

RW Underground

No. 11

September 1974

Newsletter of the RW Council

American Teams Sweep World Cup of RW Fastest 10-Man 12.76 sec.!

Wings of Orange took the first place prize in the 10-man event and the Rainbow Flyers 4-man team won their event at the II World Cup of Relative Work which closed August 24 in Pretoria, South Africa. Wings of Orange was also clocked with a 12.76 sec. star for one of their competition jumps, and it has been filed with the FAI according to regulations as the official world record speed star.

The 10-man team from Orange, Mass. had an 8-jump meet average of 18.77 sec., according to scores supplied by Chuck Embury. The team from France took second place with an average of 22.34 sec. West Germany was third with 27.53 and South Africa was fourth with 30.68.

The Rainbow Flyers, from Michigan, wound up their 4-man competition with a 6-jump average of 7.17 sec. between maneuvers. France was second with a 12.08 sec. transition average, "The Chain Gang", one of South Africa's 4-man entries, was third with 29.84, and the West German team "Walters Vogel" was fourth at 30.20.

Wings of Orange, captained by Jerry Bird and sponsored by Parachutes, Inc., took third place in the National RW Championships earlier this summer. Their World Cup trip was sponsored by PI. Cap'n Hook & the Sky Pirates, of Elsinore, Calif., which took first place at

Continued on page 8 →

Large Star Record 31

The world's largest star, a beautiful round 31-man, was built over Elsinore on August 4. It was a practice jump for 32-man attempts which were scheduled for August 25. Every person on the load, which exited a huge C97G at 16,300 ft., was in the star which was photographed by M. Anderson Jenkins & Jerry Tyson. The 32nd member of the attempt was not present at the practice jump.

The jumpers exited single file, in accordance with FAI regulations governing the building of a large star, from the tail-gate of the plane and entered their assigned slots. On the first of the two practice jumps, the group built a 30-man. The assault on the official

Continued on page 8 →

ALL-FEMALE RECORD 13 ... a determined group of women built the largest all-girl star to date, a 13-girl, over Elsinore Sept. 2. Participants came from Calif., Arizona, Utah & Hawaii.

Other Big Stars

ALL-MILITARY RECORD STAR

The largest all-military star was also part of the festivities at this year's Scrambles at Elsinore. Estimates give it 14-15, though film hasn't been seen as we go to press. First 13 all Navy.

National

Ten-Man Speed Star Four-Man Sequential

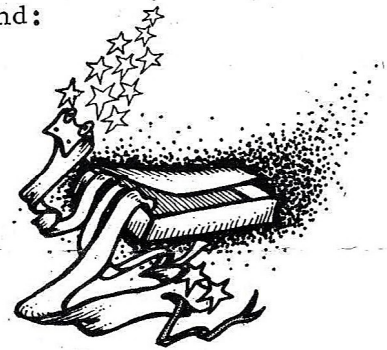
RW Championships

The Relative Work National Championships at Tahlequah this year was an exciting meet, full of surprises and crowned with a world record speed star. First place went to Cap'n Hook & the Sky Pirates, captained by Al Krueger, and the All Stars, captained by Bob Westover, placed second. Both teams are from Elsinore, Calif. Jerry Bird's Wings of Orange team took third place. It was an extremely close meet, charged with tension. Protests and counter-protests kept the Jury busy. Only seconds separated the top three teams throughout the meet, and by the end of the 4th round, each had made one rejump.

It was on their fourth round rejump that Wings of Orange funneled one badly. They reformed for a 35.63 sec. score. Up til then they had been in first place, 2 sec. in front of the All Stars and 4 sec. over Cap'n Hook. The All Stars took over first place in the 4th round, but lost it to Cap'n Hook in the very last round when a grip was dropped and their score was 22.33.

The competition in the 10-man event this year was terrific. Most team members were serious competitors and approached their tasks with extreme professionalism and dedication. Several teams had members who were injured but who continued to jump rather than risk a change in the team's lineup. Here are the standings and average star times of the eight out of thirteen teams entered who made 10-mans through each round:

1. Cap'n Hook's Sky Pirates	17.3
2. All Stars	18.0
3. Wings of Orange	19.5
4. North Star	21.6
5. Beechnuts	24.8
6. Casa Grande Ground Rush	24.9
7. Texas	26.5
8. Scratch-It-Together	34.9



World Record Speed Star. Cap'n Hook's team made the fastest star at 14.87 sec., and it has been submitted to the FAI as the official world record. The previous world record of a 16.7 sec. 10-man was set by the Soviets in March -- this was broken seven times during the U.S. Nationals and by all three top teams. The All Stars' fastest was 16.07, and Wings of Orange turned one in 14.97 sec.

Poor judging. Most of the complaints heard about the administration of the meet concerned the judging. It was felt that the judging was inadequate, that some of the judges were far too inexperienced in judging relative work to be sharp star-timers.

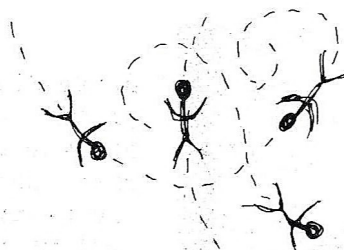
Judging RW is a tricky business, as is judging style or accuracy. It takes a lot of practice and dedication to learn to be a keen RW judge. The inconsistency of the judging at this year's Nationals was evidenced by time spreads that were as much as nine seconds between judges on one jump, as well as misunderstandings of the rules of RW judging. At least one of the judges did not know the difference between "being on wrists" and a "break." Unofficial but experienced team timers scattered around the site compared their star times throughout the meet and found they were much more consistent than were the official scores.

USPA did not call on some of our most experienced relative work judges to help judge this most important national contest. We know of at least two dedicated and experienced judges, Tom Phillips & Betty Giarrusso, who were turned down by the judging "committee" although both were present at the meet.

Four-Man Event. With precious little practice time prior to the Nationals, a Michigan team, the Rainbow Flyers, snatched first place in the 4-man event with average transition times between maneuvers of 7.07 seconds. Rainbow Flyer captain Sam Brown and the other three team members (Donald Carpenter, Ken Coleman and Rocky Evans) also jumped with the Beechnuts 10-man team which took fifth place in that event.

Here are the final standings and average transition times for the top six 4-man teams:

1. Rainbow Flyers	7.07 sec.
2. North Star	7.65
3. Greene County-Ohio	8.82
4. Hummer's Snake Oil	10.09
5. Machongwe Holding Co.	11.36
6. Greene Stars	12.19



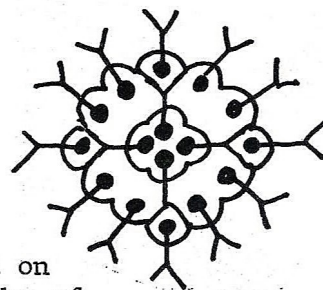
A competent Jury. Many of the competitors with whom RWu discussed the meet gave credit for a lot of hassle-solving to the Jury, headed by Sgt. Bob McDermott. Dissatisfaction with the quality of the judging, hassles related to air speeds on jump run & exit, and in some cases jumps that couldn't be seen through clouds or haze all kept the Jury jumping as protests and counter-protests were filed throughout the meet.

The Jury calmly handled each sticky situation as it came up and dispatched each hassle with fairness. "They deserve a lot of credit for keeping the meet running as smoothly as it did," noted All Star captain Bob Westover. Gen. John Singlaub and Ray Duffy also served on the Jury.

The 9-sec. spread between judges had no precedent. It is standard procedure that when five judges are timing, the highest and the lowest scores are discarded and the official time is the average of the remaining three. But a 9-sec. spread indicates some poor quality judging. The Jury clarified that rule by stating that any time a score is 25% higher or lower than its nearest neighbor, it will be automatically thrown out.

Innovative RW gear. New gear designed specifically for speed-star relative work was an attraction at the meet -- all of it small, lightweight, trim, colorful. Piggyback systems were the most popular. Most of Cap'n Hook's team was wearing team member Hank Asciutto's Piglet system which gave them a tight and speedy exit capability. The Beechnuts were wearing Steve Snyder's new ram-air canopy made for relative workers, the Strato-Star, in a one-pin container coupled with the Pop-Top for a pig system. And Wings of Orange had conventional gear with a "fastback" look -- Jerry Bird's design for PI that features a wedge-shaped main and reserve container. (See photos--next page)

After-the-meet fun jumping. Many of the RW'ers stuck around for a day after the competition to make some large stars and fun loads. Phil Mayfield reported on a sequential formation load put together by B.J. Worth. "It was to be a 16-man Wagon Wheel with the 4-man in the middle floating out of it, separating above it, then coming into the 12-man star. As it turned out, two people were below, but people from the ground said it looked neat-o anyway."



Cap'n Hook & the Sky Pirates turned on the steam during their last couple months of practice before the Nationals. From the Western conference meet in early May where they took second place with a 20.8 sec. average to the winning All Stars' 17.7 sec. average, to the Nationals in June where they came out on top with a 17.3 sec. average, compared to 18.0 for the All Stars.

AN HEROIC EFFORT

Even throwing out the worst jump of each team (22.43 for Cap'n Hook and 22.33 for All Stars) Cap'n Hook's average at the Nationals was 16.34 compared to 17.19 for the All Stars. (Disregarding their worst jump, the third place Wings of Orange had a 16.37 average for the other five jumps.)

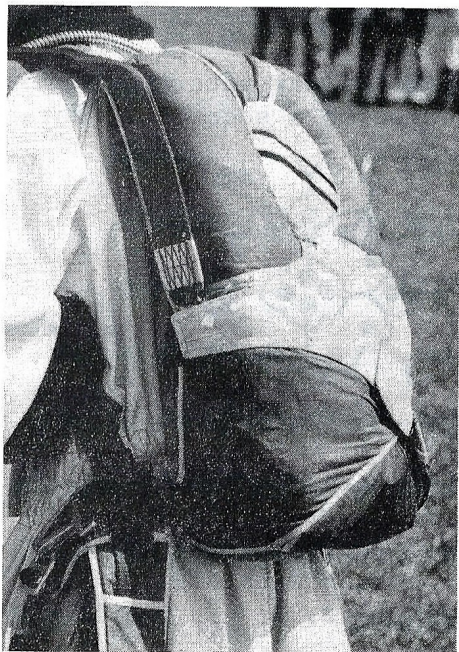


Jerry Bird designed this system for Pioneer. It's for RW'ers who prefer conventional gear to piggyback systems. The wedge-shaped profile offers less wind resistance in getting on a fast track or dive, and is unlikely to get hung up on the door during exit. The reserve features velcro as the closing system. You open it by peeling up the top flap. It can be used with or without a pilot chute. Jerry has also designed a 23 ft. lightweight canopy which he calls the "Che-Po." Probably the best conventional system available.

Para-Innovators Piglet II system appeals to many relative workers who are turned on by its very small & flat configuration. (See current issues of CanPara for a series on this rig and its own specially designed canopy.) The canopy's profile is similar to that of a conical reserve. Para-Innovators also makes a small piggyback system that will take Para-Commanders.



(Both the Che-Po and the Piglet canopies have good forward speed that will hold in high winds and a slow rate of descent. But they both have weight limits of 190-200 lbs.)



The Pop-Top reserve has been teamed with Steve Snyder's new Strato-Star canopy in this trim piggyback system. The Strato-Star is a small ram-air designed specifically for relative workers. It opens in a round configuration to avoid opening surge, and packs neatly into a tiny one-pin container. When Dick Morgan of Para-Flite visited Elsinore in June with this canopy, he stated that he had made more than 250 jumps on it with no malfunctions. It opens slowish.

RWu RATINGS. Based on jumper reports, RWu rates all three of these ultra-lightweight/low profile rigs as excellent to very good. The canopies are good but each has drawbacks to some people.

	PIGLET	BIRD	STRATO-STAR
packing	carefully	standard	carefully
turns	no low hooks	OK--but slow	no low hooks
landing	good	best in light breeze	good
opening	good	very good	good
reliability			
type	vented	flat no-po	ram-air

It is very evident that the day of specialized RW gear is here. These are only a few of the excellent systems that are available to competitors.

Team Captains Speak:

What's Goin' Down for Next Year

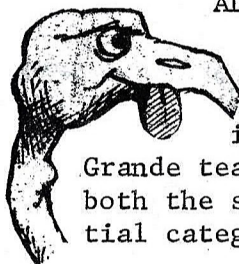
A meeting of captains of RW teams and other interested parties was held at the conclusion of the 1974 Nationals. Following is a summary of the minutes and recommendations which have been submitted to the Competition Committee and are expected to be incorporated into the rules and procedures for 1975:

1. It is recommended that an additional round be added to the 10-man event -- a sequential RW jump for a separate trophy. A 10-man star, backloop to 10-man one-on-one snowflake, timed from the backloop.
2. Altitude for the 10-man event to be reduced from 10,500 to 8,500 ft. (except for the sequential round) to facilitate judging and reduce cost of running the event.
3. The 4-man event should include the same formations as the international 4-man event.
4. Twin beeches to be used for the 10-man event; standardization of aircraft configurations should be strived for, especially in exact dimensions, shape and placement of the door.
5. When aircraft standardization is not possible, there should be a number of aircraft equal to the number of rounds, and each team shall jump each aircraft once.
6. Jump runs for the 10-man event shall be standardized -- the same airspeed and manifold pressure during the cut for each team's jump run.
7. A special effort to improve the quality of RW judges should be made. Accreditation of people competent to judge RW at the national level must be accelerated, and the judging of RW can be separate from the judging of style & accuracy. TEAM CAPTAINS TO SUBMIT A LIST OF PEOPLE CONSIDERED QUALIFIED TO JUDGE RW (names, addresses, phone numbers, resumes) TO THE COMPETITION COMMITTEE PRIOR TO NEXT YEAR. FROM THESE LISTS THE JUDGES FOR THE RW NATIONALS SHALL BE CHOSEN.
8. Two assistant meet directors -- one for style & accuracy and one for RW -- will help the 1975 Nationals to run smoothly. Sgt. Bob McDermott has agreed to be asst. meet director for relative work if he is available.
9. An attempt shall be made to use video tape for judging of unobserved jumps (only) in order to avoid the expense of rejumps.
10. The date of the Nationals should be pushed back as late as possible to eliminate the unfair disadvantage felt by the northern teams who lack jumpable weather prior to the Nationals.



AN IDAHO RECORD ... a state record of a 17-man star over Idaho earlier this summer, reported by Steve Morrow, NSCR-211.

LAKEWOOD, N.J. ... They're still trying for an all-Lakewood 16-man and hope to land it this summer, reports Frank McGovern.



ALL SNOIDS MOVE UP ... Mike Harbison, SCS-335, wrote to let us know that we erroneously reported his team, the Arizona "All Snoids", placed 3rd in the April "Chute-Out." The Casa Grande team actually earned second place in both the speed star (sub-30 sec.) and sequential categories. Our apologies, Mike & team.

CAN'T KEEP A GOOD MAN DOWN ... one year after busting his buns on a terminal reserve opening, 57-year-old Bill Lau came back to earn his SCR at Rainbow, Wisc. this summer, we've been told.

Flying Formations and Other Fun Stuff

Terry Kowing, NSCR-208, wrote that he visited the Seattle bunch and was so turned on by the formation flying they were doing that he went back to Portland to try it himself. "The Portland area jumpers are just starting to get into big formation work," he says. "At Ted Mayfield's drop zone in Sheridan, Oregon we put together a couple loads that really straightened up our heads -- a 9-person diamond attempt & a 10-person wedge attempt -- with only one or two people ending up out of position. . . We're going to be doing these things more often."

The Seattle people themselves are on to even more involved things, according to "Gruber" Gorman, who sent us a whole page of formations and sequential things they have done this year. They have also been doing large stars over Issaquah; he reported on several 17, 18 & 19-person stars, followed by a 23 and a 21 a few weeks later. They also did a 18-man night star. "We make all the big jumps out of a Lockheed Lodestar. So far we have used about 16-18 people for maneuvers," he said.

We understand that 16-man sequential formations, as well as the regular 10-man speed star event, is part of the planned schedule for this Thanksgiving at Zephyrhills.

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Thinking of Putting Your PC On a Diet?

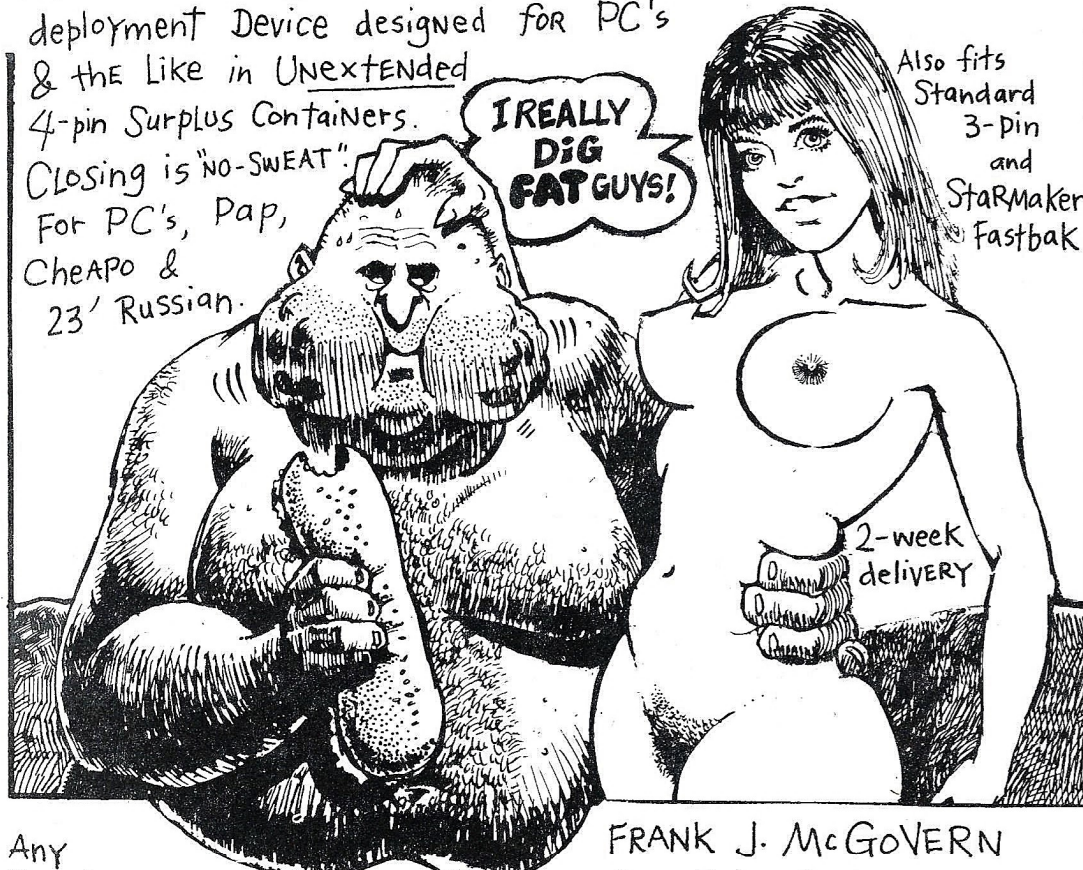
Want to Be SKINNY
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Closing is "NO-SWEAT".
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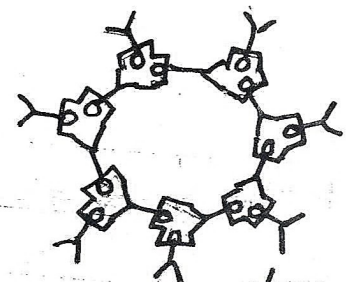
2-week
delivery



Any
3-colors with white trim \$25.00
ANY 5-colors with white trim \$30.00

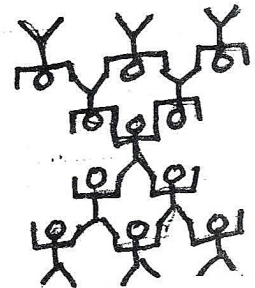
FRANK J. MCGOVERN
P.O. Box 374
LAKEWOOD, N.J. 08701
(201) 367-5883

Here are some of the sketches Gruber sent us:

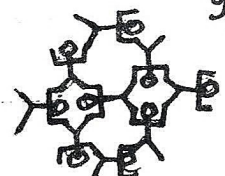


JULY 27
7 POINT DONUT FLAKE
12,500

JULY 28
11 MAN HOURGLASS - 7,500



MARCH 20
9 MAN CATA POLACK
9,500



PARACHUTING'S UNFORGETTABLE JUMPS

James D. Moncrief was flying his F-102 Delta Dagger to a landing at the Honolulu International Airport when he had a flame-out. He turned the plane out to sea and ejected. His parachute dropped him about 200 yards off-shore among some surfers. An experienced surfer, Moncrief borrowed one of the boards and stood up with his flight suit and boots on and surfed to the beach. How about that? A jet plane — parachute — surfboard ride to the beach at Honolulu.

The parachuting adventures of the Russian cosmonauts; as well as would you believe Neil Armstrong, are fabulous. Did you know that Neil Armstrong has had some fantastic parachuting experiences, other than his monumental parachuting return from the moon? Did you know that Johnny Carson of TV fame has made a daring 2 mile free-fall sport parachute jump? How about D.B. Cooper and other parachuting skyjackings? These are only a few of the greatest jump stories of all time: "Parachuting's Unforgettable Jumps," a new completely revised edition of the book formerly titled "The Falcon's Disciples".

The NEW "Parachuting's Unforgettable Jumps" by Howard Gregory, has over 200 spectacular photographs in this completely revised, large, 9 x 6 hard-bound edition. The best parachuting photographs of Carl Boenish, Ray Cottingham and many others. Unbelievable Parachuting photos that run the gambit, from comedy to tragedy.

The NEW "Parachuting's Unforgettable Jumps" is a regular Who's Who of the celebrities of the parachuting world; professionals and sport champions are interviewed for their funniest, most unusual and most memorable jump stories.

The sensational photographs of Rod Pack's famous chuteless jump by the late Bob Buquor are only a few of over 200 of the most dramatic parachuting pictures ever compiled. These pictures alone are worth the price of this book (\$12.00).

A FREE COLORED POSTER of the Earth from Outer-Space (Quantity Limited). In July 1969, after man's first moon-walk, Apollo 11 was streaking back to Earth at 25,000 miles per hour — to a safe parachute landing in the Pacific — southwest of Honolulu. A spectacular NASA photo taken on that flight, has been made into a beautiful colored poster which is given free with each purchased copy of "PARACHUTING'S UNFORGETTABLE JUMPS" by sending:

\$12.00 to Howard Gregory
Box 66-J, La Mirada, California 90637
(\$12.00 incl. handling and shipping costs.)

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Combined RW Awards Made

For the second year RWunderground has awarded Combination RW Awards to relative workers who competed and placed highest in both the 10-man and 4-man events at the Nationals.

This year's plaques went to three members of northern California's North Stars ten-man/four-man team for achieving the highest score in both 10-man and 4-man competition according to the final standings of their teams. They are Carl Winther (captain of the 4-man team), Porter Turpin and Mike Gennis. RWu awards the Combination RW trophies each year in an effort to support and promote both phases of RW competition. RW'ers who are competent at both of these difficult forms of competitive RW deserve recognition.

The Rainbow Flyers 4-man team (part of the Beechnuts) placed a close second. They had the same number of points based on final standings, but their total time was 191.30, compared to North Star's 176.12.



VOTE for ME

I'm running for a post as National Director of USPA this fall, and I hope every one of you will cast one of your votes my way. Let me tell you why:

As a director of our national organization, I plan to help make it the strong, vital, youthful-thinking kind of organization our sport needs. I jump outa airplanes. I like parachuting, I love competition. I've done both -- style/accuracy and relative work. I think I'll represent your interests for the betterment of our sport.

WHATEVER YOU DO, VOTE !!

Pat Weeks scs-1

Scrambles

A total of 34 teams entered the annual Labor Day Scrambles at Elsinore this year. Phil Mayfield from Texas won the tracking contest; Gordon Foster from Calif. was second. The boogie was enjoyed by all at the event which was put on by "Rabbit" Bahen.

....The Hinckley, Ill. 8-man Scrambles attracted enough people for ten teams over Labor Day, and the event was made interesting by its inclusion of a snowflake, accordion, French connection and Hinckley "H" formation in addition to the usual star.



FIRST LINK

A grey humidity of sullen sky and buzzing planes.
Sunday at Ardmore: gliders perch silent on two thousand feet of air.
The 180 takes its parachutists and dumps them somewhere over Clevedon.
A lead climbs away and now its our turn.
We wait, chatting in the club-room; and Ross suggests we try a link — something I'd heard tell about with awe.

I would not say excitement had been lost — its fun and still a test — but this new challenge tightened the nerves and sent a surge of blood through passive veins.

Now we come in at 5000 feet. Ross' flattened features gaze below.

I sit ready at the door and wonder if I'll roll over, go unstable, mess it up.

The indicating hand chops, and the pilot throttles back.

A hand on my shoulder. My right leg reaches to the step.

I pause then push, kicking into space.

Almost I roll. A push and recovery.

The feel of buoyancy — the fields below solid — seconds upon seconds away.

A flash of yellow somewhere to my left — a cautious look — and there miraculous glides Ross, floating, drifting through the air, swimming round towards me.

He takes my outstretched left wrist with his right — grinning.

Gently he swings, pivots, slides to place his other hand on mine.

And there lie

laughing

4000 feet above the earth.

The altimeter hand touches 3000.

He winks — a shove, and he is gone.

I turn, pause, pull,

and swing under the white canopy down to the pedestrian world

where freedom means other things than

a joyful laugh

somewhere in the sky.

M.T. Carter

REPRINTED from New Zealand's
Free Fall Kiwi magazine.

FAST EXITS

Pete Picciolo, SCR-23, was captain of the Arvin Good Guys, one of the first 10-man teams in Calif. He sent us a copy of a letter he wrote to the team as they were preparing for spring practice in March of 1970. What he said then about the importance of a fast exit is also true today, and may be useful to some teams. He gave some figures taken from the Complete Book of Sky Diving:

Seconds	Distance Fallen In Feet	Total Distance Fallen Each Second
1	16	16
2	46	62
3	72	138
4	104	242
5	124	366
6	138	504
7	148	652
8	156	808

"Take a look at the distance we could save by cutting just 2 seconds off our exit time. This savings is actually more than it appears on the chart, due to the fact that the first man is still gaining distance on the last man because the last man is still trying to get terminal."

Fast exits continue to be a vital part of any relative work jump, competition or sequential, but 10-man star times have certainly come a long way. Pete closed his letter to his team with this challenge: "How about a sub-terminal 5-man? Or a 30-second 10-man?"

• **Large Stars** • large star world record was part of an airshow which was held for the benefit of the Muscular Dystrophy Foundation. Al Krueger, captain of the Cap'n Hook team, and Bob Westover, All Stars captain, organized the attempts. Mike Truffer served as USPA coordinator with the FAI.

Photos show the attempt August 25 produced a 28-man. The film is being studied and the largest star which was held for 5 sec. will be submitted to the FAI for the official one.

30-man attempts August 10 over LaGrange, Georgia, organized by Phil McCormick and attended by jumpers and photographers from all over the East and Midwest produced a 24-man on film. The 30-man which was originally reported from Zephyrhills during March did not appear in the films which were taken in the air. And as always happens when large stars are reported on before photographs are seen and studied, the Big One was not as big as originally thought. Those Z-Hills attempts yielded three 28-mans as the largest stars.

There are as yet unconfirmed reports of a 28-man built at the World Cup in South Africa.

• **World Cup** • the Nationals to earn the title of National Champion 10-man team, was unable to obtain the necessary sponsorship and financing to attend the World Cup, as was the national second place team, the All Stars. However, the National Champion 4-man team (Rainbow Flyers) was able to attend with funds obtained through donations and exhibition jumps. Captain of the team is Sam Brown, and its members are also members of the Beehnuts 10-man team which took fifth place at the Nationals.

Pete also had some advice on using floaters to improve star times:

© MARCH 1970 by P. Picciolo

HOW IT'S DONE

by Pete Picciolo

FLOATING

If the first person out can stand outside a twin beech, with only his right foot on the door sill and his right hand holding him upright facing forward, he won't have to worry about getting blown away. There is no wind coming over the top of the wing after the cut. (ED. NOTE: According to current National rules, he'll have to stay completely inside the aircraft.)

The first person out the door should bend his right knee and push up & out as he lets go with his right hand, keeping his body in the same line of flight as the aircraft. When you get in the wind, get on top of it -- but not by standing up vertically as you leave the aircraft. Don't let the air blast take you away from the base any farther than you can help it. The least resistance to the forward speed of the aircraft will put you closer to where you want to be. While you are doing this, reverse your arch and put your arms out in front of you over your head and bent slightly at the elbows, with your hands down almost 45° to the ground. It's just a good old hand track. This will give you forward speed, while the reverse arch brings you up to the base. If done correctly you will be on the same level reaching for a set of wrists about the same time the base is hooking up. Minor adjustments are necessary to keep your heading and know when to let up on your arch and hand track. The first few tries are a gas. It's easy to find yourself 100 ft. above the base, or with so much forward speed that you have to stand up vertically to stop. Believe me, tracking up is a trip.



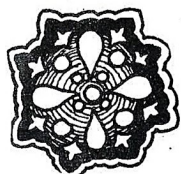
The second and third floaters out the door should execute approximately a 90° turn to the right, then go into the reverse arch and hand track.

Support USPA's Move to Washington, D.C.

The Sept. Parachutist unfairly represents the USPA Headquarters move situation. As RWu sees it, USPA wants to stay in Monterey, spend \$240,000 of your money and continue to bumble along. Any good businessman knows that dealing with the rest of the U.S.A. from the West Coast is severely restrictive because of the time difference.

USPA can do a better job for you from Washington D.C. -- USPA's staff wants to stay in Monterey because it's a beautiful California seacoast town -- it's great living there. But the supposed purpose of USPA is to support parachuting, not itself. Importantly, the direct contact with FAA & Dept. of Transportation afforded by a Washington location would be helpful. If it didn't matter, then other major sport air space users would set up shop in spa's like Palm Springs, or Monterey.

Cast your vote, or sign a petition. Support the needed move to D.C.



BOOK REVIEW

Howard Gregory's "Parachuting's Unforgettable Jumps" is a fascinating collection of jump stories ... full of photographs and reminisces of some of the first relative work jumps. It's an exciting reading adventure for anyone who likes adventure stories, whether they jump out of airplanes themselves or not. Your library deserves a copy.

P.S. Just saw an advance copy of Andy Keech's "Skies Call" ... a beautiful experience. You're gonna like it!

Team Alternates Team Up

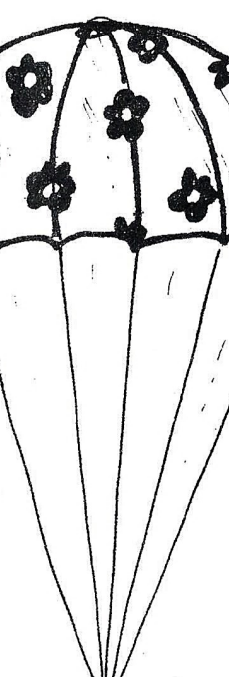
Here's an idea Sandy Reid, SCS-121, would like to share with RWu readers. Sandy jumps with the Beechnuts team from Michigan.

There is in many cases an individual on a 10-man team who is usually kept in the background. Nonetheless he or she is one of the most important members of the team -- the alternates(s). It takes a lot of dedication to sit around while your team-mates are getting it on in the air. Occasionally they'll take the place of someone who is absent or injured or they'll tag along and fly 11th or 12th. A top-notch team does not get where they are by having a lousy alternate. An alternate also has to be able to jump any slot on the team if need be (although this should be true of every other member of the team, too.)

But when a meet comes along, the alternate sits on the ground timing his team as well as other contenders. This can be pretty hard to take when there is unlimited ceiling and a gentle breeze tugging at the wind sock and big dynamite donuts being built. I would like to offer what might be the salvation of this frustrated swooper.

Why not allow alternates to form 10-man teams at meets and compete along with the rest. The only rule needed is that if one of the alternates' team lost a man, he would jump with his (or her) home team and the alternate team would jump with one less. The alternates' team would not have an alternate so that there would be closer to total participation in the meet.

Bringing together different techniques could have some interesting results. Some people would say that they don't want to give away any of their team secrets, whatever they may be. I don't really think there are trade secrets; just 10 open heads into the same thing and lot of hard work. People don't have to contribute any more than they want to. And who knows, maybe the next guy has something he's turning the team onto that makes your "secrets" look like antiquity.



The WSCR organization is growing as summer brought on more all-girl star attempts. Six girls earned their colorful patches on June 2 at Elsinore, along with one guy (the fourth to do so) reports record-keeper Bill Stage.

On June 9 in Issaquah, Washington, eight girls earned theirs in the first attempt in that part of the country. And on July 21 four more girls at Issaquah qualified in a beautiful 10-girl star.

Women relative workers are getting it on together across the country, and WSCR membership stands at 63 presently. A guy may earn one by entering 9th or later in an all-girl star.

Applications to: Bill Stage
4904 South F St.
Oxnard, Calif. 93030

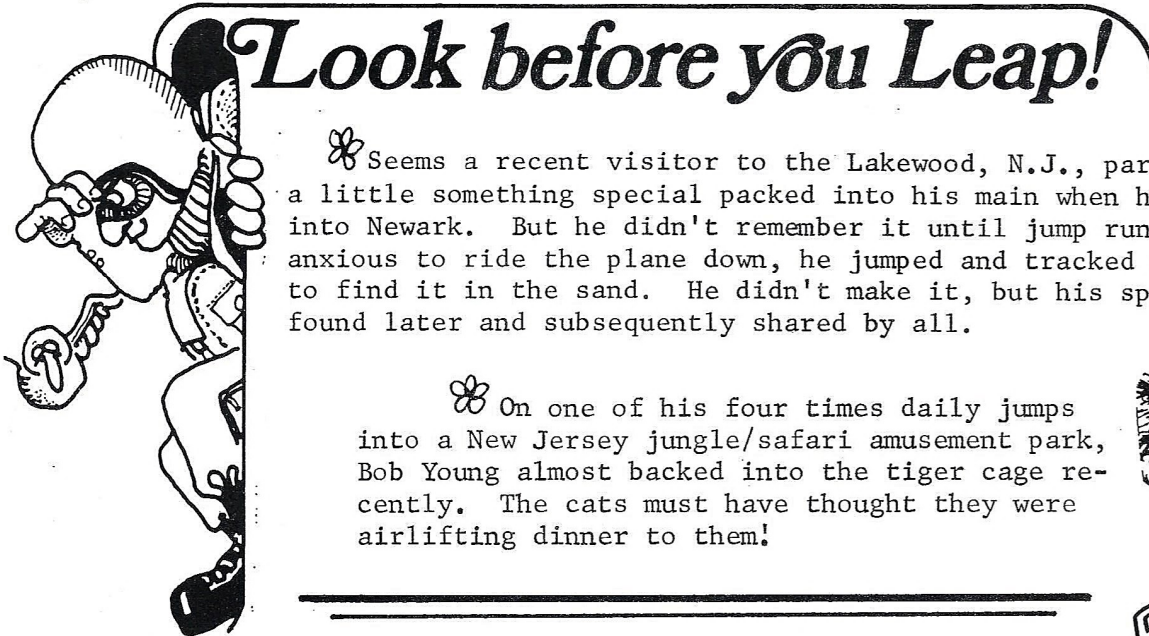
♀ WSCR News



Another organization adding new members is that known as "Freak Brothers." Which just goes to show that there is something for everybody.

Roger Freak Brother Nelson, one of the group's original founders, wrote to tell us that membership numbers almost 100. The organization's platform is hassle-free jumping. You can earn a patch simply by being in an 8-man along with another Freak Brother. "It's grown strong in brotherhood & desire for membership," says Roger. "Since RW is a freakie thing, then it's logical to be good at it you must be a freak!"

FMI: Roger Freak Brother
c/o Hinckley Parachute Center
R.R.#1, Hinckley, Ill.



✿ Seems a recent visitor to the Lakewood, N.J., parachuting place had a little something special packed into his main when he flew commercially into Newark. But he didn't remember it until jump run at Lakewood. Not anxious to ride the plane down, he jumped and tracked for the bowl, hoping to find it in the sand. He didn't make it, but his special something was found later and subsequently shared by all.

✿ On one of his four times daily jumps into a New Jersey jungle/safari amusement park, Bob Young almost backed into the tiger cage recently. The cats must have thought they were airlifting dinner to them!



IN CASE YOU WONDERED the ad for Frank McGovern's deployment bag on page 6 is a legitimate one. Please patronize our advertisers ... they help pay the bills. If you don't, then we'll have to start running all "straight" ads. You too can be an RW advertiser. Write us for more details. We can make you look as strange as we did Frank.

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|-------------|--|
| Sept. 21-22 | Ron Dow Memorial 10-man meet, Pope Valley, California. 4 ten-man jumps. \$37.00 entry fee includes BBQ steak dinner & Boogie band.
FFI: Curt Curtis (707) 965-3400 |
| Sept. 21-22 | 3rd Annual Richmond RW Boogie, Richmond, Indiana, Municipal Airport. Sponsored by Richmond Jaycees. Lots of big planes & fun.
FFI: Garth Taggart, 4023 Leesburg Lane, #19, Cincinnati, Ohio 45209 |
| Nov. 16-17 | Annual Rumbleseat Meet (original 10-man championships), Elsinore, Calif. 4 ten-man jumps from 9500' ... \$30 entry fee. Trophies & gear prizes
FFI: Diane Kelly, Rt. 2, Box 501, Lake Elsinore, Ca. 92330 |

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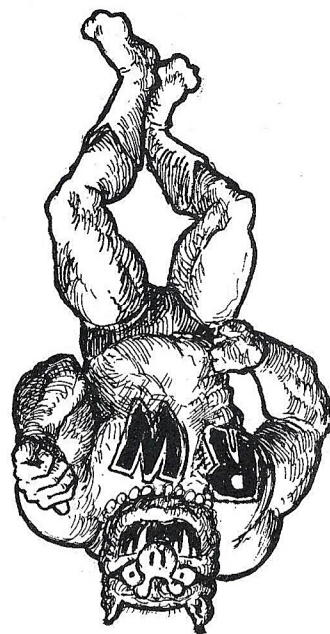
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