

Safety articles from
Nippleboy.

The Internets Safety
and Training Advisor

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Why AAD's are DANGEROUS!!

Date: 1995/04/13

Why AAD's ARE Dangerous!

Recently, a group of us planned to do a night big way to break off at 4000 feet just above the storm clouds. The dive went great, even the two way my friend and I normally do with the remaining altitude. The two way was planned to break high around 1000 feet to allow sufficient altitude to build a two-stack in the adverse weather conditions. Because this was my first jump with my new AAD I owed the drop zone a case of beer which my friend and I drank the beer before the jump. Since I had a few in me, I forgot about my newly installed Cypres. As I tracked away, I suddenly found myself under my reserve just as I went to throw out my pilot chute. Luckily I managed to hold onto it and safely stowed it behind my container. This further endangered me when I docked on my friend. The flight characteristics of our canopies were very different. My reserve about wrapped around his lines! I ended up spraining my ankle because my reserve collapsed after brushing power lines my friend and I flew into due to the fog.

If a worse incident would have occurred, my AAD would have been totally responsible. It was the thorough instruction of my jumpmasters on tracking and reserve CRW that saved me from even worse injuries. The very next day, I sold my AAD. I also started wearing a hook knife that my friend or I could use in the event of a wrap.

I recommend that AAD's be made illegal as they may be responsible for more incidents than saves.

Nipple Boy
A-19820

"Safety First! Fun Forever!"

Why PACKING DOESN'T MATTER!!

Date: 1995/05/02

Why packing doesn't matter.

First, I would like to thank my jumpmasters for informing me on the insignificance of packing. I have seen so many other students worry about this, like it was important. Now I am on sort of a crusade to alleviate other beginners like me of any such concerns. I show them how messy I can pack my rig with lines and canopy all over the place. Usually I can't even get my zero-p parachute all the way into the rig. The lines and canopy hang out between the flaps and it still opens fine. I have started packing all their rigs as sloppy

and quick as I can to help them get over their "gear fear." Most of them pack the same way now and thank me for comforting them. My jumpmasters warn all the beginners not to do gear checks because it will just cause them to become paranoid. Skydiving should be fun and relaxing for everyone. Any added nervousness to new jumpers will make them more dangerous to themselves and others.

The more we do to demonstrate the reliability of the skydiving equipment, the more confident new jumpers will feel. Once, one of my jumpmasters slid a thin metal rod through my reserve closing loop and didn't tell me until I was done jumping for the day. My friend and I had logged four CRW jumps and a "horny-gorilla". All of our pack jobs really looked scary too. I am much more confident of my equipment now.

Last weekend my jumpmasters let me repack all the tandem reserves. I had never even seen a reserve packed before, but I managed to cram them in there somehow. Possibly this weekend, one of the tandem instructors will intentionally cut away so that they can test my pack job. I am sure after all is said and done, we will all be much more comfortable with our gear.

So just as a recommendation to all the jumpmasters and instructors out there, please inform all your students that packing really doesn't matter. It will make them much more comfortable with their gear and a better skydiver in the long run. Also, warn against gear checks until they get at least an A license.

Nipple Boy
A-19820

"Safety First! Fun Forever!"

Re: Hookin' yer reserve in
Date: 1995/05/02

My jumpmasters told me to take out my reserve and put in a 97 stiletto. It has a small pack volume and is capable of high wing loading. I had a bitch of time getting that canopy in there, but I feel much better now. I don't use the reserve much anyway. I have over fifty jumps and only three reserve rides. My jumpmasters say that is pretty good.

Nipple Boy
A-19820

"Safety First! Fun Forever!"

Nipple Boy on INSTANT DOWNPLANE safety

Date: 1995/09/12

Safely Performing an Instant Downplane

Well, it feels good to be back skydiving after my last injury due to my AAD. I took the cypress out myself and had a hell of a time cramming my reserve back in the container. That is better than paying a rigger. Since I needed to do a hop-and-pop for recurrency, my friend and I decided to do an instant downplane. We needed compatible canopies so we borrowed our jumpmaster's stiletto 120 and saber 120. Because these are high performance canopies, we figured we had to tie ourselves together in order to hold a downplane. In the airplane, I tied my friend's feet to my leg straps. We exited a Mr. Bill around 2500 feet where I deployed my canopy first. Luckily my friend was not wearing a helmet because when I drug him out on exit, he scraped and banged his head against the door. Had he been wearing a helmet, his head would probably have gotten caught in the door with me tied to his feet. We went off tumbling so I deployed my saber before we got too much air speed. We had a beautiful opening despite our instability. My friend then pulled out his canopy he free packed with no slider for the instant downplane. I am not quite sure how or why, but his canopy spun up into mine and we wrapped. Luckily we were still above 1500 feet so he cut his canopy away and it managed to free itself from my canopy. Since I figured out how to pack the reserve on my rig, I told him I would pack his reserve if he used it for the instant down plane. He then deployed his reserve and it opened. Luckily, it was a PD 126 so we were still somewhat compatible. This time we went into an awesome downplane. There was no way we could have held on without being tied together. The tension in the rope and our vertical speed was incredible! At around 500 feet, my friend pulled out his knife to cut the rope, but the idiot dropped it! Not knowing how to land a downplane, I cut away my main. My friend and I were screaming out of the sky under his reserve. Fortunately my friend flew over to a pond next to our DZ where we safely landed. It was a great jump and I learned a lot from it. In summary I learned...

- 1) Each jumper should have a hook knife or have enough to share.
- 2) Make the connecting rope releasable.
- 3) Use a reserve that is compatible with your main.
- 4) Don't use helmets when there is a chance you may get hung up.
- 5) Always consult your jumpmasters before each jump.
- 6) Allow plenty of altitude for such maneuvers (i.e. 2500 ft).

Nipple Boy
A-19820

"Safety First! Fun Forever!"

NIPPLE BOY, jumpmaster?

Date: 1995/12/05

Wow,

Since I am nearing 100 jumps, my jumpmasters let me take a first time static line student. Her name was Erin, and boy was she hot! My dropzone has a quick questionnaire we give all first timers before they jump. I wouldn't have wasted her time, but I wanted to stare at her while she filled it out. I recommend this same questionnaire to all dropzones.

- 1) What is your name?
- 2) Have you made any previous skydives?
- 3) Have you had any hard alcohol or imported beers in the last 24 hours?
- 4) Are you sick?
- 5) Do you know what a ripcord is?
- 6) Are you scared to jump?
- 7) Do you think you will chicken out?
- 8) Have you ever played Russian roulette?
- 9) Describe any skydiving nightmares you may have had.
- 10) Who is your benefactor.

She filled it out and man was she beautiful. My jumpmasters said since she knew what a ripcord was and probably wouldn't chicken out, she didn't need much training. That was great because I wasn't totally sure what to tell her anyway. I took her outside and showed her the airplane, a Cessna 182. We had plenty of time because the pilot was still passed out from partying with us the night before. I told her to do a somersault and said "If you land hard, just do that." My drop zone has a special harness that we can hang the students from to practice emergency procedures. I didn't feel this was necessary, but we had lots of time and she was really cute. I hung her up and showed her the standard peel-punch-pull technique. To test her, I called both my jumpmasters over. At the same time, we all started screaming "**MALFUNCTION!!! YOU DUMB BITCH!!! YOU ARE GOING TO DIE!!! DO SOMETHING!!! YOU'RE GOING IN!!!!**" She didn't pull a single handle and started to cry. I felt bad and took her out of the harness. Then we just sat around until our lazy pilot woke up. I asked her stuff about her boyfriend and where she went to highschool.

Finally our pilot was ready to go. I went and got her rig. I dressed her in her jump suit, very slowly. My god was she awesome looking. Then I put the rig on her. She noticed that there was a bunch of her canopy sticking out from the flaps. I assured that was normal. I had packed it myself. I couldn't find the bag with the helmets, radios, and altimeters. My jumpmasters told me just to let her out around 1000 ft so that stuff really wouldn't matter. On the way out to the airplane I noticed a rope s-folded across the back of her rig. I had never seen this. I was too embarrassed to ask what it was. We got in the

airplane. On our way to altitude, I figured out that the long rope was acting like a ripcord. Now I was confident. The pilot had asked me what the winds were. I remembered they were out of the east yesterday so we took that jumprun. She was shaking really bad in the airplane, I guess very scared. I had no idea how to calm her down so I just kept staring at her chest. The pilot opened the door and I hooked the end of her rope to my leg strap. I told her to get out and jump. I guess the rig was too heavy for her because she didn't move. I lifted her up and pushed her out of the door. The rope about pulled me out of the airplane with her, but I held on. There has to be a better system for that. I packed her a real slow comfortable opening. It opened beautifully. I pulled the rope into the Cessna and I got out.

Everything went very smooth. My jumpmasters were very proud and I was happy. This was a very rewarding experience and I do plan to get my jumpmaster rating soon.

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Nipple Boy

YAHOO 1996 party!!!

Date: 1996/01/17

Yahoo! It is 1996; a whole new year to skydive. My drop zone had an awesome New Year's Eve Party. We all came in costume. Recently, a good friend of the drop zone died doing a normal relative work jump at another drop zone. My jumpmasters said it would be funny if I dressed up as that person, so I did. I wore a smashed head rubber mask, an old ripped jumpsuit, lots of fake blood, and fake bones sticking out of my skin. I was shocked at everybody's reaction. They were actually offended and scorned me! I could not believe their oversensitivity. Most ended up leaving, so my jumpmasters and I partied without them. We had all the beer to ourselves. We got so drunk that one of my jumpmasters couldn't even get his rig on to jump with us at midnight. The uppers were incredibly strong so we did a cross country. The only thing lit was a few houses and our drop zone about ten miles away. It was very beautiful and the most peaceful feeling I ever had. My jumpmasters let me use an old ParaCommander they found when they were cleaning up for the party. I never jumped a round canopy before so I was naturally excited. I think if I jumped them a lot, I could become bored, but the ride was incredible for me. It was very quite and cold. I forgot to put on my jacket before we left. The toggle pressure was a bit heavier than my canopy and not too responsive. What did I expect? It was a PC. I had no control over the canopy. I ended up landing in a small field some distance from the dz. I didn't see all the power lines until I drove by the next day. Next time I do a night cross county in heavy winds with a PC, I will spot much better.

HAPPY NEW YEAR!!

NippleBoy
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NippleBoy(Airspeed vs Groundspeed)

Date: 1996/04/08

Also confused on this issue I talked to my jumpmasters. They told me that separation between groups has nothing to do with air or ground speed. It only has to do with the size of the canopies. Jumpers with larger canopies should exit first and open higher. This allows for the smaller canopies to open lower and out of the way. Since I jump a stiletto 120, it is safest if I exit near last and free fall to around 1000 ft agl. They further said that horizontal separation can only lead to bad a bad spot for more jumpers.

NippleBoy's Beer Dissertation

Date: 1996/04/11

I was asked by my jumpmasters to post something about the "case of beer" thing. Beer is a crucial part of our sport. A full beer has a very compatible fall rate. At my drop zone, no student can graduate until they catch the full beer can thrown three seconds prior to their exit. In addition, all those empty beer cans constantly pushed out of the way while trying to sit down in the aircraft, make great wind drift indicators if you actually choose to spot. Requiring a case of beer for a first, is as important to our sport as is the parachute. My jumpmasters told me that the people who don't like the case of beer rule probably do freestyle. Beer helps many nervous jumpers relax and enjoy their skydive. Any time a student is particularly scared, my jumpmasters drink beer with them until they are ready to make the jump. Without beer, how many of us would be jumping today? Beer is to skydiving like shoes are to feet. Would you really want to walk without at least having two. If you deny the sport beer, than you are contributing to its eventual demise.

WRAPPED TANDEM

Date: 1996/04/15

This weekend I decided to try to dock on a tandem that my jumpmaster was doing, so I borrowed his stiletto which was a bit bigger than mine. I figured I would need it. We got to altitude pretty quick. I had to estimate where we were because someone spilled beer on our GPS at lunch and I couldn't see through the cloud layer. The tandem jumped and I chased. There was an amazing amount of tension in the drogue chute bridal. It felt like a stiff metal rod. It was cool because I could climb up and down easily from my jumpmaster to the drogue chute. At around 4000 ft, I got off and deployed so that the passenger

could watch my deployment. The tandem pulled a little high and was under canopy by 3000 ft so we would had plenty of time for me to dock and try to land the stack. I front-risered all the way down to them, but had way too much forward speed. My canopy wrapped around the tandem. It was funny because I could here the tandem passenger screaming. I hate it when girls scream like that. My canopy was somehow caught between my jumpmaster and the passenger. My jumpmaster could not get clear so he told me to cut away. I cut away and deployed my reserve. I landed in a small field about five miles from the DZ because of the spot. I was laughing so hard because I could still here her screaming. I couldn't see them until they were below the clouds and about to land. It was a fun jump. I never found my freebag, but my jumpmaster managed to hold onto my canopy. A car stopped to give me a ride so I didn't look for the tandem. My jumpmaster got back before I did and she left right away. If anyone knows who she is, let me know. Usually I get girls' phone numbers off of the waivers, but she didn't fill one out. She was very cute and I would really like to meet her. If anyone knows who she is, please e-mail me.

Re: Tersh'es for CRW was,wrapped tandem

Date: 1996/04/18

The smoothest docks I've ever seen were on a CRW jump where no one had reserves. It worked, try it. There is much less chance of a wrap, so is much safer.

Nipple Boy

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SKY BOXING!!!!!!!!!!

Date: 1996/05/29

I just moved my computer to my drop zone since I spend most of my time there anyway. This means that my jumpmasters and I can post more often. Right now we are all just drinking beer because some people are coming out later to do night jumps with us. Anyway, this last weekend, my jumpmasters invented a new form of skydiving, "Sky Boxing". Both of my jumpmasters put on boxing gloves in the airplane. A friend did video and I acted as referee. My job was to make sure there was no hugging or low punches. I also had to deploy for them at 2000 ft. since they couldn't with the gloves on. They went for three rounds last Sunday and it made for a great time watching the videos that night. To keep the fights close, the winner had to shotgun three beers between rounds. The trick seemed to be to punch the opponents goggles off and then hit him in the nose to get his eyes watering. Really hard punches were the funniest because they would both flip or spin. Anyway, we are thinking about organizing a boxing boogie some time. My jumpmasters were getting pretty good. If anyone wants to challenge them, please let

us know. If you are going to try this, get video and make sure there is someone to deploy for the boxers. I made sure they were both under canopy by at least 1000 ft.

Nipple Boy
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Re: Line Twist

Date: 1996/07/29

I am not a certified jumpmaster, but the students I have put out on static line seemed to get better openings when I held onto the static line myself. You may tell your jumpmaster not to tie off the static line, but just to hold onto it, or tie it off to his harness. My jumpmasters told me not to worry at all about line twists. Another thing you may want to try is to figure out which way the line twists come out. Have the packer rotate the bag a few times the other way. This may help also.

Nipple Boy
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High Performance Elliptical CReW@P.I.A. Boogie

Date: 1997/02/21

Hi Guys,

Just thought I'd take this opportunity to thank all the participants of the "We Don't Need No Stinkin' Booties" throw down 8 way CReW Team. The Canopies Flown consisted of everything from a Manta 288 sq. ft. loaded @.9 to 1 to a Stiletto 120 loaded at 1.6 to 1. While some might say these canopies won't fly well together we set out to prove them wrong or die trying.

While on the ride to altitude we were voted most likely to die.

Dive One:

Exit order by canopy was Fury 220, Falcon 215, Manta 288, Sabre 170 Griffin 150, Sabre 150, Stiletto 120, Viper 120 We tried to build an 8 stack, (would've been a DZ record I'm ashamed to say, but they don't do much CReW at this DZ) but it only built to 5 seems it takes a little planning and practice to get this mis-match to fly together but this dive proves it can be done.

Dive Two:

Same exit

We talked about the dive on the ride to altitude, and decided to build two four stacks and then dock one one the other. The two stacks built well by 8k, but the pilot of the high performance stack kept flying away from the others. We broke @ 4k to build 4 downplane/dragplanes.

Funny but the two 4 stacks seemed to have very similar flight characteristics. I believe one more attempt would have gotten the DZ record, but the second otter fired up and the DZ has a rule, no CreW when there are two airplanes flying.

All in all it was a pretty good time the CReW dogs showed the RW godz that they don't always own the sky.

We learned a few things that may come in handy if you try this at your DZ.

1. Never discuss the dive till wheels up, too much time to get paranoid is a bad thing.
2. When someone asks what'cha got for a main mumble something that sounds like Lightning or Prodigy, everyone will be so surprised later.
3. Wraps in the ZP/Elliptical stack are much more invigorating but watch out for those nasty microlines.
4. Never tell the others on the airplane what you are doing. (including the pilot) If they find out how much fun CReW is they will all want to do it. And if the pilot knows he'll try to screw you on the spot.
5. If your DZ outlaws hookturns like ours did just hold your dragplane till 50' or so but try not to be on bottom unless you're over water.
6. Never allow AAD's on a CReW Dive.
7. Off airport landings are common in CReW, be prepared. Always stash full beer coolers in fields adjacent to the airport. Also bus tokens can come in handy. Be prepared
8. Remember if skydivers flatter you by asking you on a CReW load always accept and if they ask you if you've ever done CReW before lie, they did, and who needs safety lectures anyway when you have this NG
9. If someone cuts away you have to cutaway too nobody, pulls till you turn at least 4 points, good skydivers stick together.
10. Hook knives really just get in the way. I've got *6* CReW jumps now. 2 of them intentional and I've never needed mine so I quit carrying it .

Safety First
Fun Forever!!
Hey Brian This bud's for you!

WTB Pegasus or Fury

Date: 1997/05/23

Looking for a 7 cell ~220 sq. ft. in good enough shape to do BASE or CREW. I keep scaring the guys when I tell them I've got my Stiletto in my BASE rig.

Q: What's the Delay from.....?

A: 3 seconds

ALMOST AN AAD KILL

Date: 1997/07/12

Yes! It was me that got hurt in Florida and what I learned from my ordeal is to always follow my gut instincts. I knew AAD's are very dangerous, but I borrowed a rig that had an AAD and I used it anyway.

We just took off down the runway and were on our way to altitude. To be funny, I told my jumpmaster to turn on the AAD. That was my mistake.

I was front float on the trail plane of a formation load. It was a good thing that I was a little drunk because the dive was lousy from the beginning. Our base funneled and a few of the divers went low. I knew the dive was wasted so I flew under the formation to do free style where every one could see me. One of my jumpmasters smiled at me and gestured for me to pull under the formation. So for a joke, I went on my belly, did a nice big slow wave off and pulled under the formation. The last thing I remember before getting into the ambulance was very funny. Every one looked so surprised and panicked as they turned to track away from me. Evidently, during my deployment one of the jumpers hit me, broke most of my lines, and knocked me unconscious.

I streamered unconscious for over 20 seconds. I was just about to regain consciousness when the damn AAD fired. The whack of the reserve opening is probably what kept me unconscious. After a few seconds, my trailing main tangled with power lines and sent me into the ground very hard. If I did not have that stupid AAD, I could have regained consciousness, cut the main away, pulled my reserve, and been fine.

So because of my AAD, I now have a few broken ribs, a broken foot, and a broken pelvis. I will not use an AAD even as a joke any more.

Nipple Boy

"Safety First! Fun Forever!"

CRW NIGHT WORLD RECORD

Date: 2000/10/22

This last weekend, we built a 16-way diamond at night, but my jumpmasters say it doesn't count as a record because we did not do the dive as planned.

We weren't even planning on doing a jump. The day was over early due to weather so we were just partying our asses off. It was about to break up around midnight when my jumpmasters suggested doing the jump. I about pissed myself watching everyone try to put on their rigs. My jumpmasters sent one of the new students to pin our lighted windsock in the wrong direction.

The pilot took us up to 17,000ft. so we would have more time to build the formation. We circled for a long time looking for a hole, but never really found one. The jump was actually pretty miserable because we got caught in rain. I think that is why our dive was so shaky. The 9-way base built great, but then the confusion started. Our row four wing on the left side never showed. We found out later, he put on his free fall rig and didn't notice until he was under canopy. One of my jumpmasters took the slot and I flew in to lock him up. Yeeha!! It was shaky, but the 15 way built. I didn't think we were going to get 16. Our cameraman closed the 16-way somewhere just under 2,000ft. Yahoo!! A NEW WORLD RECORD!!!!. Of course we were nowhere near the airport. Only one of us made it back, but he broke is ankle from a downwind landing. I guess the windsock fooled him. Everyone else was fine.

Since several of the slots were swapped around because of our wing that had to abort, the dive was not executed as we planned. My jumpmasters say that for a record, everyone must be in their planned slots. It was at least an unofficial world record and hell a good time! Thanks guys and gals!!

Nipple Boy

"Safety First! Fun Forever!"