

RW Underground

No. 8
October 1973

Newsletter of the RW Council

• LATER NEVER EXISTS... DO RW NOW! • Worriers hear talk in silence, eh Al? • Insanity by Pat, SCR-1 / JAN, SCR638

USPA VP RESIGNS

In a letter to other BOD members Bill Ottley has submitted his resignation as vice president and BOD member of U.S.P.A. He listed among his reasons: USPA's shoddy treatment of relative workers at the recent First World Cup of RW, the "irresponsible increase in dues," and his exasperation at "USPA procedures ...which demand enormous amounts of effort and paperwork to achieve very small amounts of forward motion."

Ottley pointed out that in his nine years on the Board, everyone always knew where he stood on issues, and asked how many of the other Board members could say that. (SEE PAGE 4.)

Big!

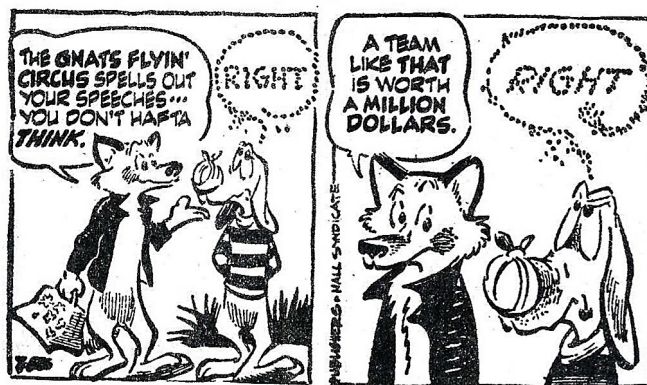
25

and other Relative Work



A new record **27-man star** was built at Elsinore on September 9. Thirty people from 3 Beeches, accompanied by two photographers, did it on their third attempt. The effort was organized by Mitch Poteet, SCR-4. The 27-man has been confirmed by photos. The jumpers followed up the big one with a 25-man star later that same day. . . . Elsinore was also the site of a record **20-man snowflake** on August 26. The group was headed by Rich Piccirilli; photo'd by M. Anderson Jenkins.

Whilst... ELSEWHERE ... September was a good month for jumpers in the Seattle area who built the first 20-man star in the Northwest. They'd been trying since July when a 19-man was put together with jumpers from seven different DZ's. Snohomish was the site of Seattle's record **NIGHT 17-man**, and the Seattle people have been doing some other interesting things, too, including a bare-assed 11-man (more on that later) and 16-man and 10-man sequential relative work. The sequential maneuvers were filmed by Ray Cottingham, and those who were at the Elsinore Scrambles may have seen them. For the rest of you, see the back page of this issue. . . .



MORE BIG! ... Yolo, Calif. reports a 19-man on August 19 ... A series of 20-man attempts at Sylvania, Georgia this summer yielded a 19-man with people from all over. These were organized by Rocky Walker & Mark Thompson.

MORE... A 21-man at Caddo Mills, Texas (Dallas) in June ... News of Scandinavia's first 10-man (in Sweden) from Göran Wintzell -- all 10 earned their SCR on the jump. A few weeks later he wrote about the first 9-man in Finland -- 7 from the Sorsa team of Helsinki, 2 from Stockholm. ... Eilif Ness reports Norway's first 11-man on August 26. ...

RW World Cup

STORY & PHOTOS
BY PAT WORKS

The First World Cup of Relative Work should be the beginning of some outstanding international competition. It happened at Fort Bragg, N.C., August 4-12 and was attended by teams from Australia, Canada, France, Great Britain, West Germany, South Africa and the United States. Although Russia and Czechoslovakia had reportedly applied for visas, no one showed up from there.

We were impressed by the brotherhood spirit demonstrated by the RW'ers there---this was the very first time a world parachuting meet came off without a single protest! Teams were trading ideas and RW techniques with each other throughout the meet.

The U.S. team (Jerry Bird's 10-man Columbine Turkey Farm and Chuck Price's 4-man Greene County-Atlanta) won it, but not without some stiff competition, particularly from the French and the Germans. The French and the U.S. teams had a pretty close race in the 10-man event. Both made all six 10-mans and times were close enough to make a real difference. The U.S. ended up with a total time of 118.7 (average 19.78) and France with 136.5 (average 22.75). Germany took third place in 10-man and second place in 4-man. On behalf of RWu I awarded plaques to the teams from France and Ger-



The USA team in a fine-form exit from the rear end of a Chinook.

• 8x10 photos available: \$4.00 from RWu

many to recognize their high overall standings in the two events. Germany had the highest ranking in both and France had the lower total time. (See our article in the next Parachutist for a rundown of the scores.) Yes, our article was edited by USPA Hq.

A couple of disturbing things did happen:

Whatever happened to good ol' American hospitality? Some competitors paid a lot of money for seemingly very little. Entry fee was \$120 per man and it appeared to us that the U.S. Army picked up the tab for the Chinooks, personnel carriers, drop zone facilities and some personnel support (interpreters, Chinook drivers, etc.) Teams didn't get but two practice jumps. So, after coming long distances to get here, foreign teams didn't get much for their \$\$\$.



The French team practices a line-up before boarding the waiting aircraft. Note size of "door."

A couple of the teams (& officials) were greeted with not exactly wide-open arms when they were told they had arrived too early and that lodging would be a problem. Some even had to pay extra \$\$\$\$. The competitors in this significant event received nothing from their hosts to commemorate it unless they bought a T-shirt or a poster or unless they won a trophy.

MORE →

Is this any way to treat a U.S. Parachute Team?

A lot of confusion exists about the lack of support the U.S. 4-man & 10-man RW team received from USPA. But as we observed, and as was related to us by members of both teams, the RW team was treated like USPA's step-child until several people, Bill Ottley and Bob McDermott (USAPT), for two, raised enough stink to get something done for them.

The team leader, Curt Curtis, was forced to cancel out just before the meet. He laid little or no ground work and it took a while for Norm Heaton to appoint Bobby "Spider" Wrenn to take over. Spider did a terrific job in the short span allowed (about a week) but for a few days there he wasn't even aware that the team had a \$6,000 budget to work with (not all of that was even spent.) But he did manage to round up sweatsuits and dress uniforms so the team wouldn't have to show up at the opening ceremonies and awards banquet in their skivvies.

No arrangements for practice prior to the meet had been communicated to the 10-man team. Jerry Bird didn't even show up til Thursday. The team had hoped to practice out of large-door aircraft prior to competition, but nothing was ever arranged. (Contrast that to the extensive training session for the U.S. Style & Accuracy team at Raeford before going to Portoroz for the Adriatic Cup.)

Team members made it to Fayetteville on their own steam, and at least one got home by borrowing money. We certainly hope every single member has received his travel allowance check from USPA by now.

I applaud BOD member Bill Ottley who kept raising the question from his office in Washington, D.C.: "What are you doing for our team who will be representing the U.S.A. in this important international meet?" until something was done, and I point a finger of fault at BOD members Jerry Rouillard and J.P. Thacker who were on site for days before the meet began and who didn't seem the least bit concerned about making sure the team got the attention usually afforded a U.S. team. Mr. Thacker, however, honestly feels that there were no real problems except those caused by Curtis, Bird and the "crying" of the 10-man team, and that things were pretty good for the RW people this first year. I believe that Heaton, Art Armstrong and CIP President Chuck MacCrone concur.

Not everyone's going to like the RW rules that will be made for future international competition ... a lot of discussion revolved around them. Fair rules won't be easy to come by. Whatever they are, they'll have to be concrete by January when the CIP, meeting in Paris, will be taking a look at the future of international relative work. Let's hope RW'ers have a say in those rules!

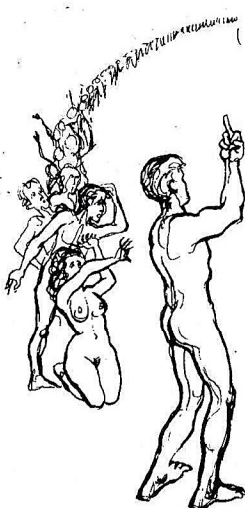
Perhaps the most important thing is that despite some problems, the first World Cup of RW was a success for relative work and should strengthen this newest segment of the sport. We were glad to be there. We got a lot of insight into the international workings of parachuting. We believe the problems can be worked out so the next World RW Championships will carry on the spirit of brotherhood evidenced at Fort Bragg.

Weird Harold of the Maple Leaf Jam team from Canada writes that the C.S.P.A. has approved 10-man as an event for the 1974 Canadian Nat'ls.

"English is spoken here" David Schein told us at the World Cup. He invites anyone visiting Germany who wants to do RW to contact him.

at 5 Hohenstauten Str., 8 Munich 40, Germany, telephone (0811) 343290.

...Ditto for RW'ers visiting England who are invited by Neville Hounscome of the Endrust Skydivers 10-man team to contact him: 1A Colenzo Drive, Andover, Hants, England. telephone: 0264-65930.



WEIRD
(C)

INFLUENTIAL USPA OFFICIAL RESIGNS BECAUSE OF RELATIVE WORK MIS-TREATMENTS



by Pat Works

For only the second time in the history of U.S. parachuting, a member of the Board of Directors has resigned for cause. Vice president of USPA Bill Ottley, active parachutist with over 2,000 jumps, competitor in style, accuracy and RW, member of the Pelican Ten-man team, professional aviation lobbyist, executive director of the National Pilots Assn. and USPA's "official & unofficial representative to FAA at its national headquarters," and a nine-year member of the USPA hierarchy ...has quit.

One of the main reasons that precipitated this unprecedented move is the non-representation of relative workers by USPA, said Ottley in an RWu interview. "I object to RW'ers being treated like poor white trash. What is good enough for the individual competitors should be good enough for relative workers, too.

"No one in the USPA hierarchy even came to the RW World Cup Meet except Dan Poynter and myself. I can't sit still and watch this smelly, cheap activity happen."

Ottley also feels that the 40 per cent increase in USPA dues without benefit to parachutists is inexcusable, especially since most of it will go to pay for the inefficiency of USPA headquarters, which is "in need of major surgery," he said. "Heaton is unstoppable. He takes direction from no one except himself. He is sloppy and inefficient."

Well, fellow jumpers, it's your sport. Or is it? Heaton reminds me of J. Edgar Hoover. Since he isn't elected, he's more powerful than the elected BOD members. Relative workers should mourn the loss of an active participant and a good friend of RW and of parachuting. We'd like to see Bill Ottley back in USPA and urge him to reconsider his resignation.

Curt Curtis
Receives
Certificate of Merit



James F. Curtis III joins the distinguished list of individuals who have received the RW Council's Certificate of Merit Award recognizing outstanding contributions to the growth and support of relative work.

Curt, a member of the North Star 10-man team (Pope Valley) as well as USPA's BOD, helped push the infant of RW competition to the national & international level and guided its development by his enthusiastic support. His nomination was supported by an impressive petition of Elsinore signatures which was forwarded to RWu by Bill Stage, SCR-5.

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THE NEW SPOTter

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THE SPOTTER has graduated from its old newsletter format into a magazine, new editor David Huxley Adams writes, it will continue to give us all "a welcome breeze in the stagnant air that surrounds most other parachuting publications," he says.

← write 'em for a free sample

editorial



In an effort to legislate personal safety, the BSR requiring a "semi-rigid" helmet will be enforced at the 1974 Nationals. This is bad news of those of us who prefer a lightweight, nonvision-restricting helmet and it's also a violation of our constitutional rights.

Hard helmets currently used in jumping were designed for automobile racing. They are unnecessarily heavy, cumbersome, and they restrict your vision. They don't guarantee the safety of RW jumpers either. All of those killed in this year's rash of fatal mid-air collisions were wearing helmets of the hard variety.

A chief neurosurgeon worked with the hockey leagues to develop the ultimate in head protection. Don Andrews sent us one. If you must wear a hard helmet, we recommend the "Cooper" hockey helmet. (More on them later.) It's light, doesn't restrict your vision, and it's safe.

3 2 1 GO! TEN MAN STAR RELATIVE WORK

COMPETITION EXITS MAKE A REAL DIFFERENCE



Exit, leave the plane, bombout ... none of these words convey the energy and coordinated scrambling of the sprinting pell-mell rush thru the door. You know what I mean if you've ever felt the power and emotion of a competition exit. It's an awesome attempt to have the shortest possible distance between the front man and the last man in the lineup with the most miniscule amount of time elapsing between the first and the last man leaving the door.

The exit is beyond question the most important part of a speed star. The exit has more effect on your recorded star time than any other element of the jump. All championship 10-man teams agree that fully 70-80 per cent of your recorded time on a jump is directly related to your exit time.

In speed stars forget notions about good airwork being key. Remember that all good speed-star teams do their airwork well. The only place there's room to reduce speed-star times when everyone is flying good is to speed up the exit. I repeat, the exit is the most important part of your jump for time

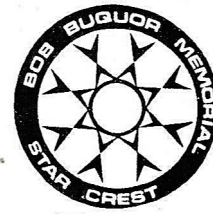
Even a fraction of a second reduction in your exit time will give you stars that are several seconds faster. The overwhelming importance of the exit means you must concentrate four times as hard on exits. Several practice exits should be made before every load until the exit and lineup "feel" right to everyone. When it's too windy to jump many teams practice exits with their gear on. If you have a team member who won't or can't get enthusiastic about fast exits and the practice of them, either help him to improve or remove him from the team. It is that important if the team is serious about competition.

Champion teams take full advantage of the existing rules on exiting. Team members position themselves like parts of a jig-saw puzzle....contorting, bending, stooping, squatting, perching or whatevering to make the distance between the first and last man as short as possible. If you're comfortable, you are probably slow. Your position may be so bizarre the only thing that gets you out the door is the push of those behind you.

The count-down leader must have perfect, constant cadence. The rhythm musn't vary. He starts the count and conducts it like a choir master. Everyone counts LOUD! Everyone sways together with each beat. On "GO!" everybody

- continued on page 9

RWu recently traveled over the mountains from LA to Bakersfield to visit with StarCrest founder and custodian, Bill Newell. Back at our Mid-Worst RWu offices we'd been getting some disturbing mail from StarCrest and from Northeastern RW'ers relating to the problems which arose out of the production and sale of SCR jewelry and counterfeit SCR/SCS patches by Chet Poland and Strong Enterprises.



Starcrest News

The problem was that while the SCR jewelry doesn't really "hurt" anybody, the mass manufacture of counterfeit SCR/SCS patches does hurt. Specifically, the Bob Buquor Memorial StarCrest has a sizeable overhead of telephone and light bills, printing, secretarial help, permanent record keeping and other costs devoted to keeping the StarCrest going. The sudden loss of revenue from the Northeast threw things into a tailspin for awhile.

When SCR applications began coming in without patch orders and requesting the membership card only (at \$1 for lifetime membership it's hard to pay for stamps) Newell reacted roughly as follows: "If you're gonna buy all your other StarCrest materials from Ted Strong and party, why don't you get your membership and card number from him, too?" Needless to say, this created a bit of havoc among innocent applicants who weren't involved in the mess in the first place. On top of this, Strong and Poland stated that their sales would benefit the RW Team Fund. "Benefit" implies that unstated profits from unstated sales would be donated to a presently nonexistent fund. A lot of misunderstandings have festered. The original StarCrest organization has a lot of operating overhead to pay. We even heard one suggestion that the entire records of the StarCrest could be dumped into the Pacific as a solution to the mess -- that way Strong Enterprises and Chet Poland could do anything they wanted, but the StarCrest would cease to exist. . .

We were relieved when Bill Newell, SCR-3, put our fears to rest:

"Yes, it is a mess. I was really upset for awhile. The StarCrest is a memorial to a dude who loved RW; I thought everyone would see it that way and love it like he did. . . The thing is to keep going. We've moved to Bakersfield, set up a permanent office, hired a part-time secretary and are fully back in business now.

"Moving, this counterfeit patch thing, and having to borrow money to get this office going naturally slowed us down for a while. But we're going stronger than ever before. And we've figured out a way to handle this Strong/Poland mess. Instead of a \$1.00 lifetime membership fee in the BBMSC we have upped the membership to \$6.50 for life. Now, with the new \$6.50 fee, StarCrest applicants get:

- . Lifetime membership in the BBMSC
- . Either SCR, SCS, or NSCR membership card & number
- . Either SCR, SCS, or NSCR embroidered emblem
- . BBMSC decal

That's what our average order was before and it gives the applicant everything he needs. Additionally it includes 50¢ to cover postage and handling. We're having new applications printed up now. Anyone who needs some, just drop us a line. Come by and see us in Bakersfield, too.

"StarCrest has in stock the heavy sterling silver SCS medallions. These are die-struck, engraved with your name, SCS#, entry position, date & place, and come with a sterling silver chain. You must be SCS to order a medallion for \$20.00. They aren't meant to be jewelry but are recognition of achievement. We're also having solid silver belt buckles made. These will probably cost about \$25.00. You must be SCR to order a belt buckle."

BBMSC, 415 Union Avenue
Bakersfield, Calif. 90037
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Capt. Hook Wins Pacific Coast Meet

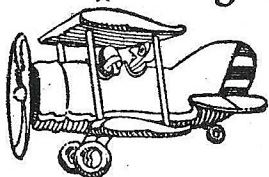
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Capt. Hook's Sky Pirates team from Elsinore won the 10-man event and placed first & second in the 5-man event at the recent Pacific Coast Sport Parachute Meet. They got some very stiff competition from the always-hot All-Stars, but managed to edge them out. Capt. Hook's front five beat the back five in the 5-man event.

Al Krueger's smooth-working team all wear piggy-backs, including Patti Wycliffe. He says that piggy-backs make a fast exit from a small-door Beech possible, particularly for the first five. They float their first two, giving them a 6-man in 12 seconds. Their fastest jump in the meet was 21.7 (from small-door aircraft.)

Al passes on this tip to RWu readers: If you're having trouble lining up a Beech at your drop zone, just advertise in the local paper that you'll pay \$120 per hour for one. That's \$6 per person. He says it's never failed to produce a Beech for them.

Looking for a
new place to
jump?



Mike Babineaux, SCR-809 writes that he and his partners have opened Aero-Sports of Humboldt, Tenn. (between Memphis and Nashville.) Has plenty of aircraft and jumpers for large-star attempts. Says they plan to make Humboldt the RW Capital of the World. ... "a place where you and your groupie can and will have a really good time and want to come back again and again." Cessnas, Beech, Lockheed Lodestar, etc. . . .

The C.G. Godfrog "Good Times & Good Vibes" Award is expected to be presented at Z-Hills this year, according to Jim Baker of the Kansas homegrown team which currently possesses it. The team is moving down to Arizona which means it will become the "Arizona Homegrown".



Z-Hills

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Dick is an active competitor in all phases of parachuting, but is mainly an RW'er with over 100 8-mans or larger. He holds SCR, SCS, NSCR, 16-man, & was a 10-man competitor at '73 Natsl.)

- advertisement -

by
Marc Cohen, SCR-1114

Your Condition's Condition



second of a series on
How NOT to Do 4-Man RW
or, "Doing It With Your Rig On"

I WILL MAKE YOU A

HUMAN GORILLA

AT HOME—IN 5 DAYS—NO EXERCISES



HAVE YOU EVER witnessed someone leave the plane, do 3 unintentional left turns and a back loop just before he goes into a barrel roll--arms & legs flopping all over the sky--before he gets his act together? Have you ever hurled your body at a star in such a fire-breathing, body-beating track that you had trouble getting your arms away from your sides to flare?

If so, you've got a case of the "unqualified muscle" --a disease that can strike anyone. It's muscle that's not ready, or qualified, to do what you want it to. And I'm including it in this discussion about equipment because equipment, as I see it, is everything you leave the plane with. A good mental attitude and good physical muscle tone are as much a part of your equipment as your rig. While a good jumper can acclimate himself to any combination of rig, jumpsuit & boots, very few can overcome a broken mainspring between their ears or a defective body.

Optimum body conditioning is necessary to excell in RW because you have to be able to hold your body in configurations necessary to alter given trajectories while in freefall for the purpose of relating to other people. Your muscle structure relates to the weight & mass of your body of course, but whatever it is, it should be in good shape.

Three things are vital to good RW:

1) physical conditioning; 2) mental acuity; 3) a parachute so you can do it again.

The skydiver must be able to push the air around him. That's why the aforementioned wind dummy who was Z-ing out all over the sky won't make a good relative worker til he cures his unqualified muscle.

If you have a four-man team, you should consider adopting a vigorous exercise program (yoga, calisthenics, jogging) together; it will make working and thinking together easier, too. Or each individual should do it on his own.

Unqualified muscle also afflicts the brain "muscle". Mental preparation is more difficult but sometimes just realizing the source of a head problem is a start towards clearing it up. All relative work starts in the head and if the head is hassled (fights with the old lady, or the boss, \$\$\$ problems) it'll show in your RW. When you bail out to do sequential RW you need 100 per cent concentration on your job.

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advertisement

SCRAMBLES....

Rabbit Bahen's Labor Day Scrambles at Elsinore drew 32 teams for a big boogie. Tom Phillips won the tracking contest for the second year in a row. M. Anderson Jenkins was right behind him.

That same weekend RWu co-editor is tickled to report that her team (an, uh, diverse group) won the Hinckley Scrambles...

....ARE FUN!

The head can't be separated from the physical person. Physical fitness to many means taking care of everything but the brain. But when the body is run down or out of order, the head usually is, too. When the body is beautiful and the head is a blank---that doesn't work either. The body and the brain are inseparable and must be worked on together.

Some people seem to do RW by turning off their head and jumping out the door. That's how stars are busted, grips are lost, formations do not fly well, etc. etc. RW requires constant awareness and attention to what is going on.

Man didn't survive the dinosaur age because he was stronger than the dinosaurs and could force them to do his will. He survived because he was smarter and used his intelligence better than did those prehistoric beasts. So, when you leave the plane, don't be a dinosaur.

Equipment for the most part is a personal matter. Almost any gear can be successfully used for relative work, but it is most important that you be able to fly the equipment you have rather than letting the equipment fly you. It's of relatively little importance whether you are the coolest looking dude in the air or have the smallest, largest, wierdest equipment on the team. Your equipment should relate to the job you have to do in the air.

It's my present opinion that for 4-man RW the pig system offers many disadvantages. I can say that 'cause I've jumped one and entered the Nationals on 2 different 4-man teams with it. There are two reasons for this. First, the pig is not the best non-momentum machine. Secondly, most importantly, the pig has a high center of gravity which is not conducive to a clean, fast, on-center backloop.

The style people learned this long ago so it shouldn't be necessary to relearn it. The incredible speed and power-steering obtainable with a pig is not worth the price of a sloppy backloop. Perhaps the new PopTop reserve is an answer, or at least a compromise.

A good backloop is a must for fast 4-man relative work.

2160! cont.

moves. You don't wait for the guy in front of you to move, you move, **NOW!**

With a small door aircraft, when you dash for the door stay low all the time so you won't have to bend when



you reach the door. Take short, quick shuffling duck-walk steps. Keep your hands and body on the man in front of you. Dive before you get to the door.

If you do it right, you'll find your face touching the backs of the legs of the man in front of you. If you're any further away than that, then you're just not exiting properly.

© 1973 by Pat Works



YET ANOTHER "EXCLUSIVE" ... A group of Northern California (Yolo) jumpers sent pictures of the first bare-assed 8-man star along with the official BASCR card.

BASCR

Carl Winther says his list of applicants is growing. The Northwest (Seattle) area reports a BASCR 11-man recently -- (it was a 16-man attempt.) The naked truth about this aberration will be found in November Playgirl magazine. FMI: Carl Winther, 6017 Camellia Ave. #B, Sacramento, Cal. 95819

WSCR
♀ News

Males were added to the list recently when a group at Elsinore built an 11-person star. Six girls and 3 guys earned their WSCR awards (for guys to do so they must enter 9th or later on an all-girl star.) "I wanted my WSCR for many reasons," writes Bill Stage. "First, I record and issue patches and cards and keep the records. Second, I was trying to overcome ten years of thinking 'Girls can't do it'. I overcame this second reason 3 years ago and this has just verified my position. ...My thanks & congratulations..." Bill Stage, 4904 So. F St., Oxnard, Calif. 93030 is handling WSCR records. The BBMSC is not involved in WSCR.

THE 1973 U.S.A. NATIONAL PARACHUTING CHAMPIONSHIPS

Relative work proved to be the center of attention and a big attraction at the U.S.A. National Championships earlier this summer. A total of 17 ten-man teams and 11 four-man teams were present for some exciting and highly competitive relative work.

Ten-Man In the 10-man pre-meet practice it became evident that extraordinarily speedy stars were the rule rather than the exception, and that the exit was critical. Tight, fast "gob" exits from large-door aircraft enabled teams to put together stars in sub-18 second times undreamed of a year ago.

The race was between last year's championship team, the All-Stars (re-formed without captain Jerry Bird and with several new members), and Jerry Bird who had formed an entirely new team in Arizona and went on to win in 1973. Here are the scores of the top teams:

	pts.	time	avg. time	fastest star
1. Columbine Turkey Farm Casa Grande, Arizona	60	105.8	17.63	15.6
2. All-Stars Elsinore, California	60	115.4	19.23	15.8
3. North Star Pope Valley, Calif.	60	123.1	20.52	17.5
4. Ten-High Bunch Zephyrhills, Fla.	60	140.9	23.48	18.7
5. Clear Eye Express Seattle, Wash.	60	141.6	23.60	18.9
6. Get-It-Together Stormville, New York	60	163.9	27.32	20.6

Four-Man The 4-man RW'ers felt that the changes in the 4-man rules made last year had presented an exciting and fun event. The scores of the top teams:

	Total	Avg	Fastest Formation
1. Greene County--Georgia Atlanta, Georgia	32.2	5.37	5.4
2. Bunky, Rocky, Herman & Frank Seattle, Wash.	46.9	7.82	4.5
3. Greene County--Ohio Xenia, Ohio	47.3	7.88	5.9
4. Greene County--Kentucky Bardstown, Kentucky	50.5	8.42	5.0
5. North Star Jr. Pope Valley, Calif.	57.1	9.52	6.4



The All-Stars in a tight exit.
(photo by J. Gonzales)

COMBINED RELATIVE WORK TROPHIES were awarded to the four-man team of Bunky, Rocky, Herman & Frank of Seattle, Washington. These awards were made by RWunderground to the four individuals who achieved the highest score in both 10-man and 4-man competition according to the final standings of their respective teams. They also jumped on the Clear Eye Express 10-man team.

The award recognizes the highest degree of competence at two difficult RW events; they are the decathlon of relative work. For example, at the Olympics, winners of the decathlon are proven champions at versatile athletics. There is no overall Olympic champion. Likewise, there can be no individual overall RW Champion. Otherwise, it would be like apples and oranges -- as different as sliced bananas.

REPORT: Relative Work Council Meeting at the U.S.A. National Championships

11

The meeting was held to discuss some current issues of 10-man competition and to make some necessary decisions. Four motions were voted on and agreed to by the majority of jumpers present; these decisions were submitted to USPA's Competition Committee:

- 1. Aircraft for the 1974 Nationals will be announced at least 90 days in advance; no limitation on the type to be used.
- 2. Prior to exit, no part of a body or equipment shall be visible to the judges outside of the aircraft.
- 3. No limitations shall be placed on stance or line-up prior to exit.
- 4. No limitations shall be placed on type of actual exit, i.e. single file, stacked exit, etc.

Although time did not allow discussion during the meeting, several subjects suggested for future discussion came up. These included:

Where is RW competition going? Should it be left as it is, i.e. strictly speed stars? Should it be timed from the exit for other types of RW formations? How can judging be improved? Recorders for each judge? Video-tape?

Also at the meeting, the RW Council's Certificates of Merit were nominated and ratified for 1st Sgt. Bob McDermott, chief judge at the 1973 Nationals, for his enthusiastic support and fair handling of the RW events, and to Eilif Ness, chairman of the FAI RW Committee, who has been instrumental in bringing 10-man Relative Work into the international competition arena.



PROMOTE YOUR SPORT

...not just your specialty, but the whole sport, so it will continue to grow. As pointed out in the Sept. issue of the newsletter of the Cottonbelt Parachute Council:

"After all everyone exits a flying aircraft into the same sky and hits the same ground. ...Jerry Bird turned half a series recently in North Carolina with nine men around him (he can also hit the peas); and Charlie Hall came in number 26 in the big one last summer. ... unless your name is or you are another Roy Johnson, Clay Schoelpple or Jerry Bird you do much the same in the air as every other jumper in the world."

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TUBAR

Turning out of airplanes does not make you a hero

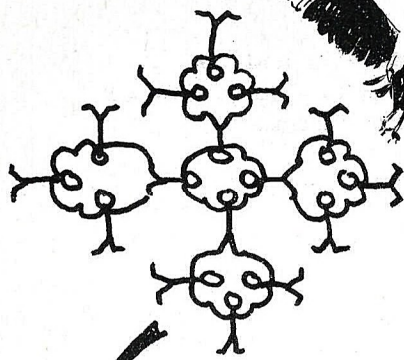
Unless you think it does.

In which case

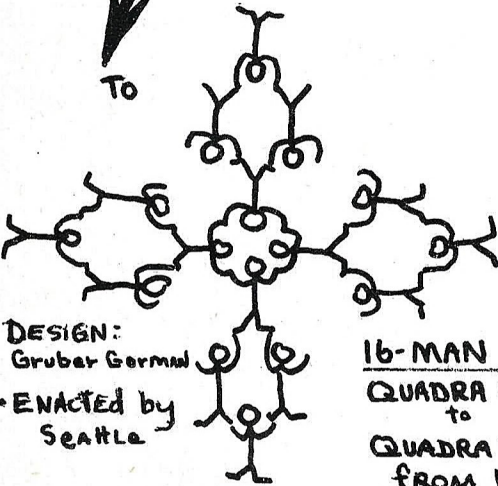
Have a look at the center of the page

RW SHOWCASE of ART

(we need photos!!!)

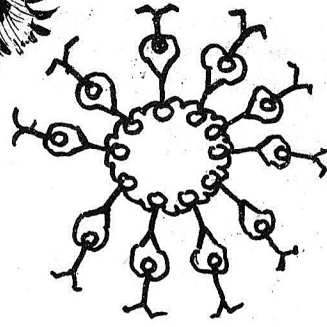


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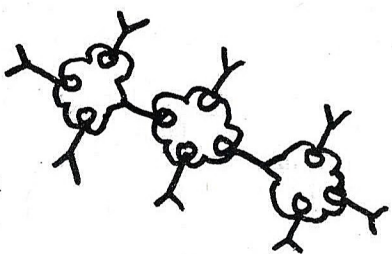


• DESIGN:
Gruber Gorman
• ENACTED by
Seattle

16-MAN 'PLAY':
QUADRA 4-MANS
to
QUADRA DIAMONDS
FROM 12.5'



20-MAN SNOWFLAKE
DESIGN: Rich Piccirilli
ENACTED BY: ELSIMORE



FRENCH CONNECTION
by FRANCE

- HOW TO:
MAKE THE BI-POLE
by GORMAN
- ① 2-MAN SKIRMISH
 - ② 3rd MAN ON outside legs
 - ③ 4th MAN TAXIS IN AS 1 & 2 SPLIT.
 - ④ BI-POLE

A neat base for big formations!

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