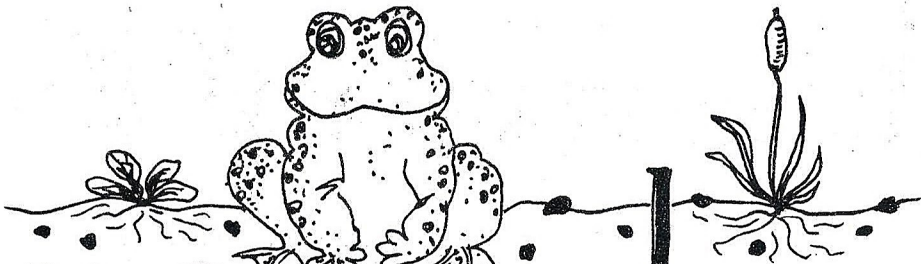


RWunderground



No. 10

June 1974

Newsletter of the RW Council

Do RW on the ground & in the air . . . Support Your SPORT . . . Good RW promotes itself . . . Do it in the air! . . .

Z-Hills Builds a 30-man

A series of large-star attempts at the Zephyrhills Parachute Center, Fla. culminated in that elusive entity, **THE 30-MAN STAR** on the weekend of March 23-24. Photographic evidence confirms the 30-man which was held for approximately two seconds.



Z-Hills had been the site of several large-star attempts on previous weekends, gathering jumpers from all over Florida, the Northeast, Atlanta and Michigan. Dave Holdredge and Tony Patterson had been organizing the attempts. The eight-jump series that netted the big one was sponsored by the National Enquirer, a tabloid weekly newspaper which holds the rights to the photos.

The group also managed several other stars ranging in size from 25 to 29. The previous weekend saw a 20-man night star, the largest night star claim to date. No photo exists.

Appropriate arrangements had been made in advance and application was made to the Federation Aeronautique Internationale for the Official World Record Largest Star, a 29-man, in accordance with FAI regulations which call for the largest star held 5 sec., in a maximum working time of 60 sec. and witnessed by FAI judges. The previous official FAI record had been held by the French with a 15-man.

World Record 10-man Speed Star



This record, a time of 16.7 seconds, was recently applied for by Soviet jumpers, according to Eilif Ness of the International Parachuting Committee of the FAI. This was done on March 16, 1974, probably using an unrestricted exit.

We KNOW that several United States teams are capable of beating that record, and we hope that arrangements to do so will be made this year in Tahlequah.

Ground practice in relative work can be an effective conditioner for both mind and body when done before every jump, whether a fun-jump or a team practice load.

It may be compared to rugby or football practice or any other team sport where coordinated interaction with one's teammates is required. You learn to work together and coordinate your movements on the ground so that every maneuver becomes reflexive, and the jump will fall together more easily in the air.

A Voyage to Grabclutchland

Ground Practice for
Four-man Jumps

(continued page 10)

International RW Competition

World Parachuting Championships of Relative Work. The International Parachuting Committee of the FAI at their annual meeting in February approved the first "official" World Championships of RW for 1975. This will be hosted by West Germany in early September '75. "The Germans are already at work organizing it, and the jump ships will be CH 53, each taking 38 people," says Eilif Ness of the CIP/FAI.

World RW Championships will be held in the odd-numbered years.

Second World Cup of Relative Work. The CIP/FAI also approved South Africa's offer to host a Second World Cup of RW this year.

It will take place August 10-24 at Pretoria, South Africa. Aircraft support will be provided by the South African Air Force, and will consist of four C-47's for the 10-man event and four C-185's for the 4-man event. Practice jumping is scheduled for August 10-17, competition begins on August 19, with large-star attempts scheduled at the close, August 24.

Each country may submit two 10-man teams (including two alternates) and one 4-man team (one alternate.) According to Rod Murphy of the Aero Club of South Africa, Jerry Bird will attend as Chief Technical Advisor and Large-Star Organizer. "We have the weather and the aircraft support to make this the best RW scene ever," says Rod.

Write RWu for more details.



Genuine,
Approved Rigid Helmet

The Latest Thing on Helmets

Don Andrews, trainer for a professional hockey team, submitted a Cooper SK-300 hockey helmet to USPA's Research & Development Committee. Said Don, "After talking with many relative workers, we feel that these helmets are the safe compromise between all that the relative worker jumper looks for in comfort, weight, vision and maximum head protection." (See Parachutist, Dec. 1973.)

Bill Dause, chairman of the committee, stated that the helmet does not have the endorsement of the R&D committee, relating an incident in which a wearer took a hard landing on the runway which split the helmet.

Now Bill would like to "apologize" to Don via RWu. He apparently didn't try the helmet himself but gave it to others on his drop-zone. "By the time the report was due," he says, "the information which I got was through the grapevine and as always it wasn't quite right. It seems the helmet wasn't on someone's head when it hit the runway, but fell 2500' to the runway and split." (RWu says: that's research?)

And, is there any "soft-headed" relative worker around who doesn't know he'll be required to wear a rigid or Halo-type helmet at this year's Nationals?

I know that
You Believe you
Understand what
You Think I said.
But,
I am not Sure
you Realize that
what you heard
is not
what I meant.

COME to Casa Grande for RW, SOON!

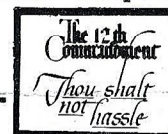
Box 1107 Casa Grande, Arizona 85222

drawing by Nicky Mainiero

HONORARY OFFICES DROPPED. USPA's Board of Directors voted this spring to abolish its Honorary offices, stating that the organization had outgrown its need for them. This effectively eliminates J. Istel from the "officialdom" of USPA. It is reported that though the measure won by only two votes, no one voted against it. Those on the Board who didn't vote for it were abstainers. RWu had previously received two petitions asking for Mr. Istel's separation from USPA.

TAHLEQUAH, HERE WE COME ... AGAIN. RWu estimates that at least ten 10-man teams will be at the Nationals this year. The "nothing showing" exit rule will be in force... meaning no part of the body or equipment may be seen outside the aircraft between the "stand by" command and exit. Beeches (all with the same size door) will be used for the competition and, supposedly, the gas is already arranged for. It has been reported that cuts of noncompetitive teams may be made during the competition if the gas supply gets short. However, Norm Heaton told RWu that cutbacks are a very drastic measure and he doesn't intend to do it.

JERRY WHO? Jerry Bird has selected his team members (many of them from last year's winning Turkey Farm) and they are practicing at Orange, Mass. for this year's Nationals. Jerry is working on the design of a new relative work gear system and is developing a program for teaching RW at Istel's Parachutes Inc. center. In exchange, Jerry will get for his PI-sponsored team the concentrated day-to-day practice that helped him win last year.



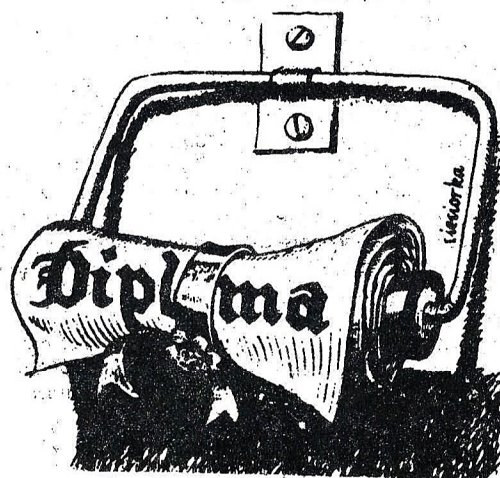
In Judging Circles

Hand-held digital timers are the latest thing. They were first used for judging speed stars at the Elsinore Scrambles last year. Three timers were supplied by Zeta Timetel Corp. and they proved to be very efficient.

Digital timers can be stopped in mid-star formation to record each entrance into the star, while continuously recording the full formation until completion when timing can be continued to reveal how long a star is held for legalization. They're about the size of small pocket radios, can be hung from telemeters, and can be operated by remote pushbutton control.

Digital timers were used at the recent Arizona Chute-Out, and chief judge Tom Phillips reported he was very pleased with them. Times were very consistent, he said. The time spread between judges was held to about three one-hundredths of a second per jump.

No large RW meet should have inferior judging equipment. Technical improvements such as the digital timer, along with professionalization of judges as encouraged by the rating and licensing system for judges recently enacted by USPA, should help to eliminate some of the hassles that occasionally accompany meets. Now if we could just figure out a way to see through clouds and haze. . . .



The membership roster of the team captained by Bob Holler, out of Pelicanland DZ, Maryland, reads like a roundup of the big names in style & accuracy in the East. Even Ottley has found his niche on the team...



HEAR! HEAR!
 TAP TAP TAP

In case you missed it, we think the following excerpt from Norman Heaton's March PARACHUTIST editorial bears repeating:

... "It makes no difference what is one's 'bag' in this game; we all do exactly the same thing: jump out of airplanes. This is the root, the very basis of any amount of camaraderie inherent in this sport of parachuting. Any attempt to belie this is an attempt to destroy the common good of all. No one can justifiably degrade or isolate someone else because their thing in parachuting doesn't happen to be your thing. And vice versa. We all put our rigs on one strap at a time."

How to Track Like a Peregrine Falcon

by Tom Phillips,
 SCR-236

Last Sept. during the SCR Scrambles at Elsinore, jumpers and whuffo's alike were shown what three Beech loads tracking with smoke looked like. The crowd response on the ground sounded as if it were a 20-plus star. There were 10 ribbons of smoke strung across the valley ... 3 times. A year before there were only ten people and nobody had smoke. As is true in all cases, when you can use a little smoke, everything looks better.

I've never read any dates concerning the first time that someone realized he didn't just have to fall stable. A reliable source from the northwest once told me that a student of aerodynamics bet Loy Brydon that it was quite impossible to change one's angle of trajectory from anything but straight down. As the story goes, Sgt. Brydon went up and ordered the wind to blow him across the sky.

I believe that large-star RW was largely responsible for refining the more effective methods of using one's body as an airfoil. We use a track not only to get down and over but also to ensure separation after the star. ... Everyone who has done it knows what it is like to go on someone else's bad spot and not realize how bad until after the star breaks. I've found that most people will put out more effort & track harder and farther when it's a matter of avoiding known hazards. If you want something bad enough you'll begin to ask yourself what forces are involved when you are covering the most ground. The subject is speed.

Sources of experience sometime take on unusual disguises. Most people who share the sky in freefall would listen to a man with 4,000 plus jumps. A Russian by the name of Igor sounds like a jump story. I met him at the '72 World Meet, and after watching him do some hand balancing, I spoke to him of balance and muscle control in freefall, which led to the subject of tracking.

We babble rapped awhile before I got him to tell me how he did it. He contended that his best track position could be practiced on the ground, by finding your center of gravity, approximately 1 in. below your breast bone and balancing all your weight on a 3-in. tent pole. By holding your body in this rigid position, you can duplicate the strain it takes to hold the perfect angle.



Among many other parachuting credits, Tom was a member of Jerry Bird's All-Stars team which won the first U.S. RW Nationals in '72.

He's an old California jumper who is presently a rigger for the U.S. Air Force Academy parachute team.

He is also the fastest tracker in the West, having won the Elsinore Scrambles tracking contest for two straight years.

Most of us track. Tom knows how to Max-Track... the faster you get there, the more time you have for RW.

Herein he reveals his secrets....

continued →

RWu spotted the following words on the wall of the hangar at Columbine Parachute Center Casa Grande, Arizona, and would like to share them with you. They are attributed to Terry Cooper, SCR-486.



"When we know for sure that we all fall through the same air, then big stars will fill the skies..."

Psych yourself---or someone else will and they may be thinking negative.

Refusing to let a person on a load is like burning his canopy ... you might as well torch it, he has no use for it on the ground.

If you think someone is not worthy of being on your load, throw him off---but remember this: nine people make a lousy 10-man star."

Tom Phillips & the Peregrine Falcon

continued

It didn't take but a few full tilt boogie tracks to feel the muscles Igor was talking about. To date my best tracking efforts have been followed by at least three days of sore legs, back and shoulders. I can't think of anything else that you could do that would allow you to flex all the muscles in your body for 60 seconds and not touch anything but the sky.

I have found that the prospect of solitary concentration seldom presents itself in freefall as intensely as it does while tracking. Once I have the position which afford me maximum lift, I hold my body motionless and rigid. To find, keep and hold this position requires the awareness of one's own head. As a mass, your cloth, leather, fiberglass or uncovered head controls the subtle changes of body attitude which affect one's particular lift efficiency. Arm and leg positions can vary as much as the gear people wear.

The most common method goes something like this:

Lay on your stomach on the floor, put heels 6 in. apart and point your toes until your calf muscles hurt. Put arms 3 in. from the hips.

In freefall, big gloves work nicely. After all is said and done in the pursuit of your best track you'll find that it is in your head. Put it in the right place and it'll take you there.

If you have become complacent about tracking or you feel you are already doing everything as well as you can, then I suggest a half dozen purposely mis-spotted tracks for motivation. Because there are no secrets outside the physical size and gear except experience. You must track to get better at it.

Please Remit:

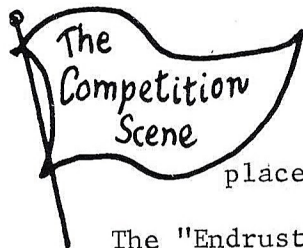
USPA has elected to spend \$240,000 to build a monument to Heaton, parachuting and a national headquarters in Monterey, Calif. A small plot of land (1/3 acre) has been selected. The money will come from the membership (that's you.)

Washington, DC, home of the FAA, NAA and all other key air space user organizations and lobby groups, was also considered. So was the Midwest because of the small time difference relative to the rest of the United States. (Pacific Coast time is recognized as a detriment to running a national business.)

However, when it was pointed out to the Board that the present printer for Parachutist is in Calif. and that the USPA staff would all quit if headquarters left California ... then a "decisive decision" was made. After all, it's only \$240,000.

You Now Owe \$240,000

French team wins First European Ten-Man Championships. Using three floaters and with an average 10-man time of 27.91, the French team "Icarus" took first place at the 10-man meet



held in Innsbruck, Austria during April. Their fastest star was 25.13. "Icarus" was made up of most of the same team that took 2nd place at Fort Bragg last summer.

The "Endrust" team from Great Britain placed second (avg 34.38), and a joint Norwegian/Swedish team, "Vikings", were third (avg 38.66). The German team "Walters Vogel" were fast (28.54) but they blew one to put them in fourth place. That's the way it goes in competition.

Ten teams entered. Said Eilif Ness, "Vikings" captain, "...It sure shows that things are moving in the right direction over here. Next year this competition will probably see 15 teams at least, and results that nobody shall be ashamed of."

"All Stars" take Arizona Chute-Out meet. By a comfortable margin the "All Stars" from Elsinore took first place at the Casa Grande, Arizona 10-man meet, also in April. Their fastest star, 17.35, came in the first round. They had slowed to 19.64 by the third round.

From practically out of nowhere appeared a surprisingly together team from the Navy out of San Diego. The USNPT made all four ten mans (fastest one at 34.54) and perked up the competition with their enthusiastic attitude. The guys on the team all average 350 jumps each; they'd made only 18 jumps together as a team. The "All Snoids" group from the Arizona DZ placed third.

Although just about every team did some "after speed-star" RW, the "Clear-eyed Homegrown" group, comprised of jumpers from Kansas & Seattle, elected to do sequential and/or formation relative work on every jump instead of the competition.

Suppose they gave a meet and nobody came? It happened at Elsinore recently where a 10-man money meet to be held by the Pacific Sport Parachutists was cancelled, due to lack of interest. No one registered, so the planned speed star competition was cancelled. That's probably a World Record of sorts.

AIR FORCE CADET 8-MAN

The first all-cadet 8-man was built recently at Marana, Arizona, during training sessions of the U.S. Air Force Academy parachute team, reports Tom Phillips. The effort was organized by cadet Mike Geise.

All eight cadets earned both their SCR and their ACE (All-College Eight-man) awards on the jump. Tom and the other team rigger then flew into the 8 to make it a 10-man. Jumps were made from the Casa Grande Beech.

The two best jumpsuits I've jumped are Joe Garcia's (A-1) and Louise Baron's Custom. Both have excellent flight characteristics.

Louise Baron's are made from a washable polyester and weigh only 3- $\frac{1}{2}$ lbs.

Joe Garcia's popular suits are available once again direct from him. FMI write:



Joe Garcia's Jumpsuits
P. O. Box 72
Wildomar, Calif. 92395

Louise Baron's Jumpsuits
3000 Wolf Road
Melrose Park, Ill.

JUMPSUITS

60164

RW - Style - Accuracy - Fun jumping!

where?



Greene County Parachute Center/Cleveland

20 miles east of Cleveland, Ohio • Rt. 6, Hartsgrove • Dave Ellis & other friendly people
phone (216) 474-8381

Ray Cottingham's "Seattle Sequential" flicks are turning people on wherever they are seen. Now they are joined by a film clip of sequential RW taken over the Columbine Parachute Center in Arizona. Ray also filmed large-star attempts over Casa Grande this past winter. Seven consecutive 20-mans or larger were made; the largest star: 25.



Team togetherness led to marriage for Jon Williams, SCR-2018, and Sally Cain, SCR-978, of the British team (Endrust Skydivers) which competed at the 1973 Z-Hills 'meet, according to Charles Shea-Simonds, editor of the BPA Sport Parachutist.

Four-man teams competing in the Australian Nationals were hijacked on the way to altitude, and "we ended up with a ten-man line and one bird out. Needless to say, the judges were not impressed," relates John Lahiff.



FAST EXITS...

Elsinore is the home of three hot 10-man speed star teams. Their legal exit times from a small-door Beech are faster than most teams can exit a large-door DC-3.

Probably the fastest exiters are the aggressive Wilds Bunch. "You must be very aggressive to make a fast exit" says team captain Dave Wild. Capt. Hook's team also has an explosive exit, as do the All-Stars who have offered to give a ground demonstration to non-believers at the Chute-Out.

I didn't believe it could be done until I watched the All-Stars make a 16.3-second star using a legal "nothing showing" exit. All-Star team captain Bob Westover points out that a lot of their fast times come from flying skill. Team members average about 1,000 jumps each. He said that while they don't have the fastest exit, they fly faster. The All-Stars also perform sequential RW on each speed star practice jump.

16.3' ALL-STARS



Eight of the ten members of the All-Stars team are wearing pigs. All of the Wild's Bunch and Capt. Hook's team do, too. In other words, 93% (28 of 30) of the top Southern Calif teams wear pig-rigs. Many of the speed-star types in California are wearing the ultra-lightweight Hank Asciutto piglets, and his newest innovation which he calls the "Hankie".

- SUPPORT YOUR SPORT
- SUPPORT THE STARCREST
- Get your SCR/SCS stuff from Bill Newell

Bob Buquor Memorial StarCrest
2012 Hughes Lane
Bakersfield, Calif. 93304

16

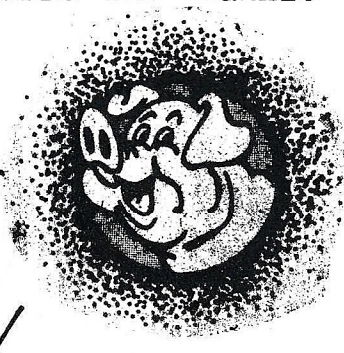
NSCR
PATCHES
SCR-SCS
SCS-SCR

The Only thing
Missing is You!

Oink

Oink

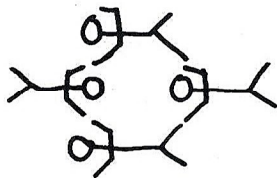
Oink



Want to Try Something Different?

Here are some RW maneuvers sent us by relative workers across the country:

The Side Car, from Dave DeWolf of Pennsylvania's "Circle of Fear" team.

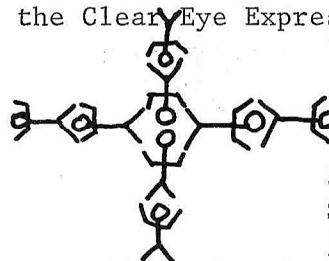


"You can do it from a star," says Dave. "The last man backs out, the others change grips, and the fourth man comes in again. You can then do the same to go back into a star ... It's not really hard but tons of fun."

Pogo



Four point In-Out Snowflake, as done by the ClearEye Express team of Seattle.



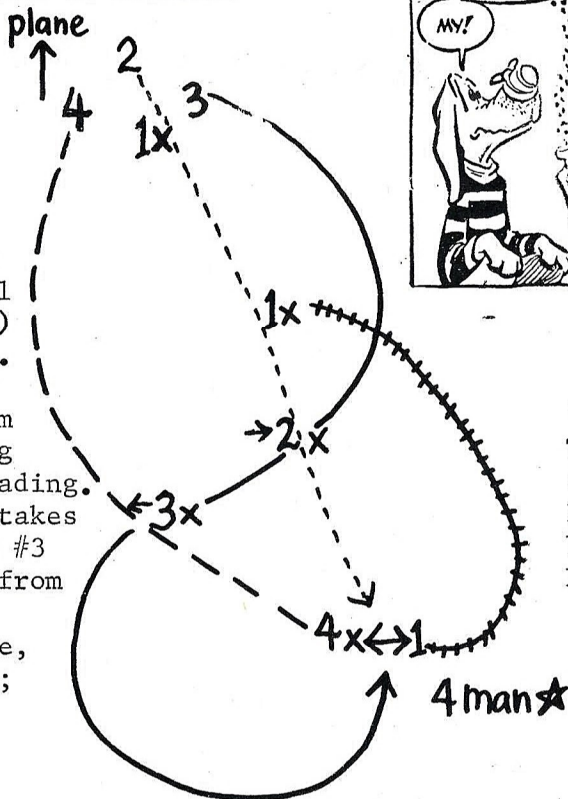
"We're planning on spending most of the Spring doing 10★ jumps. After the Nationals, Seattle will do some large sequential maneuvers," writes Ken Gorman.

RW game, by Tony DeRosa of Arizona:

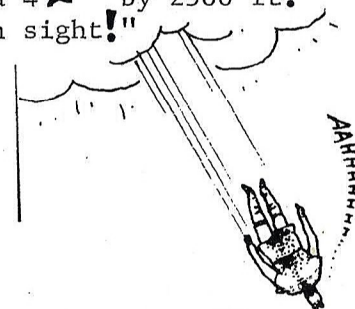
Relay Relative Work

X = a passable item

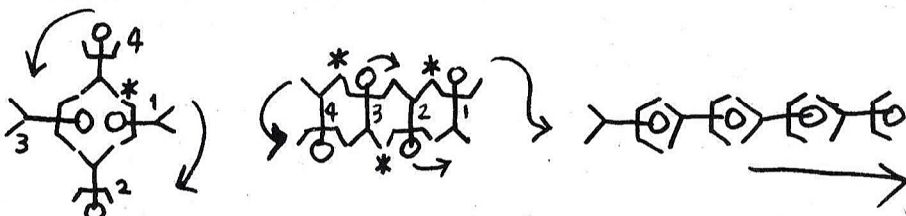
- #1 has passable item on exit.
- #2 takes passable item from #1 in freefall & faces out (right) from plane heading.
- #3 coming from outside takes passable item from #2 & is facing left from plane heading.
- #4 coming from inside takes passable item from #3 & is facing right from plane heading.
- #1 pins #4 from outside, #2 takes near side; #3 around back.



"Optional, for hot dogs only:" says Tony. "Do a BL when you get the item (#1 does his BL out of the plane). Do a 360° turn after you give it away but still make a 4★ by 2500 ft. Keep the deck in sight!"



Four-Man Maneuver, from Ken Gorman of Seattle:

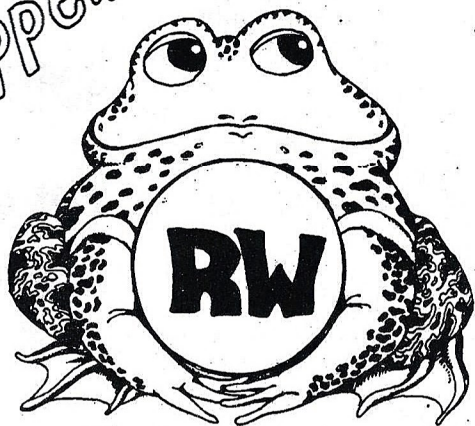


* breaks grip to go to next maneuver

"When 4th man is on the caterpillar, with arms locked around legs, he shakes #3 who shakes #2 who then shakes #1. #1 starts tracking--we usually try to track the caterpillar."

there's more→

Was' Happenin'?



Thas' what

IN FLORIDA ... where Jim Kutteroff reports the Everglades Sport Parachutists of Miami were so inspired by the large stars being built over Z-Hills they turned out an 8-man and a 9-man with 17 different people over the past month.

IN SWITZERLAND ... where Uwe Beckmann, editor of German language Sport Springer, reports that a relative work funfest over Christmas holidays attracted 40 jumpers and resulted in a 13-man.

IN CANADA ... where Andre LeRoux of Ottawa, Ontario, reports a burst of enthusiasm for RW at his drop zone with a growing core of relative workers readying teams for the Canadian Nationals this year.

IN SOUTH AFRICA ... where that country's first 10-man speed star competition last fall attracted four teams. The winning team "Chain Gang" managed the fastest star at 31 seconds.

IN OHIO ... where Tom Wargo of the Grafton Scrood Load 10-man team reports, "Our base & pin-man got their SCS's on the same jump in Z-Hills this year. Sounds catastrophic, but I better point out they flew in 9th & 10th in the second 10-man after a sequential maneuver! ..It was good for a couple cases of beer!"

IN GERMANY ... where Garry Carter of last year's Turkey Farm team is stationed with the Air Force. "Had a chance to jump with the Germans a couple of weeks ago as they started their '74 practice season. They're doing well ...if they could get in as many practice jumps as some of our teams do in relatively short periods of time, they would give everyone a real run for the money."



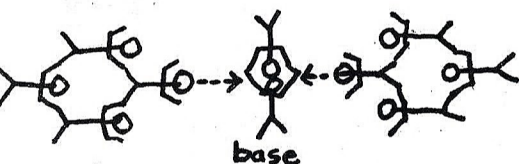
The only significant news we hear of the Mardi Gras meet this year was a bad spot from David Ellis that put an entire 20-man load out in the muddy boondocks around Leon Riche's place.

"Two hours after the jump only one of the jumpers was back" reports Tracy Fontanelle. "The first time I ever saw The Flying Fireplug make a mistake."

An RW "Cloud"

Steve Snyder's latest, a ram-air canopy for relative workers should be on the market this summer.

Priced at just under \$500, it opens in a round configuration to avoid that famous ram-air "surge". Then lines are pulled to release the corners. "Good forward speed... slow rate of descent ... soft openings" say those who have jumped it. Small one-pin container.



Double Diamond Dock, as performed by jumpers from Seattle, Kansas and Arizona over Casa Grande recently. As described by Matt Farmer, "The diamonds flew about 30 ft. to a clean double dock. ... Other-than-star flying .. is not difficult but there are some new flying positions and of course, some new ideas.

The symbolism used to draw the dives is sometimes confusing; but

if you get four people standing around trying to hold on to each other like the drawing shows, it becomes a lot easier to see.

"Formations have really turned me back to where RW was at when we were all learning. On a formation jump the question is not how fast can we make this happen; but can I and all these other people pull it off, make it happen at all. Formations also make exit orders less important--with more happening up there the base man might at some time during the jump be doing a lot of flying and the last man can end up base. Maneuvers foster group consciousness---you have to know your place and every one else's. On most maneuvers your slot isn't even there until the people in front of you are in. In formations that are built by flying units together (as in the double dock) you must do RW as a group--- and that's a unique interpersonal experience at least," says Matt.

Ground Practice for Four-man Jumps....

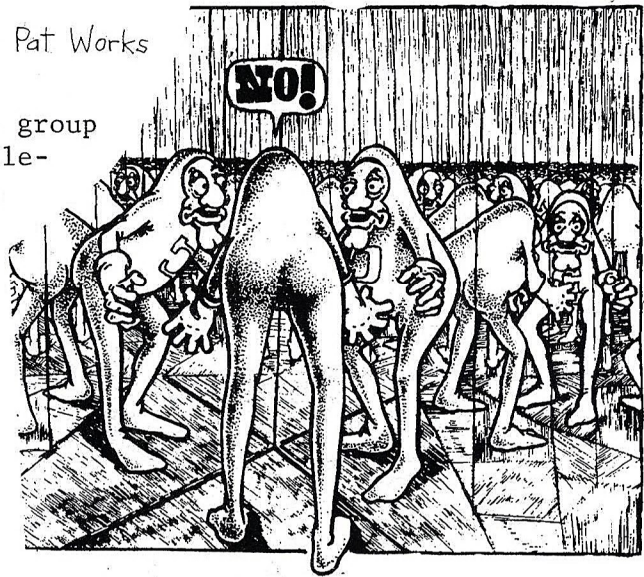
by Pat Works

CONTINUED. It requires a lot of jumps to develop group skill and team attitude and that is why you must supplement airwork with ground training. All good teams do ground practice. Even if you are planning just a "fun" jump with 4 or 5 people, a little runthrough on the ground before the jump will quickly point out any traffic problems that may pop up in the air, and will help get everybody's head in the same place.

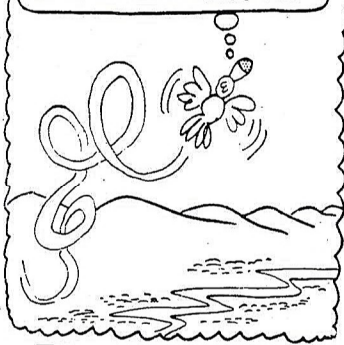
On the ground, slowly walk through the entire jump at least four times before every load. Have someone count the seconds out loud; listen to the cadence. Build the star (standing) just as you will in the air, starting from the plane. Imagine that you ARE in freefall. Don't build a star in four sec. if you usually take 8-10 seconds in actual freefall.

If you're doing 4-man RW, key off the backloop just as you do in the air. Walk into the next formation in proper sequence and in proper timing. Then imagine break-off time and practice pull sequence.

It is a lot easier to learn the various formations of four-man RW on the ground rather than wasting a lot of time in the air. Spend a lot of ground practice learning the mechanical steps. More importantly, spend some time to learn the cadence of the jump so that you all feel together every maneuver. Do it the same way each time.



WHAT A FEELING! SOARING
OVER HILL AND DALE...
IT'S LIKE A DREAM!



"Estrellas" over Guatemala

Dirty Billy Bishop and Scotty Merrill spent some time this past winter in Guatemala where as guests of the Guatemalan Army at Base Militar de Tropas Paracaidistas they taught members of the military sport club how to do relative work. They tied the Guatemalan record (4-man) the first day they were there, and by the end of their stay, the group had managed to build a 7-man.

Dirty Billy received a special award of appreciation from the Guatemalan Army -- a handsome plaque to thank him for his efforts in spreading RW techniques. Prior to Bill & Scotty's arrival, the group had been trying to learn relative work by reading old Parachutists and USPA safety bulletins.



Dirty Billy is a candidate for USPA's BOD. He captained the 4-man team which won the Western Conference championships. (RW editors jumped on the team. It was Jan's first gold medal and Pat's third in the 4-man event.)

Teams at Elsinore



One of Elsinore's three speed star teams folded this Spring. "Capt. Hook & the Sky Pirates" picked up several new members from the defunct "Wild's Bunch" and are shortening their times with consistent practice and determination. They are using air-to-ground radios to help their team supports on the ground time their exits, and a camera on the wing to film their exits so they can see where the gaps are. The "All Stars", led by captain Bob Westover, are consistently turning out good, low times (16-18 sec.) and are constantly looking for new ways to perfect and tighten their performance. They perform beautiful maneuvers after each jump. It makes for interesting watching. The "All Stars" are also shooting a promotional film in hopes of obtaining some sponsorship.

STATEMENT OF PURPOSE

Freefall Relative Work

We are a band of brothers, native to the air where we are united in freefall relative work.

Our goal is to promote parachuting in general and relative work in particular. **RW** is a beautiful, exhilarating experience which we like to share with others.

In order to do **RW** you must relate to others in the air. This relatedness has created a brotherhood of freefall. As brothers we can and should help each other. Because it's OUR sport, we must try to avoid ego-trips, unhealthy politics and hassles. We must promote those aspects of our sport which foster the brotherhood for all.

Good **RW** promotes itself. **RW** is where it is today, now. It was non-created. **RW** just happened and grew. Being non-created, **RW** is transcendent over acceptance or rejection. Unfettered, it does not ossify into ritual mechanistics and so continues to grow.

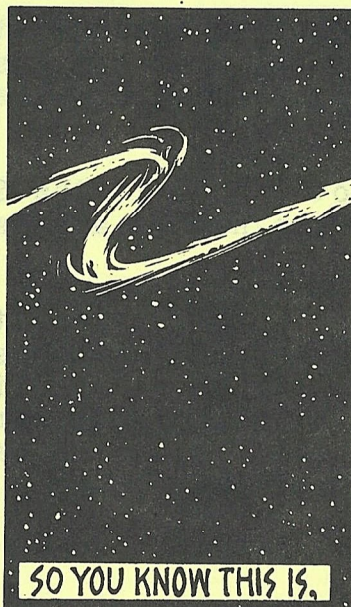
If directed by a brotherhood of freefallers this growth can strengthen us through unity in numbers. Look how many of us there are today. We are all just beginning.

Let's begin together.

Do lots of **RW**



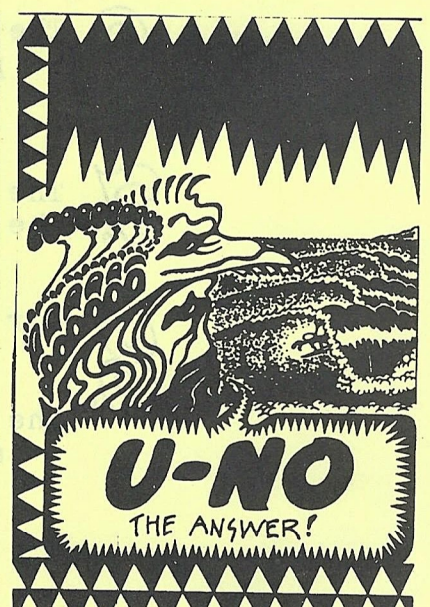
IT BEARS REPEATING,



SO YOU KNOW THIS IS,



IT!



In Quest of Perfection...



The Traditions of Freefall Relative Work

1. Our common welfare should come first.
Personal satisfaction depends on RW unity:
A Brotherhood of freefall.
2. There is no central RW authority. Our leaders
are trusted servants of the sport; they do not govern.
3. Freefall relative work is democratic and unbiased.
The only qualification for membership in the
Brotherhood of freefall is a desire to fly for
the joy of flying.
4. Each group of RWers has but one primary purpose --
to carry the ecstasy and excitement of doing freefall
relative work to all parachutists who have
enthusiasm for flying.
5. Each RW team or drop zone should be autonomous,
except in matters affecting relative work or
parachuting as a whole.
6. The Brotherhood of freefall is designed to place
principles above personalities and the
perfection of flight above all else.
7. The main stem of the Brotherhood is the SCR/SCS awards.
The NSCR, 16-man and XX are higher awards.
8. Our relationships with all other parachutists who have
yet to join the Brotherhood are based on
attraction rather than promotion.
The positive results of RW enjoyment, warmth and fellow-
ship emit good vibes which speak louder than any
promotion we could possibly do.



Coming events

Coming event:

coming events

coming

- June 16-21 U.S. National Parachuting Championships (Style & Accuracy events)
Tahlequah, Oklahoma. (practice days June 14-15)
- June 23-26 U.S. National Parachuting Championships (RW 10-man & 4-man events)
Tahlequah, Oklahoma. (practice day June 22)
- June 17-21 Columbine Porta-Paracenter, Wagoner, Oklahoma. Open for RW practice
jumps, 25 miles west of Tahlequah. FFI: Columbine Paracenter,
Box 1107, Casa Grande, Arizona 85222 phone 602/836-9913
- July 13-14 SCR Scrambles, Midwest Skydivers, Chicago-Hammond Airport, Lansing,
Illinois. 8-man star & other formations. \$25.00 entry; USPA or
IFA required. FFI: Darnell Boyd (312) 534-9390
- August 3-4 Canadian-American 10-man meet (the first). Contact: Weird Harold,
427 St. Paul Ave., Brantford, Ontario, Canada (1519) 756-6074
- Aug 31-Sept 1-2 SCR Scrambles, Hinckley Parachute Center, Hinckley, Illinois.
8-man star; trophies to 1st & 2nd place; 5-man competition for
non-SCR. Fun-jumping & boogie band. FFI: Jim Baron (312) 455-0566
- Aug 31-Sept 1-2 Relative Work meet -- 10-man & 4-man events. Cottonbelt Parachute
Council. Hosted by Aero Sports club, Humbolt, Tennessee.
FFI: Ed Owen, 2212 12th St., Meridian, Miss. 39301 601/693-1843
- Aug 31-Sept 1 SCR Scrambles at Elsinore Paracenter, Calif. Rain date: Sept 2.
8-man stars for time and tracking contest. USPA or insurance req'd.
Prizes, free beer, boogie band. FFI: Dennis "Rabbit" Bahen, PO Box
742, Logan, Utah 84321

Subscribe now.



Don't miss a single exciting issue of RWunderground, the only newsletter published irregularly for registered makers of freefall formations who need to know what's haps in the world of large-star making and related matters. We may not publish every month, as some of those "slick" magazines do, but we guarantee you'll get your money's worth! If you're not completely satisfied, return the unread portion of the newsletter and we'll return the unspent portion of your money.

RW UNDERGROUND
1656 Beechwood Ave.
Fullerton, Calif. 92635

\$ 3.50 per year

\$ 4.00 outside the continental
USA so we can send it to
you airmail.

name _____ SCR# _____ SCS# _____

address _____ zipcode _____

☐ renewal ☐ new subscription

48623

Shelton Jr.

8989 Pine Rd.

MIDLAND, MICH. 48640

P.O. BOX 1781

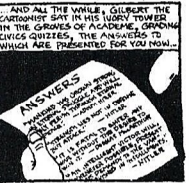
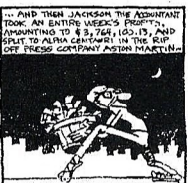
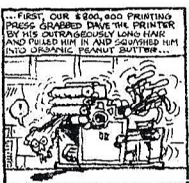
Aerial Enterprise Unlimited

James A. Vallender

RWunderground
1656 Beechwood Ave.
Fullerton, California 92635

AND NOW A BRIEF EXPLANATION

Why you haven't received a copy of RWunderground since last December and are wondering if you've been ripped off...

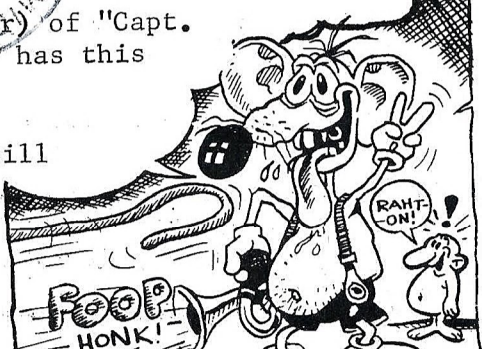


But... Here we are again BACK IN PUBLICATION with a full schedule planned for this year. Send us your News... your change-of-addresses and your \$3.50 if you haven't subscribed for this year. Don't forget to DO RW!

Capt. Hook sez:

Capt. Hook (Al Krueger) of "Capt. Hook & the Sky Pirates" has this exit hint:

"Never touch the door sill or frame with your hands on exit. It will slow you down."



RWunderground

Dedicated to
Uniting Relative
Workers for the
Promotion of
Sport Parachuting



Editors: Pat Works SCS-1
Jan Works SCS-638

1656 Beechwood Ave. Fullerton Ca 92635