



RW Underground

No. 9

December 1973

Newsletter of the RW Council

Bitterness and Narrow-Mindedness TOWARDS others POISONS the SELF and Damages the SPORT... SUPPORT JUMPING

DATELINE...

Zephyrhills . . . Intense competition and good-time relative work jumping. . . there was plenty of both for the 42 ten-man teams that entered the fifth annual Big-Z 10-Man Star Meet Thanksgiving weekend. . . A well-run meet, beautiful weather. . . people from all over country and elsewhere. . . the Endrust team from England. . . Jerry Bird and his hand-picked "pickup" team, the Northern Turkey Stars, that won it, followed closely by the Beechnuts (Mich.) and the DelRay (Fla.) Aerial Circus in second & third places. . . 89 ten-mans made in 210 competition jumps. . . a meet directors' trophy awarded for the best sequential relative work formation performed after the initial ten-man. . .

Casa Grande . . . Rain, Wind, Ground Fog and Marginal Ceiling. . . all this (after a full 125 days of no rain) befell the RW Boogie effort in Arizona. Two hundred people from Arizona, Kansas, Utah, Calif, etc. managed only the equivalent of one day of jumping in the four-day weekend. 19-mans and 16-mans. . . good times and good parties. . .

Carbondale . . . Southern Illinois University wiped out the relative work event at the 1973 Collegiate Nationals in Carbondale, Illinois. . . It was a three-man team event and the only event completed fully, due to bad weather. . .

Zephyrhills . . . The East Coast's first all-girl star effort netted an 11-girl at the Big-Z meet over Thanksgiving. . . 10 of the girls earned their WSCR patches on the jump -- the first all-girl 8-man built in the East. . . Part of a Lodestar load of 26 female relative workers -- all assembled in one airplane -- 16 girls on one pass, 10 on the second. . .

Germany . . . newest national record is a thirteen-man, built in September and reported by Uwe Beckmann, SCS-1026, editor of Sport Springer. . .

AND ELSEWHERE . . . More BASCR's (the Naked Eight-Man) reported over Stormville, New York. Stormville was also the site of a 20-man & an 18-man this fall, reports SCR-679, Chirp Naurotski. . . Fred Sand reports some large-star making in Missoula, Montana in October. A 15-man and a 14-man. . . Arizona people are working on an assigned slot 20-man base for larger star attempts. . . Seattle, Wash. relative workers continuing to wow 'em with their multi-person (anywhere from 4 to 16) sequential airwork, charting out the jump, running through it on the ground many times, then taking to the air to make it happen. . . Jan Tlush, SCR-2405 reports that RW has hit the New Hanover, Pa. area hard since the formation of the Circle of Fear 10-man team. (From "accidental" 8-man stars to consistent 10-mans and the search for the elusive 16-man in just a few short months) so far, a 12-man...

Big Z Ten-Man Meet

by Pat



Boogie

Biggest and the Best...

Jan was jumping on the Godfrogs 10-man team and also wanted to build a big all-girl star. . . I wanted to have fun and jump on a pick-up team (for the first time since spending half of the past year in a cast.) We got our wish ... along with 418 other competitors and party-ers at the Big Z 10-man Star Meet. Everybody had a good time, and some good jumps.

The weather was perfect except for some big ol' white puffy clouds that would cruise around and blow your mind when you passed close to them. It stayed hot and sunny. All those people, all those planes (four DC-3's, Lockheed Lodestar and a giant C-46) and the meet ran so smoothly you didn't notice anything except the fun. Jeff Searles and Jim Hinchman deserve applause for a well-run 10-man meet. USPA would do well to hire 'em to run the RW Nationals.

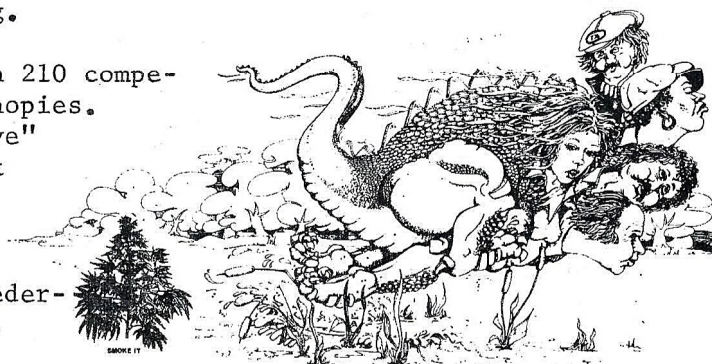
Three RWunderground pick-up teams were formed with these rules: 1) have fun; 2) either get in the star or take it out. We thought we'd switch off among the three teams in practice and end up with: a good competition team, a party team, and a learning team. Actually, we never got around to that after the first jump.

Jumping on a pick-up team was a new experience for me: it was beautiful. In practice we built three ten-mans, including an unrehearsed firedrill of a 10-man to a group of lines to two five-mans.

The meet was a speed-star meet with a novel twist. After the first star, the team had the option of doing another formation and receiving separate points for a Meet Directors' Trophy. Proponents liked the two-jumps-in-one action. Opponents felt it was very hard to judge and that many of the teams who couldn't make ten-mans weren't ready for stars, muchless other formations. They pointed out that the only recognized form of competitive RW is speed-stars and that we should concentrate on them until the limit of that art form is approached.

The Adams Family (parts of the old Pieces of Eight team) won this Meet Directors' trophy for performing a speed 10-man to a French Connection to a spinning 4-man flanked by two three-mans. The Beechnuts (who placed 2nd) and the Army--USAPT's Golden Knights (6th place) received Honorable Mention. I liked the Beechnuts' star to a line to two 5-mans to a 5-point snowflake to a bombburst with the center spinning.

There were approximately 89 ten-mans made in 210 competition jumps. There was always a sky full of canopies. When clouds prevented judging, 17 "non-competitive" teams elected to jump any way with the known risk that they wouldn't be seen and judged. Many of them pooled resources to try large stars. Two of my competition jumps were 20-man attempts. And on one jump we made a nice 11-man when Bob Feder-man dug our vibes on exit and decided to join us.

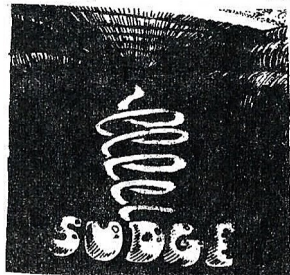


Two floaters fell out early on one team while laughing too hard to hang on. The remaining eight exited later and made a nice 8-man in their honor.

The real competition was the speed stars and it was an excitingly close meet throughout. Only 5 seconds separated the first three teams:

North Turkey Stars

27.5
24.9
25.0
21.3
23.2
121.9



Beechnuts (Mich.)

21.9
22.8
28.5
28.6
22.4
124.2



Delray Aerial Circus

24.4
27.7
29.2
21.6
23.4
126.3

ALRIGHT, BUT YOU MUST REALIZE SOMETHING. ONCE I DIRECT YOUR PATH, THERE CAN BE NO RETURN...THE WAY OUT CAN ONLY BE FOUND BY GOING IN. DO YOU CONSENT?



Report on the USPA Board of Directors' Meeting

3



The following decisions, pertaining to relative work, were made at the recent Board of Directors' meeting:

NATIONALS QUALIFICATIONS.

There will be 10-man championships held at the Conference level in 1974. These regional RW Championships will consist of a 3-jump meet. The first place team will be eligible to attend the National RW Championships which will be held June 23-26. At least one of your jumps must be 35 seconds or less.

If you don't finish in first place your team may still go to the Nationals if you average 30 seconds on your stars. (Sounds like a big door aircraft will help your chances to compete at the Nationals.)

Four-man RW qualifications are likewise tightened: There will be no throwaway jump; at least one of your transition maneuvers must be in 11 seconds or less. Four-man teams who do not finish in first place may still attend the Nationals if their average time for all jumps is 10 seconds or less.

(We were told that the purpose of the Nationals is to pick a team to represent the U.S.A. at the World Meet.)

EXITS...A USPA COMPETITION COMMITTEE RULE.

In response to the Relative Work Council meeting at the last Nationals: Prior to exit, no part of a body or equipment shall be visible outside the aircraft. There are no other limitations placed on the exit.

HELMETS.

A rigid helmet will be required at the Nationals. This means a halo-type helmet, no softer than a "bunny" hat.

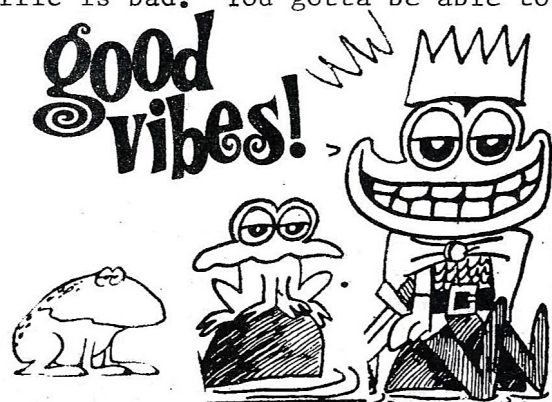
BIG-Z BOOGIE, continued

Exits were restricted to only one man showing in the door. This showed times down considerably, the fastest star of the meet being 19.0 seconds (by the Himalayan Rope team, of Z-Hills), and put a premium on flying. Aircraft judges worked hard and were strict. They made everyone follow the prescribed rule to keep the exits equal. It worked.

In some cases good teams fell prey to the old disease of fast exits out of large-door aircraft which results in small stars. You explode out the door in a gob and even the 10th man is THERE. It's all very subterminal and vertical. Traffic is bad. You gotta be able to do dazzling subterminal RW or you'll blow it.

As is all well and proper, the coveted C.G. Godfrog Good Vibes Award went to Tennessee's Humboldt Hummers. This group of hard-core RW'ers laid out heavy good vibes and happiness to such a degree that they helped infuse the whole area with six-ply smiles, grins & good karma. For all of which they were presented the perpetual trophy by its last recipients: the Kansas Homegrown. Naturally there was a full-tilt boogie Sat. nite--4-6 hours straight.

In equipment the trend is toward gear that is light, comfortable, low profile and has protected ripcords. Nearly everyone was jumping Bells. Except for Leon Riche's group who were sporting the latest in workman's baggy coveralls. The bulky French paraboot is out. Several people were wearing hockey helmets. Everyone used a parachute. That was the biggest parachute meet and one of the best ever. It was a happy mixture of competition, boogie, RW festival, party, sun, good times, good vibes and smiles. A lot of fun for sure.



Some people like to wear helmets for jumping -- some do not. Currently there's a lot of fuss and bother because the helmet wearers are afraid their soft-headed friends will hurt themselves. They want to legislate personal safety. RWu believes that crash helmets should be worn for safety reasons by everyone who chooses to, and those of us who choose not to wear helmets shouldn't have to. Mike Schultz, manager of Pelicanland, top-ranked competitor in style and accuracy, member of the Pelican Ten-Man Team, has some thoughts on helmets. We're excerpting from his letter to USPA's Board of Directors of October 25, 1973.



To Bell... Or Not To Bell



Brainwashing Your Helmet

Gee Whillikers! The helmet thing has really got people freaked out -- THREE SEPARATE ARTICLES on headwear in the December Parachutist! The lack of objectivity is especially apparent... (gee, we thought RWu is supposed to be doing the subjective reporting.)

"Head Injuries" by W.Scott Piper, III, M.D., reads like it was lifted from Reader's Digest. Joan Emmack's nonsense will set women's lib back six days. Don Andrews' well researched and written article was totally abrogated by the feeble comments of Mr. Bill Dause who apparently isn't aware that even the Bell helmet will destroy itself on hard landings.

When a Bell breaks, the breakage is hidden by the heavy shell. Bell recommends that any of their helmets which have undergone hard impact be tested and relined. The SK-300 professional hockey helmets are designed to break in the same way that the Bell is designed to collapse its liner. The idea is to protect your head.

It is somewhat safer to wear a hard helmet, of course. But to say that jumping requires a racing type helmet is ridiculous.

"The history of USPA has been reactionary, which is good! It was born and has been guided in reaction to arbitrary and injurious bureaucratic activities. Its evolution and course have been influenced by the vanguard activities of the jumpers/members who have pioneered in equipment and techniques for bettering and furthering the interest of sport adventurers.

In my opinion, one of the greater advances recently has been the advent of the smaller, nonrigid head coverings. They have considerable advantage over the rigid, crash-oriented helmets which have dominated in the past, but which restrict head motion and vision in freefall, as well as creating neck problems for some, due to jerk on opening.

I would like to create the issue of the hurt head at Pepperell on the light of narrow thinking, as follows:

There is no assurance that the same gentleman who went to the hospital in Pepperell would have fared any better with a Bell helmet on. I feel that the design structure of the Bell is focused on impacts strong enough to crack the protective covering. Otherwise, the protection is only that provided by the internal padding.

The conditions that day at Pepperell (I was there!) were gusty and the gentleman who hurt himself made a low turn after running to pass some low wires. No body equipment recommended by the BSR's guarantees immunity to injury under any conditions, much less questionable judgment or unusual circumstances.

So much for a technical argument! My opposition transcends this lonely issue and encompasses a broader concern for the specious thinking that highlights it. If we are to maintain a viable profile in the reactionary community, we can't emulate the bureaucracies which we so often oppose. We can't rush to the legislative desk over every isolated incident that arises and attempt to create obstacles to the enjoyment of our sport for our own members.

The impact of this issue reached me as I was thinking about equipment for 10-man RW and style. I felt offended that the occurrence to a man with 200 jumps should be extrapolated to include me with 2,700 and many others with more than that. I like the nonrigid helmet. There is no question it is safer for me and helps to improve my performance, and moreover, I want to jump it.

Gentlemen, please consider all aspects of the issue and influence your S&T committee to adjust their thinking to include all members of the parachuting community. Don't allow arbitrary bureaucratic actions to affect the entire BOD. Perhaps rigid helmets are beneficial to nonlicensed jumpers or other inexperience levels!! I certainly wouldn't allow the student jumpers at our DZ to wear non-rigid helmets, but I don't see the immediate relationship to my style jump or to my 125th RW jump with the same people on a 10-man team, or with persons of equal ability.

Michael E. Schultz

ERRATUM

Our last issue seems to imply that BOD member J. P. Thacker did not assist and support the United States Team (RW) at Fort Bragg. In fact, Mr. Thacker gave considerably of his time, work and money when the team practiced at his Raeford parachuting center prior to the meet. We apologize.

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GEAR



Dick Paoliello reports a new address for his Mid-Ohio Parachute Company (equipment sales.)

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6969 Worthington Galina Rd.
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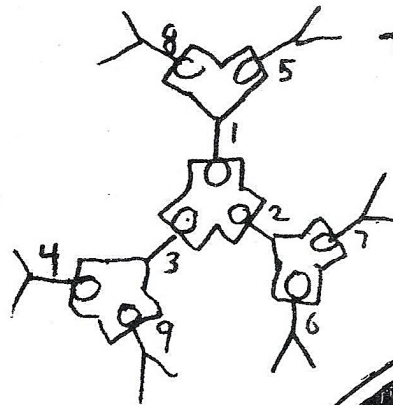
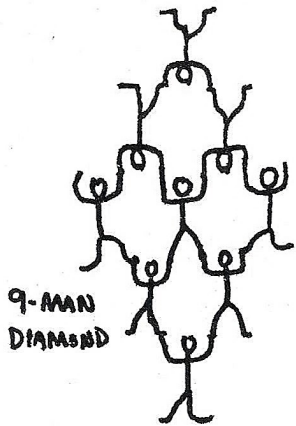
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RW Formations & Maneuvers

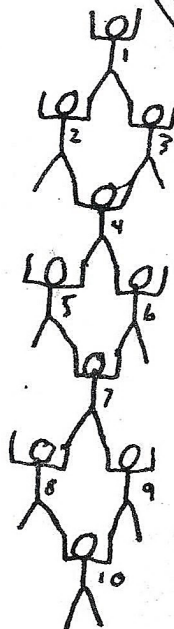
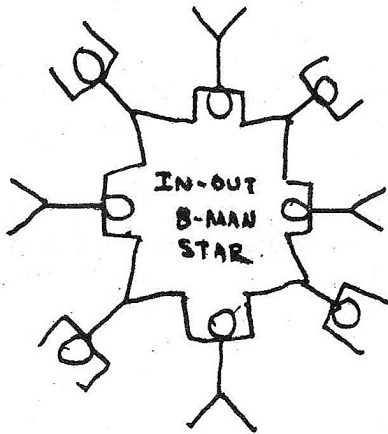
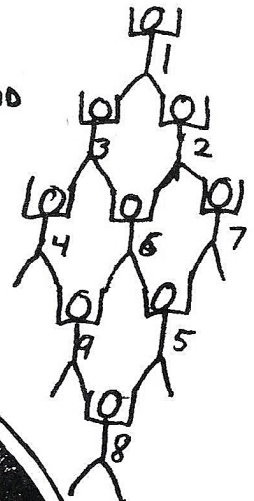
designed by
Ken Gorman

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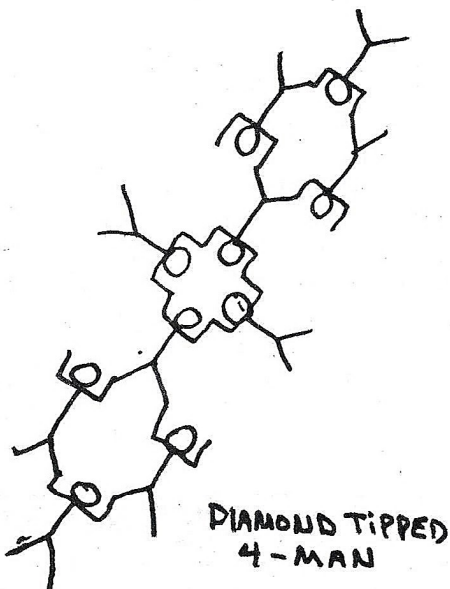
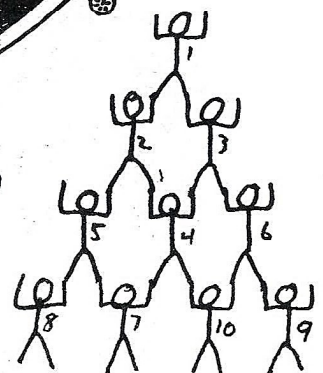
These formations and maneuvers have been done at Snohomish, Wash. Gorman writes: "On all maneuver jumps people have assigned slots. This keeps traffic and confusion to a minimum. We make the maneuver several times on the ground for practice. . . . "I'm interested in what kind of maneuvers people are doing in other parts of the country. I would appreciate any information you could send to me." (Ken Gorman, 801 Alpine Dr., Everett, Wash. 98203)



TRIPOD to 9-MAN DIAMOND



TRIPPLE DIAMOND to TEN-MAN WEDGE





RW COUNCIL MEETING AT Z-HILLS . . .

A brief RW Council meeting was held and adjourned quickly because of the heat on the pea gravel. About a hundred people attended. Topics discussed included:

- I. Relative Work Team Fund -- USPA says that no separate team fund exists. (A \$20,000 allocation for the US team --alternating years, RW team one year, S&A team the next--was voted at the last Board of Directors meeting.)
- II. USPA Organization -- let's vote in some new faces as the conference and national directors in the election to be held next year.
- III. Speed-star vs. sequential competition -- there are many opposing views on this issue. Write your conference and/or national directors with your own views.
- IV. TSO'd gear -- a show of hands was definitely in favor that USPA should not enforce TSO requirements on gear at the Nationals. Only requirement should be is that it's SAFE.



WHY and HOW THEY DO IT

Sequential Relative Work as done by the Seattle-area people

"It's more fun than all the jumps you have to make to be good at 10-man speed stars," says Craig Fronk of the Clear Eye Express 10-man team and the 4-man team of Bunky-Rocky-Herman-Frank which won the RW Combined Championship RW Trophy at the '73 Nationals.

According to Craig, sequential requires more from all the people on the formation team. Mistakes on sequential make for a crash formation. No one can be late or get low because there's other people waiting for him to fill his position. Every man is assigned a particular slot and plays are run as in football. They use a playbook created by teammate Ken (Gruber) Gorman.

"The 'plays' our formation team fly are hard to visualize, even on paper. We have to do a lot of ground practice. We start each play small and build up. A lot of the stuff that seems complex is simply constructed from smaller segments. We practice these 4-man segments to learn the basics of flying backwards, for example, and how to switch grips. Grip switching gives symmetry in the sequence from maneuver to maneuver. The 'switch signal' system is key. The last man in shakes & it telegraphs up front. The key men drop or switch grips and the flyers run their pattern until the next maneuver is completed. We've found that loads of either 4, 10 or 16 give the best plays and sequence."


The Clear Eye Express is a competition 10-man team. "We do speed stars because that's the recognized form of large-star competition," explains Craig. (They placed 5th at the '73 Natls) "We started out doing 4-man RW, then when we had two 4-man teams we added two and did 10-man RW. Then we just kept on jumping. We try to train people to do RW because it takes a lot of good flyers for our sequential. The only way to get them is to help them learn."

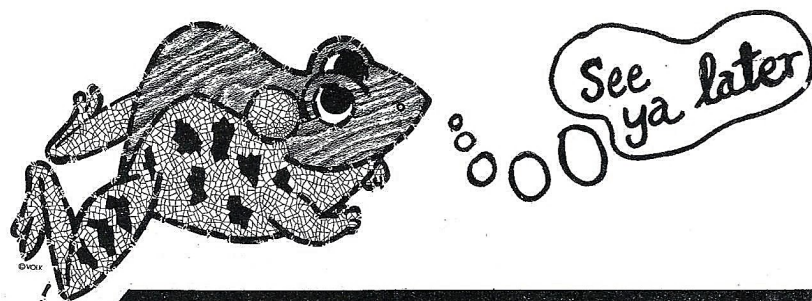
When they want to do a 16-man play they simply call everyone from all over the NW conference. "It helps keep us together," says Craig. "It's probably the best warm-up jumping you can do for a 20-man attempt, too. It puts everyone's head in the right place for working together and flying properly. It eases the big-star jitters and generally mellows things out into lots of grins."

"Try it, you'll like it."

COMING SOON: "THE SPEED STAR STORY"
Prominent California Competitors talk on the WHY and HOW of 10-man competition and explain why RW competition should stay as it is.

This is just a quickie issue, cut short in order to get it in the mail before our postal permit expires. We'll be moving out Los Angeles-way very soon, and of course, we're taking RWunderground with us. So hang in there; you'll be getting another issue after the first of the year when we can get it together.

In the meantime, keep those cards 'n letters coming. If you subscribed before December of last year and haven't renewed with us yet, your subscription is expiring. If a big red star  appears on the front of your issue, we're talking about YOU, so quick, right now send us a renewal so you won't miss a single issue.



FEBRUARY 16, 17, 18 -- 8-man SCR Scrambles at Deland, Florida. Four jumps from 10 or 12 grand. Sequential RW included. Trophies, maybe prize money. \$30 per man.

FMI: Gary Dupuis
(904) 734-9803
1260 Flight Line Blvd.
Deland Municipal Airport
Deland, Fla. 32720

COMING EVENT

Andrew Reyling also writes to remind all the '73 Zephyrhills boogiers that "the plane with the stereo in it" is permanent jump aircraft at Deland. The Deland DC-3 has a tape deck system installed which is guaranteed to get you to altitude in the proper frame of mind for a good jump.



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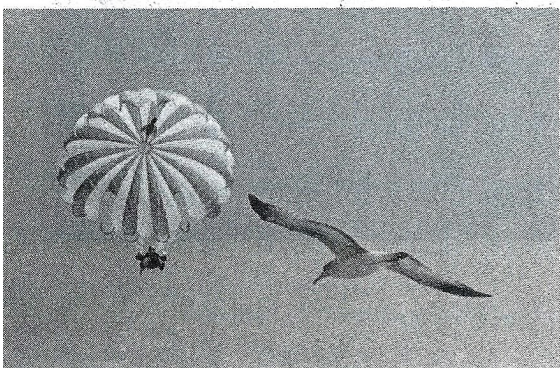
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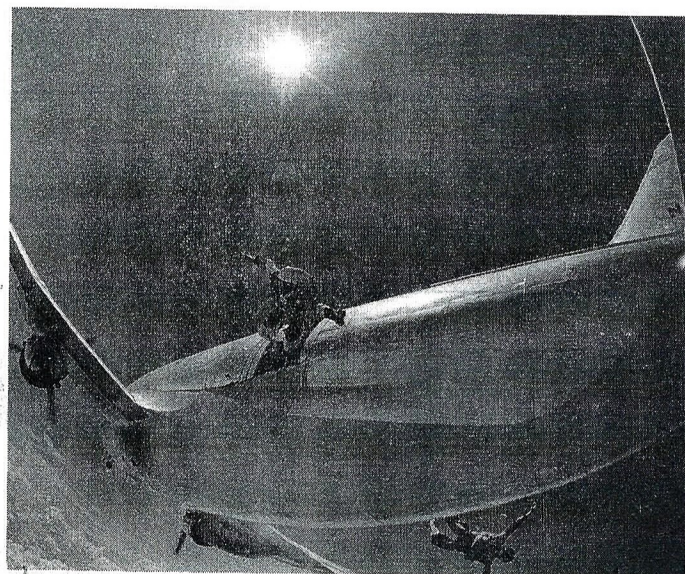
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After the initial competition speed-star, the James Gang sequences into maneuvers (at the 1972 Zephyrhills Meet.)



The C-46 used at Zephyrhills 1973 holds six teams in a spacious interior reminiscent of a combination oven and cattle car. Doors on both sides are used for large-star attempts.