to suggest that jumpers land at the edge of the river rather than the middle, where they could be helped from the shore, thus leaving the rescue boats free for essential rescue's. For a while jumpers with accuracy expertise opted for landing on the rail road tracks, on either side of the gorge but unfortunately it wasn't long before injuries were being reported from bad landings at these sites. At this stage the Park Rangers stressed in no uncertain terms to the landing area helpers that this was not viable as an alternative to the designated landing areas. Both tracks were in use by trains



Alan Heatherington in free fall alongside the New River Gorge Bridge superstructure (wearing a tertiary reserve).

through out the day and several jumpers clipped the high power lines running along side the tracks.

5 WAY WEDGE!

The obvious highlight of the day was the unsurpassable Scotty Carbone who choreographed an initial three way wedge, as a practice for an incredible 5 -way open wedge in the afternoon.

Scotty and his friends had everyone's attention as they climbed the rail and carefully took grips. This year, the left wing men held their 'pilots' in their left hand to leave the right free for the task of taking the leg-strap grips. We watched in disbelief, Could they pull it off? Would they get wrapped? A silence descended along the bridge edge as they made their final preparations, and then came the moment of truth! A unison count down, sounding like a warriors war chant, and they were off! The formation was beautiful, quickly taking a 3D shape with Scotty slightly lower as they dropped away in silence. The outer wing men looking down and across into the centre of the three-way base. Even watching off to the side, from above you could clearly see the faces of the base three looking up over their shoulders waiting for a space to throw their pilotchute's. The wing men threw on around '1' with the inner wingmen throwing on around 2-3 as

the first wave departed with opening shock and finally they were all open with no one lower than a good honest '5'. We all screamed in appreciation, from both top and bottom as all five canopies jockeyed for position, looking for a possible dry landing area. The gorge echoed with the familiar skydivers refrain... "Aaaaaoooooh" until well after they had all landed. Rumour had it that that was a warm up for an SCR attempt this year?

John Mjoen and Johan Aslen of Norway made their own spectacular "first" with a flag jump, holding their countrys national flag between them. It was so windy that the flag was flying before they even left the bridge in a fine two-way, with John making the longer delay holding the streaming flag, after Johan "dumped out" on a "two". Swedish BASE qualified jumper Jeff Dedijer left off with a shout of something in Swedish and was obviously happy to have made it to Bridge Day. Not to be undone two French jumpers left off with their own chant. I watched countless excellent jumps, among others that I can recall: One jumper who jumped with an artificial leg, he was worried about not being able to launch properly but made a "flawless" exit with really good form, opening and an intentional water landing. One

delay was so short, the opening so high, that the female jumper appeared to barely clear the superstructure when the canopy did a "180" on opening. A fair number of jumpers took off nice stable contact two-ways, plus numerous no-contact two-ways. I wish I could have tried the linked two way that two guys backed off the bridge, those girders must have looked close. Occasionally the twin lane despatching became quite efficient (even if I say it myself,) that several times there were no less than five canopies open at a time...

Lukas Knutsson and Chris Ivin from our British contingent finally got to make their first BASE jumps, after waiting all year for the opportunity. Lukas even managed to make three and go on to earn an ovation from the river side audience for a spectacular tip-toe landing on the sand-bar under his Wild fire 9 cell at a time when every one else was getting wet. Alan Heatherington who came on last years trip, made his first jump on his custom "Bridge Rig" and it worked a treat, really fast deployment. Alan is now living and working in L.A. - congrats. on your BASE Alan.

INTERESTING INCIDENTS

There were several incidents that were both interesting and curious. I noticed approx. five canopies open with the brake lines on one side over the front of the canopy on opening in the 'Butterfly' malfunction. Four of these cleared themselves soon after opening. They all made stable delays so it must be in the packing? I think the problem may be partly explained by the mismatch of certain slider up packing methods which do not lend themselves to being jumped slider down. I read with interest the comments of Robin Held & Jean Boenish, report in a recent Skydiving Magazine, though I'm not sure I would agree with their conclusions of recommending first timers to pack slider up for New River - rather, adopt a proven BASE pack job.

There was one regular pilotchute that streamed. Interestingly after reaching bridal extension it towed for a second and still had enough drag to open the container after a slight hesitation and still deploy a free packed canopy within four seconds from exit. In fact, not much slower than it would have done if it had been inflated. Once the canopy opened (and the tension on the bridal between canopy and pilotchute was relaxed), the pilotchute opened...

As a contrast there were several occasions when a regular pilot' was thrown, before reaching 2 seconds. The pilot' would fully inflate and tow, trying to open a tight container. One container opened to reveal a bag (un-pleasant sight!) snug in its position in the container. The pilotchute, fully inflated, visibly bobbed side to side as it towed behind the accelerating jumper, bag firmly lodged in the open container. The bag jerked a few times in the tray and then slowly lifted off the jumpers back, spinning a few times before as it slowly unstowed the lines. To top all this the canopy appeared to be abnormally bunched up and distinctly 'un-square'. It looked horrible from above, surely a malfunction? The jumper still travelling at speed. After a few hundred feet, much to our relief on the bridge, the "mal-function" cleared. Leaving the jumper with a short canopy ride and a wet landing. We then realised it was just a slider packed up...

A deployment sequence that is designed to protect a canopy from the ravages of a 120MPH slipstream is hardly suitable for a short fall/slow speed BASE deployment of less than 60MPH.

Another strange sight were the 9 cell openings, they opened alright eventually but for the first couple of seconds looked like a canopy with a line over the middle. These 'malfunctions' cleared as the jumpers released the brakes and the two ends separated from the middle and they turned square.

One unfortunate jumper collided with the a rubber cable hanging under the bridge left by this years sole bungee jumper. The contact ripped the top surface of his canopy. The bungee jumper incidently, immediately prior to his impressive free fall (6 seconds before caught by the bungee) pleased the queuing jumpers with the quip

"This is the first time I've hoped I would bounce!"

The day drew on and many people only managed to squeeze in a one or two jumps, what with the long queue and wet canopies. It was great to be back at Bridge Day and fascinating watching so many jumps and meeting many familiar faces and making new friends. As in the past, the meeting area in the atmosphere in the overview park that evening was magic. Drying Main and reserve canopies as far as the eye could see. We mingled, drank beer and swapped stories. A scene not unlike being at any other skydiving boogie, except set in a park and no airport!

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Associated Press

Nicholas Feteris, a parachutist from Elwood, Australia, talks to reporters yesterday after police arrested him, thwarting his bid to climb Sears Tower.

Sears Tower climb goes down the chute

By Jim Casey and Hugh Hough

An Australian parachutist who jumped last year from New York's World Trade Center found Sears Tower a stiffer challenge yesterday.

In fact, Nicholas Feteris, 24, of Elwood, Australia, never got off the ground.

Feteris, wearing a black jumpsuit, was arrested outside the tower at 233 S. Wacker, along with two companions, after the building's security force alerted police to their presence at about 3 a.m.

Police said a green canvas bag Feteris carried contained a parachute and three radios, presumably for use in keeping in touch with friends while scaling the building.

Feteris was charged with criminal trespass. The oth-

ers, Kenneth Rick, 34, and Jeanette Augustin, 24, both of Dearborn, Mich., were charged with disorderly conduct.

Feteris made his jump from the 107th-floor observation deck of the World Trade Center Oct. 16.

Feteris, a butcher by trade, said after making bond that he might ask Sears officials for permission to parachute from the tower.

While refusing to concede that he planned such a jump before being arrested, he said he'd like to give it a try, adding that he would free-fall for about the first 800 feet of the 1,454 foot descent from the world's tallest building.

Joe Cimino, restaurant manager at the Como Inn who had planned to take photos of the attempt, said

Feteris had been in training for a month.

He said an Australian film crew was to record the climb and jump, which were planned by Hollywood stunt man Ron Broyles.

Cimino said Rick had designed the climbing equipment that Feteris was to use. He described the equipment as a "cam interlocking system" that would fit in the track used by window washers on the west side of the tower.

Cimino said it was estimated that Feteris could make the climb in 93 minutes.

He said the plan called for Feteris to wait near the top of the building until just after daybreak, then jump.

Sears Tower was successfully scaled in 1981 by Daniel "Spiderman" Goodwin, who carried no parachute.

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XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Answer from page 3 STATUE OF LIBERTY

Professional stuntman & parachutist Rod Law jumped off the famous torch in 1912 (200 feet high approx) with a static lined round canopy. This fact and more can be discovered reading "Sky High Irwin" by Peter Hearn. Available via Skydiving magazine. (Recommended).

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MEET PHIL SMITH

THE SECOND PART OF THE INTERVIEW WITH PHIL SMITH, BASE 1, CONTINUED FROM AUGUST 1984 ISSUE OF JUMP.

Up to this point in the interview, Phil has discussed his early encounters with sky diving and "Fixed Object" jumping and his first meetings with Carl Boenish. Phil, who as of October 1985 has 138 BASE jumps and played a founding role in the BASE club, and is currently the most experienced BASE jumper in the world (a Californian jumper is reported to be hot on his heels in terms of numbers of jumps). If you would like to read the full interview, copies of the last issue are available. The year in question is late 1980. Interview nas

PHIL: At that point we had jumped a cliff, an antenna and a bridge. We didn't really have a notion of BASE yet, but I had been looking at a building in Houston. The building was going to be a 1,000 feet high. It was still under construction. It was just a matter of time before we did it, I wanted it to climb a few more floors. I wanted it to reach the maximum height so we could use it all.

JUMP: So it was a matter of thinking if you could manage a 1,000 foot bridge and antenna you would be able to jump off anything else that was a 1,000 feet?

PHIL: Everything was like a tool for the other - to gain experience and knowledge. (Phil) Mayfield had discovered a tower near by his house in Arlington, a 1500 footer. It was Brand new, no fence no security. We just had to do that. Up to that point we had jumped P.O.V. cameras (Point of View, i.e. Mounted on either the helmet or body) but no pairs. All we could get was someone's back and the object you're leaving or the front view showing where you're going. What we wanted was another person in free fall and a dynamic view. That Dallas tower was 'Mayfield and my first experience with pairs. Carl and Jean (Boenish) came out and made their first tower jumps there. Over a three day period we made a jump each day. One of the evenings we were sitting out on the lawn packing and Carl, in the way he would be philosophizing and thinking all the time (and I guess he might have been thinking about it for a few weeks), came up with the idea of

a club where to be member you had to have jumped off a different catalogue of objects. He had in mind a tower as an object, a building was its own distinctive category, a bridge was one, a cliff was one. It was just a matter of time before we came up with the letters to form the acronym as we did. At that time there were several people who had three objects but nobody had four. No one could claim membership in this club as yet!

TBBE Club

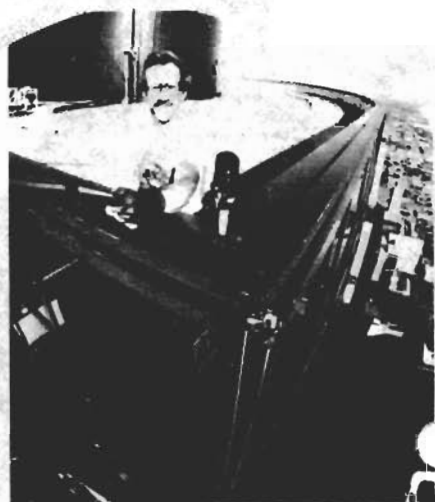
At first it was TBBE - tower, bridge, building, earth, and you know if we hadn't come up with a better one that might have been the name of our club. TBBE instead of BASE. We worked with the letters that night and came up with BASE. BASE had a double meaning - because it seems that everything you jump off is a jump base.

JUMP: A British jumper found a dictionary description of BASE (that inspired a T shirt) "A low and dirty act!"

PHIL: (laughs)..... Well sometimes we're certainly seen that way, sure. Well that was our goal. Ofcourse we had already set a target date for the Houston Building. We were just waiting for it to gain some more altitude. Time came round in January 1981 to do the building.

JUMP: Had you thought about special canopy pack jobs at that point?

PHIL: Up to that point I was satisfied with what I was doing. I was using a "Slider Down" for all those kind of jumps (1,000 foot down). I was Holding the pilot chute in the hand and my pack job was nothing special. I had been lucky I guess I hadn't had any problems yet with off-heading openings so I didn't see any need to change. For jumping off the building Mayfield, who had had a couple of openings "Off Heading" and was not happy about that. He didn't want to go flying into the building so he wanted to use a round parachute and chose a "Big Mans" piglet. I was still using the Flyer. When we set out to do the building it was just the two of us. Carl and Jean were there filming from the



Phil above "down town" Houston.

ground and from a helicopter. We had the maximum number of cameras we could have, but zero publicity. The media didn't find out about the jumps until months later.

With that jump the two of us had qualified for BASE. Ofcourse there were always more things. I had been going regularly to the TV antenna just south of Houston just like an addict! I had to get my fix every month or so and make another jump, taking other people up there, helping people make their first tower jumps.

JUMP: Why do you still prefer BASE to skydiving?

PHIL: Well because skydiving for me got rather boring, the way I liked skydiving was competition skydiving and it was hard to keep a group of people together who wanted to jump as a team. It was kinda like going out and making gonzo loads, and not getting anything out of it.

BASE jumping is still a thrill to me. Even the most mundane BASE jump, say an antenna jump at night with a solo exit. Its still got more going for it than skydiving.

JUMP: Why?

PHIL: Well its the.... (pause) the values, the things that make up a BASE jump. The starting from zero airspeed, the falling by an object, seeing it in your periferal' (vision), and the ground rush itself. These things to me make up a BASE jump.

JUMP: In the October 83 issue of Jump we had a photo of one of your train jumps. What gave you the idea for that project?

Phil: Well, it just seemed like a natural thing to do. We had been out to this 300foot bridge making both regular free fall and static (Ed: line?) jumps. Being a train bridge, naturally a few trains came along. If you were standing on this bridge and saw this train come smoking by, you can only look up and think "Wow, there's the top of the train up there, another fifteen feet!" Although it seemed it was going rather fast it seemed reasonable we could make a jump off it. That was one of the things, the other being two different film clips. An old news reel thing called GIZMO, where a stuntman jumps on a trolley car and runs along it as it crosses some water and comes barreling off the thing doing a front loop landing in the water. Then, Jim Tyler (BASE 14), a few years back (Ed: circa 1978?) went off a pickup truck with a special platform built on it, off the Pine Valley bridge near San Diego (I think). So I had all those as a background. It seemed like something I had to do...

JUMP: How do you see the future for BASE?

Phil: You know Carl once made a statement how in a certain amount of time we'd be going off the World Trade Centre. There would be 60 skydivers going to the 110th floor.. The police would cordone off a 4 block area and it would get to be such a routine thing that reporters wouldn't even cover it any more. As far fetched as that sounded at the time, I think it could lead to something like that. Maybe not a building but an antenna or a crane. We already have a bridge where we're doing it.

JUMP: Bridge Day has been very successful (interview prior to Oct 85)

Phil: Yeah, we saw a lot of press there this year but I wouldn't be surprised to see less there next year and eventually none. The less press means the less sensational we are and the more accepted we become. At this stage positive press is still good for us. People need to see it before they can accept it.

JUMP: A lot of work went into Bridge Day 84 to make it work.

Phil: 1984 was a crucial year for Bridge day. It was a pivotal year, the year we either made it

or break it. Because of our deal with the jumper drowning the previous year. 1984 was an election year. Nobody running for office wanted to stir up much stuff. They didn't want to pass a law changing Bridge Day because they'd be the ones with "the monkey on their back" later. Once the elections were over it would have been easy for someone to say "We're going to stop all this bridge day stuff". So we had to have a good performance that year, right before the election to be able to ensure the event continues.

BASE ETHICS

I think people should always try to make legal jumps when ever they can. Wherever possible to do it legally rather than trespass or breaking into somewhere, as doing it like that it leaves a bad taste in the mouths of the public. When people start breaking locks and windows, I really discourage that.

However I think that there are cases when it is best to go ahead rather than ask for permission and go ahead and do it. By asking permission all you are going to get is "no". If you then go ahead you have been warned and you end up in more trouble. To borrow a quotation: "It is easier to beg forgiveness than it is to get permission".

JUMP: So it takes a moral decision by the jumper on the ethics of any particular jump?

Phil: Yes. One of the motto's of the United States BASE Association was "To benefit all men - to harm no man" I personally think you should be able to do what ever you want to do as long as you're not harming anyone else's life or property. (The address of USBA is listed in this issue)



Smitty making a 200' bridge jump in Houston, with hand held 8' reserve in left hand.

JUMP: You have accumulated quite a lot of publicity. Is recognition and publicity important to you as a BASE jumper?

Phil: To some degree yes, however with no recognition at all, I would still be an active BASE jumper. For example I make lots of night BASE jumps that no one knows about. I just do it because I have to. Where possible I do a jump where I can do a jump and get recognition, especially if its positive publicity and its not going to make the jump impossible for someone else to do later.

JUMP: Carl's untimely departure has left us without our 'Guru'. How do you see BASE developing without his inspirational guidance?

Phil: Well BASE jumping will never be the same without Carl. Carl is someone who can never be replaced. There will never be any one like him in a 1,000 years.

The best the rest of us can do is close ranks, so to speak and do the best we can to fill in for him. As a group we did that at Bridge Day '84 (and 85). It ran quite well and was a group effort. There were twelve or so people that really did the job, shouldered the load together where no one of us could have done it by ourselves. Infact I heard many conversations when it seemed like we were talking of Carl in the present tense. We're going to miss him and I think there were a lot of positive things he was doing that will never be done now.

JUMP: You now have over 100 BASE jumps (138 October 1985) Is it in anyway comparable to your first 100 sky dives?

Phil: No, these have meant a lot more to me than my first 100 sky dives. They have certainly cost me a lot more in blood, sweat, tears, money and time... Four years to make 100 jumps, where in the USA the average person can make 100 skydives in 6/8 months. They mean a lot more to me than all my other jumps (1500+).

JUMP: Finally, you have jumped from over 30 different BASE sites, qualified for BASE six times over, breaking new barriers all the way. What is left?

Phil: I have done nothing... I have just scratched the surface. There is 10 times more to do than I have done. As Carl said "The whole world is jumpable!"

End © Jump 1986

School of human fright

VEERING WIND LINES

Last year the "Tower People" were making regular trips out to the local 1,000 foot mast. During the summer in S.E. England the wind blows predominantly Westerly - towards the east and straight down the back wire of our mast. Back in 1981 we had read in BASE magazine that the wind can often change direction. If you sit at the top platform for 30 minutes or so. We often waited but it never seemed to change.

WIND LEVELS

In the northern hemisphere the wind direction veers to the right as you gain altitude. 1,000 feet of altitude in our part of the world gives a variation of on average 45 to the right from the first detectable windline (usually between 100-150 feet up).

BIRDS EYE VIEW

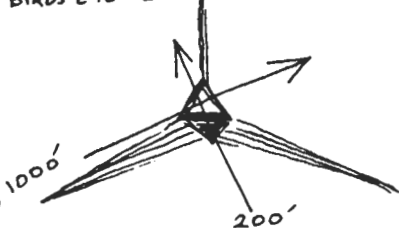


figure 1 Clockwise wind shift windlines may shift up to 90° clockwise by 1,000 agl.

The wind would commonly be light on the ground and pick up in force between 100 - 200 feet and then stay brisk all the way to the top. Sometimes the wind would pick up in strength again at the 800 foot mark and make the change in direction in the space of a hundred feet rather than the more normal 850 feet (150 - 1000).

This useful bit of knowledge was gained from balloon pilots who use this effect to steer their course in flight, up for right and down for left. It can also save - or encourage - you from climbing to the mast top on a "Down the Wire" day. This new discovery meant that we became pretty accurate in estimating the wind-line at altitude.

By taking note of the changing wind line at different altitudes, it occasionally left us with some hard thinking. For example, On several occasions the exit point wind-line was blowing off one side of the wire

WIND LINE ANALYSIS

2 (rare) occasions there was negligible wind from 0 feet to 1,000 feet. i.e. Any side could be designated as exit side. Usually accompanied by thick ground mist, (a useful tell-tale sign).

3 occasions saw little change in wind direction from the first noticeable wind line (often not found until 150 feet) to altitude.

4 climbs (20%) the wind line turned right greater than 45° and less than 90° to the right.

10 climbs (50%) saw the wind crab right approx 45°.

There were no recorded climbs with the wind line moving substantially further than 90°.

The wind direction was most consistent (and unfavourable) between the months May to August.

* data from 19 recorded jumps between 3/85 - 1/86

(10/15°), yet 200 feet down the wind was blowing back through the otherside. In past years we wouldn't have jumped, This year we experimented, knowing full well we were breaking from the golden rule of not jumping when the wind was "DtW". After long deliberation and many improvised coin weighted streamers we chose to exit on the right side so as to take advantage of the wind direction for exit and initial deployment. It is useful to have a fast streamer (toilet paper with a small pebble gaffa taped on the end - if we ran out we would improvise with a coin as a weight. It was when the wind was close to the wire that we needed to use streamers. (Toilet paper is a frequently useful beforehand).

INVISIBLE PYRAMID

Now, armed with this new understanding of clockwise windlines we could decide by 300' on whether to abort the climb or continue up, saving that awful climb down from altitude. Some tower people, confident of their canopies "On heading opening" reliability jumped the mast in the "DtW" conditions. Sitting on top one

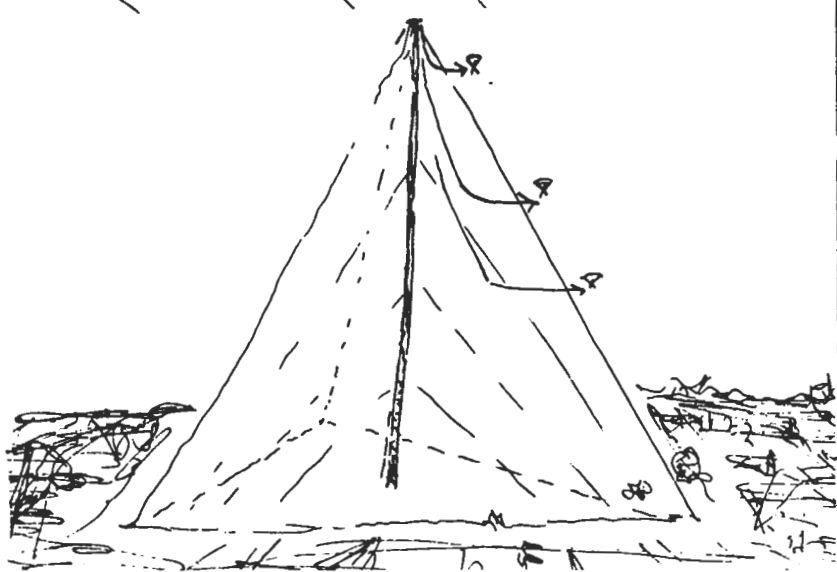


figure 2 PYRAMIDS The mast, with its outstretched guy wires, is the skeleton of an invisible pyramid. Pyramid principles become important with an off-heading opening in DtW conditions

day wondering whether we should jump or not, and what might happen if we did, we had the idea for 'Pyramid principles'. To think of the tower, with its ominous outstretched guy wires, as the skeleton of an invisible pyramid. Each side has an invisible face. Our one fear about jumping with a poor wind line was that of an off-heading opening and striking a wire. Then it followed that you are not free from the risk of striking one of the sets of wires until you have flown out of this pyramid, especially as then, when blowing D+W.

If you are jumping with a strong clean wind line (straight between any two sets of wires) you have little chance of coming close to any of the wires. see figure 3 (below) and look at the canopy travel envelopes. This diagram tries to show all the possible area one could cover in the time it would take to reach the mast, if you had a 180° opening after a 3 second delay with 5 feet throw forward. Here I have tried to show the safety of a strong wind with a good line. If, on the otherhand, the wind line is getting close to a set of wires then your potential canopy flight envelope is now over lapping the wires.

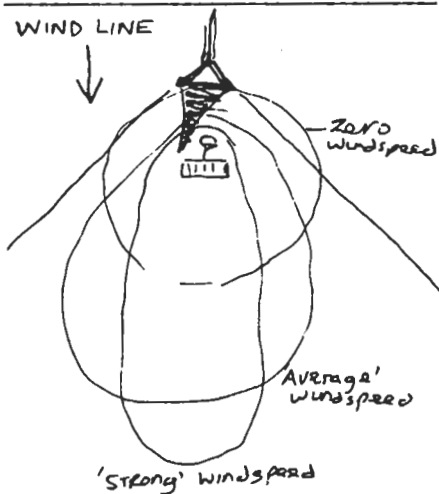


figure 3 FLIGHT ENVELOPES time/distance for different wind speeds with clean wind line.

You should never have to jump in these conditions, but an appreciation of the pyramid principles may help you to make your own judgement on what is acceptable for you and help your 'guests' understand the potential risks. After you have read the next few lines look at figure 2 Pyramid and things may become clearer. A 1 or 2 second delay with a strong top wind will fly you out of the pyramid in a matter of few seconds, probably less than 5 seconds after canopy opening (depending on wind

speed). An "honest" five second delay, puts you down inside the top half of the pyramid with a longer canopy ride to fly out from the pyramid. Hence, you are exposed for a longer period of time to the chance of crossing paths with the guy wires - with an off-heading opening.

This led us to think that shorter delays would be 'better' for D+W mornings, except it brought to light another factor.

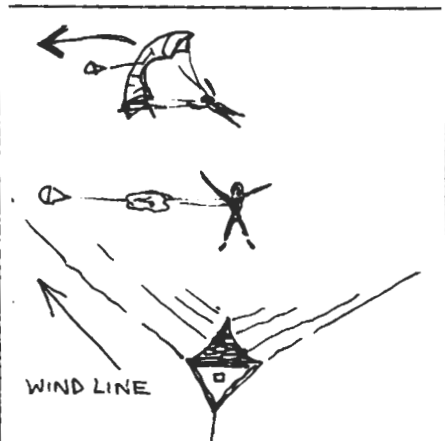


figure 4 WEATHER VANING Short delays in a cross wind can result in weathervaning downwind.

If you look at figure 4. (above) This is the effect of jumping out across a strong "cross wind" (90° to the windline) combined with a short delay. The canopy tends to bank off down wind on opening. The pilot chute when thrown on a short delay, travels out initially to your right side (wind line is right to left) and is caught in the cross wind. This speed of the horizontal 'slipstream' is greater than your initial vertical windspeed and as a result the pilot chute is carried down wind, deploying the free packed canopy off to the down wind side. On opening the canopy is not flying 'flat and level' rather it is in a "banked" configuration. Catching the crosswind the canopy smoothly veers off downwind. (This can be seen with CRW's canopies when they open cross wind).

This in itself, when tackled with an on-heading opening is not such a bad thing as it takes the jumper out of the pyramid in a matter of seconds. Infact several tower people found that they weathervaned in free fall downwind in similar conditions on a 3 sec. delay. Could this be that this was an instinctive reaction on behalf of the jumper used to catching an aircraft slipstream?

This led us to re-consider the advantage of a short 1-2 second delay on "Down the Wire"

mornings though with a standised pack job in our club off-heading openings gave little cause for concern. After a load when a few more friends came along on a "D+W" morning, where for one reason or another we did not do the sensible thing and climb down, our pyramid theory and shorter delays proved successful. Though if a jumper experienced a 180° opening on a short delay on a "D+W" it is still possible for a wire strike.

Another important and often deciding factor was wind strength, if the wind was mild (up to 15knts) the direction was viewed as less of a problem. "D+W" and the short delay was most effective with the strong wind speeds we were regularly experiencing.

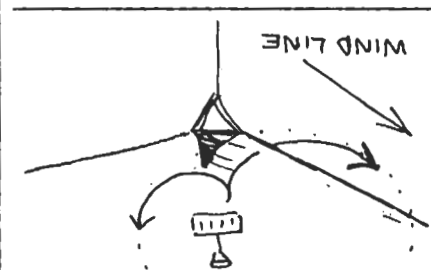


figure 5 CIRCLES OF TURNING

CIRCLES OF TURNING

If you have an on heading-opening, well fine, an off-heading opening greater than 110° down wind could be a different story. This lesson was quickly learnt after we started experimenting with slider up delays to squeeze out a little more free fall and reduce the opening shock to the canopy. Slider up 5 second delays with a free packed canopy proved to lack the "On Heading" reliability of the same pack job slider down. (The slider was loosely taken to within inches of the canopy fabric, rather than stowed). On the occasional time the canopy turned it was still down wind. This may have been contributed to by un-even shoulder levels, as some of us were using pull outs. Though initially on heading the canopy would turn as the slider dropped (Following advice from an early BASE magazine we have always left our riser velcro's off and so have no interference there). Up to this point it had never really been clear as to which way to correct an off-heading opening (apart from quickly) but it is quite critical as to which way you decide to turn. Look at figure 6 and figure 5 "turning circles" and you should get the idea.

Continued over page

School of human flight continued

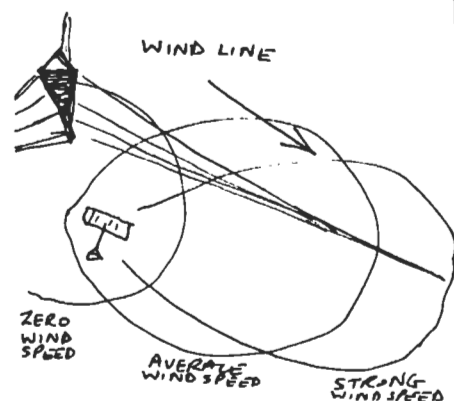


figure 6 D+W ENVELOPES

On one jump the canopy turned off 130° downwind as the slider dropped. I instinctively buried the right toggle to correct the left hand turn, but even though I initially had around 50 feet clearance I was

CHEDDER GORGE

Continued from Page 9
if jumpers use the gorge at times when it is free of other visitors and by jumping early in the morning or late afternoon. The old maxim "Out of sight, out of mind," is a good BASE guideline for regular BASE jumping. These times also co-incide with the best conditions for making cliff jumps. It has been said that as the first group at Chedder we went about our jump in the wrong way. Well now you know the exact facts, you too can formulate your opinion and hopefully learn by our experience. For my part, I am still convinced of the safety of both the jump and the site, free fall or otherwise. I returned to High Rock one month later and made a second free fall. The canopy opened lower than on the first jump and whilst I didn't make as much ground as the first time I still made a perfectly safe skydive.

The second group to visit the Gorge consisted of three experienced static lined square, BASE jumpers. All made the jump safely and one member even clocked

passing between two sets of wires in a matter of seconds. My heading changed, but not my direction of travel!

If you have an off-heading opening that turns more than 110° down wind it may be better to complete the turn and face into wind rather than try to turn back down wind. Facing into wind you will hold or back up slowly in relation to the pyramid skeleton, yet turn back downwind and you are flying at 50mph +. Some jumpers tried using front risers with varying effect as a fast means of heading correction. It seems to work with some canopies but not others. If you have access to a plane it is worth experimenting with risers as soon as you open & before you remove your brakes.

I can guarantee that even if you can comprehend the seemingly logical idea of turning circles, that when you try work it out when the wind line has presented you with a different face from the one you had expected it is quite a brain teaser.

One last idea to kick around

a 20 second plus canopy ride. All members jumped it twice and produced an excellent video film of it.

I am also informed that a third group has visited the Gorge bringing the total CG numbers to nine, two of these were also free fall.

The site at Chedder is beautiful, technically excellent, photographically stunning and will go on I suspect to become a classic British BASE dive. Like Clifton, Trellick, Beachy Head etc. I for one would like to know just how many people get around to visiting the big cheese. I well remember my disappointment after jumping Clifton to find that a reference number was no longer available. So lets keep track of this one its a beaut.

I hope this article has put the whole thing finally straight and on the record. Also I hope the technical information will be of some use, God knows its hard to come by in our discipline.

So remember - Head high... Hips forward and smile... Falling never hurt anyone. (See Barbican! Pg 19)

is considering where you open in relation to the wire attachment points. I usually throw the pilot' approaching a guy wire set at the end of the delay, having found that puts me open just below the wire attachment point, and in clean air should I have an off heading opening. Is this so useful? After a few seconds under canopy your position in relation to the wires has changed so would it still help?

As with all BASE jumping, the individual takes full responsibility for their actions. The 'tower people' discourage jumping in marginal wind conditions. Yet we felt it was important to share what we had learned with other BASE jumpers.

GERMAN BRIDGE'S

Gelslinger Bridge

Above river Kocher. Autobahn A6 (Stuttgart to Nuremberg)
Altitude: 185M approx 560 feet.

Good landing areas, lots of farming going on under bridge. Parking area to view bridge on Nuremberg end of bridge.

Necker Bridge

Above river Necker Autobahn A-81 (Runs south of Stuttgart)
Altitude 127 M = approx 394 feet. Very good landing area, very quiet under bridge, little activity. Parking area to view bridge at Stuttgart end of bridge. You have to walk out of parking area towards bridge on dirt path.

High power lines on left side of bridge when you are facing in southerly direction. Some small powerlines on exit side but no problem.

Both Bridges on Autobahns and no pedestrians are allowed on them. Report courtesy of Trevour Yates

CHANGING ADDRESS?

Don't forget to let us know so we can make sure you receive your copy of JUMP.



"OBVIOUSLY THE SPUR OF THE MOMENT APPROACH WAS WRONG AS IT ALWAYS IS WITH BASE..."

I had long thought of jumping the Barbican, who hadn't. 3 residential towers 420 feet tall with lots of grass lawns, plazas and concrete walkways all round. Then it happened, I found myself in London, kit BASE packed and static line attached. The night before a friend and I were "blown out" on a night jump off a 200 foot block (of flats). On the off chance I went along to check it out. The place has its own security staff and all the doors are wired to alarms (+ video cameras at all the entrances). There's always a guy sitting on the door, video monitor's and alarms at hand, even the underground car park security is tight.

Imagine my surprise, when right around the side of the building I push a fire exit door and it opens! Looking around I stepped inside. Up a few stairs around some corners and through another 3 more doors and I realised I was in and on the way up. It was 2:00 PM and a few minutes later I was standing on the 38th floor. This one is a (VIP) residential floor with a private balcony in tantalising full view behind some wired glass. There's a door and a sign warning that it's wired to reception. Up one more flight and I'm on the 39th. "Man, up there you could see forever!" Probably the highest 'public window' in London. Dropping my parabolic down I went to the balcony door. It was maybe a 1/4 inch open, none of the locks were clicked home. At the bottom there's a tell tale wire running away down the hall. It seemed to make sense that the door wasn't open enough to trip the alarm, but if I go out onto the balcony I'll have security up here in 30 seconds flat! Time to think. Down on the street I can see it's real busy. I still need night BASE so I decided to wait until dark, jump, land on the walkway and disappear into cover, throw my coat on outside my rig and vanish into the crowd on the street.

Well, I sat on that top stair for 3 hours listening to the lift gear running alongside me and wishing somebody knew I was here. It was my 22nd BASE, my 5th building and my 9th static line jump. Ironically if I'd had a pilot! It was an obvious free fall, safer that way too. But I didn't, it was a spur of the moment and a rope or nothing... I had been monitoring a flag way down there on a hundred block all



afternoon. Most of the time it had been hanging straight down. Now and then there was a little breeze but it was blowing from behind my building and straight out.

At 5:00PM I put my left hand on the balcony door handle. In my right hand was the static line. In my mind I gave a final dirt dive of the flight plan. Go off, riser turn right away from the opposite tower, fire brakes and swing left onto DZ heading, clear low building beneath, hold on full brake and then let her rock and flare. Should be real easy. I looked out through the glass and out across London. 20 miles of lights, somewhere a clock chimed "5", the flag was down. Feeling calm and confident I opened the door, stepped out and shut it behind me. Suddenly I could hear traffic from far-away down there, people coming home from work. The static line was fixed and I scrambled up the left side of the balcony.

Now standing there left hand on the wall and looking straight out it felt real good. My moment was instantly upon me and I said aloud to the empty balcony, "OK, First man to jump the Barbican. Here we go YEE HA!" At first it felt so good, I went away maybe a little flat but certainly not unstable, soaking up the visuals of the opposite tower going past I automatically registered the feeling of the

canopy lifting away and then the sudden surge as it got line stretch.

Brain working overtime my hands went to the risers, crucial moment. Looking up I watched the canopy open bang on heading and flying clean and then the whole right side seemed to run backward. I hauled the left riser down as far as I could but now my right end cell was running parallel with the 30th floor about 2 feet out. I could see the end of the building coming up and for an instant I just thought I was going to make it. But then the very end of my outside cell caught a projecting part of the corner masonry and I was slammed head on into the corner balcony.

Well right then I thought there was maybe still a chance and I tried to haul it away. But pretty soon the whole canopy just folded up and I was whistling down the side, cartwheeling from floor to floor trying to grab balconies as they hammered past. I can remember saying out loud, and quite calmly, "That's it, I'm going in, that's it..."

Then after I had been falling through about 20 floors, some head down, some head up and all the time smacking arms and legs off the building and trying to keep my head clear, I thought of my reserve.

Logically I guess it was way to late but it just kind of seemed like the thing to do. Just as I got the handle cleared out of the harness and my vision shot through to the street lamps - real big and close - I jerked upright. Momentarily, I stopped falling and there's this tearing sound. Looking up I see the balcony above coming right through the middle of the canopy so I grabbed the balcony I was swinging against with both arms. Suddenly, I'm hanging over the wall 130 feet above the street with my legs swinging and I'm looking into someones living room, that's funny so I really start to laugh!

I wasn't hurting anywhere at that point so I scrambled up over the balcony until I was standing outside this guys apartment. He's got the tv on and there's plants every where. The canopy was stuck and ripped in 3 or 4 places so I chopped it, crashed through a fire door on the left of the balcony and a minute later I'm running down the street.

A long way off I turned and looked back up. There on the

Incidents

Continued from page 19

side of the 14th floor or so is still a piece of rag stretched over two balconies.

CONCLUSION

Obviously the spur of the moment approach was wrong as it always is with BASE. But it was a real good opportunity and I trusted it to my experience. If I had have free fallen it would have been a successful jump. Most likely the fact that given the sometimes radical difference in airflow from a 100ft where my flag was to the 420 foot exit point the wind may have been blowing more.

I was unable to assess this or throw streamers as the exit balcony was alarmed and I had no access prior to the jump. I think the wind that there was may have been gusting at the time and coming from behind the building causing a curl around effect which could well have turned the whole canopy right (I went off the left hand side).

Alternatively the left brake may have fired on opening. I am certain the static line did not catch my leg on deployment and I was certainly in a good clean free fall position.

Ah well, you win some you loose some. I just hope the bruises go down before our Christmas Boogie at Cheddar Gorge!

Did I once say that falling never hurt anyone?

BASE 60

Bridge Day Continued from page 12

CRITICAL MASS?

As a final reflection on the state of Bridge Day, its popularity and the problems involved with such a large self-regulatory event, ponder on Carl Boenish's observation of Bridge day '81 taken from the Sept/Oct 1981 issue of BASE magazine, a year when "About 15 jumpers were expected but only 6 turned up...".

"If we had been better organised and more experienced, as USBA hopes to be in the next year or two, we probably could have handled fifty BASE jumpers and 150 lumps..."

Well Carl, we jumped over 500 jumpers this year, and we're no longer asking "if" but "How?" can we be better organised to cope with next year after the experience of this year? Has Bridge Day has reached a critical mass, above which the event is

unmanageable? How best, can the existing voluntary organisational framework cope with further unexpected circumstances? Will the helpers of the last few years still be prepared to shoulder the strain of another years bridge day at the sacrifice of their own days jumping?

Changes are planned for this years event so as to try to overcome last years drawbacks. Organiser Jean Boenish will be releasing registration forms in early summer with a limit of approx 200 jumpers. This is in line with the number of jumpers in 1984, a year when thinks ran smoothly with nearly everyone getting as many jumps as they wanted.

The registration forms will be published in Skydiving magazine at around that time. I would imagine that the 200 places will be oversubscribed several times over... It is a shame that this measure has to be introduced but it seems the only viable option until we can get more time on the bridge. Jean Boenish and Phil Smith have both asked for any useful suggestions from anyone who has anything to contribute.

Carl's words from '81 are just as relevant today, if not more so. Ponder on his final paragraph from his Bridge Day '81 article,

"...My BASE jump on Bridge Day '81 was one of the easiest, safest and enjoyable jumps I have ever made.

It is an experience that no human being on this planet should be denied, if it is his or her choice to experience it.

It is this spirit of worth, freedom, dominion, success, power, fulfillment that binds us BASE jumpers together, not a BASE Association, organisation, a magazine, articles or opinions. For this very reason, it can never be squelched, now that it is discovered and founded...

1986 DIARY

July: First Invitational Beer Head Exit Style & Accuracy Meet.

August: Troll Boogie, Norway.
FFI Christophe Lachoviez

SEPTEMBER 2nd HOT AIR BALLON BOOGIE Matlock, Derbyshire.
Contact: Steve Millard Dept of Civil Engineering University of Liverpool Liverpool L69 3BX

OCTOBER 7th Annual NRGB Day,
contact: Jean Boenish

BASE PATCHES



Price \$8 + \$1 shipping (\$2 overseas)

BASEics by BASE 3 - a guide for skydivers interested in BASE jumping. Price \$3 + \$1 shipping (\$2 overseas)

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