

RW Underground

Newsletter of the RW Council

No. 5

January 1973

Cold winter & the FAA is bad for RW. Hubba. Write's compiled by PAT SC5-1 and JAW SC5 63B and lotsa other nice folks who write letters and

Large MEET. 300-Plus Turn Out for Z-Hills. Zephyrhills, Fla. swarmed with RW freaks over the Thanksgiving weekend for the annual Big Z Ten-Man meet. There was plenty of good competition among the 30 teams there, but the rain gods gathered and only two rounds were completed. 24 of the teams jumped from the minimum altitude of 10,500; 6 from 12 grand. Here's the top 8 teams and their times for two rounds:

1. California Team	23.4	26.7	tie	5. Get It Together	25.2	35.7
2. Ten High Bunch	27.5	24.2		6. DelRay Aerial Circus	32.6	28.3
3. James Gang	26.8	27.7		7. Pieces of Eight	33.0	30.6
4. Godfrogs	27.7	28.6		8. Needles & Pins (Army)	33.8	31.5

Even though the meet was a weather failure, all had a good time. Such a friendly spirit I've never felt at a meet before. We did a lot more than just jump. We rapped and boogied and put a lot of RW heads together to figure out where we're going from here. This year we have realized there has always been a giant army (previously silent) of RW people, thinking as we do, who are mobilizing and looking to the future of RW and competition.

Miss American Pie girls' team was there, made up of girls gathered from seven states. "...not the original team from Calif. but organized in Florida to give some of the women not on ten man teams a chance to jump in the annual meet," says jeanni McCombs. "We really had a ball..." They built a six and a seven in the meet and generated a lot of spirit.

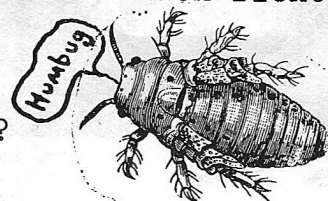
The traveling CG Godfrog Good-Times and Good-Vibes Award was presented to Kansas Homegrown team by the Texas team to whom it was awarded at their October meet. Along with the RW Council's awards to individuals who have contributed to the growth of RW (see our last issue) a special Certificate of Merit was presented to Jonathan Livingston Seagull..."for outstanding service to relative work." A few weeks later brought a note from author Richard Bach: "Many thanks...on behalf of Jonathan Seagull... you know him well."

Mass jump. The world's largest parachute meet also saw the world's largest mass exit. 162 nervous RWers and one 6-ft. frog left six monster airplanes at the scary altitude of 3500 ft. The pilots flew in tight formation and in freefall the sky looked like a beehive. There were several small stars built. The only fatality was C.G. Godfrog, a 6-ft. bright green, stuffed 10-lb. tree frog who opened too high and drifted off into the alligator-infested swamp. C.G. was a beloved member of the Godfrogs 10-man team. His competition experience included the invention of the Swoop.

As C.G. would haveliked it, the boogie got better as the day and night progressed. "It was really far out to meet so many outasite people," enthused one competitor. "But none warmed my heart..as much as finally making my acquaintance with "Big Red." Red is one of those who just seem to radiate good vibes and visions of RW. All who came in contact with him left much richer just being able to call him friend."

WHY DO WE CALL OURSELVES "RW UNDERGROUND" ??

Because frogs hibernate in the mud, of course. Why else?



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BIG N' Bitchin' STARZ!



ARIZONA. What better way to open a new DZ than with a BIG far-out star? That's just what the Arizona plummeters did -- with a little help from their friends. The new location is Casa Grande, AZ. where after several attempts a 23-man star was made Thanksgiving weekend. Jumping from two Beeches at 12-grand to do it were RW freaks from Arizona, Colorado, Utah and Calif. Several people wrote to tell us all about it. "Super good vibes were everywhere. No reason to get uptight..." said Nixon Lange... "we put together the most beautiful 23-man star that anyone has ever seen." Terry Cooper said, "Lyle Cameron was our BIG base,...no bullshit it was a truly flawless star. Wow, what a rush seeing all those bods together." They did a perfect 9 out of 9 night star a few days earlier...about 11 pm on Nov. 21 -- Arizona's first.



FLORIDA. Florida freefallers' heretofore unappeased appetite for big stars was satisfied at Pop's Meet in Indiantown over the year-end holidays with a 19-man star that also became a 22-man horseshoe. A Lockheed Lodestar provided the airlift for members of DelRay Aerial Circus, the HASH (High Altitude Star Habit) and Z-Hills teams, plus friends from other parts. Got together on New Year's Day -- a good omen for a good year. Said one hapless Ohio jumper who found himself about 5 ft. below it, "Sure was pretty -- and I'm on a diet! Now!"



ELSINORE. FLASH! New record -- a 27-man on January 14. At this writing it's not yet confirmed by photos but those who were there feel sure they've done it again. They said it was a nice one -- out of two Beeches and four Howards (what a flying formation THAT must have been) -- and it was a solid 27-man that broke when the 28th man entered. They plan to try again for a 30 next month from Hueys.

300 Avid Swoopers at RW MEETING (Whoeee!)

White SPACE

A meeting of large-star relative workers was hosted by the Relative Work Council in Zephyrhills, Florida on Nov. 25. Following are some of the thoughts and recommendations that came up:

1. The new 10-man rules seem to be working out well, but there is a gray area concerning protests. In the rule governing "unusual conditions" a clarification is needed to allow for exceptional circumstances (such as hail in the air) when rejump validity should be interpreted by the Chief Judge according to the situation. Most felt that the addition of the phrase "except in case of highly exceptional circumstances" added to that rule would do the trick, without removing "snivel rights."
2. Competitors at Z-Hills were unanimous in their agreement that alternate and sequential maneuvers for 10-man competition should be added after the 1973 Nationals.
3. Relative workers want more of their USPA dues to support relative work, and are in favor of other solicited donations for the U.S. Ten-Man Team Fund. A show of hands revealed that all but four competitors at the meeting were USPA members.
4. Aerial judges were discussed at great length and with mixed reactions. Most everybody seemed to agree that videotape is the best alternative. A five-channel tape recorder which allows all judges' calls to go onto the same tape was also recommended.

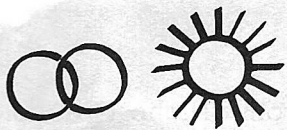
Help!



Fun:
Get on a 10 man team and a 4-man team and go to the '73 Nats!



(continued on page eight)



from letters to RW Underground from competitors,
compiled by Jim Baron

RW UNDERGROUND has received lots of correspondence and proposals concerning the future of relative work competition. Lotsa people are saying that RW meets are due for a change to a more challenging and exciting competition.

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Ten-man stars are still favored as the base for RW meets, but with new formations and maneuvers being created and successfully completed there is no doubt that they will soon be included in competition. Let us create a possible future RW meet, based on some of the ideas sent us by Curt Curtis, Bill Bishop, Dale Evans, Dan Poynter and others.

First, it could have two classes. "Why not...?" asks Dan Poynter in The Spotter. "A junior event consisting of ten-man stars for time and a senior event based on ten-man stars to alternate positions and timing only the transition. This plan would provide a greater challenge to the expert while still attracting the novice. It would eliminate the circus exit, be more attractive to the spectators and be a better demonstration of true relative work."

Our meet would then consist of two phases of competition, the first being a 5-jump event of ordinary 10-mans, the same as we now have. The second phase, for experts, would consist of 5 jumps, one of the jumps being a 10-man, the other four divided between different formations (snowflake, accordion, etc.) and sequential work (star-BREAK-two 5-mans, or, star-BREAK-snowflake). One of the jumps could be a reverse-order 10-man, too. "This would show the versatility, strength, depth, experience, etc. of a truly National Championship 10-Man Team," points out Curt Curtis.

The hosting DZ would include in their announcement of the meet the formations to be used. Or there could also be an open meet with the formations being drawn from a hat the day of the meet.

Scoring would be the same system we have now for both phases: points and "time."

This type of meet could give both newly formed teams and pick-up teams an opportunity to gain experience in competition and to compete with other teams who had had only a short amount of air time together. It would also give teams who have been working a lot together and have become adept in formation flying a chance to really get their wings into some mind-blowing competition.

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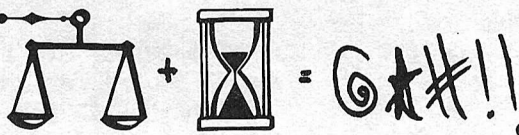
ED. NOTE: We'll get into more ideas in the next issue. How about some ideas from you? The main thing is not to force or allow RW to petrify into a ritual by making rules that strictly "define" and limit competition to conform with what used to be "in." Style, for example, used to demonstrate skill at parachuting -- now it only demonstrates skill at style. Likewise, speed stars are coming to demonstrate only skill at making speed stars, not skill at relative work. Let's continue to do RW and modify our meets to grow and change with us.

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NEEDED: (DESPERATELY)
JUDGES FOR THE TEN-MAN NATIONALS EVENT



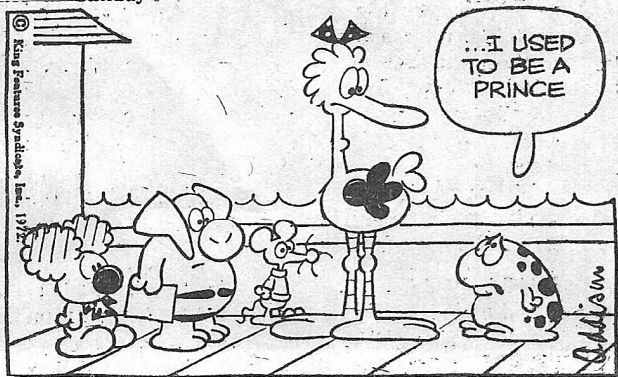
"...at the BOD meeting in January," writes Curt Curtis, "event judges and principal judges for the 1973 Nationals will be selected. Those who are interested in the 10-man event should send a letter to Gene Paul Thacker (Competition Committee Chairman), with a carbon copy to USPA Headquarters, stating their intentions and experience. Perhaps in addition, names of recommended individuals should be sent to Gene Paul Thacker by the RW Underground readers."

A large star attempt at GCSPC, Xenia, Ohio yielded a 16-man using jumpers from all the Greene County centers combined, including Atlanta, Bardstown, etc. . . . Though they looked good at the Z-Hills meet, the future of the Army's 10-man team is cloudy. Army brass don't support RW; they have no 4-man team at all. . . . Hinckley's Beechcraft is dead and laid to rest as of January 1st. Sad to see the old rattletrap go! . . . Budman's Star Fairies team out of St. Louis, Mo. ask, "WHO is Budman? ?" search me. . . The group in Birmingham, Alabama has a newish D-18 and a new 10-man team with the usual start-up problems. . . Forgot to mention Tom Phillips' overwhelming win of the Elsinore Tracking Contest at the Scrambles in September. He wore a minipig and bells. . . Bill Stage, SCR-5, SCS-57, is working with Newell on the Starcrest applications. His address: 4904 S. "F" St., Oxnard, Calif. 93030. . . FAI is planning a 10-man event in conjunction with the 1974 World Meet. Where can we hold an international competition in 1973? Some people have expressed interest. . . Pacific Coast Meet Dec. 9-10 was called for weather--snow? in Elsinore? another first for Elsinore. One round of 10-man was completed--Jerry Bird's All Stars #1 . . . Bill Boles, newly appointed captain of the Farkles, decided to switch rather than fight. He joined the All Stars . . . Bad weather plagues other teams. Sandy Reid writes from the land of the Beechnuts: "I think we've managed to get in one Beech lift of any seriousness." . . . "Our winters are made up entirely of non-jumpable weather" says Rocky Kenoyer who's trying to stir up interest in a Northwest area Relative Workers Association. Write him at 3907 NE 140th, Seattle, Wa. 98125. . . A new (old) DZ has opened at Lancaster, near L.A. We hear they have a full-time Beech. . . The Texas team's DC-3 is minus a left engine. But a new center near Cleveland, TX. looks promising--with two Twin Beeches, a 180 and 2 Twin Otters on call. Run by John Merchin & Harvey Stewart. . . Ottley writes that the following item is on the agenda for the USPA-BOD meeting in Tampa, Mon. Jan. 29: "New Business Item: Better service for and improved relations with relative work segment of USPA membership; how best to use 'USPA Ten-Man Team Fund' to benefit competitive relative workers."

Merit Badges:

The USPA licenses (A-D) and ratings (jumpmasters, I/E, etc.) are obviously required to establish, promote and maintain a degree of safety in parachuting in general, and filling out paperwork specifically.

Of course these licenses have nothing to do with parachuting skill (just as having a driver's license doesn't insure that you are a good driver.)



In RW there are two merit badges recognized by all participants both here and abroad as proof of RW proficiency. These are the Bob Buquor Memorial Starcrests: SCR and SCS.

An SCR recipient has "participated in a Free Fall Star Formation involving eight or more skydivers in a completed circle held together for a minimum time of 5 seconds or 1000 feet." This one may have been "given" you. Even so, those who gave it had to be real RWers who wanted to relate with you. Either way, it's meaningful.

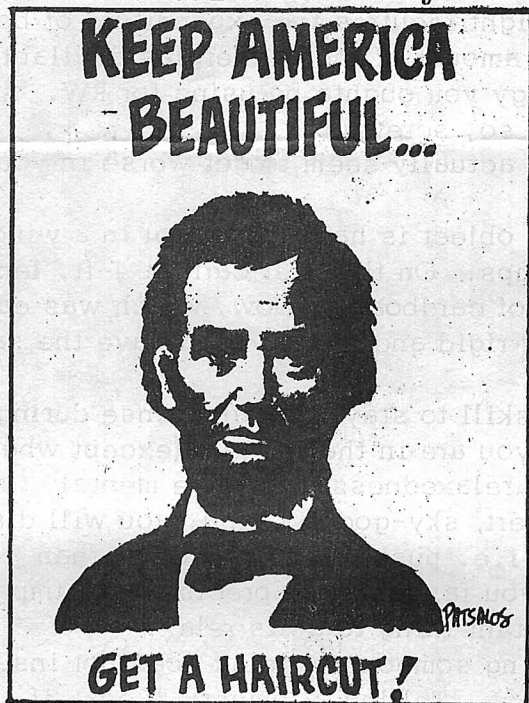
The SCS must be earned. "...By entering into this star formation as 8th or after..." If you are already hot at all phases of RW, this is easy. If you're new to RW, if you're a short, heavy fireplug, if you are a girl, it means quite a bit. Under these circumstances the SCS proves a degree of skill at flying both early and late. This is important at a big star attempt, an SCR Scrambles, or when you are visiting another RW drop zone.

This way, when the Starmaster or manifester sizes up your skill by eyeball, he can temper

(Merit Badges, cont.) the fact that you're 5'6", weigh 210 lbs. and are called "Bowling Ball" by your friends with the fact that you are an SCS recipient, and thus can fly.

There are currently a whole mess of offspring to the SCR: Night SCR, All-Girl SCR, Teen SCR, International SCR, All-College SCR, All-Military SCR, All-red-jumpsuits SCR, Naked SCR, Wednesday SCR, Smashed SCR, Who-Cares SCR, etc. These relate more to membership in non-RW groups (military, female, college) than to RW skill (with the exception of the Night SCR which does give you credit for conditions --- dark 'n scary.)

SCR and SCS are international in scope and in time, USPA will require SCR instead of C license at relative work meets. Now, you must be SCR to enter a Scrambles meet or tell lies at a new DZ. You must also be SCR or SCS to join the RW Council since they certify that you participate in RW with some success.



- HAVING A USPA LICENSE (A, B, C, D,) shows you jump out of airplanes.
- HAVING A SCR shows that you are a participant in the brotherhood of RW.
- HAVING A SCS shows that you are a participant in the brotherhood of RW with perhaps a degree of skill (or luck.)
- HAVING A NSCR, 16-Man, 20-Man means you like to participate in group therapy in the air.
- HAVING AN ACE, All-Girl SCR, International SCR, etc. means you gathered enough weird people like yourself and that your group can do good RW despite what everybody's been sayin'.

NORTHWEST FREE FALLERS PUTTING HEADS TOGETHER

A Northwest Relative Workers Association (NWRWA) could organize the free fallers of the northwest area constructively, sez Rocky "The Flying Squirrél" Kenoyer, SCR 835. They're looking forward to their own newsletter, NWRWA-sanctioned meets and other goodies designed to boost the growth of RW in the northwest. "RW is big now and everybody knows it's going to get a lot bigger," says Rocky. "We in the northwest should make plans to grow with it." Write him at: 3907 NE 140th, Seattle, Wash. 98125.

GREAT MUSIC IS LIKE RW

From Gustav Mahler's tumultuous "Resurrection" Symphony #2 in G" :

"O death, all conquering one,
now you are conquered!
With wings I have won for myself,
Striving in fervent love
I shall soar
to the light no eye
has seen!"

WANTED:

FREE FALL FESTIVALS

We've received several letters and a bunch of calls all askin "Wenz the next Skydiving Jamboree?" Seems lotsa people want more RW Festivals where the object is just doing your thing.

The promoters of the Richmond (Ind.) RW Festival cleared \$4,000 from whuffo parking and concessions.

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HINTS FOR NEOPHYTES, OR, WHY YOU IS A SPASTIC CLOD AT RW



There are at least four reasons why you are a toad in the air:

- ☆ 1) You're so tense from trying too hard and being generally freaked out that you don't have energy or coordination left to do a clean swoop.
- ☆ 2) You aren't aware of the differences between momentum and non-momentum RW.
- 3) You are basically dumb and your reactions are on par with a sloth.
- 4) Your friends are basically dumb and can't use the language well enough to give you a meaningful critique.

Of the above, we'll deal with only the first two.

☆ **ON BEING A STIFF.** The state of being overly tense and uptight requires the expenditure of both psychic and physical energy. Since you have only a limited amount of these energies available to you, any excess expenditure must be subtracted from energy you oughta be using for RW. As a result of being tense, you can't think or react properly and so, screw up.

Since screwing up makes you even more tense you may actually seem to get worse in your RW. So you're tense on your next swoop. . .etc. . .

Tenseness also has a mechanical ill-effect. Any rigid object is hard to control in a wind blast of 120 mph. Try this simple experiment: Make two jumps. On the first carry a 4-ft. length of lumber with you. On the second carry a like-sized piece of cardboard. Now, which was easier to control in freefall? The point is, if you keep your body rigid and tense you'll have the same kind of control problems you had with the lumber.

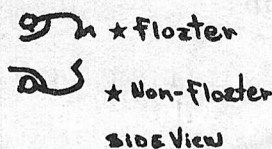
Obviously you have neither the energy nor the control skill to stay rigid and tense during RW. So relax! While RW-ing you should be no tenser than you are in the bathtub (except when you need to move as in a track or when breaking, etc.) This relaxedness should be mental, too.

Later on, when you become a super-dynamite, ace-expert, sky-god RW King, you will discover that certain types of rigidity can help. Some rigidity, i.e. pushing the air rather than always letting it push you can in many circumstances make you faster, more precise, and improve your general RW ability. But for the beginner the most important thing to do is relax.

"Easy for you to say," you say, "but how?" True, telling someone to relax does not insure that the novice can do it. Often it has just the opposite effect. Telling a jumper, "Look, if you don't relax in the air this time I'd better not see ya when we get to the ground cuz I'll bust your head," probably won't help him relax unless he's a special case. A jumper can, however, learn to devise methods of relaxing that work for him. One of the most common devices is to take a few deep breaths a few seconds before exiting -- it really works. Some jumpers like to move around and shake a bit to get the heart going and the blood circulating; other have devices that are very personal but work for them.

Take a relaxed, aggressive "attitude" toward RW and you'll be faster. Importantly, relaxing in the star makes the star fly better and thus makes it easier for the guys you burned to get in. ("Perfect speed . . . is being there." --J. L. Seagull.)

☆ **SPECIAL NOTE** to feather-asses who tend to get in ok but float like a potato chip once they touch wrists. If your entry is not too high to start with and your ass floats up no matter what you do, then you are probably tense in the waist, back and legs. Even when you bring your knees in you float cause you bend your back, too. Arch your back and relax your waist, letting your legs go limp and blow up out of the way on your ass. Keep your hands higher than your head.



☆ **TYPES OF RW.** There are four types of RW: terminal, subterminal, momentum and non-momentum. You gotta be good at 'em all. You know all about terminal and subterminal (or think you do.)

Non-momentum RW is the kind of RW you learned to do first. You get to within about 30 feet of the dude you want to relate with and are at his level. You stop dead-still and then hand-track over; you have no velocity or speed left over from your descent track.

cont. next page →

This type of RW (non-momentum) is difficult to do well. Experts at it seem to have a motor and can dance on the columns of air beneath them. You need to be good at non-momentum RW to try to enter a really weird and squirrely star or you won't get in.

Momentum RW is the kind of RW you learned to do (or will learn to do) when you build competition stars. In momentum RW you never stop or slow down; you maintain track-generated velocity and redirect it to enter. Your approach angle is very high. You must be very aggressive, and your chances of a wipeout are higher. You generally use the "mush" entry in momentum RW. The "mush" is a high-angle high-velocity approach, differing from an at-level approach.

So, you gotta be good at non-momentum RW for the last couple of feet if the star is building fast, or is squirrely. Also, heaven forbid, you might be so fast you go below and the only thing that will get you in is non-momentum RW. On the other hand, if you're gonna be as fast as you already think you are, then you gotta be hot at momentum RW, too. But, unless you can do a subterminal 4-man you are not good at any RW anyhow, and need help and practice.

EXIT TIP


If you Z out on exit, try to totally relax and let yourself start to go limp. You'll find yourself stable a lot sooner. Realizing that your initial exit is done on air pushed by the propellers rather than the ground should clean up your act quickly.

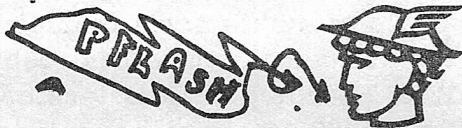
NOTE TO INEXPERIENCED STAR-MASTERS

Put at least three good people up front for a serious attempt. If you're making a serious RW attempt these slots are absolutely key. Putting a toad base, pin or third will mean you have a poor-falling, slow-building mess.


OK, now smile, relax and swoop lots!

REMEMBER: Everyone is a one-man star.

To build  something bigger, you gotta do RW.



RELATIVE WORK EXPANSION

by R. W. "Flash" Gordon, SCS-169 

No doubt those of us who have achieved experience competitively or noncompetitively in this sport have mulled over the issue concerning standards of competition.

Accuracy is rather basic (though judging a downwind stab can lead to controversy when the first three slots are separated by no more than the diameter of the judge's eye.) Style, that lonesome series of overshoot flat turns and questionable backloops, seems to leave a lot to be desired by any given number of jumpers one might encounter.

Now we have a relatively new form of competition thanks to countless individuals who prefer the company of a fellow jumper while losing altitude as well as the ride to exit point. Once the first few hook-ups were a success, it was only a matter of time before ideas such as multi-plex star formations -- snowflakes, caterpillars, skirmish lines and other strangely asymmetrical patterns fabricated by a crew of novelty-seeking skydivers -- were conceived.

So we have the three: Accuracy -- a break-neck lunge at the little disc hoping to bury it with whatever portion of the body that strikes first or maneuvering a half a thousand dollar ram-air backed by another \$500 worth of practice jumps to the disc enough times in succession to win hands down -- yielding a plastic trophy and/or 25 big ones which is probably spent on a few cases of Budweiser for that evening.

Style is something else again. High velocity acrobatics is indeed a science and an art and anyone achieving a clean nine-sec. series can certainly beam with self-accomplishment from within. But to convince the majority of today's sport parachutists that to climb to 6500 ft., exit, dive, crank, loop and pull is the epitome of fulfillment and excitement would be comparable to persuading Bill Ottley he'll be reincarnated as a bear rug with 20/20 vision.

In April of '66 I encountered what seemed to me the most awe-inspiring event ever to unfold in the challenging sky above. Having never witnessed a live parachute jump, not to mention free-falling human beings, I was now in the position (at Pop's place, Clewiston, Fla.) to squint into the glaring blue and see two dudes not only in free flight but joined together performing loops. This may seem a bit much to today's blasé jumper, but I can't apologize for feeling it was out-of-sight. Mind made up, 35 dollars was thrust into the instructor's ravenous palm.

SEE PAGE ATE (8)

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Shit, I would learn to do loops in the sky. Welcome new life. Adios, past. . . .

Ask any novice air-diver who has been exposed to relative work what he's up to, where his head's at. Stars, big stars, small stars, funny stars. Stars slow, fast, disorganized or maybe even round. RW seems to be where it's at for a great deal of us.

Now, just who sets down the rules and regulations for parachuting competition? Why is the disc so many centimeters in diameter? Who concocted the maneuvers in a series? Why a certain size of star or optional altitudes at RW meets? What is really grounds for a rejump? We are merely scratching the surface of formation freefall. We can set the rules as well as the pace. The large number of people involved in RW competitively will add strength to our plea for recognition. We are growing rapidly. In 1970 Z-Hills registered seven teams for large-star heats. In 1971 it doubled; this year thirty 10-man teams were manifested to race the clock. Great... yet this figure represents roughly 2 percent of the nation's jumpers; included in this minority were a number of our world's greatest talent and some very hot contenders.

Toss this conception around a bit. Ten-man stars seem to be the magic number in elapsed-time star heats. There is absolutely nothing adverse concerning 10-man competition, except a high ceiling is a must as is multi-engine aircraft. Finances play a major role. And of course, ten willing individuals who will coexist as a unit relatively peacefully. Our skills whetted in the past few years, we can perform 10-mans in the vicinity of plus or minus 25 seconds after exit, thanks to Beechcrafts, Lodestars, large-door DC-3's and other multis. Consider the potentially competitive relative workers in remote areas who froth at the mouth and suffer severe anxiety when a '172 or '180 and a 2000-ft. grass strip is their lot. Ten-mans are virtually impossible for them.

Our awards are now based on 8-man star formations. We are receiving honorable mention for our feats with patches for day and night, low order, eighth slot or better starcrests. Medallions and numbers all denote our proficiency with seven other high-altitude people. Would 8-man star competition be more desirable as a national standard? It could alleviate some problems we are confronted with, and also boost our strength by increasing the number of competitive teams.

Naturally eight-man stars are performed from a lower altitude -- this parallels less cash output. Also, if the ceiling should drop from the customary 10 or 12,000 ft., the competition could continue, perhaps from 7200 ft. or lower. Competitive 8-man stars should be completed at just a shade past terminal velocity. Competitive 8-man stars would allow multitudes of jumpers with only small aircraft availability and limited finances to practice and participate.

There will be various pros and cons concerning this issue. This concept is merely a thought towards a brighter future for relative workers who indulge more than superficially. The aim here is not to abase style or accuracy. After all, they are the competitive forerunners. Promotion and growth of RW is the issue. Opinions of one and all who take interest are sought. Express yourself; you are the sport.

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Comment by Bill Newell, SCR-3... "I think it's a hot idea. The only reason it's 10-man now is 'cause 10 people fill up a Beech. But don't make it either 8-mans or 10-man -- let's have both."

RW UNDERGROUND comment. . . . We like the idea of both 8 and 10 mans. The Scrambles are 8-man events. Both should be encouraged for competition.

(RW MEETING, cont.)

5. Relative work judges should not have to qualify under style and accuracy training judge rules. At this writing, USPA is requiring RW judges to have a "D" license AND to be current in style and accuracy jumping. (??)
6. Most of the competitors felt that competition needn't interfere with large-star attempts. In other words, when cloud cover doesn't allow accurate judging of the event, a large-star attempt could be made without giving one team an edge over others.

YEA!



To promote international RW several teams (British, Canadian) have expressed strong interest in participating unofficially in the 1973 Relative Work National Championships.

This could probably be done on an invitational basis. Foreign teams would have to comply with USPA's regulations (Part 53, III a.) :

III. Participation in the Championships



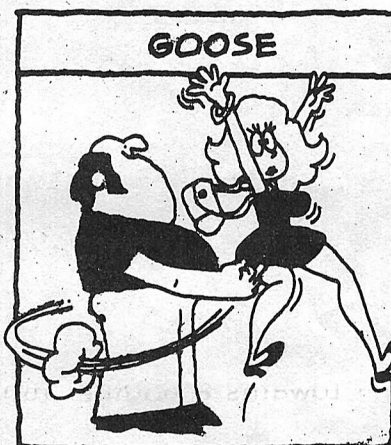
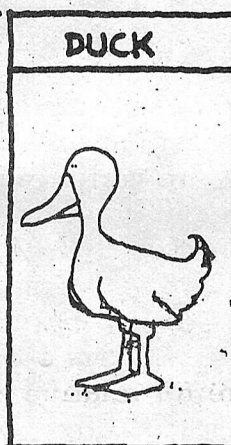
- a. Eligibility: To qualify for the national championships, a team must perform two consecutive ten-man stars for a maximum average of 40 seconds. These two qualifying jumps shall be made under the direction of, and certified by, a Conference Director. A qualification fee (separate from the price of the jumps) of \$10.00 per competitor (\$100.00 per team) shall be collected by the Conference Director and forwarded to USPA Headquarters with the appropriate application and jump report form.

Certification for foreign teams should be verified by a recognized official of the country's parachuting association. Send this to us here at RW Underground and to USPA.

USA Rw'ers would love to have our RW friends from other countries come jump with us. And, though USPA hasn't OKed it, we've heard they will.

**FAMOUS
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SCHOOL**
BY BRUCE COCHRAN

LESSON # 4
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Our thanks to Curtis, Dale Evans, Dirty Billy Bishop, D. Poynter, Flash Gordon, Sandy Reid, Newell, Jim Baron, Rocky Kenoyer, Jonathan and others for input into this issue.

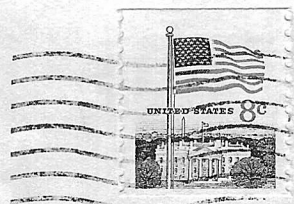
—THE EDITORS—



Jonathan Livingston Seagull

"As an unlimited idea of freedom, your whole body from wing tip to wing tip, is nothing more than your thought itself."

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VIA POSTMAN